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WHERE WE STAND IN DREAM_PACE PROJECT

The third edition of the DREAM_PACE biannual newsletter seizes the project one year old, with all the Living Labs fully engaged in their journey towards the integrated DRT 3.0 strategy for Central Europe regions.

During the first months of 2024, DREAM_PACE held its first Project Management Group meeting, delivered its first Milestone and brought together all the Project Partners in Budapest for the third Transnational Partner Meeting. Furthermore, DREAM_PACE closed the second reporting period successfully releasing the foreseen deliverables - on which you can find more details at page 6.

The Budapest event was a platform for a fruitful exchange of ideas and experiences among project partners and allowed to consolidate the results achieved so far. It also served to pave the way for the next steps, also defining the events in the Living Labs launched in the pilot areas. The meeting included the third Steering Committee meeting, which reviewed the progresses made, also with respect to the commitments made with the Central Europe program.

In this third reporting period, the DREAM_PACERs are drafting the strategy for an integrated approach to DRT governance, planning, digitalization and operations and setting up the consultation process which will involve both internal and external EU-wide relevant actors and decision makers. Furthermore, they are progressing in the establishment of an experimental DRT service in a new regulatory framework in one of the pilot areas.

Stay tuned for updates through the DREAM_PACE website and in the next newsletters!

BRIEF RECAP OF 2023

RECAP BY TUB

The first year of the project proved to be a resounding success, marked by significant accomplishments and milestones. Let's delve into an overview of these achievements:

- ✓ Challenges and opportunities specific for Central European Demand-Responsive-Transport were defined,
- ✓ 6 Living Labs were launched, including local meetings with stakeholders
- ✓ 3 Work packages were kicked off
- ✓ 2 transnational meeting were held, in Bologna and Split
- ✓ 2 Newsletters produced
- ✓ 5 Deliverables submitted
- ✓ Breaking barriers in the EU initiatives about mobility
- ✓ Held a workshop on Methodology regarding DRT integrated solutions
- ✓ Explored synergies with other Interreg CENTRAL EUROPE Programme projects
- ✓ "BUSINESS & TECH COMMUNITY" about DRT created and a first workshop held



Stay tuned for more!



MEETINGS IN VIENNA & BUDAPEST

RECAP BY TUB & REDMINT

1ST PROJECT MANAGEMENT GROUP MEETING IN VIENNA (AUSTRIA), 24-25 JANUARY 2024

The DREAM_PACE management group met in Vienna to discuss the progress of the project, with special focus on the ongoing Living Lab meetings in our six pilot areas and their alignment with the common methodology.

Hosted by AustriaTech, participants from SRM, Redmint Impresa Sociale, Mobilissimus and Dyvolve gathered to discuss the state of the art on DRT governance and planning frameworks, and of digital and operational approaches in the pilot areas. A common approach on how to complete the collection of information and to finalise the state-of-the-art deliverables was agreed upon, highlighting the specific characteristics of the pilot areas to support the co-design of solutions with a solid basis.

Furthermore, partners involved had the chance to test the scenario development methodological approach designed for the project on three territorial cases (Bologna Metropolitan Area, Oltrepò Pavese, Split Dalmatia County). This common exercise provided a precious insight on the potential of adaptation of the methodology to the different cases, and highlighted possible challenges in its implementation at local level.

Thanks to this meeting, the links between the comprehensive methodological approach overarching project activities and their implementation in the engaged territories have been reinforced, and a common approach to the next steps have been defined. The outcomes of the meeting have been shared with all partners to provide guidance for the finalization of the state-of-the-art knowledge base, and more important to conduct the round of scenario development meetings at local level in order to set the scene for the co-design of solutions to be tested and implemented in the next months.

