



# WP.T3 - D.T3.2.3

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State of the Art Report about mobility problems  
and policy challenges within ETP follower  
regions

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2021

Gasteinertal



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## 1. Introduction

Remote regions in central Europe share the same risks and issues related to the fact that they are located at the periphery of main transport networks. Inadequate and under-used services, excessive costs, lack of last-mile services and proper intermodality, poor communication and information to users and car commuting are some of the challenges that many central European regions face.

The SMACKER project addresses these disparities and promotes public transport and mobility services that are demand-responsive and that connect local and regional systems to main corridors and transport nodes.

Within SMACKER mobility issues related to peripheral and rural areas, main barriers are assessed and addressed and solutions drawn on the best international know-how are provided. SMACKER promotes demand-responsive transport services to connect local and regional systems to the main transport corridors and nodes. Soft measures (e.g. behaviour change campaigns) and hard measures (e.g. mobility service pilots) are used to identify and promote eco-friendly solutions for public transport in rural and peripheral areas, with the aim of achieving more liveable and sustainable environments and better integration of population to the main corridors. SMACKER helps local communities to re-design their transport services according to user needs, through a coordinated co-design process between local/regional partners and stakeholders; SMACKER also encourages the use of new transport services through motivating and incentivizing campaigns. The direct beneficiaries of the actions are residents, commuters and tourists.

Participation reflects the overall integration of citizens and groups in planning processes and policy decision-making and consequently the sharing of power. In particular, transport planning and transport relevant measures are often the subject of controversial discussions within the urban community. The concept of Sustainable Urban Mobility Planning has established the principle that the public should be included from the very beginning of the transport planning process and not only when the plans are largely completed and only minor amendments can be carried out. For that reason, public authorities need to open-up debate on this highly specialised and complex subject area and make participation a part of the planning process. In order to ensure participation throughout the process, the development of an engagement strategy would be necessary.

This deliverable “State of the Art Report” on mobility problems and policy challenges within ETP follower regions is the starting point for a better knowledge of the 10 selected Smacker Enlarged Transfer Programme (ETP) partners’ sustainable mobility challenges. The scope of these analysis is to map the needs, problems and expectations of each ETP follower region in low carbon mobility planning. Moreover, it defines the roles of ETP followers and policy leverages. It paves the way for local Action plans in ETP follower regions.



## 2. Project's area description

Gasteinertal (Gastein Valley) represents the object of investigation within this report and is situated in the Austrian federal state of Salzburg (Bundesland Salzburg), at around 70 kms as the crow flies south to the state capital Salzburg in Sankt Johann County which is commonly and historically referred to as Pongau region. The core area is made up of three municipalities (Dorfgastein, Bad Hofgastein and Bad Gastein) which are home to approximately 12,400 inhabitants as of January 1<sup>st</sup>, 2021:

Municipality (from North to South)	Inhabitants (as of Jan 1 <sup>st</sup> , 2021)
Dorfgastein	1,638
Bad Hofgastein	6,816
Bad Gastein	3,961
<b>Total</b>	<b>12,415</b>

With town centers located between 800 and 1000 meters above sea level and being situated in a valley surrounded by the Hohe Tauern mountain range, Gasteinertal is a vivid tourist region, well known and loved for its numerous ski resorts, spas and appealing nature. Considering the total numbers of employees, the hospitality industry stands out among the different economic fields.

As a result, the urban characterisation and morphology requires a discriminate approach: generally spoken, the region shows characteristics typical to rural alpine environments in Austria, such as scattered dwellings alongside rather dense historic town centers. On the other hand, a rather effective public transportation service is already in place, serving most of the important spots in the region. The main important transportation hubs outside the core area are the railway stations in Schwarzach-St.Veit, Bischofshofen and St. Johann im Pongau.

Figure 1 below provides a cartographic representation of the region in an Austrian as well as Central European context. The situation of the region within the Austrian railroad network is highlighted in Figure 2. As a brief summary and in order to underline the statement above concerning a discriminate point of view, the situation of the region in a transportational background can be characterized as follows:

- Gastein valley is situated in a central part of Austria, well accessible by rail both on a domestic as well as on an international level
- The topographical constraints (cf. Figure 3) minimize tendencies of urban sprawl and seemingly unstructured spatial development which can be encountered in less confined regions throughout Austria
- These confined structures provide in fact a good basis for an efficient and easy supply of public transportations, since routes can be bundled and all or most of relevant destinations can be reached with limited requirements to detours
- on the other hand, central parts of Bad Gastein are situated hillside and may be difficult to reach by foot for physically impaired persons
- even though Gastein Valley is situated in a central part of Austria and provides a well developed tourism industry, it still shows characteristics of rural areas such as a high number of commuters leaving the region each day for work or the lack of a general hospital within its borders (cf. chapter "Points of Interest" and chapter 3).

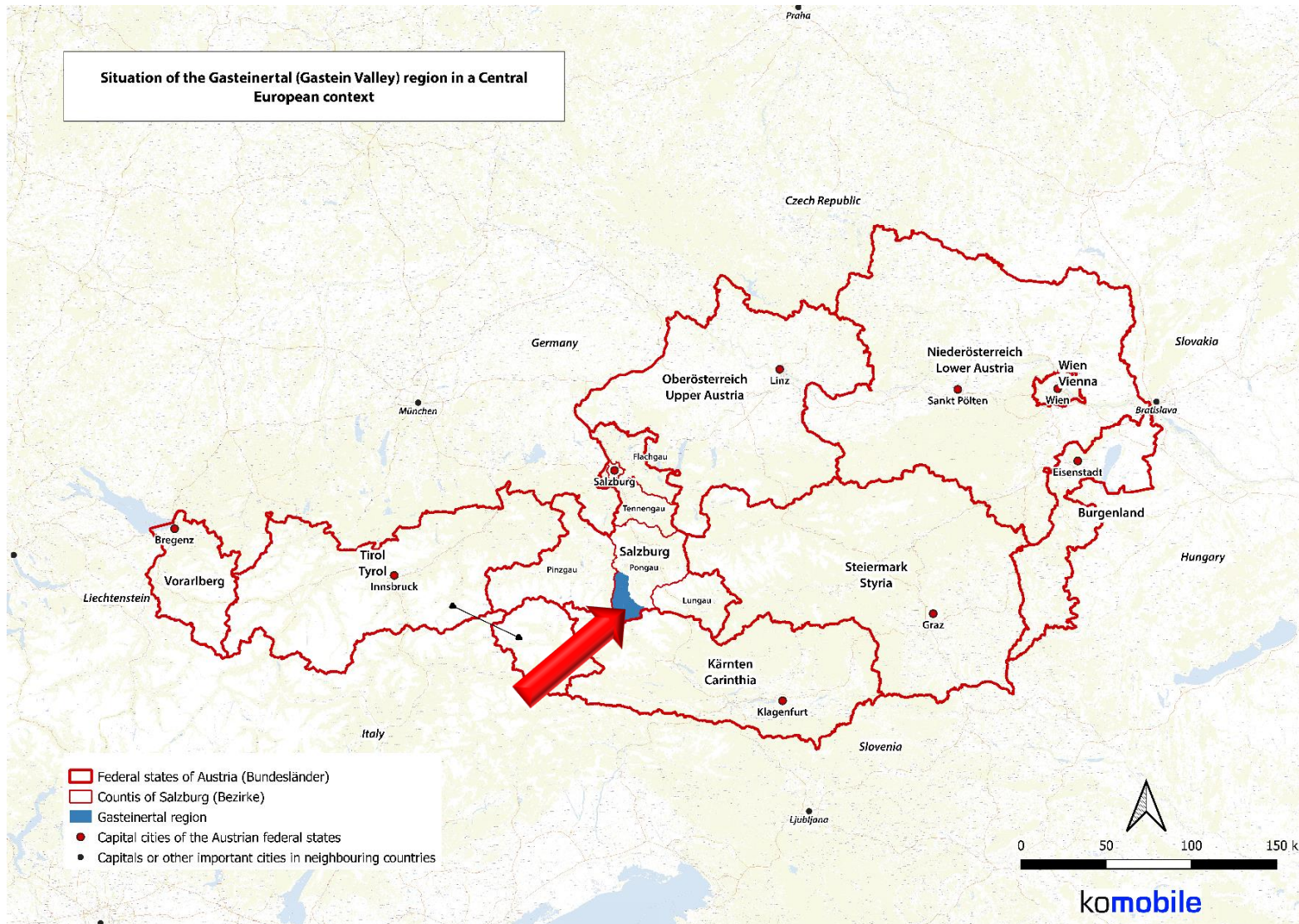


Figure 1. Cartographic representation of the core pilot area (Gastein Valley) in an Austrian and Central European context | Map source:terrestris.de

