

# WP T1.3.1 PPP REPORTS ON TRANSNATIONAL STRATEGY

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Version 1  
01 2019

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|  |   |              |                          |                     |                                     |                   |                          |               |                          |
|--|---|--------------|--------------------------|---------------------|-------------------------------------|-------------------|--------------------------|---------------|--------------------------|
| <b>Project Number</b>                        | CE1161  |              |                          |                     |                                     |                   |                          |               |                          |
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| <b>Work Package</b>                          | T1 - Deliverable D.T1.3.1 PPP Reports on Transnational Strategy   |              |                          |                     |                                     |                   |                          |               |                          |
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## PREMISE \_ Smart Commuting

The core objective of this project is to promote an internal coordination within municipalities and stakeholders inside the same FUA to achieve a more sustainable planning of transport system.

Commuting has been identified as one of the main causes of rush hours and consequent congested roads, accidents and all the related air and noise pollutions in the project's areas. Dealing with commuting means to face a crucial challenge that involves two critical issues of our contemporary cities: urban sprawl instead of compact cities and inadequate intermodal transport systems. This general condition of cities influences and is influenced by cultural habits and bad sedentary lifestyle.

The Smart Commuting objective is to deal with this challenging situation starting from municipalities and stakeholders guiding them through the following steps:

- WP T1: Elaboration of a Transnational Strategy through the SWOT Analysis at FUA level
- WP T2: Enhancement of mobility capacity planning and coordinating at FUA level
- WP T3: Realisations of pilot actions.

We are now processing the elaboration of WPT1, which after the SWOT Analysis already was done, proceeded to the development of the Transnational Strategy and to the selection of measures by PPs.

## SHORT RECAP \_ Project's objectives

“Smart Commuting” is a EU-funded project that belongs to the theme “Low-carbon economy”. The main objective of the project is to find effective solutions to make commuting smarter in the partners' contexts.

Dealing with commuting means not only to improve the quality of our cities in daily-life, but also to address the plague of CO2 emissions efficiently. Working on this topic represents a crucial chance to develop more sustainable cities from both urban and environmental point of view.

The Smart Commuting project is a transnational result-oriented process that will drive each partner through lessons learned from other cities and countries thanks to the guidelines that the scientific partners involved will prepare step by step.

## What has been done so far?

In order to elaborate the WPT1, the first two steps of D.T1.1.1 "Preparation of a common Guideline to carry out the SWOT Analysis" and D.T1.1.2 "Realization of the SWOT Analysis" have been carried out and presented. Moreover, D.T1.2.1 "Transnational strategy to change commuting models in the FUAs" has been completed and made available in early 2018. The document illustrates PP's measures of preference and describes the various measures which compose the transnational strategy, their expected results and some best cases.

## What after the definition of the Transnational Strategy?

Once that the common base had been created and each partner was made more conscious of its territories, of the stakeholders involved and of its specific objective, the third step of D.T1.2.1 "Transnational Strategy to change commuting models in the FUAs" could be carried out. After the selection of measures carried out by each partner, local seminars have been carried out at the 7 territorial PPs FUAs. Outputs from the seminars form Deliverable D.T1.2.2, currently under preparation. Moreover, PPs have been asked to provide reports on the chosen Transnational Strategy measures and specifically on the implementation status and on stakeholders' involvement. Such reports constitute the backbone of this Deliverable D.T1.3.1.



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## What are the next steps?

The Deliverables D.T1.2.2 “Seminars at FUA level on Transnational Strategy” and D.T1.3.1 “PPP Reports on Transnational Strategy” need to be carried on and completed simultaneously. IUAV and VUT working structures are responsible for such documents; the meeting in Vienna on March 6<sup>th</sup> and 7<sup>th</sup>, 2019 will be a valuable occasion to confirm the calendar and define last details for the publication. Some changes occurred among IUAV’s group have caused delays but the effort is now total to catch up with the schedule.



## PPP REPORTS ON TRANSNATIONAL STRATEGY - D.T1.3.1

In February 2018 a Template was sent to each territorial PP to produce coherent PP Reports on Transnational Strategy. This Deliverable consists of the collection of such reports, preceded by a summary table of the chosen Transnational Strategy Measures and followed by some concluding remarks. Involved PPs are the seven participating FUAs: Rimini, Hranize, Zadra, Szolnok, Koper, Velenje and Weiz.

### Overview - D.T1.3.1

This is a synthetic graphic overview of the process of the Transnational Strategy (D.T1.3.1).

#### PART 1

Part 1 will report a tabular synthesis of the Transnational Strategy measures which have been chosen by each territorial PP. This is done to contextualise the various PP Reports which are collected in Part 2.

##### 1.1 Measure boxes for each PP

###### 1.1.1 Hranize

###### 1.1.2 Koper

###### 1.1.3 Rimini

###### 1.1.4 Szolnok

###### 1.1.5 Velenje

###### 1.1.6 Weiz

###### 1.1.7 Zadra

#### PART 2

##### 2.1 Template

##### 2.2 Hranize

##### 2.3 Koper

##### 2.4 Rimini

##### 2.5 Szolnok

##### 2.6 Velenje

##### 2.7 Weiz

##### 2.8 Zadra

#### PART 3

Final remarks and conclusions, glossary.



## PART1

### 1.1 Measure boxes for each PP

Tables are extracts of Deliverable T1.2.1 “Transnational strategy at FUA Level”.

#### 1.1.1. Hranize

|    | Measures   | PP's selection | Comments |
|----|--|----------------|----------|
| 1  | Incentive apps for cycling   | X              |          |
| 2  | Roof on bicycle parking (and subsidizing it)                           |                |          |
| 3  | Roof + bench at bus/tram stop  |                |          |
| 4  | Making access routes to PT stops / stations pedestrian-friendly        |                |          |
| 5  | Backside exit of railway station                                       | X              |          |
| 6  | New train station / bus&tram stop                                      |                |          |
| 7  | Car-sharing (Car Club), non-profit                                     | X              |          |
| 8  | Bike-sharing (fixed-station)   | X              |          |
| 9  | Ride-sharing (Car-pooling)   |                |          |
| 10 | EV-charging spots  | X              |          |
| 11 | Regular exchange of information with outside                           |                |          |
| 12 | Awareness raising in health and active mobility                        |                |          |
| 13 | Mobility education at School   |                |          |
| 14 | Participatory process for strategy-building                            |                |          |
| 15 | One-stop mobility service point  |                |          |
| 16 | Mobility information portal (web, app)                                 | X              |          |
| 17 | Bicycle parking and shower at companies/schools                        |                |          |
| 18 | Bicycle pump / repairing tools   |                |          |
| 19 | Incentives for / Introduction of teleworking                           |                |          |
| 20 | Introduction / regular revision of mobility management plan of company |                |          |
| 21 | Coordinating shift-working-hours and PT timetable                      |                |          |
| 22 | Ride-sharing portal for employees                                      | X              |          |
| 23 | School bus / commuter bus  |                |          |





|    |  |  |  |
|----|--|--|--|
| 24 | Incentives for electric vehicles                                       |  |  |
| 25 | Incentives for offices located in city center / factories near station |  |  |

