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EXTR@Web Project

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Further information on EXTR@Web's editorial team for Thematic Research Summaries can be obtained from Annex III.

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Abbreviations and Acronyms Used

AG	High level Advisory Group (to the EXTR@Web project)
BG	Benchmark Group (associated with the EXTR@Web project)
CEEC	Central and Eastern European Country
DG TREN	EC Directorate-General for Energy and Transport
EC	European Commission
EFTA	European Free Trade Association (Norway, Iceland, Switzerland, Liechtenstein)
ERA	European Research Area (EU, EFTA and CEECs)
EXTR@Web	Exploitation of Transport Research Results via the Web (DG TREN FP 5 Accompanying Measure project)
EU	European Union
FP 4 (5, etc)	EC Fourth (Fifth, etc) Framework Programme
OECD	Organization for Economic Cooperation and Development
PAG	Programme Analysis Group (part of EXTR@Web project)
RTD	Research and Technical Development
TEN	Trans-European Network
TRKC	Transport Research Knowledge Centre; TRKC website at ec.europa.eu/transport/extra

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1. Introduction

This paper provides a structured guide to the results of Research and Technical Development (RTD) projects relating to **Rural Transport**, carried out in transport research programmes throughout the European Research Area (ERA).

It is one of a series of 28 papers. Two further from an original set of 30 transport themes – i.e. Long-distance Transport and Financing Tools – have been discontinued as separate reports, though all related projects will be covered elsewhere in Thematic Research Summaries.

	Paper no.	Transport theme
Dimension 1	1.1	Passenger Transport
	1.2	Freight Transport
	1.3	Urban Transport
	1.4	Rural Transport
	1.5	Regional Transport
	1.6	EU Accession Issues
Dimension 2	2.1	Air Transport
	2.2	Rail Transport
	2.3	Road Transport
	2.4	Waterborne Transport
	2.5	Other Modes
	2.6	Intermodal Transport
Dimension 3	3.1	Economic Aspects
	3.2	Efficiency
	3.3	Equity and Accessibility
	3.4	Environmental Aspects
	3.5	User Aspects (incl. ergonomics, quality, choice and rights)
	3.6	Safety and Security
Dimension 4	4.1	Decision-support Tools
	4.2	Information and Awareness
	4.3	Infrastructure Provision (incl. TENs)
	4.4	Integration
	4.5	Intelligent Transport Systems
	4.6	Regulation / Deregulation
	4.7	Land Use Planning
	4.8	Transport Management
	4.9	Pricing, Taxation and Financing Tools
	4.10	Vehicle Technology

Of the more than 5600 projects from research programmes the Transport Research Knowledge Centre (TRKC) ultimately has considered, a total of **66** projects deal partly or fully with the issues of **Rural Transport**.

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1.1 How to use this paper

It is recommended that you use this paper to locate RTD (Research and Technical Development) results on sub-themes where you have a particular interest, rather than reading the paper from start to finish:

- Start in Section 2 to get an overview of the scope of the particular theme.
- Read Section 4 that summarises the findings for each sub-theme of interest to you.
- Consult Annex I to identify the individual projects, be they of European or national origin, relating to a particular sub-theme.
- If this is the first time you have used one of the series of thematic research summaries, it is strongly recommended that you read Annex II. This explains the background and purpose of the EXTR@Web project, and the basis upon which information in this document was selected and analysed.

The other sections of this paper can help you to gain an overall picture of the **Rural Transport** theme, associated policy issues and the background of project EXTR@Web.

The analysis in this paper is the responsibility of the EXTR@Web project team, and does not represent the official viewpoint of the European Commission.

1.2 The link to the Transport Research Knowledge Centre website

Further details on individual projects can be obtained from the Transport Research Knowledge Centre (TRKC) website at: ec.europa.eu/transport/extra

The TRKC website includes summaries and full final reports of individual projects, as well as a variety of analyses, and publications prepared by the EXTR@Web project.

How to best use the online resource:

- The 'Projects & Analysis' section allows the user to specify a project-wide search on 'Publication date', 'Origin', 'Document type', 'Mode', 'Sector', 'Geographic area', 'Policy objective' and 'Tool', or any combination of these criteria.
- This may be complemented, or superseded, by the flexible 'Free text search'.
- On the query result screen, free text search criteria may be refined, as appropriate. Further tick boxes here allow limiting query results according to 'Project status' (five levels).
- Query results are presented in a table, which allows for sorting by column (click on relevant column header for alphanumerical sorting).
- Project-specific summaries may include links to project websites, or provide contact details for the project, where available.

It should be noted that the online Transport Research Knowledge Centre will be updated frequently, though dependent on input from project co-ordinators.

Other parts of the TRKC website cover transport research at Programme level, and expand on transport related issues, e.g. in the 'Links', 'Events', 'Glossary' and 'FAQs' sections.

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2. Scope of theme

2.1 Definition of theme

Rural Transport is concerned with passenger and freight transport in low density areas, as opposed to urban transport, with specific reference to the initial and final leg of passenger and freight trips of any total distance, starting and finishing in rural areas. It is mainly concerned with the local road network used by passenger trips for any purpose including commuting, and by freight pick-up and delivery trips, as opposed to inter-urban and long-distance transport using the primary multimodal network. It does however include issues related to access to primary long-distance transport networks. Rural transport is sometimes characterised by areas mainly devoted to tourism and protected areas such as in national parks.

Rural areas are far from homogenous and the theme includes areas of different levels of “rurality”, which have different characteristics and different transport problems and solutions. Three main types of rural areas can be identified, as follows.

- “Mixed rural”: these are rural areas which are on the edge of a major urban area. Although rural in look and nature, many residents commute to the nearby town or city and the economy is more governed by the neighbouring urban area than by “traditional” rural activities such as agriculture or tourism.
- “Country towns”: these are small urban areas with a population of below 10,000 (in most cases, below 5,000) which often serve a large rural hinterland. Although these may be large villages or small towns, from a transport perspective they are rural rather than urban, as they generally do not have their own urban public transport network (only inter-urban and rural links to other settlements) and it is normally feasible to walk for any trip within the town.
- “Deep rural”: these are rural areas with a sparse population and which are remote from any urban centre. Sometimes they suffer from depopulation due to young and working-age people moving out and people buying properties for holiday homes, causing year-round local services such as shops, schools and public transport to be withdrawn due to lack of demand. Sometimes “deep rural” areas may be in mountainous regions or on islands, causing further isolation. Many of these areas are of scenic interest and thus tourism is an important part of the economy.

2.2 Topics included in theme

The rural traveller has a different set of priorities and needs than his urban counterpart. The dispersed nature makes it difficult and expensive to serve by public transport. Rural residents who have a low income level might have little or no choice about their mode of transport and thus cannot travel as they might reasonably want. The majority of rural residents might be elderly and thus have limited mobility and might suffer from isolation. In short, the difference between having access to a car and not having access to one makes a far greater difference to the mobility, opportunities, participation in society and quality of life for a rural-dweller than it does for an urban dweller, as in many rural areas a car is almost essential.