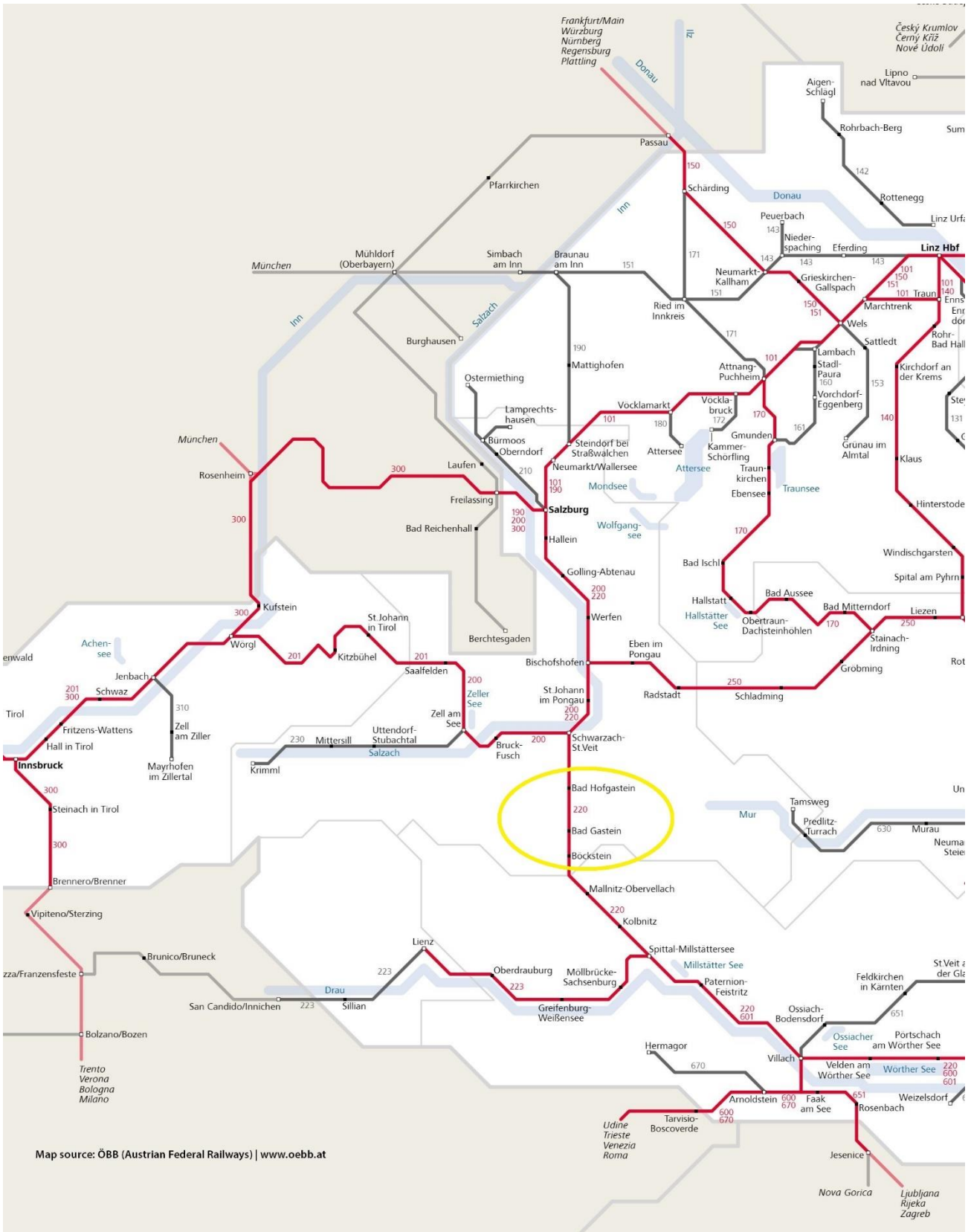


Figure 2. Situation of Gastein Valley within the Austrian Railroad network

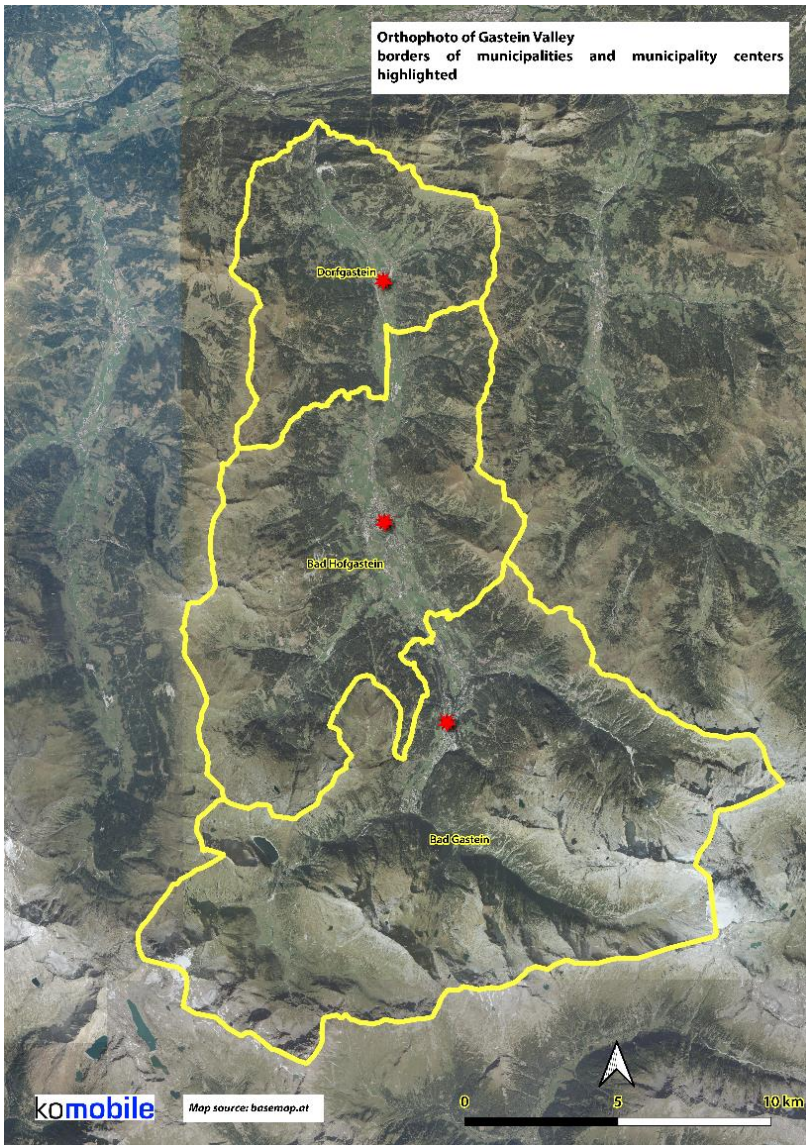


Figure 3. Orthophoto outlining the topographic conditions of Gastein Valley



## Points of Interest

The following relevant points of interest have been identified:

### Schools and Education | Hospitals

There are a total of nine schools in Gastein Valley, which have been attended by 1,317 students during the 2018/19 academic year. The majority of schools are compulsory schools which are located in every municipality. A grammar school as well as specialised schools focusing on tourism and sports are located in Bad Hofgastein and Bad Gastein respectively. A wider variety of specialised secondary schools is available outside Gastein Valley, for instance in Sankt Johann im Pongau or Bischofshofen.

Gastein Valley offers several hospital-like facilities which only provide rather specialised medical treatment or act as spa clinics which attract patients from all over Austria. The main general hospital serving the region is located well outside the valley in Schwarzach im Pongau. As of July 2021, there are 11 general practitioners throughout the region as well as a total number of 20 specialists in Bad Hofgastein such as ophthalmologists and dermatologists as shown in Table 1.

Table 1: Specialised doctors in Gastein Valley

Specialist fields	Dorfgastein	Bad Hofgastein	Bad Gastein
Acupuncturists		1	1
Chiropractors		1	
Dentists		1	
Dermatologists		1	
Emergency doctors			3
Gynecologists		1	1
Spa doctors		4	4
Specialists for accident and sports injuries		1	
Ophthalmologists		1	
<b>Total</b>	<b>none</b>	<b>11</b>	<b>9</b>



## Tourism

As already mentioned before, tourism plays a great role in Gastein Valley. In order to outline the importance of the hospitality industry on a local or regional scale, data on tourism statistics have been chosen to draw the following charts which provide a short, but meaningful overview about the field of tourism:

### Number of beds in tourist accommodation

The number of established beds in tourist accommodation put into relation with the number of inhabitants helps to understand the importance of the hospitality industry in the region. On average, the number of beds per capita is around one but exceeds the number of 2 in Bad Gastein during winter season. Thus, more than twice the number of tourists than inhabitants could potentially be accommodated.

The highest number of beds in tourist accommodation can therefore be found in Bad Gastein - around 8.000 beds in winter season, and Bad Hofgastein with around 6.000 to 7.000 beds. In contrast, Dorfgastein offers “only” around 1.700 beds.