3RD TRANSNATIONAL PARTNER MEETING IN BUDAPEST (HUNGARY) - 10-11 APRIL 2024

The project partners met for the third transnational meeting and third steering committee meeting in Budapest, the capital city of Hungary. During these days, the partners were briefed on forthcoming deliverables set to be published, and they were provided with an initial overview of the framework for the upcoming workshops aimed at co-designing Demand-Responsive Transportation (DRT) services. Additionally, the partners exchanged updates on the progress of the second living labs focused on scenario development and outlined plans for upcoming pilot initiatives. A highlight was the field trip facilitated by BKK (Budapesti Közlekedési Központ), offering the project partners the opportunity to test existing DRT lines in the suburban areas of Budapest firsthand.

SCENARIO DEVELOPMENT WORKSHOP

REPORT BY RUPPRECHT CONSULT

SCENARIO DEVELOPMENT WORKSHOP: METHODOLOGICAL BACKGROUND FOR THE DESIGN OF DRT INTEGRAL SOLUTIONS. 22 JANUARY, 2024 (ONLINE)

In January 2024, the DREAM_PACE project kicked off a new engaging step for the Living Labs activities with the Scenario Development Workshop, conducted online and led by Rupprecht Consult GmbH. The session showed collaborative discussions, and meticulously discussed and validated guidance materials crucial for this phase's success. The workshop delved into the intricacies of the scenario development phase, focusing on key aspects such as strategy definition, co-creation of a shared vision, defining DRT service tackled issues and aimed goals by exploring alternative Scenarios in Operations and Digitalization as well as Planning and Governance.

The workshop started with a comprehensive presentation detailing the proposed methodology for scenario development in DREAM_PACE. The proposed methodology aimed at integrating various methods and recommended tools essential for designing integrated DRT solutions. Additionally, the presentation referenced interconnected project deliverables, specifically D1.1.2 and D2.1.2, which respectively address the state of the art for governance and planning structures and processes, as well as digital and operational operations for integrated DRT systems across the living labs.

An interactive discussion followed the methodology presentation, where participants engaged in exploring different facets of scenario development. Following that, we delved to the review of annexes and guidance materials. This segment allowed for a detailed examination of proposed annexes and the recommended tasks, including the identification of project indicators for the Living Labs. These indicators are instrumental in localizing the project and aligning with the unique targets of each Living Lab.

Participants had the opportunity to seek clarification on various aspects of the annexes and guidance materials. This facilitated a deeper understanding and ensured alignment among all stakeholders. One of the main aims of the workshop was the validation of the proposed methodology and identification of adaptation requirements. This process underscored the importance of flexibility and responsiveness to local contexts, ensuring that the project remains adaptable and effective across diverse settings.

The workshop concluded with a brief discussion on the next actions to be implemented, highlighting the collective effort to pave the way for innovative and sustainable transportation solutions in Central European rural and peripheral areas.

STEP 3: SCENARIO DEVELOPMENT

Scenario X (Example: Closing Public Transport gaps)

Problem:

Description of identified issues, mobility needs and context conditions

Example:

- Low demand outside the city centre
- No direct connections to individual destinations
- Frequent transfers / long journeys
- Car is more attractive / faster
- Some users rely on Public Transport

Solution:

Description of service strategy to fulfil identified needs

Example: On-demand PT service

- Pure DRT, serving individual mobility needs
- Fulfilment of public demand while providing an attractive alternative to private cars
- Direct connection, without transfers or long waiting times
- Increasing the flexibility of public transport

User Story:

Define a user story based on the identified needs and challenges

Example:

- Woman working in local Hospital
- Bus available, but route not suitable for her
- So, she chooses to use her car



INSIGHTS FROM LIVING LABS ON SCENARIO DEVELOPMENT (2ND ROUND)

DREAM_PACE project will tackle different specific challenges, targeting six areas of Central Europe, areas which have different background conditions:

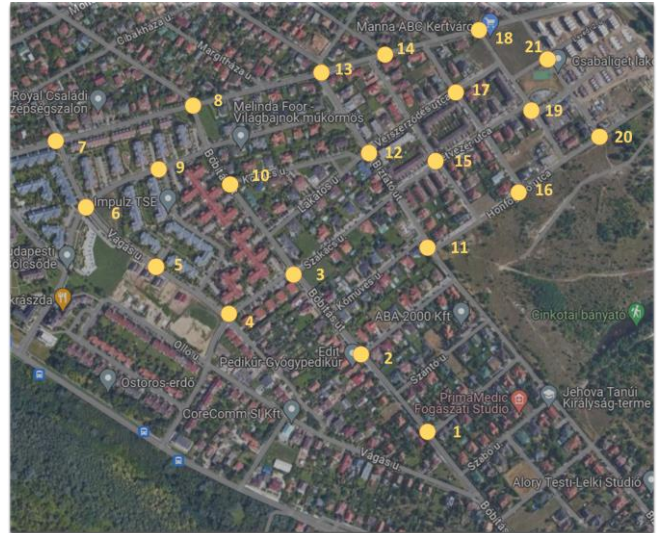
1. We foster a better integration of DRT and public transport in Bologna (Italy), Pavia (Italy), Budapest (Hungary).
2. We support a better coordination among existing DRT initiatives through a bottom-up approach in Osttirol (Austria) and Baden-Württemberg (Germany).
3. We experiment new integrated approaches for DRT "greenfield" in Split-Dalmatia County (Croatia).

In the latest living lab meetings, project partners collaborated with invited stakeholders to develop scenarios.

BUDAPEST, HUNGARY: TESTING & IMPLEMENTING A NEW DRT SYSTEM

Representatives from the local public authority (BKK), SME (Mobilissimus), and higher education institution (BME) engaged in a collaborative discussion within the living lab framework. The focus was on pilot project scenarios, examining planned route options, service areas, and infrastructural constraints. The meeting concluded with a focus on the provisional DRT service and served area details. Additional discussions revolved around:

- Reduction in the Number of Stops: A strategy to enhance service efficiency.
- Legal Issues of Stop Design: Determining signage and built stop requirements.
- Pilot Area Extension to the South: Expanding service coverage for increased accessibility.
- Weekend Service Consideration: Resident involvement through a survey in spring conducted by Mobilissimus.
- Pilot Vehicle: Utilizing a 19-seat minibus with route number 274.
- Development of an online DRT request system: Enhancing telesbusz.bkk.hu and integration with Budapest route planner application (BudapestGO).



These initiatives aim to optimize the DRT service, ensuring enhanced connectivity and convenience for residents.

BOLOGNA, ITALY: FOSTERING BETTER INTEGRATION OF DRT IN PUBLIC TRANSPORT



Representatives from the Metropolitan City, the Municipality of Bologna and its Diversity Team, along with ASCOM (the association representing over 16.000 companies, entrepreneurs and professionals from Bologna and its Metropolitan city), the CCU (user advisory committee representing consumer and user associations and the annual subscribers to the Bolognese public transport service), gathered to shape the future of DRT. With a focus on planning and governance, they discussed expanding stakeholder involvement (e.g. mobility operators) and identifying areas with low demand for DRT services. The planned activities aim to follow a collaborative approach between citizens, service providers, and authorities to plan and develop DRT initiatives. A strategic evaluation framework will be established to define the ideal characteristics of DRT in the Bologna context and determine its integration into the public transport network. The ultimate goal is to seamlessly incorporate DRT into public transport planning and network integration processes.

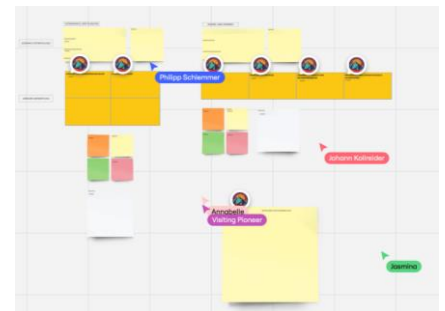
PAVIA, ITALY: CREATING A NETWORK OF SERVICES



The living lab workshop in Stradella convened various stakeholders, including public authorities such as the Municipality of Santa Maria La Versa, Casteggio, Broni, Stradella, Bosnasco, Ponte Nizza, along with the regional public authority, the Province of Pavia, and the infrastructure/service provider, Autoguidovie. The focus was on developing a strategy centered on needs and connectivity to create a network of services. Key discussions highlighted the importance of enhancing accessibility, reliability, flexibility, and communication of services within the territory. Moving forward, the next steps entail co-designing and preparing pilot tests to implement the envisioned improvements.

