

Improved access for all

Mobility poverty: make the difference



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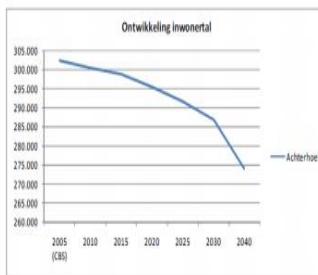
Regio Achterhoek

begrenzing van het LEADER-gebied.



negatieve netto's. Ingeremd regio-milieuvriend

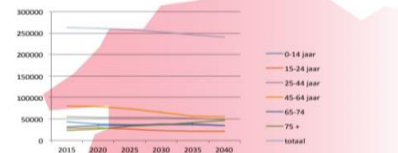
1. Demografie



Demografie



Op 1 januari 2017 telde de zeven gemeenten in de Achterhoek 252.877 inwoners. Het aantal ouderen neemt toe, het aantal jongeren neemt af.



Tabel 2.1: Regio Achterhoek, bevolkingsontwikkeling per gemeente naar achtergrond

| Gemeente | Bevolking 1-1-2018 | Natuurlijke aanwas | Binnenlands saldo | Buitenlands saldo | Groei | Bevolking 1-1-2019* |
|-------------------|--------------------|--------------------|-------------------|-------------------|-------------|---------------------|
| Aalten | 26.962 | -57 | 103 | -1 | 45 | 27.007 |
| Berkelland | 44.032 | -157 | -11 | 35 | -133 | 43.899 |
| Bronckhorst | 36.352 | -123 | -39 | 29 | -133 | 36.219 |
| Doetinchem | 57.382 | -90 | 198 | 53 | 161 | 57.543 |
| Oost Gelre | 29.672 | -6 | 13 | 21 | 28 | 29.700 |
| Oude IJsselstreek | 39.520 | -206 | 106 | 42 | -58 | 39.462 |
| Winterswijk | 28.987 | -53 | -138 | 111 | -80 | 28.907 |
| Totaal | 262.907 | -692 | 232 | 290 | -170 | 262.737 |

* eventueel kleine afwijking met gemeentelijke registraties door gebruik bron Provincie.

Bron: Provincie Gelderland.

Rural area
Several smaller municipalities
Cross-border
Aging and declining population

Tackling challenges

Challenges to avoid mobility poverty:

- Rural area
- All citizens (including those with reduced mobility)

Make the difference

- Communication types and channels (web site, phone contact, personal contact)
- Citizen participation
- Continuous monitoring customer satisfaction / quantitative trip data
- Indicators



Achterhoek Spreekt
Wat vond u belangrijk voor de Achterhoek?

U ontvingt deze factsheet omdat u lid bent van het inwonerspanel 'Achterhoek Spreekt'. In februari en maart 2019 heeft het venste onderzoek via dit panel plaatsgevonden. Graag delen wij de belangrijkste onderzoeksresultaten met u.

Resultaten

"Staat een kennis of familielid van u vooral buiten de Achterhoek en denkt erover om hier te komen wonen. Op welke positieve en negatieve kanten van de Achterhoek (de 'hem/haar zijden')?"

Positieve kanten (top 5)

- Rust
- Ruimte
- Natuur
- Landschap
- Groen

Negatieve kanten (top 5)

Wanneer u erop klikt, wordt de lijst uitgebreid.



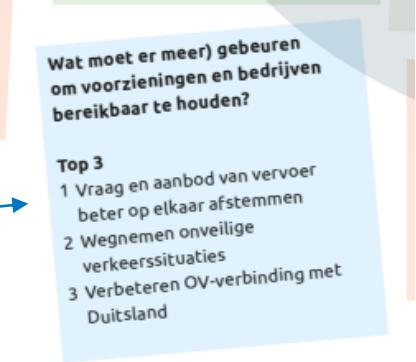
Tackling challenges

Organizing transport for all in rural area – demand responsive transport.

Challenges:

- Quality and costs; business model
- Sustainability
 - Students on bike in stead of taxi
 - Carplace sharing

Co-operation between public transport authority (province) and municipalities (responsible for transport for PRM)



Wat moet er meer) gebeuren om voorzieningen en bedrijven bereikbaar te houden?

Top 3

- 1 Vraag en aanbod van vervoer beter op elkaar afstemmen
- 2 Wegnemen onveilige verkeerssituaties
- 3 Verbeteren OV-verbinding met Duitsland

ZOOV, model of demand responsive transport system in the rural area Achterhoek

Change in governance model – political decision province and municipalities:

- From province led demand responsive / small scale system to led by regional co-operation of municipalities
- Operational: Planning and transport separated (instead of integrated within a mobility provider)

Aim:

- Direct steering possibilities by municipalities, e.g. on (qualitative) inclusion effects and (quantitative) costs

Evaluation end of 2018

- Costs and quality raised
- Several factors identified, explaining the development
- Due to the lack of baseline data (and ex ante assessment) before ZOOV, full ex-post assessment not possible
- Identified factors categorized
 - Choices in tendering (did not led to most efficient tenderer)
 - Lack of incentive for efficient planning
 - Tariffs in the taxi market itself raised (more than indexation)
 - Costs related in transport for PRM before ZOOV not specified (but part of social domain regular work)

Results in 2018 as first step

- Experience with: new model, tendering transport centre and systems, operational consequences
- ZOOV Beheer as organisation: capacity in place, no dispersed knowledge over several (small) municipalities and province
- Insight in factors and indicators influencing the cost development
- Insight in monitoring indicators: making it possible to develop a framework for assessment (which indicators are the most important on political level to steer on) and monitoring (are objectives obtained)
- Insight in data collection and definition

Further development towards inclusion

- Based on
 - participation in Dutch study integrated assessment societal benefits transport for PRM
 - developed indicators and data (quality and costs) within ZOOV
 - SMART policy ambition / norm on inclusion / avoidance of poverty;
 - Role province / municipalities / Data on mobility poverty
 - Ambition = guidance
 - Impacts of one demand responsive system open for all; steered by one regional authority
- OR
- Impacts of execution of different demand responsive systems, partly in public transport concession, partly in contract under regional authority



Questions ?!



**Would you like to know more?
Go to our website www.zoov.nl or
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