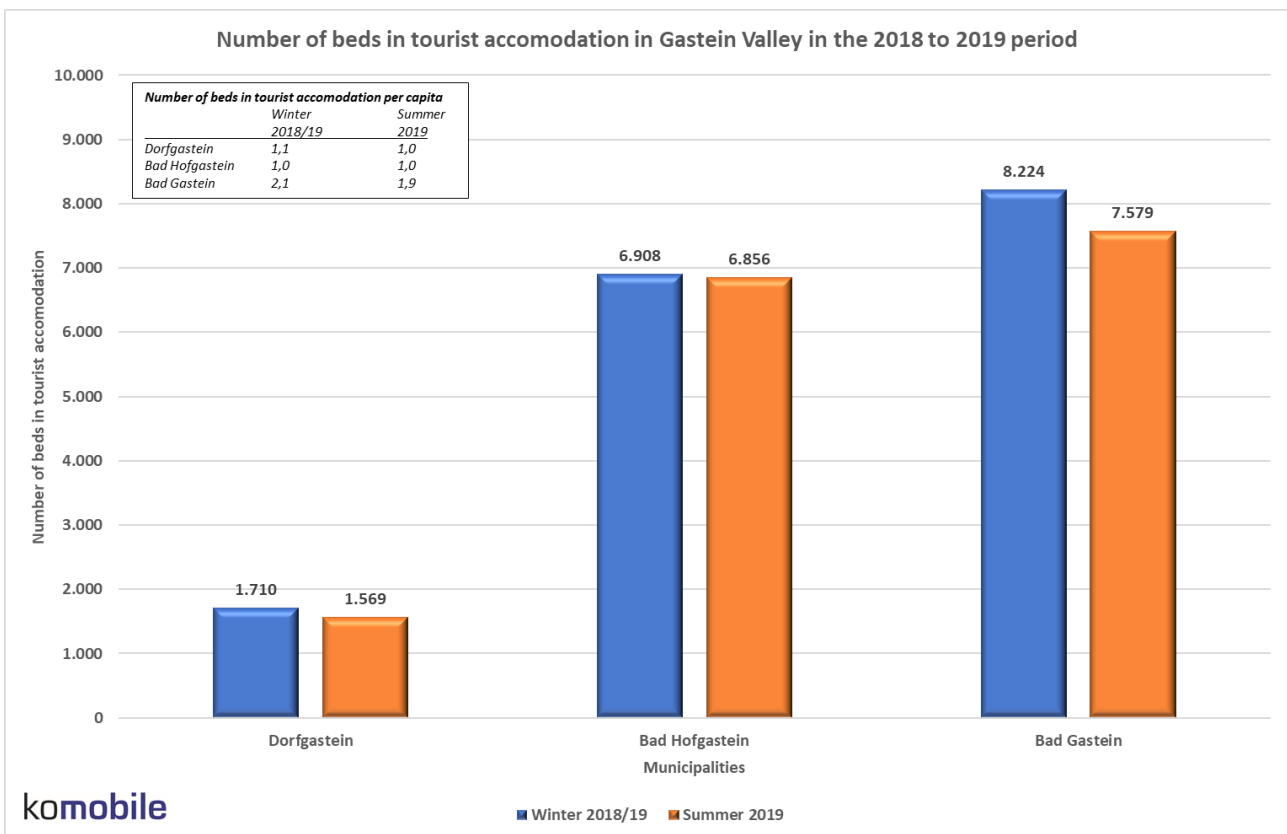


Figure 4. Number of beds in tourist accommodation in Gastein Valley in the 2018 to 2019 period



*Total number of overnight stays*

The total number of overnight stays in the region exceeded one million in the 2018 to 2019 period - both during winter as well as during summer season. Even the absolute number of beds in tourist accommodation is at the highest in Bad Gastein, Bad Hofgastein shows the highest number of overnight stays (around 530.000 in summer to around 630.000 during Winter).

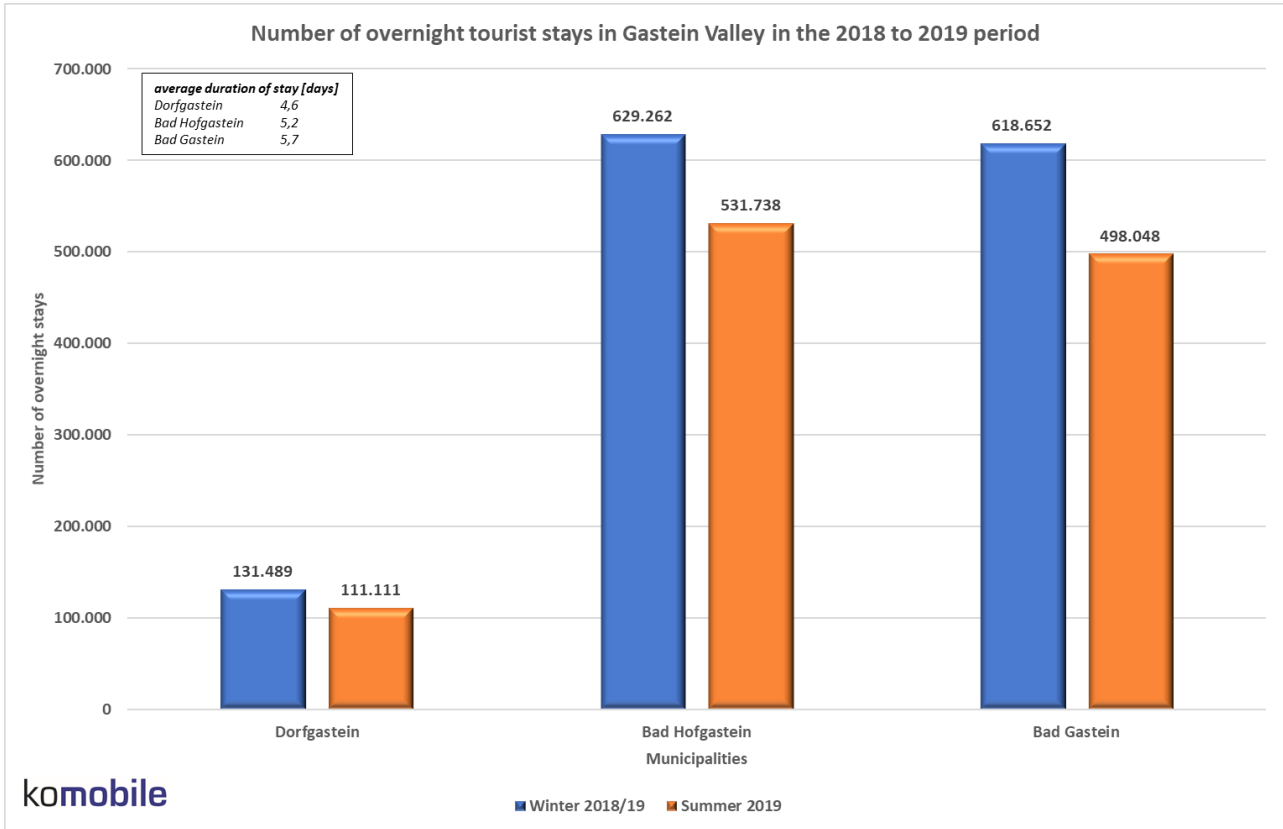


Figure 5. Number of overnight tourist stays 2018/19



*Number of tourist arrivals per country*

The largest number of tourists arriving in Gastein Valley are domestic travellers from within Austria, followed by visitors from Germany. Additionally, the Scandinavian countries have traditionally been a stronghold for the local tourism industry. The region has also gained attractivity among travellers from Eastern European countries, especially the number of visitors from Czech Republic appear noteworthy. As a side note, the number of visitors from Germany and Italy but also from Switzerland (including Liechtenstein) as well as France (including Monaco) during summer season is higher than during winter season.

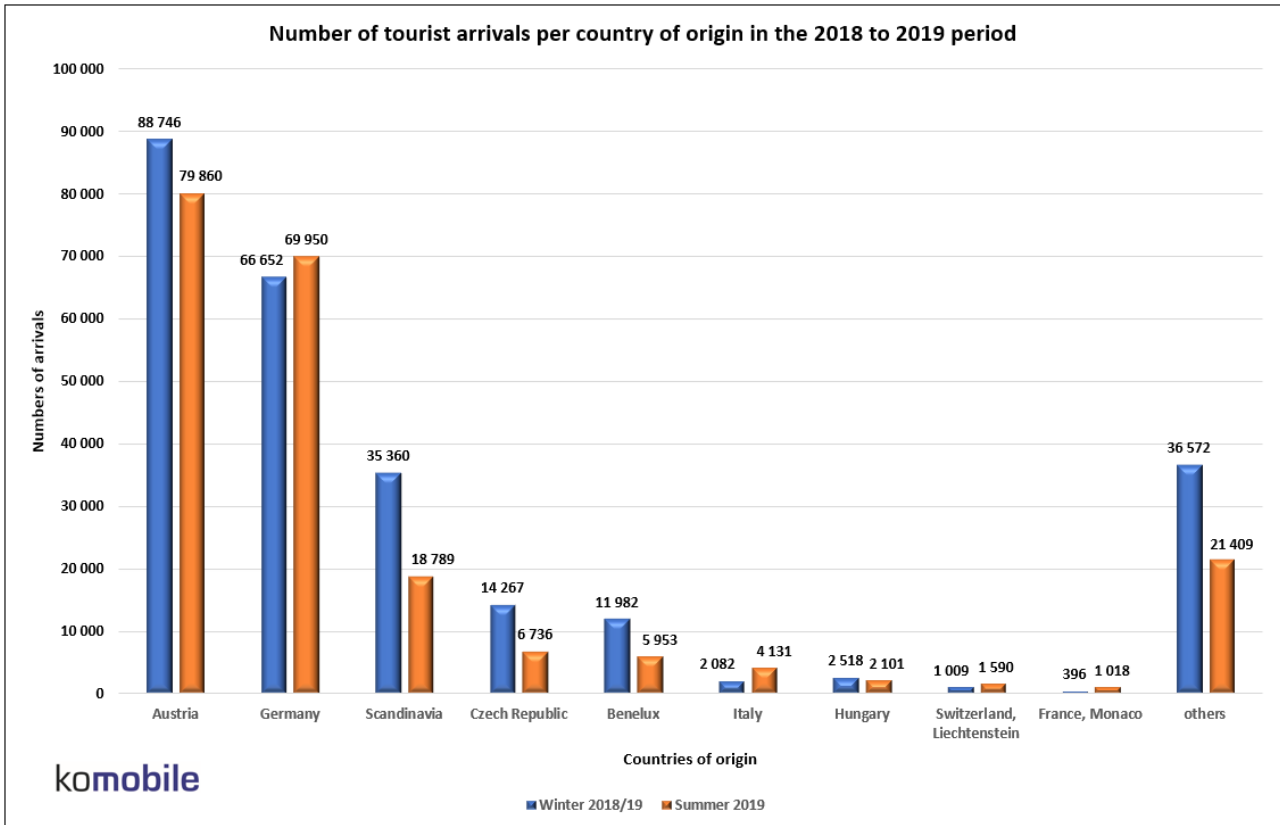


Figure 6. Number of tourist arrivals per country of origin in the 2018 to 2019 period



