

Innovations for better rural mobility

Policy learnings from the ITF/OECD Expert Working Group

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Innovations for Better
Rural Mobility

How can we improve mobility in rural communities where conventional public transport is difficult to sustain?

Approach:

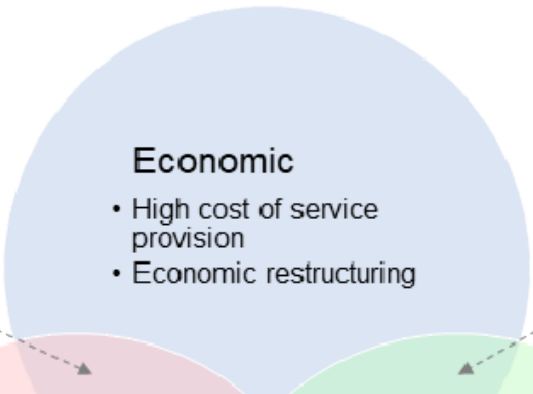
- One-year Working Group project 2020/21
- 30-50 active and loosely involved members from ministries, academia and private sector from over 20 countries, 5 thematic sub-groups
- Collection of 80+ rural innovative mobility case studies (pilots, mob. services) through questionnaires and interviews and distribution of a country questionnaire among participating ministries
- Result: over 100-page [report](#), already downloaded more than 1.800 times worldwide

Defining innovation in the rural mobility context

- an innovation may be **a product, a process or a combination of the two** (Edwards-Schachter & Wallace, 2017; Gault, 2020)
 - frameworks, financing, business models, service types, technology, institutional, social, etc.
- **not every innovation needs to start from scratch** – it may be novel in the particular context in which it is being applied



How can new mobility approaches respond to the diverse needs of rural areas, while at the same time, remaining politically and financially viable in the long term?

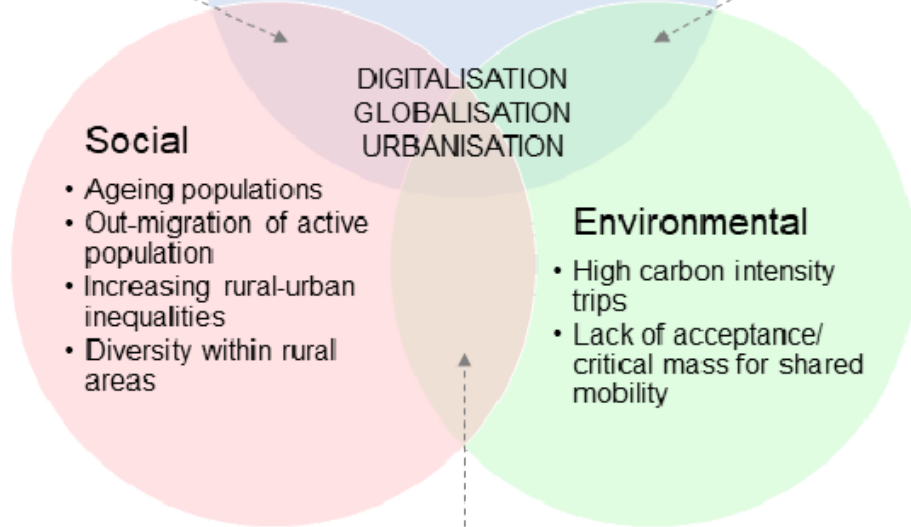


What financial models are most suited to supporting environmentally friendly rural mobility approaches?

Our innovation criteria

Innovations should contribute to sustainable development from a social, environmental and economic standpoint.

(Edwards-Schachter & Wallace, 2017)



How can rural mobility approaches support an environmentally friendly transition, while improving access to opportunities, services and activities?