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The needs for emergency and health services pose significant challenges in the rural environment: delivery and supply of medicines, medical assistance at home, and transport of patients from home to hospitals. Also challenges are posed by access to education and child care. During holidays and in the periods of tourist peaks the higher concentration of traffic in the centres brings about congestion problems. The production of agricultural firms needs to reach the distribution centres towards the external markets; in addition it is necessary to guarantee the distribution of freight at local level, also in the more dispersed areas.

Rural areas have a unique set of characteristics associated with the operations and maintenance of transport systems. There is a low level of provision of infrastructures and services so accessibility is low. The presence of stopped public transport vehicles or slow-moving agricultural vehicles on narrow roads influences the journey speed of passenger and freight vehicles. Capacity of infrastructure is often insufficient in more populated areas near cities. The main interchange points (motorways, airports, railway stations) might be absent or too far to allow reasonable travel times.

Rural towns and villages which lie on major interurban roads suffer from noise, pollution, accidents and community severance, and there is often pressure for a bypass where one does not already exist. On the other hand, settlements which receive a bypass to take through traffic out of the centre often suffer economically as passing trade in shops, service stations, hotels, etc might be, though not in principle, reduced.

The quantity and quality of public transport in rural areas varies enormously between and within different European countries. In some areas public transport is integrated with school services and delivery services (e.g. post buses). Because rural transport is infrequent, good and reliable connections and integrated information is important. In some remote rural areas, particularly islands, rural public transport also comprises ferries and local air services.

In other rural areas, public transport is almost non-existent, and where it exists, information is difficult to find, so usage is low. Poor transport facilities may be because of budget restrictions but may also be due to the organisational structure. Because local public transport is normally the responsibility of local authorities, there are often cases where neighbouring local authorities do not co-ordinate services. Because local authorities are centred on towns, many rural areas are on a boundary between two counties, regions or even countries and thus do not have a coherent transport system.

There is an increasing trend towards rural transport provision using demand-responsive services such as shared taxis, subsidised taxi buses and car share schemes, etc. Research [4] has shown that in deep rural areas taxi can be the best value solution and a subsidised rural taxi scheme can provide a cheaper and more flexible service than scheduled buses.

Tele-everything can have a role in rural areas, i.e., teleworking, home shopping etc. The ability to tele-work might help re-populate some rural settlements, as urban dwellers move out to benefit from what they perceive to be a better quality of life, and continue their existing jobs.

The above summary of topics describes the principal breakdown of technical, organisational and managerial aspects that come under the theme, whereas Chapter 4 of this document reflects sub-themes according to actual priorities in transport research policy.

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2.3 Significance of theme

The low density of rural areas is the reason of differences often observed between rural and urban travel, as rural residents may be found to travel more kilometres per year than those living in urban areas and the average length of a journey in rural areas may be higher than in urban areas. The low density is also the main reason why rural areas experience higher levels of dependency on cars than urban areas. Unless transport initiatives are strongly pursued it is likely that rural inhabitants have to travel by car. Therefore, many rural residents remain isolated because of their inability to travel. Isolation is a factor that impacts both the transport disadvantaged and the economic vitality of the communities in rural areas, therefore reducing isolation is important.

The rural transport theme is expected to show increasing significance as a problem area for transport policy action in the future. Urban sprawl has led to increasing distance travelled. This effect might be sustained by increasing use of telecommunications opportunities. The trend of out-migration of people and activities from urban to rural areas, the trend for people to substitute longer trips on less congested roads for shorter ones where congestion occurs, the building of new roads in rural areas are expected to bring about growth in rural traffic much higher than commonly forecast.

Without effective implementation of transport and urban policy proposals rural traffic levels could outstrip traffic growth in urban areas. The fate of the countryside as a place largely free from the traffic problems that have dominated towns and cities now hangs in the balance. The opportunity should be taken to introduce new transport choices and tame traffic in rural areas, or a future of spiralling traffic, sprawl and congestion might occur. Spiralling traffic levels mean that the chances of finding tranquil countryside or quiet country lanes to enjoy will become increasingly rare.

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3. Policy context

As indicated in the Communication “Developing the Citizens’ Network” [1] in many rural areas a vicious circle has developed in which car use and falling demand for public transport reinforce each other. As a result there are now many places where car reliance is almost complete and alternatives to car are severely limited or non-existent. It is recognised that the result has been that rural residents without the use of cars have poor access to shops, education, training and jobs. This brings about undesired social exclusion effects. At the same time car traffic has grown to such an extent that many rural through routes are suffering from environmental degradation caused by traffic and some are even beginning to suffer from congestion.

It is underlined that in “mixed rural” areas near cities the vicious circle has been reinforced by a growing willingness to commute long distances to urban jobs from rural homes. Development strategies to help rural economies for example in leisure and tourism can bring more traffic. Attention to environmental quality in transport is essential in urban as well as in rural areas if leisure and tourism are to fulfil their economic potential. The dispersed nature of rural settlements narrows the scope to tackle these problems. In particular because the level of service and network coverage by traditional public transport will never be able to rival those in cities.

The Communication claims that some examples of good practice in maintaining mobility in rural areas need to be looked at. Some are based on land use planning and mobility management schemes. Others rely on making flexible use of a variety of public and voluntary vehicles serving each area, including postal delivery, social services, health care and education. The Commission is interested in identifying these schemes to be then included in the European Local Transport Information Service. Also there is an interest in identifying good practice in rural economic development showing at the same time the role transport has played.

The priorities of transport policy for rural areas commonly adopted in European countries [2][5] include:

- Stop sprawl and regenerate urban areas by taking a strong stand against traffic-generating developments;
- civilise rural traffic with lower speed limits on rural roads and in villages and by supporting “quiet lanes” where walkers, cyclists and horse riders have legal priority over motorised traffic;
- reduce the need to travel by maintaining local shops and services within reach of local residents;
- increase transport choice by safeguarding long-term funding for rural buses and trains, and direct money from road taxes into improving public transport;
- develop advanced public transport systems relying on information and communication technologies capable of operating in demand-responsive mode; and
- develop new monitoring and maintenance schemes of little-used roads in remote areas on a limited budget, as in many regions secondary and local roads with low traffic volumes are in a poor state of repair while the funding is directed to improving the primary route network.

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4. Synthesis of findings from completed projects

Research projects contributing to the theme of **Rural Transport** can be broken down to the following sub-themes:

- Planning and design of new transport services; and
- safe and liveable rural areas.

The majority of rural research is at national rather than European level, and it is often linked to programmes primarily concerned with non-transport issues, such as tackling social exclusion and rural economic development.