*Numbers of tourist overnight stays per country of origin*

An analysis of the number of overnight tourist stays per country of origin shows a similar pattern as the number of tourist arrivals. When put into relation, the average duration of stay varies between four to six days (cf. Figure 5)

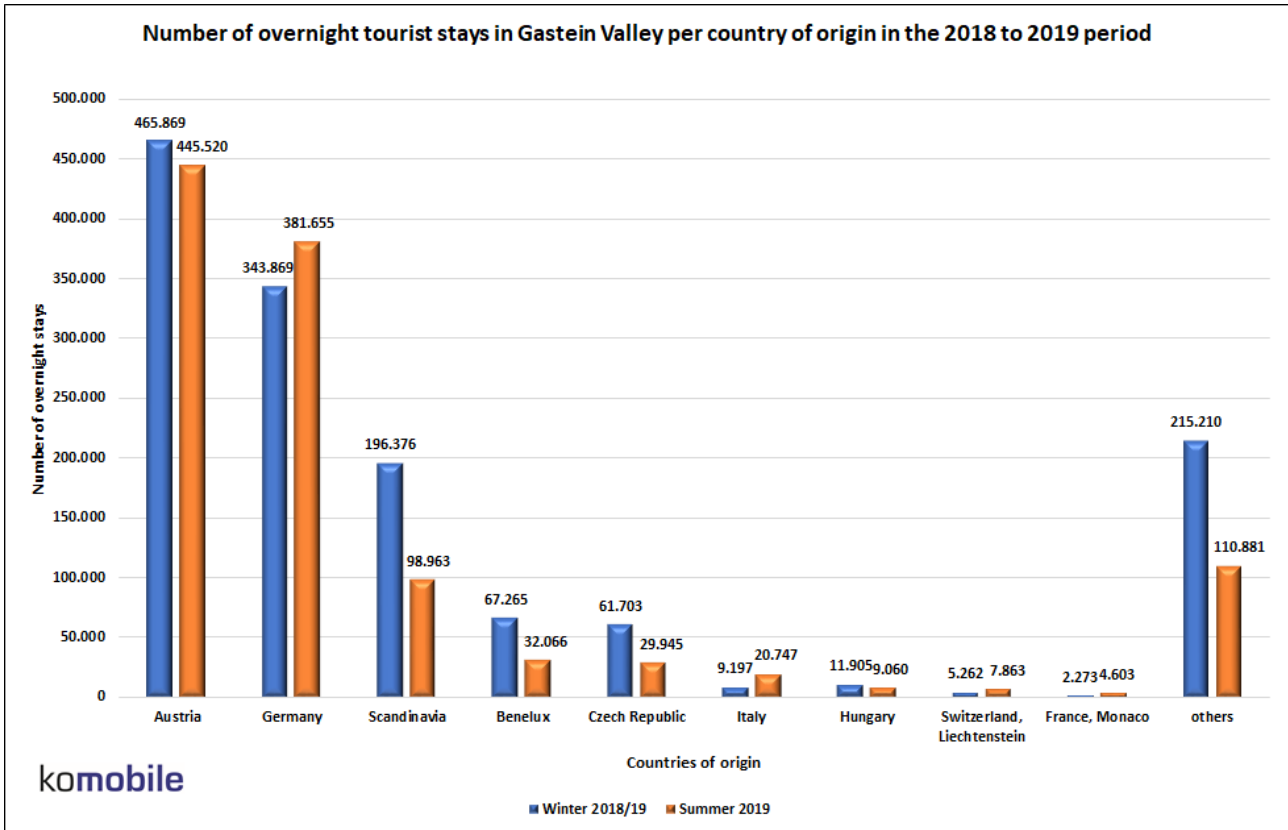


Figure 7. Number of tourist arrivals per country of origin in the 2018 to 2019 period

*It should be noted that data provided in Figure 5 and Errore. L'origine riferimento non è stata trovata. are only available summed up for the three municipalities but not separately for each municipality.*



### 3. Description of the mobility demand and needs (relations and attractors poles)

#### Commuters

When dealing with transportation demand and the local economic structures, the number of commuters and their origins and destinations are of interest. Statistik Austria<sup>1</sup> provides respective data for each municipality in Austria. These figures cover commuters for work as well as for schooling and education.

The chart shown in Figure 8 shows the total number of commuters leaving from or arriving to each municipality. As a general finding, the number of people leaving the municipality of residence each day in order to go to work exceeds the number of arriving commuters. This pattern especially stands out in Dorfgastein.

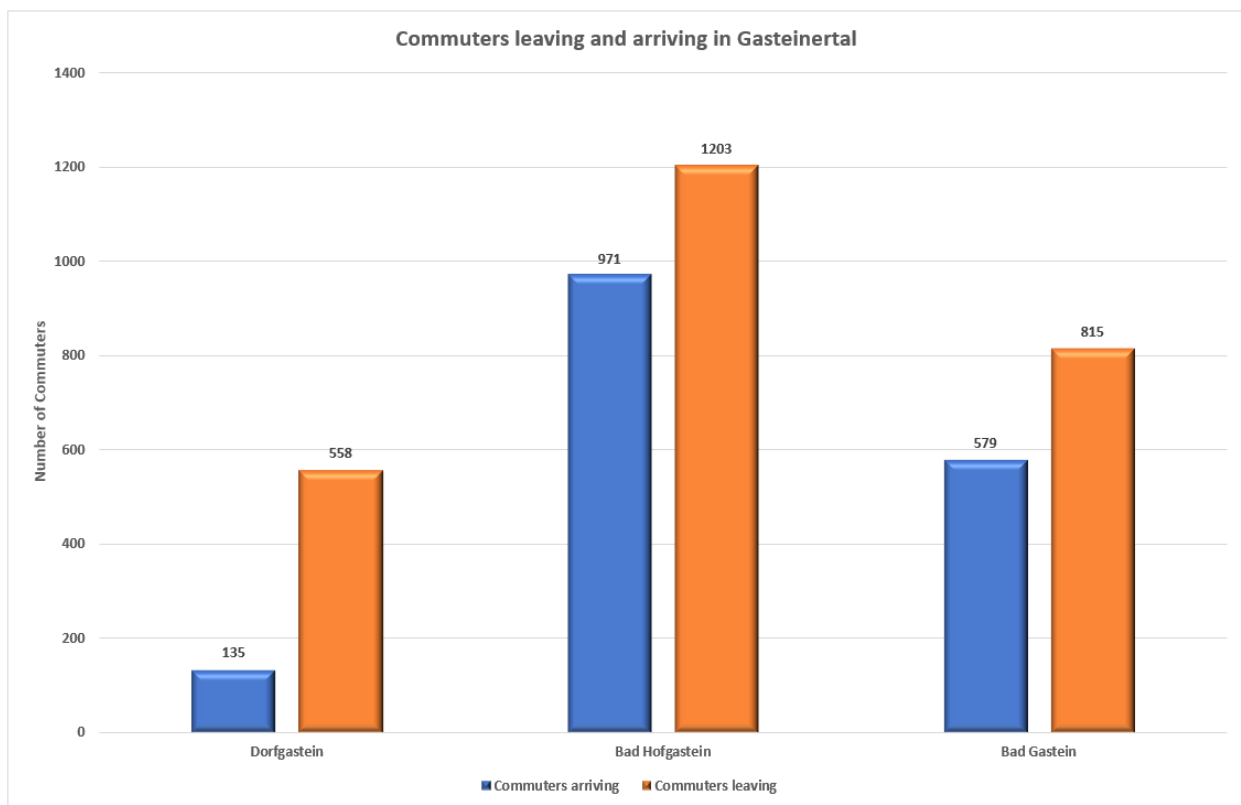


Figure 8. Number of commuters leaving and arriving in Gasteinertal

In order to gain a deeper insight, the most important destinations and origins of the commuters have been analysed. It can be shown that most of the commuting takes places within the region. For instance, 43.7 percent of all commuters leaving Bad Gastein are going to Bad Hofgastein. The share of commuters going to the state capital of Salzburg lies between 6.6 to 12.5 percent. Other important destinations for commuters are situated within the county of St. Johann im Pongau, such as Sankt Johann itself, Schwarzach and Bischofshofen.