Selected recommendations

1. Formulate a countrywide accessibility policy and implement Sustainable Regional Mobility Plans (SRMP)
2. Create coherent governance and funding frameworks (transport regions)
3. Restructure public transport networks and integrate different sustainable mobility options with the core transport network (mobility hubs & MaaS)
4. Make regulations more flexible to allow for the development of innovative, cost-effective mobility solutions
5. Use sandbox funding and prioritise financial support for innovative services according to impact levels rather than high tech
6. Provide technical assistance for rural mobility at the national or regional level

1. Formulate a countrywide accessibility policy and implement Sustainable Regional Mobility Plans (SRMP)

“We need rural mobility planning that stems from people who live the rural experience and governance structures that can accommodate and support innovative mobility planning.” (Laurie Pickup, Chair)

- ➔ Develop Sustainable Regional Mobility Plans (SRMP) – **not as an annex or afterthought** to a Sustainable Urban Mobility Plan (ex. Frankfurt regional SUMP)
- ➔ Put in place mobility guarantees/minimum access standards (ex. Switzerland, Catalunya, Baden-Württemberg)



Source: Based on SMARTA and own research.

2. Create coherent governance and funding frameworks, assign competences and adequately fund transport regions

Prise de compétence AOM au 15 juillet 2021



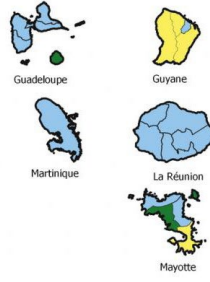
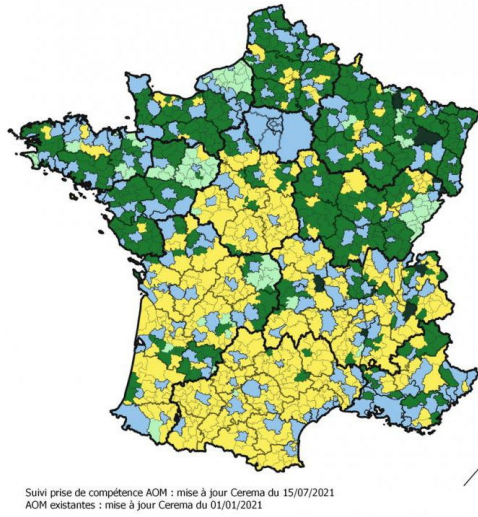
Légende

Statut des Communautés de Communes

- CC AOM (au 1/7/2021)
- CC au sein d'un syndicat AOM
- CC demande le transfert
- Pas de transfert : la Région devient AOM locale

Statut des AOM (hors CC)

- AOM existante au 1er janvier 2021



Suivi prise de compétence AOM : mise à jour Cerema du 15/07/2021
AOM existantes : mise à jour Cerema du 01/01/2021

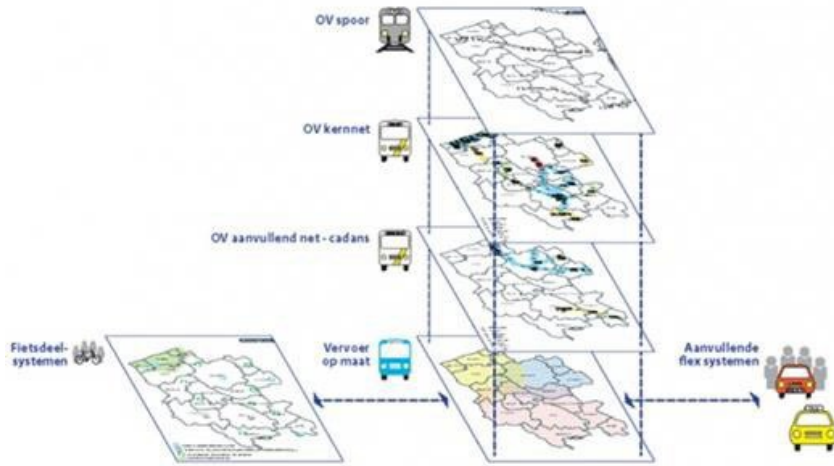
Source: CEREMA, 2021.