You may wish to further consult the following Thematic Research Summary that presents research findings which are complementary to those covered in this paper:

- D2.C-4.2 Efficiency

Results from the following **6** projects have been included in this Thematic Research Summary:

Research sub-theme	Contributing projects
Planning and design of new transport services	ARTS; UG325B; Rural accessibility
Safe and liveable rural areas	S101D; S240B; The promotion of walking and cycling in village roads

4.1 Planning and design of new transport services

4.1.1 Research objectives

In this area research objectives include development of advanced public transport providing personalised services in dispersed areas, and innovation in financial and organisational partnerships for the provision of transport services.

4.1.2 Main findings

Research has tested and demonstrated effective ways of providing rural transport services, producing guidelines for the planning and implementation of rural transport systems. It was found that the implementation of new services is often hindered by the lack of funds or subsidies for innovative transport services and that national legal and regulatory frameworks only take into account conventional public passenger transport whereas innovative transport services are rather neglected. Moreover the very important cultural barrier caused by high rates of car ownership and the position of the car as a status symbol, strongly contribute to the demand decrease for public transport. Another finding is that rural public transport as a political issue does not play an important role at the national level,

and lack of co-operation between the responsible authorities has been observed in almost every country. It was also found that a dispersed settlement structure is a fundamental barrier, and it is almost impossible to offer a cost-effective supply with conventional transport services. Finally the current supply of information about public transport services in rural areas is not very satisfactory and rural areas are generally disadvantaged concerning their rail and road infrastructures compared to urban areas.

Research also investigated accessibility issues and problems in rural areas. The main findings are that social exclusion is greatest amongst unemployed and elderly people but most people can give examples of being excluded from some social and leisure activities due to access problems. Moreover increased public funding is delivering more bus miles, but there are mixed messages about the success of services in delivering accessibility improvements, demonstrating a requirement for more rigorous needs based appraisal in transport planning and monitoring. Finally rural residents, local authorities, and transport operators all highlight concerns about the low use of many rural bus services.

A rural health transport co-ordination pilot project was conducted in the South Cotswold District of Gloucestershire, in the UK. The pilot has achieved some significant success in terms of co-ordination, including a more flexible service more able to respond to passenger needs.

4.2 Safe and liveable rural areas

4.2.1 Research objectives

In this area research objectives include development of effective packages of measures to improve the quality of rural life, road safety and public enjoyment of the countryside, and to protect the character of the countryside.

4.2.2 Main findings

With regard to safety issues, a study was carried out to investigate how best to manage speed on the rural, non-motorway road network. It was found that accident frequency in all categories increased rapidly with speed to the power of approximately 2.5 times, thus indicating that a 10% increase in mean speed results in a 26% increase in the frequency of all injury accidents. Accident frequency varied with the quality rural road. It was also found that the density of sharp bends and the density of minor crossroad junctions influence the frequency (these increased accidents by 13% and 33% respectively for each additional bend/crossroad per kilometre). Furthermore no other measures of speed were found to influence accident frequency as strongly as mean speed, and the effect of speed on fatal and serious accidents was significant (a 10% increase in mean speed would be expected to result in a 30% increase in the frequency of fatal/serious accidents).

A specific study on child road safety in rural areas found that there is limited literature focusing on road safety interventions for children living in rural areas and assessment of the issues is confounded by differing definitions of 'rural' and 'children' in statistics. An analysis of police accident statistics was performed finding that the majority of child casualties in non built-up areas were car passengers (with little difference in the accident rate amongst

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children in the front and rear seats of vehicles), and that pedestrian and cyclist casualties were much fewer. It also found that danger spots for child pedestrians and cyclists in non-built up areas are T, Y or staggered junctions, and there is an apparent tendency for children to walk along the carriageway with their backs to the traffic, which is hazardous in high-speed traffic. Finally accidents in rural areas tend to be fewer and more scattered making remedial interventions difficult.

Measures for traffic calming and improving the conditions for walking and cycling were also investigated. Walking and cycling can be promoted by providing a separate pedestrian and bicycle path or separate pedestrian and cycling areas, by building sidewalks, and by modifying road shoulders. Alignment of the road and linking it to the surrounding buildings is especially significant in locations of high landscape value and in cultural environments.

4.3 Conclusions

The policy review is indicative that, although rural transport is expected to increase its significance, in terms of population affected and rising congestion, little attention is devoted to it in the recent policy documents at EU level. Also, it is worth mentioning that research areas such as freight transport in rural areas seem to be neglected.

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5. References

- [1] CEC(1998) "Developing the citizens' network"; COM(1998)431 final, Brussels.
- [2] EXTR@Web project: 'Transport Research Knowledge Centre (TRKC) website' (ec.europa.eu/transport/extra), 2004-2006, Brussels
- [3] Ireland Department of the Environment, Heritage and Local Government (2002) National Spatial Strategy.
www.environ.ie/DOEI/DOEIPol.nsf/wvNavView/wwdSpatialStrat?OpenDocument&Lang=en
- [4] UK Commission for Integrated Transport (2002) Obtaining Best Value for Public Subsidy for the Bus Industry: LEK Research.
www.cfit.gov.uk/research/psbi/lek/a1051/
- [5] UK Department for Environment, Food and Rural Affairs (1999) Rural England: A Discussion Document.
www.defra.gov.uk/wildlife-countryside/consult/ruraleng/index.htm

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Annex I: Contributing projects

Preface This Annex lists all the projects (European and national) which belong to the **Rural Transport** theme, in alphabetical order of project acronym (for projects with acronyms), followed by projects without acronyms in alphabetical order of the project's name in English. Where results have been made available to the EXTR@Web project, a summary of key findings and policy implications relevant to this theme are given.

In 'Origin' column, use ISO 3166-1 country designators as follows:

Austria – AT; Belgium – BE; Bulgaria – BG; Cyprus – CY; Czech Republic – CZ; Denmark – DK; Estonia – EE; European – EU; Finland – FI; France – FR; Germany – DE; Greece – GR; Hungary – HU; Iceland – IS; International – INT; Ireland – IE; Italy – IT; Latvia – LV; Lithuania – LT; Luxembourg – LU; Malta – MT; Netherlands – NL; Norway – NO; Poland – PL; Portugal – PT; Romania – RO; Slovakia – SK; Slovenia – SI; Spain – ES; Sweden – SE; Switzerland – CH; United Kingdom – UK; Other countries – Oth