When taking the origins of commuters into consideration, the fact that most of the commuting takes place within Gastein Valley is emphasized (cf. Figure 10)

<sup>1</sup> [www.statistik.at/atlas/](http://www.statistik.at/atlas/) [looked up on August 16<sup>th</sup>, 2021]



**SMACKER**

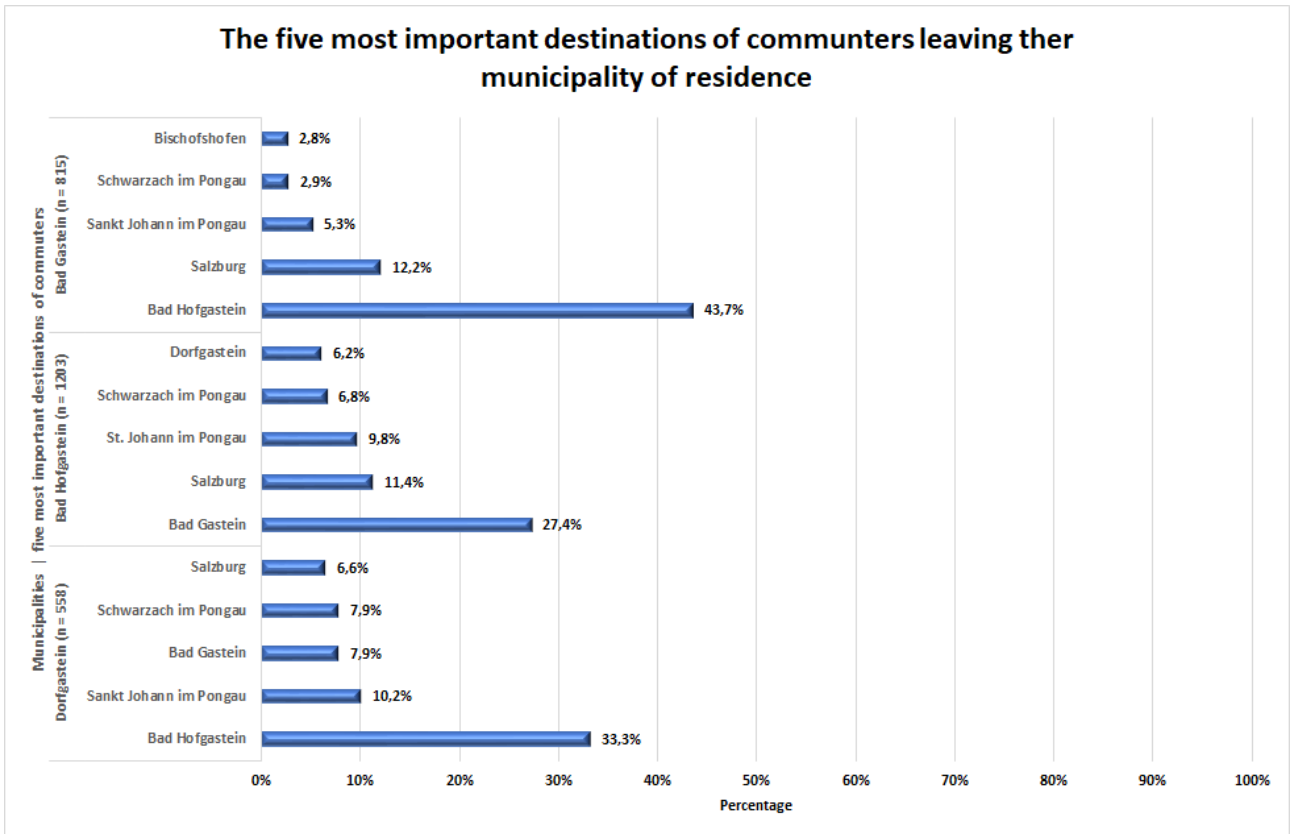


Figure 9. The five most important destinations of commuters leaving their municipality of residence

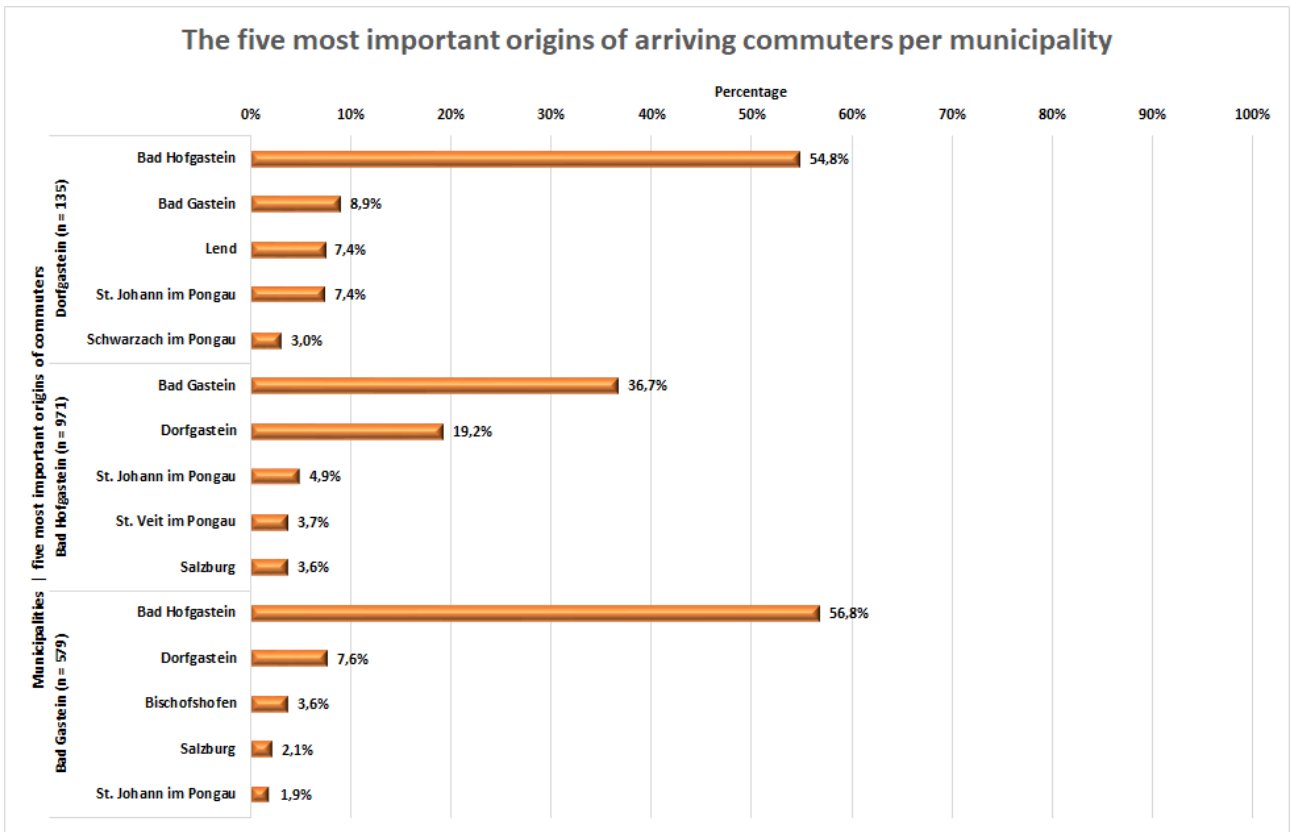


Figure 10. The five most important origins of commuters in Gastein Valley



In order to identify the main relations which will be relevant for a DRT service a thorough discussion in the upcoming workshop is recommended. When planning DRT services, a survey of households and businesses is usually carried out to identify relevant relations on a local level. It should be pointed out that, in contrast to other federal states, no data concerning the relations per municipality are publicly accessible in Salzburg.



A schematic overview of the main commuting relations can be found in Figure 11:

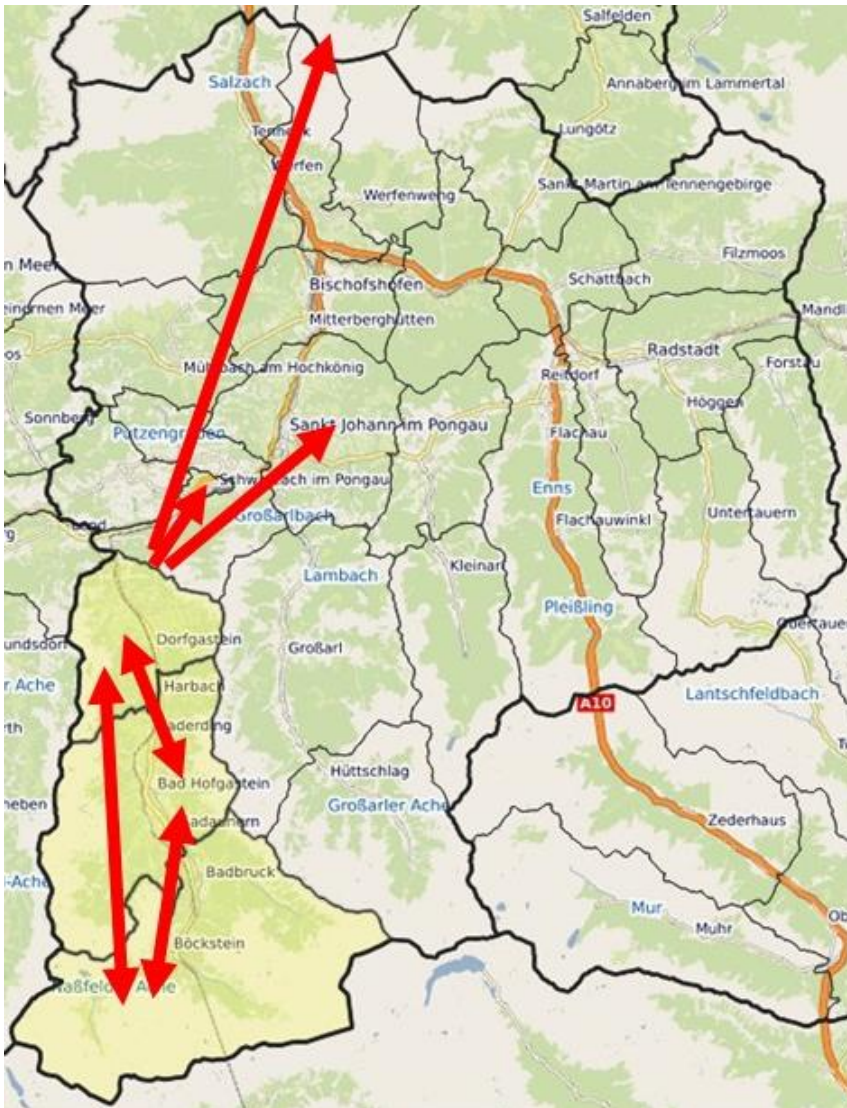


Figure 11. Map representation representing main relations

A more detailed view of the numbers of commuters leaving the municipalities is provided in Figure 12. This map shows the flux of commuters between each municipality in Gastein Valley as well as the total number of commuters leaving the region.