### 1.1.2. Koper

|    | Measures   | PP's selection | Comments                                 |
|----|--|----------------|--|
| 1  | Incentive apps for cycling   |                |  |
| 2  | Roof on bicycle parking (and subsidizing it)                           | X              |  |
| 3  | Roof + bench at bus/tram stop  | X              | Measure of the pillar "Public transport" |
| 4  | Making access routes to PT stops / stations pedestrian-friendly        |                |  |
| 5  | Backside exit of railway station                                       |                |  |
| 6  | New train station / bus&tram stop                                      |                |  |
| 7  | Car-sharing (Car Club), non-profit                                     |                |  |
| 8  | Bike-sharing (fixed-station)   | X              |  |
| 9  | Ride-sharing (Car-pooling)   |                |  |
| 10 | EV-charging spots  | X              |  |
| 11 | Regular exchange of information with outside                           |                |  |
| 12 | Awareness raising in health and active mobility                        | X              | Measure of the pillar "Walking"          |
| 13 | Mobility education at School   | X              |  |
| 14 | Participatory process for strategy-building                            | X              |  |
| 15 | One-stop mobility service point  |                |  |
| 16 | Mobility information portal (web, app)                                 |                |  |
| 17 | Bicycle parking and shower at companies/schools                        | X              |  |
| 18 | Bicycle pump / repairing tools   |                |  |
| 19 | Incentives for / Introduction of teleworking                           |                |  |
| 20 | Introduction / regular revision of mobility management plan of company | X              |  |
| 21 | Coordinating shift-working-hours and PT timetable                      |                |  |
| 22 | Ride-sharing portal for employees                                      |                |  |
| 23 | School bus / commuter bus  | X              |  |
| 24 | Incentives for electric vehicles                                       |                |  |
| 25 | Incentives for offices located in city center / factories near station | X              |  |



### 1.1.3. Rimini

|    | Measures  | PP's selection | Comments   |
|----|---|----------------|--|
| 1  | Incentive apps for cycling                        |                |  |
| 2  | Roof on bicycle parking (and subsidizing it)      |                |  |
| 3  | Roof + bench at bus/tram stop                     |                |  |
| 4  | Making access routes to PT stops / stations       | X              |  |
| 5  | Backside exit of railway station                  | X              |  |
| 6  | New train station / bus&tram stop                 | X              | This measure means about new Bus Rapid Transit route with new stops and intermodal hub |
| 7  | Car-sharing (Car Club), non-profit                |                |  |
| 8  | Bike-sharing (fixed-station)                      | X              | The measure includes bike-sharing free flow as well                                    |
| 9  | Ride-sharing (Car-pooling)                        |                |  |
| 10 | EV-charging spots                                 |                |  |
| 11 | Regular exchange of information with outside      |                |  |
| 12 | Awareness raising in health and active mobility   | X              |  |
| 13 | Mobility education at School                      | X              |  |
| 14 | Participatory process for strategy-building       |                |  |
| 15 | One-stop mobility service point                   |                |  |
| 16 | Mobility information portal (web, app)            |                |  |
| 17 | Bicycle parking and shower at companies/schools   |                |  |
| 18 | Bicycle pump / repairing tools                    |                |  |
| 19 | Incentives for / Introduction of teleworking      |                |  |
| 20 | Introduction / regular revision of mobility       |                |  |
| 21 | Coordinating shift-working-hours and PT timetable |                |  |
| 22 | Ride-sharing portal for employees                 |                |  |
| 23 | School bus / commuter bus                         |                |  |
| 24 | Incentives for electric vehicles                  |                |  |
| 25 | Incentives for offices located in city center /   |                |  |



### 1.1.4. Szolnok

|    | Measures   | PP's selection | Comments                             |
|----|--|----------------|--------------------------------------|
| 1  | Incentive apps for cycling   | X              | As part of Smart City Program (SCP)  |
| 2  | Roof on bicycle parking (and subsidizing it)                           | X              | As part of Modern City Program (MCP) |
| 3  | Roof + bench at bus/tram stop  | X              | As part of MCP                       |
| 4  | Making access routes to PT stops / stations pedestrian-friendly        |                |                                      |
| 5  | Backside exit of railway station                                       |                |                                      |
| 6  | New train station / bus&tram stop                                      |                |                                      |
| 7  | Car-sharing (Car Club), non-profit                                     | X              | As part of SCP                       |
| 8  | Bike-sharing (fixed-station)   | X              | As part of SCP                       |
| 9  | Ride-sharing (Car-pooling)   | X              | As part of SCP                       |
| 10 | EV-charging spots  | X              | As part of MCP                       |
| 11 | Regular exchange of information with outside                           | X              |                                      |
| 12 | Awareness raising in health and active mobility                        | X              |                                      |
| 13 | Mobility education at School   | X              |                                      |
| 14 | Participatory process for strategy-building                            | X              |                                      |
| 15 | One-stop mobility service point  |                |                                      |
| 16 | Mobility information portal (web, app)                                 | X              | As part of SCP                       |
| 17 | Bicycle parking and shower at companies/schools                        |                |                                      |
| 18 | Bicycle pump / repairing tools   |                |                                      |
| 19 | Incentives for / Introduction of teleworking                           | X              |                                      |
| 20 | Introduction / regular revision of mobility management plan of company | X              |                                      |
| 21 | Coordinating shift-working-hours and PT timetable                      | X              |                                      |
| 22 | Ride-sharing portal for employees                                      | X              | As part of SCP                       |
| 23 | School bus / commuter bus  |                |                                      |
| 24 | Incentives for electric vehicles                                       | X              |                                      |
| 25 | Incentives for offices located in city center / factories near station |                |                                      |



## 1.1.5. Velenje

|    | Measures   | PP's selection | Comments  |
|----|--|----------------|---|
| 1  | Incentive apps for cycling   |                |   |
| 2  | Roof on bicycle parking (and subsidizing it)                           |                |   |
| 3  | Roof + bench at bus/tram stop  |                |   |
| 4  | Making access routes to PT stops / stations pedestrian-friendly        |                |   |
| 5  | Backside exit of railway station                                       |                |   |
| 6  | New train station / bus&tram stop                                      |                |   |
| 7  | Car-sharing (Car Club), non-profit                                     |                |   |
| 8  | Bike-sharing (fixed-station)   | X              |   |
| 9  | Ride-sharing (Car-pooling)   | X              | We think we can combine it with "ride-sharing portal for employees" |
| 10 | EV-charging spots  |                |   |
| 11 | Regular exchange of information with outside                           |                |   |
| 12 | Awareness raising in health and active mobility                        | X              |   |
| 13 | Mobility education at School   |                |   |
| 14 | Participatory process for strategy-building                            |                |   |
| 15 | One-stop mobility service point  |                |   |
| 16 | Mobility information portal (web, app)                                 |                |   |
| 17 | Bicycle parking and shower at companies/schools                        | X              |   |
| 18 | Bicycle pump / repairing tools   |                |   |
| 19 | Incentives for / Introduction of teleworking                           |                |   |
| 20 | Introduction / regular revision of mobility management plan of company | X              |   |
| 21 | Coordinating shift-working-hours and PT timetable                      |                |   |
| 22 | Ride-sharing portal for employees                                      |                |   |
| 23 | School bus / commuter bus  | X              |   |
| 24 | Incentives for electric vehicles                                       |                |   |
| 25 | Incentives for offices located in city center / factories near station |                |   |