Theme: Rural Transport			Last update: 01 August 2006
Acronym	Project title (in English)	Origin	Research sub-theme
Key findings / Policy implications / Project website or contact			
ARTEMISA	Technological articulation for the improvement of the bus transport service	ES	Provision of rural public transport services
<u>Project website</u> www.setsi.mcyt.es/progarte/Fichas/Microsoft%20Word%20-%20SI%20082%20006f.pdf			
ARTS	Actions on the integration of Rural Transport Services	EU	Provision of rural public transport services
<u>Key Findings</u> <ul style="list-style-type: none"> • Financing/funding The implementation of new services is often hindered by the lack of funds/subsidies for innovative transport services. It remains questionable whether short term funding is capable of establishing new innovative services that outlast their demonstration status. On-demand and voluntary services in particular are affected by lack of funds since the introduction of these services is relatively expensive (e.g. for a travel dispatch centre) and strongly dependent on public funding. • Legal or regulatory framework In most of the participating countries, national legal and regulatory frameworks only take into account conventional public passenger transport whereas innovative transport services are rather neglected. This situation forces operators offering innovative services to operate in a legal grey or with 'special authorisation'. A further problem is that the market access for new private operators is confined by strict rules of competition, traditional structures and a divided market which does not favour new competitors. • Cultural barriers The very important cultural barrier caused by high rates of car ownership and the position of the car as a status symbol, strongly contribute to the demand decrease for public transport. Another major problem for rural public transport is its poor and inflexible image. Additionally, a very low willingness for private and voluntary initiatives, that is existential for developing especially on-demand and voluntary services, is noticeable. • Political barriers The rural public transport as political issue does not play an important role at the national level. As a result of the missing awareness of this problem there is no political mood for innovative transport solutions, apart from the lack of knowledge about how to develop them. • Public institutions Lack of co-operation between the responsible authorities has been observed in almost every country. The absence of co-operation is felt to be a fundamental barrier in most EU coun- 			

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Theme: Rural Transport		Last update: 01 August 2006	
Acronym	Project title (in English)	Origin	Research sub-theme
Key findings / Policy implications / Project website or contact			
<p>tries but the majority of the Eastern Accession Countries, although they observe similar circumstances, do not describe them as a source of problems. Lack of interest in changing existing situations and lack of professional knowledge of public transport issues within public authorities are further barriers transport operators have to deal with.</p> <ul style="list-style-type: none"> • Settlement structure A dispersed settlement structure is a fundamental barrier, and it is almost impossible to offer a cost-effective supply with conventional transport services. Innovative and flexible transport solutions have the advantage that, unlike conventional regular services, they are not bound to fixed time schedules and fixed routes. Additionally, they are able to bundle different travel purposes and therefore increase vehicle capacity utilisation. Finally, the technical key result of the project is represented by an Handbook that aims at assist in the design, operation and evaluation of rural transport systems. • ICT The current supply of information about public transport services in rural areas is not very satisfactory. It mainly covers timetables whereas possible interchanges with other transport modes are usually absent. Another important problem in some remote areas is the lack of availability of mobile phone services which are very useful for the provision of real-time information. • Infrastructures Rural areas are generally disadvantaged concerning their rail and road infrastructures compared to urban areas. However, on the one hand security standards of the traffic/ transport infrastructures have to be met but, on the other hand, it is questionable whether roads in remote rural areas need to be built to top quality standards. <p><u>Policy Implications</u></p> <p>In most of the participating countries, national legal and regulatory frameworks only take into account conventional public passenger transport whereas innovative transport services are rather neglected. In some cases the legal framework restricts or prohibits the integration of regular and special services or the combination of passenger and freight transport (multi-purpose transport services). This situation forces operators offering innovative services to operate in a legal grey or to operate with 'special authorisation'. In many European countries the transport market is fragmented and dominated by the state or by state-controlled organisations close to monopolistic positions. Besides, the traditional public transport market is not attractive enough to draw large amounts of private capital and bring in many private operators. Furthermore, the rural public transport as political issue does not play an important role at the national level.</p> <p><u>Project website</u></p> <p>www.rural-transport.net</p>			
AVRIS	Information system for a public transport system in Slovenia	SI	Safe and liveable rural areas
<p><u>Project contact</u></p> <p>lep@uni-mb.si</p>			
BEHA	On-demand stops in motorised public transport	AT	Provision of rural public transport services
<p><u>Project website</u></p> <p>www.bmvit.gv.at/sixcms_upload/media/180/take_oev_broschuerekompr.pdf</p>			

Theme: Rural Transport			Last update: 01 August 2006
Acronym	Project title (in English)	Origin	Research sub-theme
Key findings / Policy implications / Project website or contact			
D6	Sustainable Transport Management at Holiday Resorts	CH	Safe and liveable rural areas
<u>Project website</u> www.nfp41.ch			
Make.it	Information technology in local traffic	AT	Provision of rural public transport services
<u>Project website</u> www.bmvit.gv.at/sixcms_upload/media/180/take_oev_broschuerekompr.pdf			
S101D	Child Road Safety in Rural Areas	UK	Safe and liveable rural areas
<u>Key Findings</u> <p>This project presents the findings of a literature review, consultations with a number of local authorities and secondary analysis of data. It found that:</p> <ul style="list-style-type: none"> • There is limited literature focusing on road safety interventions for children living in rural areas and assessment of the issues is confounded by differing definitions of 'rural' and 'children' in statistics. • Analysis of police accident statistics indicates that there were considerably fewer accidents to children in non-built up areas compared with built up areas and that the majority of child casualties in non built-up areas were car passengers. • There was little difference in the accident rate amongst children in the front and rear seats of vehicles. • Pedestrian and cyclist casualties were much fewer by comparison and there was less exposure to busy roads amongst children in rural areas compared to their urban peers. • Danger spots for child pedestrians and cyclists in non-built up areas are T, Y or staggered junctions, and there is an apparent tendency for children to walk along the carriageway with their backs to the traffic, which is hazardous in high-speed traffic. • Child pedal cyclists appear to be at some risk near driveways. • Accidents in rural areas tend to be fewer and more scattered making remedial interventions difficult. 			
<u>Policy Implications</u> <p>Although the literature on child safety on rural roads is sparse and indirect it does flag up a number of issues that point to potential interventions and further research requirements:</p> <ul style="list-style-type: none"> • Geodemographic analyses of those involved in accidents in rural areas may give a clearer picture of the target audience for interventions. Postcode data is available on Stats 19 and ways of using this to identify target groups could be explored. A clear and consistent definition of rural using postcode data will be necessary in such analyses and valuable in developing appropriate interventions. • It is likely that the lack of evidence on the safety of children in rural areas will only be resolved by in-depth research which profiles the relative risk of children as car occupants, cyclists and pedestrians in terms of their exposure to risk in the environment and the socio-economic factors which influence this risk. Further research is needed to examine driver behaviour with child passengers and child restraint use. Interventions that focus on the behaviour of the driver, especially with regard to speed and alcohol use may be particularly important. • It is not known how important socio-economic factors are in the road accident risk of children in rural areas. Whilst there is widespread poverty in rural areas there is also high car ownership and lower traffic density which may mean that even children from poor families may be more protected from risk than their urban counterparts i.e. they travel less frequently as vulnerable road users. Further research is required to examine the interrelationships between these factors. 			