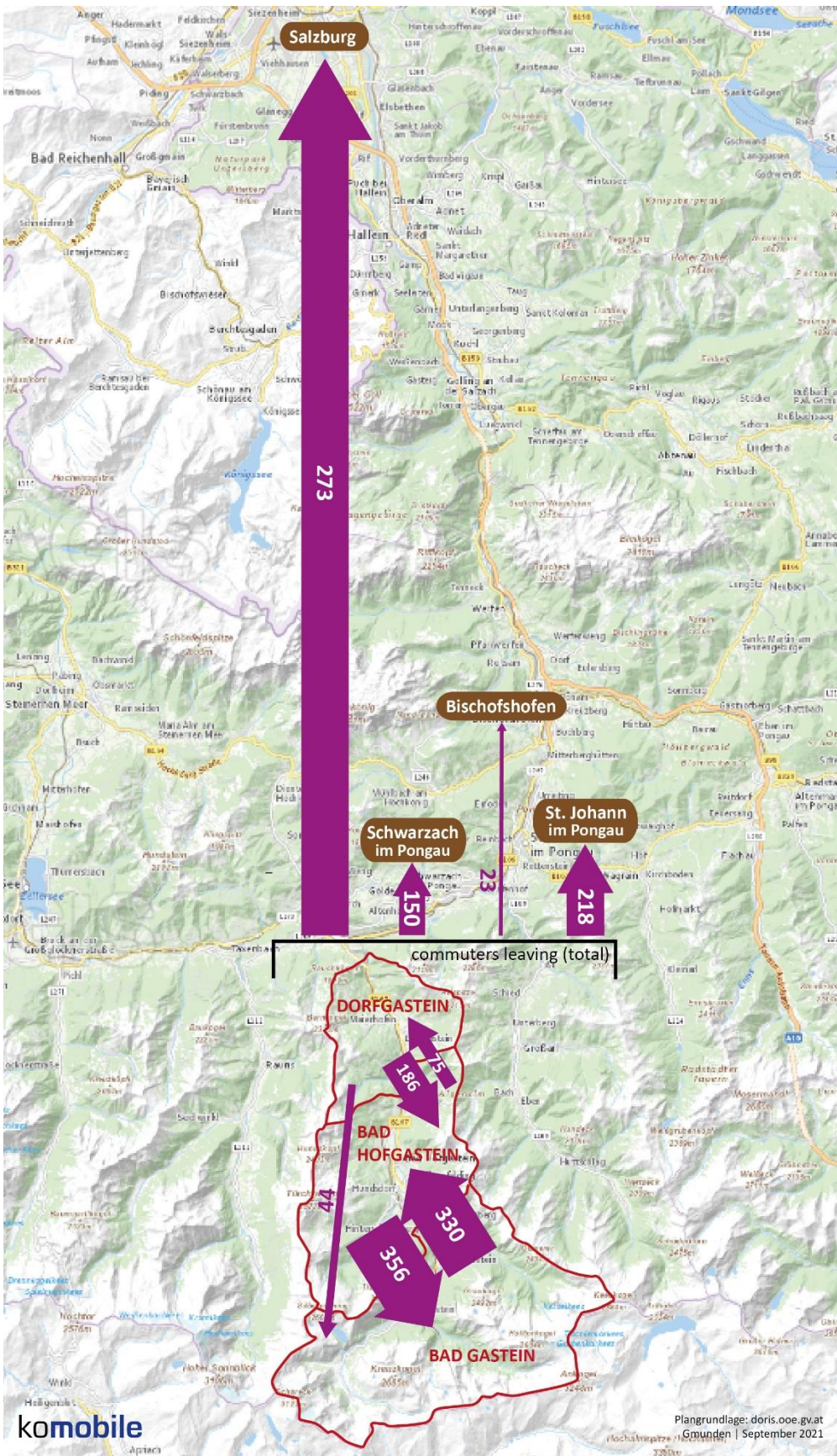


Figure 12. Cartographic representation of commuters' relations



### Motorisation and Modal Share

The motorisation rate is given in the number of passenger cars per 1.000 inhabitants. These data are usually not accessible per municipality but per county (which form the base of car registration in Austria) instead. In Sankt Johann county, there are 558.2 passenger cars per 1.000 inhabitants - this figure matches almost the Austrian average of 554 cars per 1000 inhabitants but is in fact a relatively low number: if the larger cities are excluded, the average in rural Austria is at about 624. Counties with the highest motorisation rate show values well above 700 cars per 1000 inhabitants.

In the following diagram, the modal share of Pongau Region (Sankt Johann county), the federal state of Salzburg, peripheral counties in Austria and Austria in total are compared. Sankt Johann county matches the average of peripheral counties quite well. Private motor vehicles are used for around 60% of the cases. Public transportation accounts for only 10%.

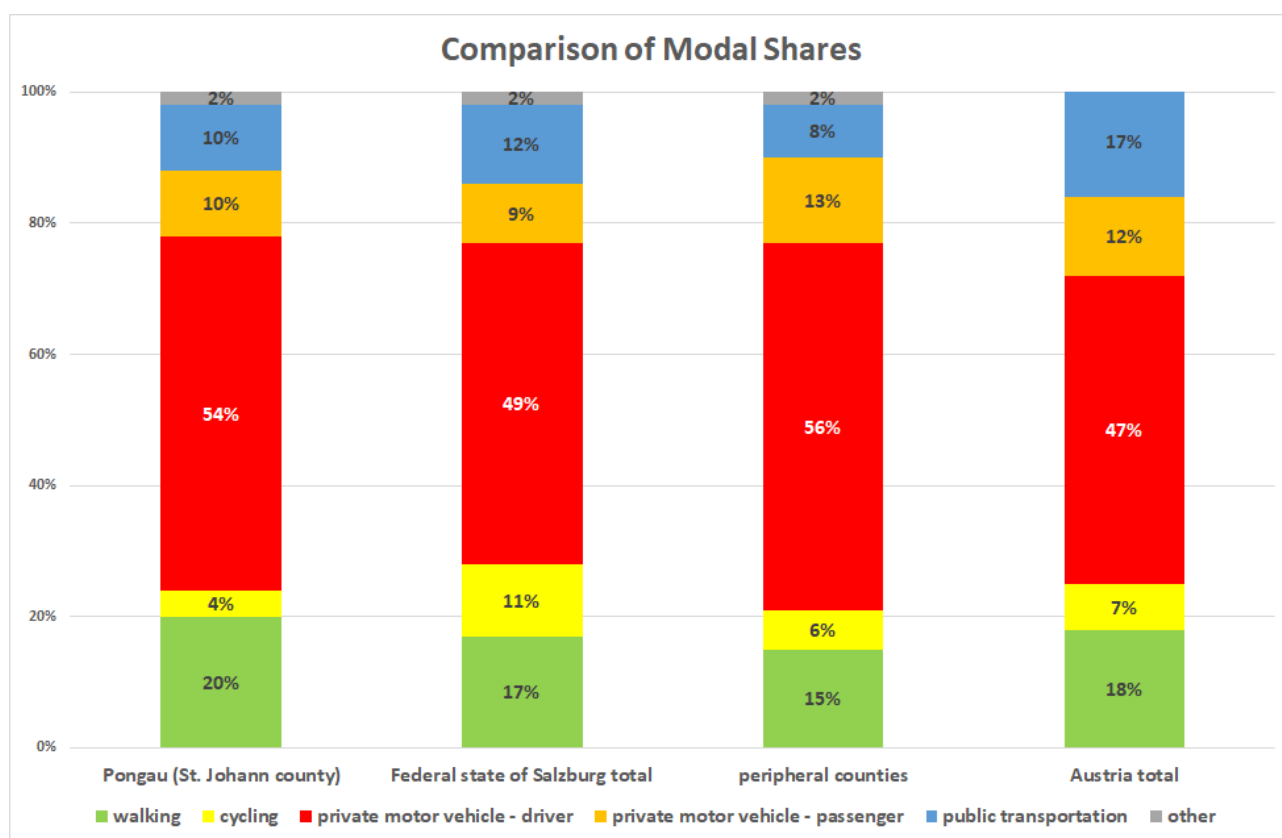


Figure 13. Comparison of modal shares



## 4. Description of the public transport services and related multimodal accessibility

### 4.1. PT transport supply

#### 4.1.1. Railway services

The most important transport supply for Gastein valley is provided by railway. The Tauern railway which runs between Schwarzach-St. Veit an Spittal-Millstättersee passes right through the valley and is accessible through railway stations in Dorfgastein, Bad Hofgastein, Bad Gastein and Böckstein. These railway stations are generally located in close distance from the town centers, with Bad Hofgastein station being an exception: the distance between the station and central areas of Bad Hofgastein is approximately 3 kms.