### 1.1.6. Weiz

|    | Measures  | PP's selection | Comments  |
|----|---|----------------|---|
| 1  | Incentive apps for cycling                                      |                |   |
| 2  | Roof on bicycle parking (and subsidizing it)                    |                |   |
| 3  | Roof + bench at bus/tram stop                                   | X              | In combination with improved timetables on train and bus lines in the FUA Weiz (starting in 2019) it is necessary to increase the comfort of stops as one measure to encourage people to use public transport.  |
| 4  | Making access routes to PT stops / stations pedestrian-friendly | X              | In addition to measure 3 attractive access routes will help to raise the use of bus and train. Both measure 3 and 4 have high synergy with the implementation of an improved bus and train service.   |
| 5  | Backside exit of railway station                                |                |   |
| 6  | New train station / bus&tram stop                               |                |   |
| 7  | Car-sharing (Car Club), non-profit                              |                |   |
| 8  | Bike-sharing (fixed-station)                                    |                |   |
| 9  | Ride-sharing (Car-pooling)                                      |                |   |
| 10 | EV-charging spots   |                |   |
| 11 | Regular exchange of information with outside                    |                |   |
| 12 | Awareness raising in health and active mobility                 |                |   |
| 13 | Mobility education at School                                    | X              | As shown in the analysis a high percentage of students at high schools in Weiz use private cars for commuting. Smart Commuting - embedded in regular teaching - must raise awareness about effects of private car use and benefits of walking, cycling and the use of PT. |
| 14 | Participatory process for strategy-building                     |                |   |
| 15 | One-stop mobility service point                                 | X              | In the FUA Weiz information about sustainable means of transport for all citizens is the central measure to increase the share of environment-friendly modes of traffic. A low-threshold service addressed to commuters will be a central function of the service point.  |



|    |  |  |   |
|----|--|--|---|
|    |  |  | The organization must also help coordinating intercommunal mobility within the FUA. |
| 16 | Mobility information portal (web, app)                                 |  |   |
| 17 | Bicycle parking and shower at companies/schools                        |  |   |
| 18 | Bicycle pump / repairing tools   |  |   |
| 19 | Incentives for / Introduction of teleworking                           |  |   |
| 20 | Introduction / regular revision of mobility management plan of company |  |   |
| 21 | Coordinating shift-working-hours and PT timetable                      |  |   |
| 22 | Ride-sharing portal for employees                                      |  |   |
| 23 | School bus / commuter bus  |  |   |
| 24 | Incentives for electric vehicles                                       |  |   |
| 25 | Incentives for offices located in city center / factories near station |  |   |

### 1.1.7. Zadra

|   | Measures  | PP's selection | Comments  |
|---|---|----------------|---|
| 1 | Incentive apps for cycling                                      | X              | There is currently an application for cyclists with loaded cycling routes, length of trails and difficulty of the route. But there is also a great room for advancing the same application, introducing city tracks or as presented in the example - additional content that would be interesting to the users. |
| 2 | Roof on bicycle parking (and subsidizing it)                    |                |   |
| 3 | Roof + bench at bus/tram stop                                   |                |   |
| 4 | Making access routes to PT stops / stations pedestrian-friendly | X              |   |
| 5 | Backside exit of railway station                                |                |   |
| 6 | New train station / bus&tram stop                               |                |   |
| 7 | Car-sharing (Car Club), non-profit                              |                |   |
| 8 | Bike-sharing (fixed-station)                                    | X              | There are bicycle stations in Zadar, but there is a need to increase the number of stations as well as renew the city track to make people more interested.   |
| 9 | Ride-sharing (Car-pooling)                                      |                |   |



|    |   |   |  |
|----|---|---|--|
| 10 | EV-charging spots                                 |   |  |
| 11 | Regular exchange of information with outside      |   |  |
| 12 | Awareness raising in health and active mobility   | X | Recently, in Zadar, every year, "Mobility Week" has been held to promote mobility. The number of such events should be increased and wider promoted in order to raise citizens' awareness. |
| 13 | Mobility education at School                      |   |  |
| 14 | Participatory process for strategy-building       | X |  |
| 15 | One-stop mobility service point                   |   |  |
| 16 | Mobility information portal (web, app)            |   |  |
| 17 | Bicycle parking and shower at companies/schools   |   |  |
| 18 | Bicycle pump / repairing tools                    |   |  |
| 19 | Incentives for / Introduction of teleworking      |   |  |
| 20 | Introduction / regular revision of mobility       |   |  |
| 21 | Coordinating shift-working-hours and PT timetable | X |  |
| 22 | Ride-sharing portal for employees                 |   |  |
| 23 | School bus / commuter bus                         |   |  |
| 24 | Incentives for electric vehicles                  |   |  |
| 25 | Incentives for offices located in city center /   |   |  |



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## PART 2

This part will present PPs' reports on Transnational Strategy, filed according to the template contained in section 2.1, sent out to all territorial partners by PP IUAV.





## 2.1. Template for PP reports on Transnational Strategy

# PPP REPORTS ON TRANSNATIONAL STRATEGY

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Deliverable D.T1.3.1  
Author: YOUR NAME

Version TEMPLATE  
03 2018

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**SMART COMMUTING**

|  |   |              |                          |                     |                          |                   |                          |               |                          |
|--|---|--------------|--------------------------|---------------------|--------------------------|-------------------|--------------------------|---------------|--------------------------|
| <b>Project Number</b>                        | CE1161  |              |                          |                     |                          |                   |                          |               |                          |
| <b>Project Acronym</b>                       | SMART COMMUTING   |              |                          |                     |                          |                   |                          |               |                          |
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| <b>Partners Owning</b>                       | YOUR PP NAME  |              |                          |                     |                          |                   |                          |               |                          |
| <b>Main Editor</b>                           | YOUR NAME   |              |                          |                     |                          |                   |                          |               |                          |
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## Information about local seminar

| Item  | Information |
|---|-------------|
| FUA in Concern                                |             |
| Date  |             |
| Venue   |             |
| Number of Participants in Total               |             |
| Number of Stakeholders participated (Group A) |             |
| Number of Stakeholders participated (Group B) |             |
| Number of Stakeholders participated (Group C) |             |
| Number of Stakeholders participated (Group D) |             |

**INSERT HERE ONE GROUP PHOTO FROM THE SEMINAR!**

## Feedback from seminar participants

### Feedback from mayors, authorities & governmental agencies

- ...
- ...
- ...

### Feedback from transport service providers

- ...
- ...
- ...

### Feedback from major employers and schools

- ...
- ...
- ...

### Feedback from NGOS and business support organizations

- ...



- 
- ...
  - ...

### Feedback from citizens

- ...
- ...
- ...

### Feedback from other types of participants

- ...
- ...
- ...

### Feedback from other occasions (if any)

- ...
- ...
- ...

### Concluding remarks

(max ½ page)



## 2.2. Hranize

# PPP REPORTS ON TRANSNATIONAL STRATEGY

Deliverable D.T1.3.1

Author: Michaela Škrobánková

Version TEMPLATE

03 2018





|  |  |              |                          |                     |                          |                   |                          |               |                          |
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| <b>Project Number</b>                        | CE1161   |              |                          |                     |                          |                   |                          |               |                          |
| <b>Project Acronym</b>                       | SMART COMMUTING  |              |                          |                     |                          |                   |                          |               |                          |
| <b>Work Package</b>                          | T1 - Deliverable D.T1.3.1 PPP Reports on Transnational Strategy  |              |                          |                     |                          |                   |                          |               |                          |
| <b>Version</b>                               | 1.0  |              |                          |                     |                          |                   |                          |               |                          |
| <b>Document History</b>                      | <b>Version</b>   |              |                          | <b>Issue Date</b>   |                          |                   | <b>Distribution</b>      |               |                          |
|  | 1.0  |              |                          | 30 November 2017    |                          |                   | All PP                   |               |                          |
| <b>Classification - This report is</b>       |  |              |                          |                     |                          |                   |                          |               |                          |
| <b>Draft</b>                                 | <input type="checkbox"/>   | <b>Final</b> | <input type="checkbox"/> | <b>Confidential</b> | <input type="checkbox"/> | <b>Restricted</b> | <input type="checkbox"/> | <b>Public</b> | <input type="checkbox"/> |
| <b>Partners Owning</b>                       | Hranická rozvojová agentura/Hranice development agency   |              |                          |                     |                          |                   |                          |               |                          |
| <b>Main Editor</b>                           | Michaela Škrobánková   |              |                          |                     |                          |                   |                          |               |                          |
| <b>Partners Contributed</b>                  | IUAV, VUT  |              |                          |                     |                          |                   |                          |               |                          |
| <b>Made Available To</b>                     | All SMART COMMUTING Partners   |              |                          |                     |                          |                   |                          |               |                          |
| <b>This Document should be referenced as</b> | Michaela Škrobánková, PPP Reports on Transnational Strategy for PP Hranice development agency, Deliverable D.T1.3.1 of SMART COMMUTING, Co-funded by Interreg Central Europe, March 2018 |              |                          |                     |                          |                   |                          |               |                          |