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Theme: Rural Transport			Last update: 01 August 2006
Acronym	Project title (in English)	Origin	Research sub-theme
Key findings / Policy implications / Project website or contact			
<ul style="list-style-type: none"> There is considerable scope for the evaluation of policy and engineering, education and enforcement interventions that are in place, some at a local level including Safe Routes to School, comparing where appropriate the impact on children in urban and rural situations. This would provide clear evidence of appropriate strategies to assist future policy formulation. <p><u>Project website</u> www.dft.gov.uk/stellent/groups/dft_rdsafety/documents/page/dft_rdsafety_023694.hcsp</p>			
S240B	Rural Speed Management	UK	Safe and liveable rural areas
<u>Key Findings</u>			
The main results of this project are as follows:			
<ul style="list-style-type: none"> Accident frequency in all categories increased rapidly with mean speed - the All accident frequency increased with speed to the power of approximately 2.5 times - thus indicating that a 10% increase in mean speed results in a 26% increase in the frequency of all injury accidents. The relationship between accident frequency and traffic flow and the link section length mirrored that typically found in other similar studies. Accident frequency varied between the four 'Road Quality' Groups defined in the report. Group1 being lowest quality and group 4 the highest quality rural road. It was highest on the Group 1 roads, and about half, a third and a quarter of this level on roads in Groups 2, 3 and 4 respectively. Two additional measures were found to influence the frequency of All injury accidents. These were the density of sharp bends (those with a chevron and/or bend warning sign) and the density of minor cross-road junctions. These increased accidents by 13% and 33% respectively for each additional bend/crossroad per kilometre. The effect of mean speed was found to be particularly large (power of about 5) for the junction accidents. No other measures of speed were found to influence accident frequency as strongly as, or in addition to, mean speed. The percentage reduction in accident frequency for a 1mile/h reduction in mean speed implied by the 'All accidents' relationship depended on the mean speed. It ranged from 9% at a mean speed of 27 miles/h to 4% at a mean speed of 60 miles/h. The effect of speed on fatal and serious accidents was greater than its effect on All accidents taken together, though the difference was not statistically significant. A 10% increase in mean speed would be expected to result in a 30% increase in the frequency of fatal/serious accidents. 			
<u>Policy Implications</u>			
This work will support the road safety strategy and complement the speed policy review.			
<u>Project website</u> www.dft.gov.uk/stellent/groups/dft_rdsafety/documents/page/dft_rdsafety_504578-05.hcsp			
SARRASIN	Rural car service for registered users	FR	Provision of rural public transport services
<u>Project contact</u> jl.graindorge@wanadoo.fr			

Theme: Rural Transport			Last update: 01 August 2006
Acronym	Project title (in English)	Origin	Research sub-theme
Key findings / Policy implications / Project website or contact			
UG301	Transport choices in urban and rural areas	UK	Provision of rural public transport services
<u>Project website</u> www.rmd.dft.gov.uk/project.asp?intProjectID=10569			
UG325B	Social exclusion – Integrated transport systems in a rural area	UK	Provision of rural public transport services
<u>Key Findings</u> <p>In August 2002, the UK Department for Transport (DfT) commissioned a consultancy to assist with the development of a rural health transport co-ordination pilot in the South Cotswold District of Gloucestershire. The pilot has achieved some significant success in terms of co-ordination, including:</p> <ul style="list-style-type: none"> • A more flexible service more able to respond to passenger needs now and better suited to meeting more diverse demands, expected in the future; • improvements in identification of needs for and provision of social transport; • improvements (of 11%) in the efficiency of journeys provided by volunteer drivers; • a reduction of, on average, around £3.00 in the costs per journey provided by volunteer drivers; • reductions in the time surgeries spend arranging transport; • improvements in the quality of booking systems; • improvements in provider and passenger liaison; • improvements in journey time and convenience; • reductions in the time out-patients spend waiting for transport following an appointment; • streamlined reimbursement of the Hospital Travel Costs Scheme; • improvements in the recruitment and support available to volunteer drivers, resulting in an increase in the number of volunteers available from 24 to 64; • increased capacity to provide for after-hours services, transport of samples, hospital transfers, etc; and • improved co-ordination through base to driver communications. <p><u>Policy Implications</u></p> <p>The pilot has successfully overcome a number of hurdles both during its design and implementation. Overall these have affected the time it has taken to bring about co-ordination and ultimately prevented it achieving the full extent of co-ordination envisaged for the design model chosen. However, despite this there are a substantial range of benefits to emerge from the pilot and it is considered that with the modifications that are now in place and proposed it offers a valuable approach to rural transport co-ordination that could usefully be developed and applied elsewhere.</p> <p><u>Project website</u> www.rmd.dft.gov.uk/project.asp?intProjectID=9365</p>			
UG376	Evaluating rural bus grant and rural bus challenge	UK	Provision of rural public transport services
<u>Project website</u> www.rmd.dft.gov.uk/project.asp?intProjectID=11349			

Theme: Rural Transport			Last update: 01 August 2006
Acronym	Project title (in English)	Origin	Research sub-theme
Key findings / Policy implications / Project website or contact			
UG496	Travel to cancer services in rural areas	UK	Safe and liveable rural areas
<u>Project website</u> www.rmd.dft.gov.uk/project.asp?intProjectID=10978			
–	Accessibility evaluation of land-use and transport strategies	NL	Safe and liveable rural areas
<u>Project website</u> www.rivm.nl			
–	Citizen governed transport solutions in Siljansnäs	SE	Provision of rural public transport services
<u>Project contact</u> lisa.warsen@analink.se			
–	Co-ordinating Individual Action Programme in Rural Transport Management (STP 14/6/41)	UK	Provision of rural public transport services
<u>Project website</u> www.rmd.dft.gov.uk/project.asp?intProjectID=11042			
–	Effects of ITS on the rural road network – development of an integrated analysis method	SE	Safe and liveable rural areas
<u>Project contact</u> info@sweco.se			
–	Management support system of demand- responsive flexible transport services	IT	Provision of rural public transport services
<u>Project website</u> www.softeco-sismat.it			
–	Mellomlandet (Seminar): Semi-urban areas	NO	Safe and liveable rural areas
<u>Project contact</u> guro.berge@vegvesen.no			