Efter takstreform

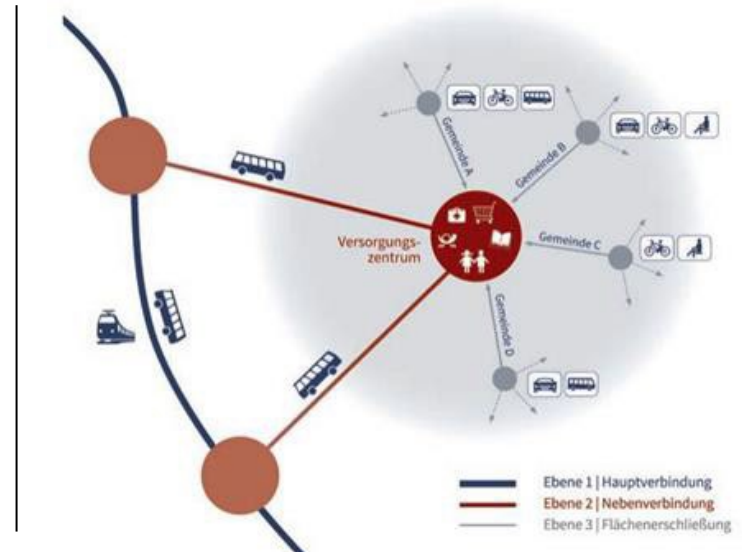


Source: Trafikstyrelsen, 2017.

3. Restructure public transport networks and integrate different sustainable mobility options with the core transport network (mobility hubs & MaaS)



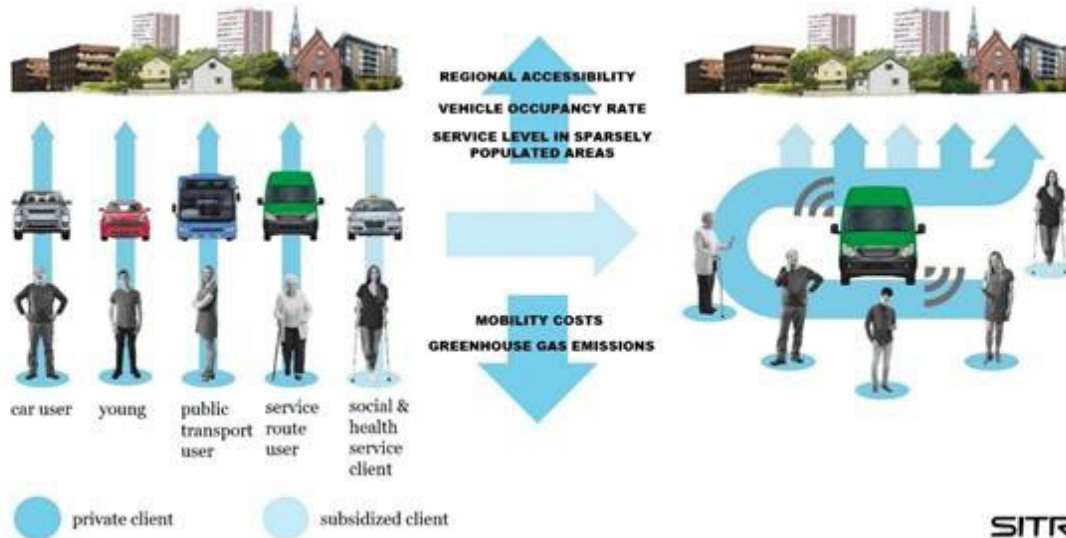
Source: Office of the Provincial Governor Vlaams-Brabant



Source: German Federal Ministry of Transport and Digital Infrastructure, 2018,

4. Make regulations more flexible to allow for the development of innovative, cost-effective mobility solutions.

5. Use sandbox funding and prioritise financial support for innovative services according to higher impact levels rather than use of high tech.



Source: SITRA, 2019.

6. Provide technical assistance for rural mobility at the national or regional level.

Plus de critères Réinitialiser Créer une alerte

Votre territoire
Votre ville, intercommunalité, départem...

La structure
Saisissez quelques caractères pour des sugge

Thématiques
Saisissez quelques caractères pour des sugge

Trier par :

🔍 Filtrer les résultats





International Labour Office

IRAP Guidelines



MOBILIKON 

Das Nachschlagewerk rund um das Thema Mobilität vor Ort.

 Maßnahmen  Beispiele aus der Praxis  Instrumente  Hilfen zur Umsetzung

Hier kann ein Suchbegriff eingegeben werden z.B. Mitfahrbank ☰ Zur Suche

DOWNLOAD AT:

<https://www.itf-oecd.org/innovations-better-rural-mobility>

QUESTIONS? COMMENTS?

Stay in touch:

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