OSTTIROL, AUSTRIA: INNOVATING EXISTING DRT SERVICES

In discussions addressing the gaps in public transport and fragmented mobility services, stakeholders identified critical challenges. These include deficiencies in connectivity and efficiency within public transport and the disjointed nature of mobility services. To address these issues, local authorities, municipalities, citizens, and mobility planners have joined living labs. Through collaborative efforts, these diverse stakeholders aim to innovate existing DRT services and test ideas for enhancing the coverage and digital infrastructure.



BADEN-WÜRTTEMBERG, GERMANY: IMPROVING DRT INITIATIVES THROUGH BOTTOM-UP APPROACHES


Kind auf dem Weg ins Fußballtraining

Generelle Informationen:

Alter: 11
 Geschlecht: w
 Herkunft: Deutschland
 sozioökonomischer Hintergrund: Mittelschicht
 Bildungsstand: Grundschule
 Profession: --

Scenario:

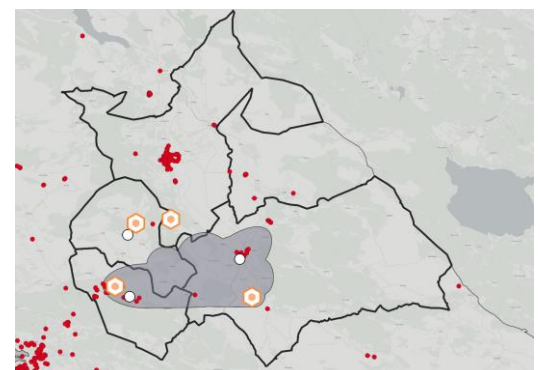
Das Kind hat jeden Montag um 18 Uhr Fußballtraining. Da der Fußballplatz zwischen zwei Bushaltestellen liegt, müsste das Kind recht weit laufen, und benutzt deshalb lieber den Rufbus.

In the living labs for Calw region, discussions involved the Nahverkehrsgesellschaft Baden-Württemberg, responsible for public transport coordination, and public authorities. Key topics included digital booking systems, accessibility challenges, and a scenario development workshop. The outcomes yielded insights into accessibility issues and identified potential target groups for Demand-Responsive Transport (DRT) services, along with strategies to reach them. Additionally, relevant personas were established for further scenario development workshops. Looking ahead, the testing process is expected to play a crucial role in identifying relevant target groups and formulating a strategy to effectively reach and coordinate these groups.

SPLIT-DALMATIA-COUNTY, CROATIA: EXPERIMENTING NEW INTEGRATED APPROACHES FOR DRT

The vision of a DRT service in Split-Dalmatia-County is to increase mobility in rural areas without the use of personal vehicles by using sustainable and economically viable DRT solutions. In the second living lab the project partners Dyvolve and Split-Dalmatia-County together with representatives of the city of Sinj and several mobility service providers discussed different scenarios for the DRT service. During the meeting, the areas of Dugopolje, Trilj and Dicmo (90.8 km²) were selected as the area to implement DRT services for four target groups: employees, customers in shopping centres and markets, users of health services and users of community centres. The sub-area currently has no regular public transport services. The DRT service can be seen as a test for the introduction of regular public transport at a later stage. The challenges will be the need for additional human resources and the selection of the vehicle fleet.



DELIVERABLES OF THE SECOND PERIOD

DREAM_PACE team prepared the deliverables of the second project Reporting Period. The main outcomes are summarized below. The full reports are available for download in the DREAM_PACE website.