Theme: Rural Transport			Last update: 01 August 2006
Acronym	Project title (in English)	Origin	Research sub-theme
Key findings / Policy implications / Project website or contact			
–	Platform for location referencing on a multimodal web based on EGNOS with the SISNET terminals: Application to transport of dangerous goods and to demand-responsive rural transport.	ES	Provision of rural public transport services
<u>Project website (or contact)</u>			
None			
–	Promotion of walking and cycling in village roads	FI	Safe and liveable rural areas
<u>Key Findings</u>			
<p>The publication presents methods to mark the arrival at a village and measures for traffic calming and improving the conditions for walking and cycling. Arrival in a village can be indicated through landscape design, vegetation, the built environment, traffic signs, lighting and various other installations and devices. Along with speed limits, measures to slow traffic include road layout and horizontal deflections, a village garden and the use of speed humps and rumble strips in the roadway. Walking and cycling can be promoted by providing a separate pedestrian and bicycle path or separate pedestrian and cycling areas, by building sidewalks, and by modifying road shoulders. Alignment of the road and linking it to the surrounding buildings is especially significant in locations of high landscape value and in cultural environments. In addition to the traditional road design process, some other models for the design and implementation of road projects are presented, as well as routine and periodical maintenance phases. Maintenance often has a significant effect on the implementation costs and schedule of the project.</p>			
<u>Policy Implications</u>			
None			
<u>Project contact</u>			
timo.seimela@tieliikelaitos.fi			
–	Quality assurance, passenger information and connection assurance for rural public transport	AT	Provision of rural public transport services
<u>Project website</u>			
www.bmvit.gv.at/sixcms_upload/media/180/i2_1_results_1st_call_for_tender.pdf			
–	Real-time travel information and free ride sharing scheme for motorised private transport on the basis of navigation	AT	Provision of rural public transport services
<u>Project website</u>			
www.bmvit.gv.at/sixcms_upload/media/180/i2_1_results_1st_call_for_tender.pdf			

Theme: Rural Transport			Last update: 01 August 2006
Acronym	Project title (in English)	Origin	Research sub-theme
Key findings / Policy implications / Project website or contact			
–	Rural Accessibility	UK	Safe and liveable rural areas; Provision of rural public transport services
<p><u>Key Findings</u></p> <p>On one hand, the project has outlined the accessibility issues and problems in rural areas, namely:</p> <ul style="list-style-type: none"> • Rural dwellers are generally content with the trade off they have made sacrificing accessibility benefits for other quality of life gains. To overcome accessibility difficulties, car based solutions, with a managed approach to providing lifts for those without their own cars, are generally viewed as the most promising approach, but bus and other community transport initiatives are also suggested, particularly for elderly people. • Social exclusion is greatest amongst unemployed and elderly people but most people can give examples of being excluded from some social and leisure activities due to access problems. • Increased public funding is delivering more bus miles, but there are mixed messages about the success of services in delivering accessibility improvements, demonstrating a requirement for more rigorous needs based appraisal in transport planning and monitoring. • Rural residents, local authorities, and transport operators all highlight concerns about the low use of many rural bus services. <p>On the other hand, the project has outlined some recommendations of how to overcome these problems. It is proposed that rural accessibility planning by trip purpose and population group is needed and should be supported by:</p> <ul style="list-style-type: none"> • A major culture change in attitudes towards rural public and community transport by both transport users and providers, facilitated through community planning. • An effective dialogue between all groups encouraging greater "ownership" of sustainable and workable solutions, including some softening of existing boundaries between the administration of public and community transport. • A step by step approach towards better co-ordination of rural transport resources and management recognising that, although significant obstacles will take time to overcome, short term progress is possible. <p><u>Policy Implications</u></p> <p>To provide a framework for integrated action on rural transport, national targets should be set for access to employment, hospitals, post offices, shopping and other key services. Achievable and measurable accessibility goals should also be defined within local transport strategies to allow the contribution of public and community transport initiatives to be assessed on a common basis. To set these goals and targets, and monitor progress, consistent and repeatable analysis methods are required at both local and national levels. Assumptions, data sources and calculation methodologies should therefore be set out clearly for all analyses. Accessibility planning approaches for transport and non transport sectors are still evolving, so continuing support is needed to encourage wider use of these techniques and to foster good practice. Effective co-ordination of rural transport has proved to be an elusive goal, so the Scottish Executive should sponsor a demonstration project, or projects, to identify how obstacles can be overcome and to demonstrate practical co-ordination between public, community, health, social work and education transport. Either associated with these demonstration projects or as a separate initiative "dialogue marketing" of rural transport services should be tested in rural Scotland with individual and group action programmes providing practical information to travellers and transport operators on services and travel needs.</p> <p><u>Project website</u></p> <p>www.scotland.gov.uk/cru/kd01/blue/ruac-00.asp</p>			

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Theme: Rural Transport			Last update: 01 August 2006
Acronym	Project title (in English)	Origin	Research sub-theme
Key findings / Policy implications / Project website or contact			
–	Rural Road Hierarchy Development	UK	Provision of rural public transport services
	<u>Project website</u> www.rmd.dft.gov.uk/project.asp?intProjectID=10075		
–	Rural Transport Study – Kerry, Laois, Westmeath, Mayo	IE	Safe and liveable rural areas; Provision of rural public transport services
	<u>Project contact</u> joe_allen@environ.ie		
–	Taking on responsibility for road safety at local level: survey of actors and tools	FR	Safe and liveable rural areas
	<u>Project contact</u> therese.spector@equipement.gouv.fr		
–	Transport infrastructure and economic development in rural areas: which methods for which effects?	FR	Provision of rural public transport services
	<u>Project contact</u> kristian.colletis-wahl@inrets.fr		

Annex II: General information on the Transport Research Knowledge Centre and analysis process used

The Knowledge Centre's background

The EXTR@Web project – Exploitation of Transport Research Results via the Web – attempts to collect, structure, analyse and disseminate transport research results, covering not only EU supported but also nationally financed research in the European Research Area (ERA), as well as selected global transport RTD programmes and projects.

The EXTR@Web consortium has brought together eight main contractors to combine strong and in-depth technical knowledge of transport technology and of EU and national transport RTD programmes with solid communication and dissemination experience.

The current project's direct predecessor, EXTRA (a Fourth Framework Programme Transport RTD project), co-ordinated dissemination activities on the European level for the first time. While FP4 addressed transport research on a mode-by-mode basis, the current Fifth Framework Programme (FP5) focuses on generic themes that consequently reflect transport policy objectives.

The EXTR@Web project will provide support to research at European and national levels by building up and promoting an electronic hub. The key objectives are:

- To establish a comprehensive web-based Knowledge Centre, providing structured and timely access to both detailed and user-oriented summary information on transport research programmes and their results across Europe;
- to provide an electronic hub for inter-connecting European and national programmes and individual networks concerned with transport research into an easily navigable European network;
- to establish a common best practice scheme for the structure and content of the reporting of transport research results;
- to provide high-quality analytical outputs that are structured and tailored according to the type of stakeholder and medium; and
- to raise awareness of the new service, the implications of emerging results, and the wider opportunities under national research programmes across Europe as a whole.

EXTR@Web will provide a comprehensive pool of programme, project and results related information to users, principally in electronic format via the Internet. The approach is based on three main strokes of work covering:

- Monitoring, analysis and information preparation;
- website and electronic news service, the principal dissemination channels; and
- management of knowledge transfer, including dissemination by non-electronic means, and also the maintenance of a contact database and e-mail enquiry service and evaluation of the performance of EXTR@Web.