## Information about local seminar

| Item  | Information      |
|---|------------------|
| FUA in Concern                                | Hranice          |
| Date  | 27. 3. 2018      |
| Venue   | Hranice townhall |
| Number of Participants in Total               | 25               |
| Number of Stakeholders participated (Group A) |                  |
| Number of Stakeholders participated (Group B) |                  |
| Number of Stakeholders participated (Group C) |                  |
| Number of Stakeholders participated (Group D) |                  |



## Feedback from seminar participants

Feedback from mayors, authorities & governmental agencies



- mayors from small villages around Hranice needs support from Hranice as municipality with extended competence to negotiate with Region regarding the bus connections (between Hranice and surrounding small villages)
- SUMP's are not only for big cities
- as we have previously done land-use plans for big cities only, and it was gradually necessary to develop land-use plans for small municipalities as well as SUMP's will be gradually necessary for all municipalities

## Feedback from transport service providers

- Unfortunately, none of transport service providers attend the conference

## Feedback from major employers and schools

- Pupils and employees have quite a bad connection to school and to work.
- Many connections are omitted after the modifications, especially around Hranice.
- Large variation in time ranges from individual locations.

## Feedback from NGOs and business support organizations

- Very interesting topic, we would like to attend Vienna seminar
- We are small non-profit organization and I would have never say that this topic can “touch” us so much
- Big companies - they are not so „mobility oriented “
- Some big companies started to support their employees who go to work on bicycles

## Feedback from citizens

- unfortunately, we have no feedback from citizens

## Feedback from other types of participants

- All types of participants are listed above

## Feedback from other occasions (if any)

- none





## Concluding remarks

- we (HRA) were very satisfied with the participation of people in the seminar
- we really appreciated support from IUAV and TUV, specially participation of Takeru from TUV was priceless 😊
- people from Region we invited to seminar, two came but we have no feedback from them
- Hranice have to inform Region more about this topic, about this project and its actions in the field of mobility
- small communities are feeling skepticism about Hranice and its ability to help with mobility solutions
- this project is realized in the right time (for Hranice)!
- HRA is much more supported from municipality of Hranice then it was expected 😊 (about this project)



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## 2.3. Koper

# PP5 REPORT ON TRANSNATIONAL STRATEGY

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Deliverable D.T1.3.1  
Author: Slavko Mezek

Version TEMPLATE  
03 2018

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|--|--|--------------|--------------------------|---------------------|--------------------------|-------------------|--------------------------|---------------|--------------------------|
| <b>Project Number</b>                        | CE1161   |              |                          |                     |                          |                   |                          |               |                          |
| <b>Project Acronym</b>                       | SMART COMMUTING  |              |                          |                     |                          |                   |                          |               |                          |
| <b>Work Package</b>                          | T1 - Deliverable D.T1.3.1PPP Reports on Transnational Strategy   |              |                          |                     |                          |                   |                          |               |                          |
| <b>Version</b>                               | 1.0  |              |                          |                     |                          |                   |                          |               |                          |
| <b>Document History</b>                      | <b>Version</b>   |              |                          | <b>Issue Date</b>   |                          |                   | <b>Distribution</b>      |               |                          |
|  | 1.0  |              |                          | 30 November 2017    |                          |                   | All PP                   |               |                          |
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| <b>Draft</b>                                 | <input type="checkbox"/>   | <b>Final</b> | <input type="checkbox"/> | <b>Confidential</b> | <input type="checkbox"/> | <b>Restricted</b> | <input type="checkbox"/> | <b>Public</b> | <input type="checkbox"/> |
| <b>Partners Owning</b>                       | PP5: Regional development centre Koper   |              |                          |                     |                          |                   |                          |               |                          |
| <b>Main Editor</b>                           | SlavkoMezek  |              |                          |                     |                          |                   |                          |               |                          |
| <b>Partners Contributed</b>                  | IUAV, VUT  |              |                          |                     |                          |                   |                          |               |                          |
| <b>Made Available To</b>                     | All SMART COMMUTING Partners   |              |                          |                     |                          |                   |                          |               |                          |
| <b>This Document should be referenced as</b> | Regional development Centre Koper, PP5 Report on Transnational Strategy for Regional development centre Koper, Deliverable D.T1.3.1 of SMART COMMUTING, Co-funded by Interreg Central Europe, March 2018 |              |                          |                     |                          |                   |                          |               |                          |



## Information about local seminar

| Item  | Information                                     |
|---|---|
| FUA in Concern                                | Obalno kraška                                   |
| Date  | 5. 4. 2018                                      |
| Venue   | Slovenia, Koper, Primorska Gospodarska Zbornica |
| Number of Participants in Total               | 12  |
| Number of Stakeholders participated (Group A) | 4   |
| Number of Stakeholders participated (Group B) | 0   |
| Number of Stakeholders participated (Group C) | 3   |
| Number of Stakeholders participated (Group D) | 5   |



## Feedback from seminar participants

Discussion, related to measures are summarised below. Each measure is numbered, the number is the same as in the table (tool box) of measures, prepared by IUAV.

## Feedback from mayors, authorities & governmental agencies

21. Coordination of flexible time schedule and time plan of PT:



- The bus transport service providers are often not flexible and not ready to adjust schedules to the needs of big employers/commuters in the region. Their budget is limited according to available funds of the Ministry of infrastructure, with which the bus service provider signs the contract for providing the PT service.

#### 23. School bus/commuter bus:

- Some doubts on applicability of the measure were expressed (related to problems in implementation, since different subjects are responsible for concessions. It can be difficult to obtain permission from the Ministry of infrastructure to allow other passengers using the school bus - to combine school transport with PT.). It was explained, that there are already some successful examples in Slovenia: the Grosuplje municipality succeeded to find a solution and combined these types of transport. In this way they substantially enriched the mobility options for commuters and citizens.
- Call a ride: para-transit service
- Participants propose to include this measure on the list. This system has been already successfully implemented in the FUA: in the Hrpelje-Kozina municipality and in Koper municipality. It offers free rides for elderly population. It is managed by a Centre for social work Sežana and by a Retirement center in Koper. It is based on a network of volunteer drivers. There are still some open questions to be solved, such as the responsibility in case of injuries in accidents.

#### 8. Bike sharing:

- It is of crucial importance to establish a bike-sharing system on regional level: it has to enable trips between coastal towns, to take a bike in one town and to leave it in another town. In this way commuting between towns could be supported.

#### 12. Awareness raising (not only in health and active mobility):

- It is important to rise awareness of mayors: it is sometimes difficult to convince them to cooperate on regional level, since they are focused in problems in their own local community. This narrow approach reduces possibilities to implement more complex schemes and create synergies on regional level.

## Feedback from transport service providers

- /

## Feedback from major employers and schools

#### 17. Bicycle parking and shower at companies/schools:

- the measure is very promising, although some directors of schools (in Koper) are not favourable to provide/allow this on their territory, since it would require additional engagement from the school staff;

## Feedback from NGOS and business support organizations

Preparation of harmonised parking policy on regional level:



- The measure was proposed, since it supports the use of PT and sustainable mobility means. The policies should be harmonised on the regional level (all the municipalities should implement the same logic, since the majority of commuters travel in this FUA).

Guiding walks to schools for young schoolchildren (provided by volunteers)

- This concept is still not well known. Promotion in schools and between parents is needed. The Koper municipality wish to implement this measure in one of the schools in hinterland, if possible during the whole year and not only at the beginning of a school year. It is important to begin to work with youngsters as soon as possible and gradually support different modes of sustainable mobility adapted to their age. (Begin with walking, proceed with support to bikers when they are older). A devoted coordinator is needed, could be in the framework of implementation of a school mobility plan.