D1.1.2 STATE OF THE ART REPORT ON GOVERNANCE STRUCTURES AND PLANNING PROCESSES FOR DRT IN THE PILOT AREAS

- Different governance structures for DRT services across pilot areas, but in most of the cases aligned within the public transport regulations as complementary services, to a certain extent dedicated to specific target groups. This represents at the same time a potential strength and a limitation, since the space for DRT is in many cases pre-defined and limited.
- DRT planning is not always clearly defined and aligned with PT processes, but deserves a more comprehensive framework. The evidence confirms the need for a systematic and modular approach to DRT planning, able to build on synergies with PT and other services and contribute to a common vision.
- DRT services are planned either by local authorities or directly by operators, in most of the cases on top of existing networks in order to fill specific gaps.

D1.1.3 DEVELOPMENT SCENARIOS FOR DRT INNOVATIVE GOVERNANCE AND PLANNING APPROACHES

- Focus on a range of elements in the different pilot areas covering several aspects such as data sharing, coordination and integration, business modelling, strategic planning.
- The identification of viable and more efficient business models for DRT is a cross cutting strategic element for the pilot areas, including specific components for the feasibility and economic viability analysis to be co-designed and tested.
- Strategic planning is indeed, in line with the purpose of the project, one of the topics where the attention of engaged partners and stakeholders gathers around common methods and tools, such as SUMPS and Masterplans and tendering procedures.

D2.1.2 STATE OF THE ART REPORT ON DIGITAL AND OPERATIONAL APPROACHES FOR DRT IN THE PILOT AREAS

- Most of the existing DRT services (Bologna Metropolitan Area, Osttirol, Budapest and Calw) operate on a fixed route with predetermined initial and/or final terminals, as well as designated intermediate stops with set departure times.
- As result of DREAM_PACE activities, there is a general idea of allowing the service to become more flexible, in terms of schedule as well as of booking (reducing booking times, allowing real time booking and use of the service without it).
- Digitalisation is another crucial aspect: besides Budapest (full digitalisation of DRT), in the other cases the service is either operating with partly digital elements (e.g. online booking) or not yet digitalised.

D2.1.3 DEVELOPMENT SCENARIOS FOR DRT INNOVATIVE DIGITAL AND OPERATIONAL APPROACHES

- The scope of DRT implementation diverged across regions, some partners focusing on specific sub-areas (e.g., Split-Dalmatia County) while others aimed for broader coverage (e.g., Pavia).
- Pavia: emphasis on offering flexible booking options for customers, integration with traditional scheduled services.
- Budapest: the pilot explores flexible scheduling options, integration with existing public transport, and the development of the existing MaaS app for enhanced user experience.
- Osttirol: optimization of the current services and improving accessibility through digital solutions with a focus on integrating mobility services into one common platform/application for effectiveness.
- Split-Dalmatia County: aims to introduce a newly developed DRT service in an area lacking public transport, and by developing and implementing a digital solution for the service.

WHAT'S NEXT

DREAM_PACE partners closely work with the main stakeholders in their Living Labs, keeping them engaged in the co-design of the future DRT.

In the next months, the Living Labs will continue their journey with ad-hoc meetings in their pilot areas for the full development of the future scenarios and the co-design of the DREAM_PACE solutions. By the end of the third action period, the deliverables reporting on the draft DRT strategy with the setup of the consultation process and on the setup and development of the DREAM_PACE Tech&Business Community will be finalized.

If you are a mobility stakeholder and want to be involved in the Living Labs activities, get in touch emailing us!

The next Transnational Partner Meeting will take place in Pavia in Autumn 2024: it will give the partners an opportunity for getting together and discuss progresses and ideas, and to pave the way towards the planned achievements.

All the related news and outcomes will be available through [DREAM_PACE official website](#) and the project media profiles on [LinkedIn](#), [Facebook](#) and [YouTube](#).



SRM Networks and Mobility

PROJECT PARTNERS



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Redmint Social Enterprise



Guidati da te.

AUTOGUIDOVIE SPA



Hungary



Mobilissimus Ltd.



BKK Centre for Budapest Transport



Croatia



DYOLVE d.o.o.



Split-Dalmatia County



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