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Definition of transport research

For inclusion into the Transport Research Knowledge Centre, Transport research programmes and projects have to be within the definition of research and transport simultaneously. This will define the eligibility of projects.

Definition of research

General OECD definition:

"Creative work undertaken on a systematic basis in order to increase the stock of knowledge, including knowledge of humanity, culture and society, and the use of this stock of knowledge to devise new applications."

Additional transport research criteria:

- Targeted – in line with transport policy aims, strategies and processes to solve the inherent problems for society.
- Accessible – a public activity, open to scrutiny by peers.
- Transferable – useful beyond the specific research project, applicable in principle to other researchers and research contexts as well as decision-makers in policy, industry and science.

Definition of transport

In order to clarify expectations from the Transport Research Knowledge Centre, and to ensure a common understanding of important terms, the Programme Analysis Group of EXTR@Web has come up with the following definition of transport.

- Transport is the means by which a person or material of any kind is passed from its origin to its destination.
- Transport comprises:
 - the transport users: passenger, business, freight;
 - the transport vehicles (full life cycle issues);
 - the transport infrastructure (full life cycle issues);
 - the transport system: the interaction of users, vehicles and infrastructure;
 - the impacts of transport: contribution to objectives, and hence to overall sustainability; and
 - the transport tools: methods and instruments to help ensure an effective contribution to the objectives.

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Three levels of analysis

Project level analysis

For European, national and international projects the following harmonized process was agreed:

- For each eligible project, the project co-ordinator will be requested to draft a Project Profile;
- the EXTR@Web consortium identifies, for each project all relevant themes (typically up to five), and provides the project linkage;
- for each eligible project, the project co-ordinator will be requested to draft the other elements of the reporting scheme – Progress Summary and Result Summary – due to the project progress and provides the final report;
- projects with highest relevance and best available final results will be selected for analysis;
- for every such relevant theme within each project a short and concise paragraph – structured with bullet points as appropriate – will be written to present the key findings of the project in relation to the objectives of the theme; and
- this information will be searchable on the Knowledge Centre website.

Thematic analysis

The thematic analysis has been exploiting existing project level analysis. The consolidated project wise findings have been structured and analysed along 30 themes, which are fixed for the project life time and fed into annual Thematic Research Summaries and Annual Compendia. However, for reporting purposes Thematic Research Summaries have been limited to 28 volumes (cf. Chapter 1).

The sequence of outputs has been comprising an explanation of the overall structure, and regular reports treating national, European and international research in a comprehensive way.

Deliverable number	Title	Release date (final version)
D2.A	"Thematic structure and definitions – all themes"	August 2006
D2.B	"European, national and international project database"	July 2006
D2.C	"First annual thematic research summary"; 30 vol.	December 2004
D2.D	"Second annual thematic research summary"; 10 vol.	March 2006
D2.E	"Third annual thematic research summary"; 28 vol.	August 2006

Table: The sequence of deliverables

Policy level analysis

Whilst the 30 themes are fixed, this type of analysis should give the flexibility to provide information on ad hoc policy priorities. Hence, policy level analysis will synthesize key findings of projects across combinations of themes. As an output, policy brochures shall be prepared depending on ad hoc requirements by DG TREN or by the high-level Advisory Group (AG).

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Annex III: Editorial team for Thematic Research Summaries

Please note that – in principle – all EXTR@Web partners and sub-contractors will be contributing to a particular Thematic Research Summary because all project level findings that are of some relevance to one of the 28 (30) individual themes are presented in the comprehensive format of these papers.

The following summary of authors and peer reviewers is presented in alphabetical order while the main author of this paper is given on page i of the document.

Fabien Drevetton, ISIS; France

Mr Drevetton has an electrical engineering post-MSc degree, an MBA and over 8 years experience in Intelligent Transport Systems for road transport. He has been a senior engineer with ISIS since 2001, specialising in traffic control, motorway management, ITS standards development process and system architecture.

Co-author: Road Transport

Prof J Augusto Felício, Neptune – CEGE/ISEG; Portugal

Professor Felício, holding a PhD in management, is teaching graduate and post-graduate courses such as 'Maritime transport and port management' and 'Land transport and logistic management' at ISEG, School of Economics and Management (Technical University of Lisbon). His activities include participation in transport research where he has published several related articles and books.

Main author: Waterborne Transport, Intelligent Transport Systems

Peer review: Efficiency, Vehicle Technology

Dr Paul E Firmin, Institute for Transport Studies, University of Leeds (ITS); UK

Dr Firmin has 30 years of experience in transport planning and engineering, including local authority, consultancy and academia. His research specialities are: traffic management, transport survey design & analysis, traveller information systems; driver route choice behaviour and transport telematics. He is currently the MSc(Eng) degree programme leader and international student adviser at ITS, University of Leeds. He teaches computing skills and traffic management, and supervises student dissertation projects.

Main author: Information and Awareness

Peer review: Safety and Security

Dr Nils Gendner, Neptune – University of Bremen, ISL; Germany

Dr Gendner has been working for more than four years at the University of Bremen, Institute of Shipping Economics and Logistics. His main topics include the analysis of processes, functions and data flows in shipping and within the rail sector. He contributes to ongoing efforts in intermodality by participating in several projects dealing with intermodal concepts and developments.

Main author: Intermodal Transport, Integration

Peer review: Financing Tools, Pricing and Taxation

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Wolfgang Helmreich, Industriebetriebe-Betriebsgesellschaft mbH (IABG); Germany
Mr Helmreich is a civil engineer from the Technical University of Munich. He has more than 15 years experience with transport planning and infrastructure design in the rail, road and air sector, and sound knowledge of vehicle technologies. His expertise also includes project management, web publishing and dissemination skills. He joined IABG in 1999 as a senior transport consultant after working as project manager at several German engineering companies. He is principal editor of all Thematic Research Summaries.

Main author: Air Transport, User Aspects, Safety and Security

Peer review: Regional Transport, Rail Transport, Waterborne Transport, Environmental Aspects, Land Use Planning

Cristina Ivan, Group of Independent Experts Ltd (GIE); Romania

Ms Ivan has a law degree and has graduated a Master course in project management. Ever since 1998 she has participated in various projects financed by international donors in Romania. The main areas of her expertise cover: project management, legal approximation of the EU acquis & drafting of environmental legislation, as well as the carrying out of awareness raising and dissemination activities, including those for the transport sector.

Main author: EU Accession Issues

Peer review: Economic Aspects, User Aspects, Transport Management

Dr Ann Jopson, Institute for Transport Studies, University of Leeds (ITS); UK

Dr Jopson is a Research Fellow whose main interests and expertise lie in the areas of travel behaviour psychology, transport marketing and urban transport planning and policy, with particular emphasis on travel demand management through attitudinal and behavioural measures. Her PhD thesis was based on the role of psychology in reducing car use.