## Feedback from citizens

20. Introduction /regular revision of mobility management plan of company:

- Some doubts on sustainability of such measure in companies were expressed. As was explained by expert, there are some successful implementations in Slovenia. For this a devoted company employee designated for coordination of activities is of utmost importance;

10. EV-charging spots:

- The measure contributes mostly to improvement of environment (air quality, noise) and less to other aspects of problems related (it doesn't improve accessibility, spatial problems, parking problems etc.) For this reasons participants didn't included the measure on priority list, although there is a very ambitious programme of implementation on the national level.

## Feedback from other types of participants

- /

## Feedback from other occasions (if any)

- /

## Concluding remarks

- Participants agreed with the project approach, presented transnational strategy and proposed list of FUA priority measures,
- Participants proposed to cluster measures around daily migrations (home-work, home-school), focused on selected big employers and schools (elementary, secondary),
- Some important stakeholders were missing (employers, schools), the information needed in this context were partially provided by well informed individuals from municipalities and experts who prepared SUMP in the Municipalities of Koper and Izola.



- The seminar was organised for stakeholders and was not combined with the Conference of Mayors. The latter will be organised separately in May, in the framework of regular Regional Council event.
- The event followed the scenario and agenda, developed on the SmartCommuting project level.
- The participants positively reacted to given presentations and presented list of selected Smart Commuting measures. The discussion was focused on proposed list and on efficient implementation of measures.
- The draft list of measures was prepared on the basis of the proposed toolbox. It was confronted also with measures, contained in recently adopted municipal SUMP. The list contains measures, that have been identified in at least two municipal SUMP. Additionally, on the basis of rich discussion, some other measures have been proposed to be included.
- Attendees particularly liked the presentation of best practices. It was based on the draft list of proposed measures, prepared by our project group. The added value of the presentation was, that was focused on examples from Slovenia. The participants therefore understood that this measures could be implemented also in our FUA.
- In the last part of the event we clustered proposed measures in consistent entity, which is focused in the issue of Smart Commuting in our FUA.
- The final list of proposed measures is the following:
  2. Roof on bicycle parking (and subsidizing it) at stops of PT;
  3. Roof + bench at bus/tramp stop,
  4. Making access routes to PT stops/stations pedestrian friendly,
  6. New train/bus & railway station,
  8. Bike sharing,
  12. Awareness raising in health and active mobility,
  13. Mobility education at school,
  17. Bicycle parking and shower at companies/schools,
  20. Introduction /regular revision of mobility management plan of company;
  23. School bus/commuter bus,
- Additional measures (not listed):
  - Preparation of harmonised regional parking policy (restrictive parking fees, where access with PT and other sustainable means provided);
  - guiding walks to schools for young schoolchildren (provided by volunteers)
  - Call a ride: para-transit service provided for people who are elderly and/or disabled in the city.

The information was provided by well informed individuals from municipalities and experts who prepared SUMP in the Municipalities of Koper and Izola.



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## 2.4. Rimini

# LP REPORT ON TRANSNATIONAL STRATEGY

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Deliverable D.T1.3.1  
Author: Emanuele Moretti

Version TEMPLATE  
03 2018

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|--|--|--|-------------------|---------------------|---------------------|--|--|
| <b>Project Number</b>                        | CE1161   |  |                   |                     |                     |  |  |
| <b>Project Acronym</b>                       | SMART COMMUTING  |  |                   |                     |                     |  |  |
| <b>Work Package</b>                          | T1 - Deliverable D.T1.3.1 PPP Reports on Transnational Strategy  |  |                   |                     |                     |  |  |
| <b>Version</b>                               | 2  |  |                   |                     |                     |  |  |
| <b>Document History</b>                      | <b>Version</b>   |  | <b>Issue Date</b> | <b>Distribution</b> |                     |  |  |
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| <b>Draft</b>                                 |  |  | <b>Final</b>      |                     | <b>Confidential</b> |  |  |
| <b>Partners Owning</b>                       | MUNICIPALITY OF RIMINI   |  |                   |                     |                     |  |  |
| <b>Main Editor</b>                           | EMANUELE MORETTI   |  |                   |                     |                     |  |  |
| <b>Partners Contributed</b>                  | IUAV, VUT  |  |                   |                     |                     |  |  |
| <b>Made Available To</b>                     | All SMART COMMUTING Partners   |  |                   |                     |                     |  |  |
| <b>This Document should be referenced as</b> | EMANUELE MORETTI, PPP Reports on Transnational Strategy for PP MUNICIPALITY OF .3.1 of SMART COMMUTING, Co-funded by Interreg RIMINI (LP), Deliverable D.T1 Central Europe, March 2018 |  |                   |                     |                     |  |  |



## Information about local seminar

| Item  | Information                                  |
|---|--|
| FUA in Concern                                | All municipalities in the Province of Rimini |
| Date  | March 22-May 19, 2018.                       |
| Venue   |  |
| Number of Participants in Total               | 11   |
| Number of Stakeholders participated (Group A) | 4  |
| Number of Stakeholders participated (Group B) | 2  |
| Number of Stakeholders participated (Group C) | 2  |
| Number of Stakeholders participated (Group D) | 3  |

## PHOTOS OF LOCAL SEMINARS



## Feedback from seminar participants

The Workshop on 19nd April dwelt with Delivery of goods, in this meeting took part traders, delivers, distributors and couriers.

At first, Arch. Emanuele Moretti (in charge for Mobility and Transportation planning Office of the municipality of Rimini) introduced and explained the aims and strategies of the European Project “ Smart Commuting” and about SUMP (Sustainable Urban Mobility Plan).

The main strategies of the Municipality of Rimini are introduced to the audience together with a research



and analysis on the request of goods in the territory of Rimini, by ITL, the Institute of transport and goods delivery. The main point of the research are:

1. Out puts of the research (Air Quality, UE directives, prohibition od diesel engines, PUMS (urban sustainable mobility plan, sustainable cities)
2. focus on analysis and result
3. best practise for Rimini
4. Focus on bike

Participants are in a unique group, and they tried to answer to the following questions:

1. Which problems on delivery of goods ?
2. Which problems for goods withdrawal ?
3. (closed question) Are you available to the following points?
  - To take part to institutional meeting
  - To share the same space for delivery/ withdrawal with other firms/ shops?
  - To use cargo-bike for delivery/ withdrawal?
  - To receive goods during night or at the beginning of the morning
  - To withdrawal in a special area of the town
4. (closed question) Do you think the municipality should promote the following points?
  - Delivery of goods by electric transport;
  - to promote cargo bikes
  - to recycle packaging
  - to use areas dedicated to delivery/ withdrawal

## Concluding remarks

The final outputs of this workshop is summarized below :

- The European Community decides that within 2030 l European cities should be carbon-free;
- Rimini should diminish pm10 emissions
- The transport agencies such as START and Hera should change their car park, and promote electric transport
- to reduce the utilization of own cars for goods delivery/ withdrawal



## 2.5. Szolnok

# PPP REPORTS ON TRANSNATIONAL STRATEGY

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Deliverable D.T1.3.1  
Author: Szilvia Murányi