Tauern railway forms an important axis within the European railway network and provides good accessibility: intercity trains between Salzburg and Klagenfurt run every two hours and call at all stations in Gastein Valley apart from Böckstein. These trains provide good connections to the Austrian as well as European railway system in Salzburg and Klagenfurt. Several trains running from Munich, Vienna, Frankfurt or Zürich provide connections to neighbouring countries. These intercity trains offer connections within Sankt Johann county to Schwarzach-St.Veit, Bischofshofen and St. Johann im Pongau. Between Böckstein in the very south of the valley and Mallnitz-Oberveßlach in neighbouring Carinthia, mototrail trains run every hour through the Tauern railway tunnel.

All railway services, both regional as well as long-distance trains are operated by the Austrian Federal Railways (ÖBB). Depending on each year's schedule, international train services running through Gastein Valley may also be operated by foreign railway providers.

#### 4.1.2. Bus services

In addition to the aforementioned train services, Gastein Valley is served by six regional and local bus routes under the administration of Salzburg Verkehr (transit association). The main hub (bus terminal) for regional and local bus services is located in Bad Hofgastein. These bus routes are as follows:

##### **550 | Schwarzach-St.Veit - Lend - Dorfgastein - Bad Hofgastein - Bad Gastein - Böckstein**

Bus route 550 starts at the train station in Schwarzach-St.Veit and runs through the entire valley from north to south. Travel time for the whole route is around one hour. Generally spoken, operating hours span from 6 am to 7 pm with service every hour in both directions. On Saturdays, Sundays and public holidays the same schedules applies. Bus route 550 runs along the main road B167 and offers efficient public transportation throughout the valley with approximately 30 stops and connections at railway stations.

##### **551 | Bad Hofgastein Schlossalmbahn - Angertal**

Route 551 is a minor local route starting at the bus terminal in Bad Hofgastein and running to Angertal. Service is provided every two hours, travel time for each direction is around 12 minutes.

##### **555 | Bad Hofgastein - Bad Gastein - Grüner Baum**

Route 555 provides local service throughout the central parts of Bad Gastein every hour very day.

##### **558 | Bad Hofgastein local service**

The main function of route 558 lies in providing local service in central Bad Hofgastein and, even more important, in connecting the town to the railway station which is situated at a distance of around 3 kms north of the town center. Busses run every hour, every day.



Two additional routes (557 and 559) provide limited local service throughout Bad Hofgastein mainly focusing on the local population and hikers. These Services only run a few times a day, with operating hours limited to the morning and afternoon, without service on weekends and public holidays.

Additionally, bus services are provided at nights on Fridays, Saturdays and Sundays. Otherwise, scheduled bus routes usually stop operations at around 7 pm.

These public bus routes are shown in **Errore. L'origine riferimento non è stata trovata..**

### **Ski Bus**

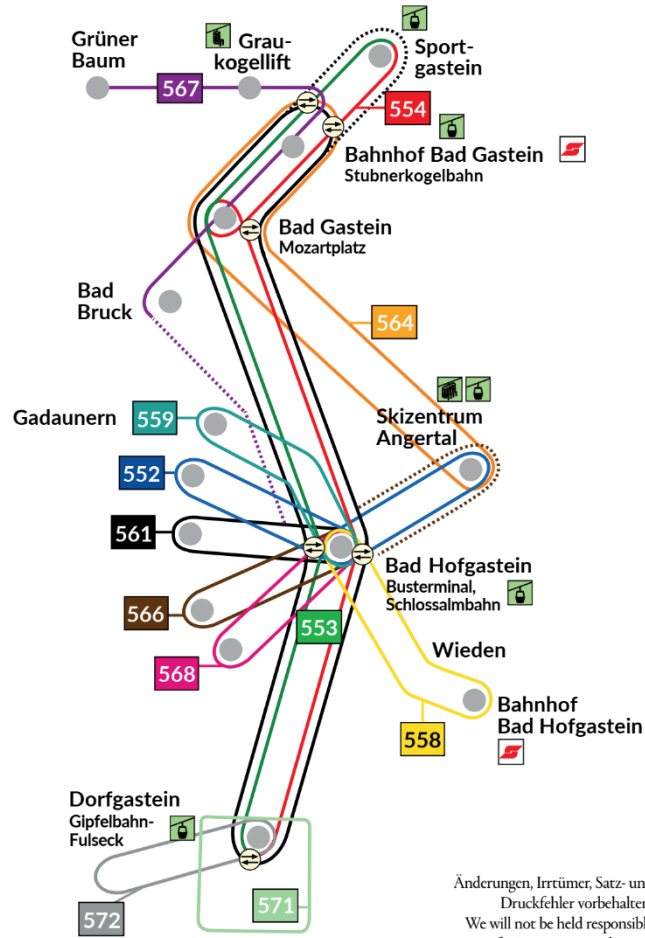
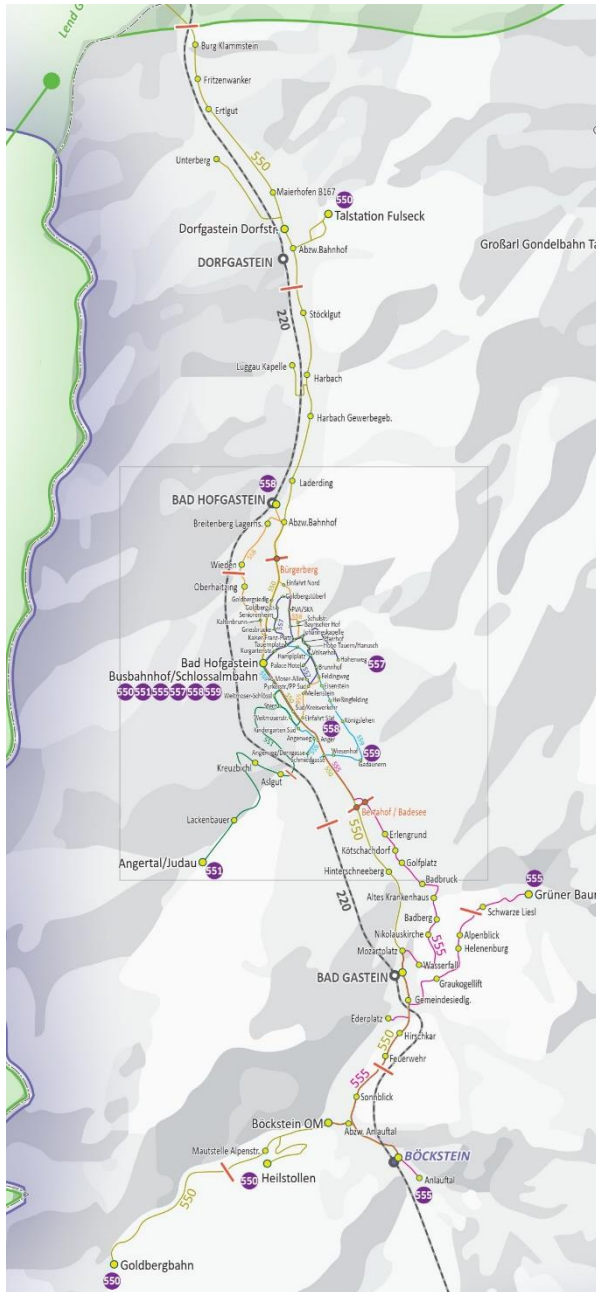
In addition to the aforementioned public bus services, ski bus services provide public transportation during the winter season, dedicated at the needs of ski tourists. As of the 2020/21 winter season, 12 routes were available. These ski bus services have route numbers in the 550-to-570-range, just as the aforementioned regular bus routes. A schematic overview (Figure 14) of the ski bus routes have been taken from the current information folder:

**Figure 14. Ski Bus routes. Source: Gasteiner Bergbahnen AG**

This ski bus services are target-group related and operate considering snow conditions and the operation of cable cars and can be used free of charge by holders of a valid ski pass carrying skiing equipment.



Figure 15. Public bus routes in Gastein Valley. Source: Salzburg Verkehr (left) | Figure 16. Ski-Bus routes. Source: Gasteiner Bergbahnen AG (right)



Änderungen, Irrtümer, Satz- und Druckfehler vorbehalten! We will not be held responsible for inaccuracy or changes!