Main author: Environmental Aspects

Peer review: Rural Transport

Dimitris Koryzis, Systema; Greece

Mr Koryzis is a production & management engineer from the Technical University of Crete and holds an MSc in Decision Sciences from Athens University of Economics & Business. He has more than 8 years experience as technical and managerial consultant for 30 European programmes in the transport sector (road, maritime and intermodal) as well as in research and innovation technology EC projects.

Co-author: Pricing, Taxation and Financing Tools

Peer review: Integration

Ulrich Leiss, Industriebetriebe-Betriebsgesellschaft mbH (IABG); Germany

Mr Leiss is an aerospace engineer from the Technical University of Munich. His professional career includes 24 years experience with research, technical analyses, monitoring and managing national and European projects and programmes. These activities cover the areas aerospace, transport, energy and new technologies.

Main author: Other Modes, Vehicle Technology

Bryan Matthews, Institute for Transport Studies, University of Leeds (ITS); UK

Mr Matthews has 9 years experience of transport research and project management in both consultancy and university settings. His research expertise is in transport policy analysis and transport economics. He has worked on a number of EU, UK DfT and Research Council projects. He also contributes to teaching activities, lecturing on Air Transport Systems and supervising student projects.

Main author: Rail Transport

Peer review: Air Transport

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Prof Anthony D May, Institute for Transport Studies, University of Leeds (ITS); UK
 Professor May has over 35 years' experience in transport planning and traffic engineering. He has been a professor at Leeds since 1977, and has served as Head of the Department of Civil Engineering, Dean of the Faculty of Engineering, Pro-Vice Chancellor for Research and Director of the Institute for Transport Studies. He also has practical experience with the MVA consultancy and the GLC in London. His research specialities include: land use planning, traffic management, road pricing, sustainable urban transport, integrated transport and environmental impacts of transport.

Supervision of entire process of thematic reviews

Batool Menaz, Institute for Transport Studies, University of Leeds (ITS); UK
 Ms Menaz is a transport economist from the University of Leeds. She has been involved in a number of various projects including research into transport pricing reform issues in air, road and rail for the IMPRINT-Europe thematic network project, and research for the UK Rail Research Centre looking at the alternative visions for the future of the British rail system.

Main author: Regulation/Deregulation

Co-author: Passenger Transport, Equity and Accessibility, Land Use Planning

Peer review: Road Transport

Christina Paschalidou, Systema; Greece

Ms Paschalidou is a transportation engineer from Aristotle University (Thessaloniki), with a MSc in Urban and Regional Transport from Laboratory of Transport Economics in Lyon. Her field of interest is transport planning and engineering, EU and national transport policies, sustainability issues and research. She joined Systema in 2005, while her previous experience includes an internship in ISIS, traffic studies elaborated individually and research activities in the Aristotle University.

Main author: Transport Management

Peer review: Information and Awareness

Ignacio Rada Cotera, Neptune – IkerConsulting; Spain

Mr Rada Cotera is a lawyer from Deusto University in Bilbao, holding a diploma and certificate of European studies from Deusto and Saarland Universities, respectively. He has been working on EU projects since 2000. His main expertise is European commercial and regional policy, maritime transport and port affairs, legal aspects of international economic relations, urban planning, regional benchmarking and development.

Main author: Regional Transport

Marco Valerio Salucci, Università di Roma "La Sapienza", DITS; Italy

Mr Salucci holds a degree in mechanical engineering from the University of Rome "La Sapienza". His past research experience has focused on computer modelling of the operations of freight terminals and automatic passenger transport systems, the latter being carried out within EC funded research projects. His current research for a doctorate is in the area of transshipment and information and communication technologies for intermodal freight transport.

Co-author: Freight Transport, Urban Transport, Rural Transport, Efficiency, Decision-support Tools

Peer review: Intermodal Transport

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Dr Karsten Seidel, Neptune – European Networks and Cooperation; Belgium/Germany
 Dr Seidel has graduated as economist and holds a PhD from the University of Bremen. He has been working on EU projects since 1988. His main expertise is in European industrial and regional policy, telecommunication research projects, maritime transport and port affairs, evaluation of technical aid, urban planning, regional benchmarking development.

Co-author: Regional Transport

Dr Paolo Delle Site, Università di Roma "La Sapienza", DITS; Italy
 Dr Delle Site holds an PhD, and is a senior research fellow at DITS, Transport Area, University of Rome "La Sapienza". He combines professional experience with research activities, the latter mainly being carried out within EC funded research projects. Related activities comprise urban transport planning, urban public transport design, transport project assessment, and policy analysis. His teaching activities include courses in transport planning. Furthermore, he is author of papers in Transportation Research Part A – Policy and Practice and in the European Journal of Transport and Infrastructure Research.

Co-author: Freight Transport, Urban Transport, Rural Transport, Economic Aspects, Infrastructure Provision, Pricing, Taxation and Financing Tools

Peer review: EU Accession Issues, Intelligent Transport Systems, Regulation/Deregulation

Damian Stantchev, Institute for Transport Studies, University of Leeds (ITS); UK
 Mr Stantchev holds a degree in Economics and Trade from Varna University of Economics in Bulgaria and an MA in Political Science from the Central European University in Hungary. His early research experience was in the area of small business development in transitional economies of Central and Eastern Europe. Damian has also contributed to an extensive report on the role of the logistics and transportation sector in society for the Logistics & Transportation Corporate Citizenship Initiative of the World Economic Forum. His research for a doctorate examines the role of logistics in enhancing the competitiveness of the regional economy and encompasses all aspects of original research and data collection including the design, conduct and analyses of large scale surveys as well as the collection of commercial data and development of case studies.

Main author: Passenger Transport, Land Use Planning, Equity and Accessibility

Peer review: Freight Transport

Andrew Winder, ISIS; France

Mr Winder is a transport planner with a BSc in transport management (Aston University, England) and over 15 years experience in consultancies and public transport authorities covering transport planning and policy, particularly at UK, French and Europe-wide levels. Since 1998 he has been a senior engineer at ISIS, responsible for a wide range of European projects focusing primarily on Trans-European Networks, ITS for road traffic management, urban and regional public transport and EU enlargement aspects.

Main author: Road Transport

Peer review: Passenger Transport, Urban Transport, Other Modes, Equity and Accessibility, Infrastructure Provision

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Ard Wolthuis, Università di Roma "La Sapienza", DITS; Italy

Ard Wolthuis graduated in Science & Innovation Management, in the field of Transport and Mobility, from the University of Utrecht. He has been involved in transport projects and analysed socio-economic, environmental, political and legal aspects, such as the Phileas project, the Fokker bankruptcy, and innovation policy of companies in the Netherlands. Has participated in a European project on innovation in urban public transport systems. Since spring 2005 has joined DITS as a research fellow. His main areas of activities are policy analysis and dissemination of research results.

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