Version TEMPLATE  
21 03 2018

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|--|--|--------------|--------------------------|---------------------|--------------------------|-------------------|--------------------------|---------------|--------------------------|
| <b>Project Number</b>                        | CE1161   |              |                          |                     |                          |                   |                          |               |                          |
| <b>Project Acronym</b>                       | SMART COMMUTING  |              |                          |                     |                          |                   |                          |               |                          |
| <b>Work Package</b>                          | T1 - Deliverable D.T1.3.1PPP Reports on Transnational Strategy   |              |                          |                     |                          |                   |                          |               |                          |
| <b>Version</b>                               | 1.0  |              |                          |                     |                          |                   |                          |               |                          |
| <b>Document History</b>                      | <b>Version</b>   |              |                          | <b>Issue Date</b>   |                          |                   | <b>Distribution</b>      |               |                          |
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| <b>Draft</b>                                 | <input type="checkbox"/>   | <b>Final</b> | <input type="checkbox"/> | <b>Confidential</b> | <input type="checkbox"/> | <b>Restricted</b> | <input type="checkbox"/> | <b>Public</b> | <input type="checkbox"/> |
| <b>Partners Owning</b>                       | SZOLNOK  |              |                          |                     |                          |                   |                          |               |                          |
| <b>Main Editor</b>                           | Szilvia Murányi, IFUA Horváth & Partners Kft.  |              |                          |                     |                          |                   |                          |               |                          |
| <b>Partners Contributed</b>                  | IUAY, VUT  |              |                          |                     |                          |                   |                          |               |                          |
| <b>Made Available To</b>                     | All SMART COMMUTING Partners   |              |                          |                     |                          |                   |                          |               |                          |
| <b>This Document should be referenced as</b> | Szilvia Murányi, PPP Reports on Transnational Strategy for PP SZOLNOK, Deliverable D.T1.3.1 of SMART COMMUTING, Co-funded by Interreg Central Europe, March 2018 |              |                          |                     |                          |                   |                          |               |                          |



## Information about local seminar

| Item  | Information  |
|---|--|
| FUA in Concern                                | Szolnok  |
| Date  | 12 March 2018  |
| Venue   | Szolnok, Aba-Novák Agora Cultural Centre, Hild Square 1. |
| Number of Participants in Total               | 17   |
| Number of Stakeholders participated (Group A) | 7  |
| Number of Stakeholders participated (Group B) | 6  |
| Number of Stakeholders participated (Group C) | 3  |
| Number of Stakeholders participated (Group D) | 1  |





## Feedback from seminar participants

### Feedback from mayors, authorities & governmental agencies

- **Draft measures 1 - Incentive apps for cycling:** In case of Szolnok the number of cyclers are above the Hungarian average partly due to the geographical characteristics of the city and its agglomeration. Development of the cycling infrastructure is a key element of the Integrated Municipality Development Strategy and Transport Development Plan as part of it. The local government has an intention to raise the level of participation of the local cycling groups in planning process of cycling route and infrastructure development and maintaining by using the geolocation information from cycling apps (for instance Strava, Garmin etc.).
- **Draft measures 2 - Quality improvement of bicycle parking with roof:** The Municipality has a plan to extend the network of bicycle parking with roof at the main traffic junctions to integrate the individual and public transport and at markets and retail units (supermarkets). The improvement of bicycle parking facilities is also important at the place of employers (some bigger employers ensure bicycle parking for their employees. The security of bicycles (for example video surveillance) is a key issue in the development plans.
- **Draft measures 5 - Bike-sharing:** the Deputy-Mayor of Szolnok strengthened that the city and its agglomeration has a well-developed network of cycling routes and the people who cycles due to financial or health reasons have their own bike. First of all, bike-sharing could be an attraction for tourists.
- **Draft measures 6 - Ride-sharing (car pooling):** car pooling systems have no significant effect on local transport and commuting.
- **Draft measures 7 - EV-charging spots:** no doubt that E-mobility is the future and a significant trend can be seen. At this point there is a very few electric car in Szolnok and no electric / hybrid bus in public transport.
- **Draft measures 8 - regular exchange of information with outside:** Szolnok regularly participates in the conferences of Szécheny István University (Győr). The Szécheny University deals mostly with smart transport and intelligent solutions.
- **Draft measures 9 - awareness raising in health and active mobility:** Szolnok joined the European Program of Car Free Day and hold Car Free Day each year.
- **Draft measures 10 - mobility education at school:** Szolnok has a Committee for Accident Prevention led by the local police. The Committee has a preventive and promotion purposes, organising mobility education and events at schools in Szolnok and in the county. In the opinion of the regional head of police the Committee fulfil the mobility educational purposes.
- **Draft measures 11 - participatory process for strategy-building:** there is a good cooperation between the stakeholders related to transport services and infrastructure in Szolnok and its agglomeration. However Szolnok did not adopt SUMP and its methodology so far and isn't preparing it outside the project.
- **Draft measures 17 - incentives for electric vehicles:** no doubt that E-mobility is the future and a significant trend can be seen. At this point there is a very few electric car in Szolnok and no electric / hybrid bus in public transport. There is a governmental program to support financially the buying of electric cars and electric busses, and to implement EV charging spots.





## Feedback from transport service providers

- **Draft measures 3 - Roof + bench at bus / tram stops:** There is an ongoing development (Smart City Program - central governmental program) to extend the number of 10 pavilions among the 170 pairs of bus stop in the City in large junctions. The development contains real-time or not real-time (at least transfer possibilities to other scheduled services) passenger information columns with street wifi-network and connection with application, with a possible advertisement / marketing surface.
- **Draft measures 4 - Car-sharing:** In case of Szolnok the target group of car sharing could be the firms with several location and the young people. The CEO of public service provider can not see big potential in car sharing system in Szolnok since there are no subsidiary fees in the City like parking fee, congestion charging etc. motivating financially the use of shared car instead of own car. However car sharing is the future in general and is not a concurrency for public transport, more like supplementary.
- **Draft measures 5 - Bike-sharing:** Szolnok and its agglomeration has a well-developed network of cycling routes and the share of cyclers are above the average. Bike-sharing can fulfil mainly touristic purpose with rental / sharing possibilities with maps. Otherwise, the awareness raising for traffic regulations in case of cyclers would be welcome.
- **Draft measures 6 - Ride-sharing (car pooling):** car pooling systems (like Oszkar, Blabla car etc.) are perceptible concurrency to public transport mainly in case of long journeys (intercity). The regulation (responsibilities, insurance, taxing etc.) and the authority control is very controversial and not equal in case of public transport and car pooling.
- **Draft measures 10 -mobility education at school:** the public service provider has a cooperation program with the police to raise the mobility awareness by providing on-board audio information on security issues related to mobility.
- **Draft measures 13 - Incentives for / Introduction of teleworking:** 12-hours shifts are introduced at several companies in Szolnok to reduce the demand for commuting.
- **Draft measures 15 - Coordinating shift-working and PT timetable:** the flexibility of public transport and working hours are different and hard to match. There was incentives to introduce gradated start of working but this attempt was not successful. The start time of shifts and the routes of commuting only hardly can be changed. Strong coordination is needed in case of planning and development of new urban areas (for example there is a new industrial park in Szolnok) in all aspects (transport infrastructure, shift-working etc.)
- **Draft measures 16 - Ride-sharing portal for employees:** The regulation (responsibilities, insurance, taxing etc.) and the authority control is very controversial and not equal in case of public transport and car pooling.

## Feedback from major employers and schools

- **Draft measures 2 - Quality improvement of bicycle parking with roof:** next to the improvement of bicycle parking network, it would be important to enhance the car parking capacity at markets, mall and downtown and to implement smart parking applications (with geolocation information on available parking places at the main roads at city border).



- **Draft measures 12 -Mobility information portal (web, app):**the IT infrastructure is given, this portal can be implemented in a relatively short time. It would be very useful for public transport users, for citizens etc.
- **Draft measures 13 - Incentives for / Introduction of teleworking:** only a few big employers introduced tele-working in Szolnok, mainly in case of back office areas, which reduce the demand on transport. In general, so far it is not a popular practice, however the demand for flexible way of working is increasing among the young people.
- **Draft measures 14 - Introduction / regular revision of mobility management plan of company:** So far, mobility management plan of companies in general is not introduced in Hungary and neither in Szolnok. There are no incentives for the employers to develop mobility management plans.
- **Draft measures 16 - Ride-sharing portal for employees:** there is no specific portal for ride-sharing in use in general in Hungary. Employees sometimes use public media (like Facebook group) to organize commuting transport by car (car pooling).

## Feedback from NGOS and business support organizations

- **Draft measures 1 - Incentive apps for cycling and Bicycle pump and repairing tools:** The Head of Cultural and Community Centre got an idea of providing bicycle pump and repairing tools since the Centre is located next to the train station with a plenty of cyclers and a significant part of their employees are commuting by bike as well. The Head of the Centre will make a contact to the Local Government to discuss the business model of this idea.

## Feedback from citizens

- -

## Feedback from other types of participants

- -

## Feedback from other occasions (if any)

- -

## Concluding remarks

In summary the participants were active in discussing the transnational strategy and the draft measures. The participants represented local and county governments, police, the local public bus transport company, big employers (manufacturers, maintenance company, hospital, TV), and an NGO (Cultural and Community Centre of Szolnok).



Based on the results of SWOT analysis and the transport policy of Szolnok and its agglomeration declared in the valid Integrated Municipality Development Plan, incl. Transport Development plan, a definite direction, demand can be seen related to the draft measures among the stakeholders participated in the local seminar. The preferred measures are the following:

- Incentive apps for cycling,
- Quality improvement of bicycle parking with roof,
- Roof + bench at bus stop with real-time passenger information,
- Bike-sharing connected with touristic purpose,
- EV-charging spots,
- Regular exchange of information with outside,
- Awareness raising in health and active mobility,
- Participatory process for strategy building,
- Mobility information portal (web, app).
- Incentives for electric vehicles (EVs)
- Bicycle pump / repairing tools



## 2.6. Velenje

# PPP REPORTS ON TRANSNATIONAL STRATEGY

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Deliverable D.T1.3.1  
Author: Katarina Ostruh

Version 0.1  
03 2018

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|--|--|-------|--|---------------|--|------------|--------------|--------|--|
| <b>Project Number</b>                        | CE1161   |       |  |               |  |            |              |        |  |
| <b>Project Acronym</b>                       | SMART COMMUTING  |       |  |               |  |            |              |        |  |
| <b>Work Package</b>                          | T1 - Deliverable D.T1.3.1PPP Reports on Transnational Strategy   |       |  |               |  |            |              |        |  |
| <b>Version</b>                               | 0.1  |       |  |               |  |            |              |        |  |
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## Information about local seminar

| Item  | Information                    |
|---|--------------------------------|
| FUA in Concern                                | Velenje                        |
| Date  | 22 <sup>th</sup> of March 2018 |
| Venue   | Vila Bianca, Velenje           |
| Number of Participants in Total               | 19                             |
| Number of Stakeholders participated (Group A) | 11                             |
| Number of Stakeholders participated (Group B) | 2                              |
| Number of Stakeholders participated (Group C) | 3                              |
| Number of Stakeholders participated (Group D) | 2                              |



## Feedback from seminar participants

### Feedback from mayors, authorities & governmental agencies

- at the first sight, feedbacks of representatives of local authorities are the most divided among all other groups of seminar participants but when we look closer it turns out that all measures to influence and change mobility habits of citizens are more or less equally important to participants from public administration and equally likely to implement
- however, they find carpools and raising awareness about positive influences of active mobility on health equally important and feasible on one hand and on the other they find



establishment and upgrade of automated bicycle rental system, establishment of parking lots for bicycles and showers in companies and schools, preparation and revision of mobility plans and finally organized transport of employees to the workplace and the improvement of public transport facilities and network equally important but less than the previous two

## Feedback from transport service providers

- opinions from transport service providers are fairly divided
- according to their feedback, carpools on one hand are the least important and feasible measure, and organized transport of employees to the workplace and the improvement of public transport facilities and network on the other hand are the most important and likely to implement
- according to feedback from transport service providers, establishment of parking lots for bicycles and showers in companies and schools and establishment and upgrade of automated bicycle rental system are equally and second most important measures
- preparation and revision of mobility plans and raising awareness about positive influences of active mobility on health are also equally important but not as much as previously rated measures

## Feedback from major employers and schools

- representatives of schools recognized establishment of parking lots for bicycles and showers in companies and schools and also raising awareness about positive influences of active mobility on health as equally and the most important measures, both of the participating representatives expressed the same opinion
- according to feedback of both of the participating representatives, carpools and organized transport of employees to the workplace and the improvement of public transport facilities and network are also equally but second most important measures
- preparation and revision of mobility plans and establishment and upgrade of automated bicycle rental system are also rated as equally important but less important and feasible than previous measures
- in general both of the participating representatives of schools are in favour of these measures

## Feedback from NGOs and business support organizations

- ...
- ...
- ...



## Feedback from citizens

- preparation and revision of mobility plans and carpools are equally and the most important measures, all of the participating citizens expressed the same opinion
- raising awareness about positive influences of active mobility on health and organized transport of employees to the workplace and the improvement of public transport facilities and network are also equally but second most important measures
- feedback on establishment of parking lots for bicycles and showers in companies and schools as one of the measures is not as strong as on previous ones but participating citizens still evaluated it as important and feasible
- establishment and upgrade of automated bicycle rental system is a measure about which the opinions are most divided but none of the participating citizens evaluated it as negligible and unrealistic

## Feedback from other types of participants

- ...
- ...
- ...

## Feedback from other occasions (if any)

- ...
- ...
- ...

## Concluding remarks

After analysing feedback of participants on proposed measures, grouped into six main sets, we can conclude that they estimate all of the measures as important and feasible rather than negligible and unrealistic. None of the proposed measures were rated as such but we collected some opinions that indicate certain doubts, especially about preparation and revision of mobility plans. Among all the proposed measures to change citizens commuting travel habits, the participants of the seminar evaluated the organized transport of employees to the workplace and the improvement of public transport facilities and network as the most important with the highest chance to implement. But only on condition that it is supported by the state and employers which is (according to transport service providers) hard to achieve due to current legislation, rules and other regulations. Carpools and also establishment of parking lots for bicycles and showers in companies and schools were evaluated as the second best measures. In carpools, the challenge is to persuade employers to support it. Participants find new parking lots especially by schools, hospitals, cultural centres, public administration buildings and other frequent locations very welcoming. But they think that offering showers at the workplace or in school should be left to employers. According to opinion of seminar participants the establishment and upgrade of automated bicycle rental





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system also represents an efficient way to redirect the use of transport means from motorized to more sustainable. But there are certain factors to be considered. The first condition to effectively implement this measure is careful planning based on an analysis of needs at individual locations. Some sort of financial participation of users or financial participation of regional development agencies to maintain the system is also to be considered. Raising awareness about positive influences of active mobility on health (and therefore on health care costs, work efficiency) is also recognized as potentially effective measure but it should be implemented and promoted systematically by ministry of health. Preparation and revision of mobility plans in the other hand was considered to be the least important for encouragement of the citizens to use more sustainable means of transport and the hardest to implement in the region. Anyway there were really small differences between importance of each measure according to participants' opinions. We can conclude that the choice made in advance was the right one and that these measures are feasible and supported from different stakeholders.



## 2.7. Weiz

# PPP REPORTS ON TRANSNATIONAL STRATEGY

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Deliverable D.T1.3.1  
Author: Nathalie Wagner

Version TEMPLATE  
03 2018

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|  |   |              |                          |                     |                          |                   |                          |               |                          |
|--|---|--------------|--------------------------|---------------------|--------------------------|-------------------|--------------------------|---------------|--------------------------|
| <b>Project Number</b>                        | CE1161  |              |                          |                     |                          |                   |                          |               |                          |
| <b>Project Acronym</b>                       | SMART COMMUTING   |              |                          |                     |                          |                   |                          |               |                          |
| <b>Work Package</b>                          | T1 - Deliverable D.T1.3.1PPP Reports on Transnational Strategy  |              |                          |                     |                          |                   |                          |               |                          |
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| <b>Classification - This report is</b>       |   |              |                          |                     |                          |                   |                          |               |                          |
| <b>Draft</b>                                 | <input checked="" type="checkbox"/>   | <b>Final</b> | <input type="checkbox"/> | <b>Confidential</b> | <input type="checkbox"/> | <b>Restricted</b> | <input type="checkbox"/> | <b>Public</b> | <input type="checkbox"/> |
| <b>Partners Owning</b>                       | Municipality of Weiz  |              |                          |                     |                          |                   |                          |               |                          |
| <b>Main Editor</b>                           | Nathalie Wagner   |              |                          |                     |                          |                   |                          |               |                          |
| <b>Partners Contributed</b>                  | IUAV, VUT   |              |                          |                     |                          |                   |                          |               |                          |
| <b>Made Available To</b>                     | All SMART COMMUTING Partners  |              |                          |                     |                          |                   |                          |               |                          |
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## Information about local seminar

| Item  | Information                         |
|---|-------------------------------------|
| FUA in Concern                                | FUA Weiz                            |
| Date  | 28.03.2018                          |
| Venue   | Room "Offenburg", town hall of Weiz |
| Number of Participants in Total               | 10                                  |
| Number of Stakeholders participated (Group A) | 6                                   |
| Number of Stakeholders participated (Group B) |                                     |
| Number of Stakeholders participated (Group C) |                                     |
| Number of Stakeholders participated (Group D) | 2                                   |



## Feedback from seminar participants

### Feedback from mayors, authorities & governmental agencies

- The selected measure of awareness raising is to be taken extra care of, too many pupils drive to school with car
- The mentioned cheap prices for parking in the city center cannot rise at the moment
- The feasibility study about extension of the railway in the city center should focus on the optimized use of the existing railway and how to motivate the users / commuters
- The selected measure Making access routes to PT stops / stations pedestrian-friendly has to be realized comprehensive for the FUA in cooperation with the public transport providers



- Every measure captured in the SmartCom project is to be seen as part of the mobility strategy of Weiz

## Concluding remarks

Every selected measure from the Smart Commuting Project (Roof + bench at bus/tram stop; Making access routes to PT stops / stations pedestrian-friendly; Mobility education at School; One-stop mobility service point) fits the vision of a comprehensive mobility strategy for the FUA Weiz.

The offer of public transport in the town will be renewed in different measures throughout the project progress and will focus on the qualitative improvements (attract PT - making it easy and convenient). The measures taken in the SmartCom Project will not be comprehensive for the PT in the FUA by itself, but in combination with the actions planned outside of the project.

The project team of SmartCom will be held on track with the actions taken outside of the project to be in line with the comprehensive mobility strategy. Also the SmartCom project team will inform the stakeholders from group A about the project on a regular basis to ensure a productive work flow and get their feedback and suggestions.



## 2.8. Zadra

# PPP REPORTS ON TRANSNATIONAL STRATEGY

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|--|--|--------------|-------------------------------------|---------------------|--------------------------|-------------------|--------------------------|---------------|--------------------------|
| <b>Project Number</b>                        | CE1161   |              |                                     |                     |                          |                   |                          |               |                          |
| <b>Project Acronym</b>                       | SMART COMMUTING  |              |                                     |                     |                          |                   |                          |               |                          |
| <b>Work Package</b>                          | T1 - Deliverable D.T1.3.1PPP Reports on Transnational Strategy   |              |                                     |                     |                          |                   |                          |               |                          |
| <b>Version</b>                               | 1.0  |              |                                     |                     |                          |                   |                          |               |                          |
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| <b>Draft</b>                                 | <input type="checkbox"/>   | <b>Final</b> | <input checked="" type="checkbox"/> | <b>Confidential</b> | <input type="checkbox"/> | <b>Restricted</b> | <input type="checkbox"/> | <b>Public</b> | <input type="checkbox"/> |
| <b>Partners Owning</b>                       | Zadar County Development Agency ZADRA NOVA   |              |                                     |                     |                          |                   |                          |               |                          |
| <b>Main Editor</b>                           | Marta Zubčić   |              |                                     |                     |                          |                   |                          |               |                          |
| <b>Partners Contributed</b>                  | IUAV, VUT  |              |                                     |                     |                          |                   |                          |               |                          |
| <b>Made Available To</b>                     | All SMART COMMUTING Partners   |              |                                     |                     |                          |                   |                          |               |                          |
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## Information about local seminar

| Item  | Information |
|---|-------------|
| FUA in Concern                                | ZADAR       |
| Date  | 20.03.2018. |
| Venue   | ZADRA NOVA  |
| Number of Participants in Total               | 22          |
| Number of Stakeholders participated (Group A) | 10          |
| Number of Stakeholders participated (Group B) | 4           |
| Number of Stakeholders participated (Group C) | 5           |
| Number of Stakeholders participated (Group D) | 3           |



## Feedback from seminar participants

### Feedback from mayors, authorities & governmental agencies

- The project is well designed, it is necessary to have more such projects that include infrastructure solutions.
- Overburden traffic on the peninsula needs to be solved





- representatives of surrounding municipalities have stressed that entrepreneurship outside the city of Zadar should be encouraged, so that few young people travel from the surrounding municipalities to the city center for work.
- It is very important to increase awareness of traffic reduction in the centre of the city (peninsula) and the use of alternative "eco-friendly" means of transport (bicycles, busses)

## Feedback from transport service providers

- It is necessary to change the traffic net work used by buses
- Introduce a "smart parking system" on the peninsula to avoid unnecessary "circling" by car
- Increase the number of bus stops
- The project is well designed, but funding is required for the infrastructure

## Feedback from major employers and schools

- There is a well-coordinated transport system for school students
- Large companies do not have a good transport system organized with workers
- The project is well designed and needs more projects that will contribute to raising awareness of sustainable mobility.

## Feedback from NGOS and business support organizations

- ...
- ...
- ...

## Concluding remarks

The seminar was successful. Although we were hoping for a larger number of participants, especially the participants of non profit organizations. Most participants actively participated in the discussion around the project. Further activities were presented that were particularly interesting to the participants, as well as plans of cities and municipalities regarding infrastructure construction and what is planned to be done next to the SMART COMUTING project. All agreed with the selected measures within the transnational strategy and welcomed the near ending of the Sustainable Urban Mobility Plan developed by the city of Zadar. They also talked about good practices across Europe, and how it is necessary to change the "careless habit" of car driving in Zadar as well as throughout Croatia. Everyone agreed that this could change primarily by raising awareness of sustainable mobility.



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## PART 3

### Concluding remarks

All territorial partners have successfully conducted during year 2018 the seminars with local stakeholders and have shared their outputs. The scope of this Deliverable was to collect and produce uniformly such outputs to draw a full picture and share it among all PPs. Outputs sent by territorial PPs have therefore been collected in Part 2.

### Glossary

**Public transport:** Every kind of transport service with vehicles shared simultaneously among people/citizens (e.g. taxi or car-sharing is not considered a public transport).

**Business organisation:** The administrative organisation of an employer/activity (e.g. number of employees, customers, operating hours, shifts, etc.).

**NGOs:** No Government Organisations.

**SWOT:** Strengths; Weaknesses; Opportunities; Threats.

**FUA:** Functional Urban Area.

**SUMP:** Sustainable Urban Mobility Plan

**IUAV:** Università IUAV di Venezia, University of Venice

**VUT / TUW:** Vienna University of Technology, and Technische Universität Wien. These two abbreviations mean the same institution.