## Übersicht Skibusse in Gastein

Overview skibuses in Gastein

- 552 Skibus Süd: Bad Hofgastein - Skizentrum Angertal**  
(Fahrplan in blau | *timetable in blue*)
- 553 Sportgastein - Bad Gastein - Bad Hofgastein - Dorfgastein**  
(Fahrplan in dunkelgrün | *timetable in dark green*)
- 554 Dorfgastein - Bad Hofgastein - Bad Gastein - Sportgastein**  
(Fahrplan in rot | *timetable in red*)
- 567 Bad Hofgastein - Bad Bruck - Bad Gastein - Graukogel - Grüner Baum**  
(Fahrplan in violett | *timetable in violet*)
- 564 Bockstein - Bad Gastein - Skizentrum Angertal**  
(Fahrplan in orange | *timetable in orange*)
- 571 Skibus Dorfgastein: Klammstein - Maierhofen - Unterberg - Luggau - Bahnhof - Zentrum Dorfgastein**  
(Fahrplan in hellgrün | *timetable in light green*)
- 572 Skibus Bergl**  
(Fahrplan in grau | *timetable in grey*)
- 558 Bad Hofgastein - Bahnhof - Wieden - Schlossalm**  
(Fahrplan in gelb | *timetable in yellow*)
- 559 Citybus Gadaunern - Bad Hofgastein**  
(Fahrplan in türkis | *timetable in aqua*)
- 561 Citybus Süd Bad Hofgastein**  
(Fahrplan in schwarz | *timetable in black*)
- 566 Bad Hofgastein Nord**  
(Fahrplan in braun | *timetable in brown*)
- 568 Citybus Nord**  
(Fahrplan in pink | *timetable in pink*)

## 4.2. Accessibility

In this report, several statements concerning the transportation needs and the accessibility of the region have already been given. In order to set out question regarding the accessibility of and within the region, the points of interest and main supply are laid out in the maps below (cf. Figure 17 and Figure 18).

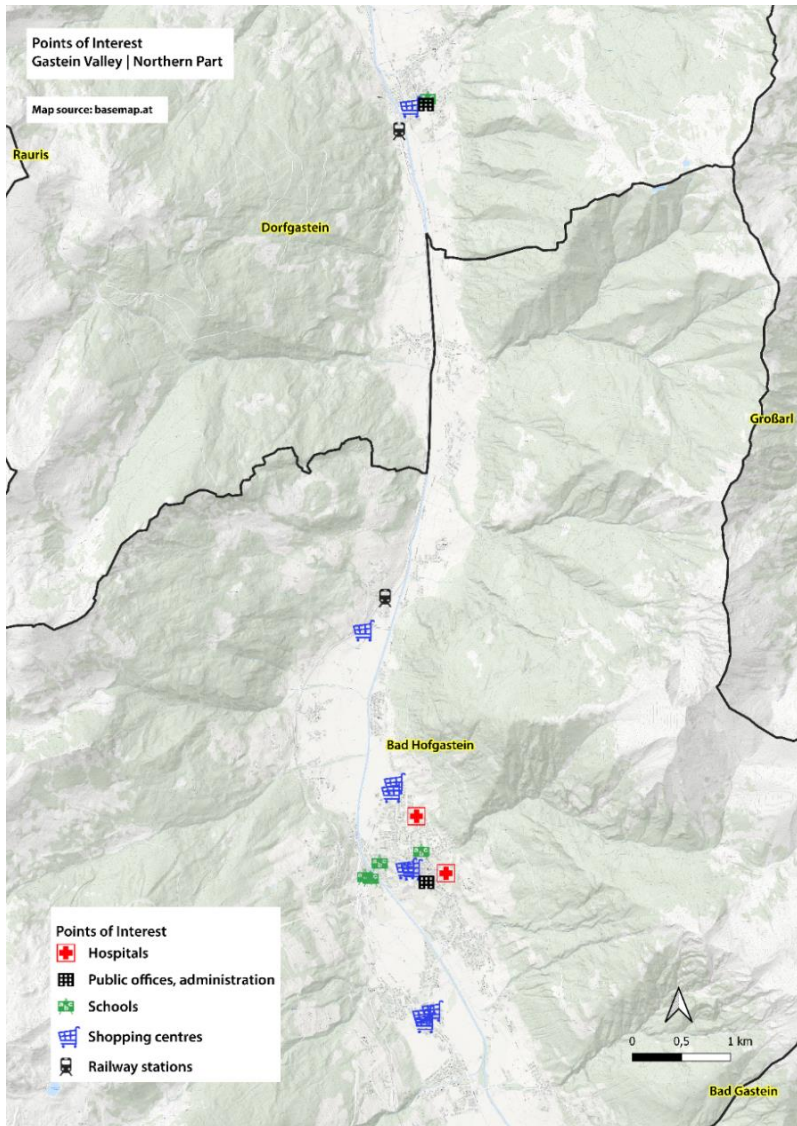


Figure 17. Points of interest in the northern part of Gastein Valley

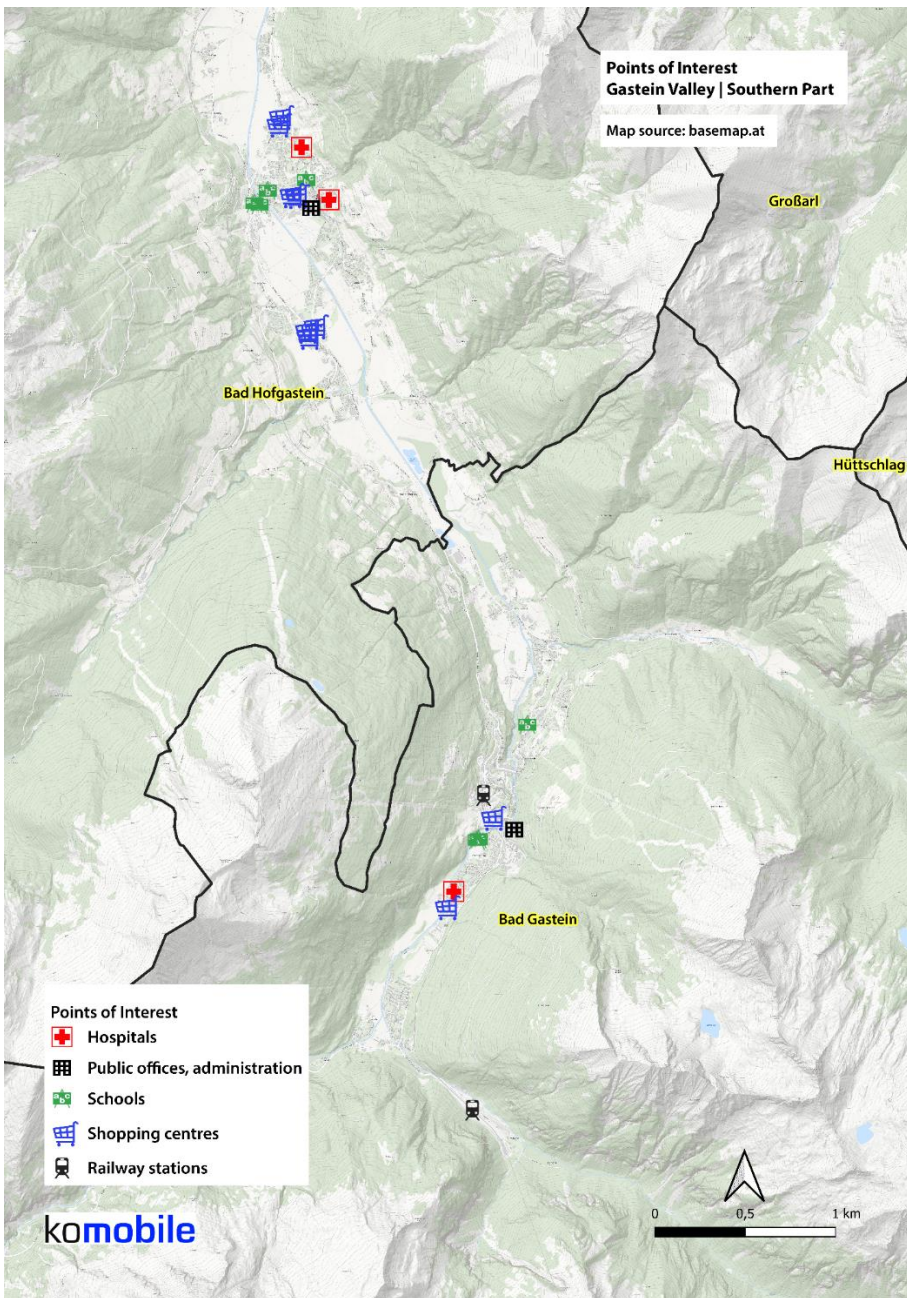


Figure 18. Points of interest in the southern part of Gastein Valley

When building a synopsis from the existing supply of public transportation and the geographic situation of the Points of Interest as well as important tourist spots, it can be said that the centres of each municipality and important Points of Interest are already well reachable by public transport. When analysing the routes and schedules of public transportation, a starting point for DRT services should be seen in providing additional transportation for people not living in the centres of the municipalities and for transportation demands outside the current operating hours of public transportation (cf. chapter 8)



## 5. Mapping the governance framework and relevant actors

### 5.1. Planning and regulatory framework

Outside larger cities and apart from main national and European railway corridors, public transportation in Austria is governed by each federal state (Bundesländer). This governance comprises all aspects of planning, organisation, as well as marketing and providing customer service. This framework is laid down by federal law<sup>2</sup>.

In the past, the transportation enterprises (back then, state-owned or private bus corporations and railway operators) were responsible for planning, scheduling and marketing their transportation supply. In the 1990s, so called Verkehrsverbünde (transportation associations) were gradually installed in each federal state (Bundesland). In this early stage the main objective of these associations was to ensure cooperation between the transportation enterprises, harmonizing ticketing and fares. Nowadays, in accordance to the European legal framework, these responsibilities have grown to the aforementioned extent.

The financing of public transportation in Austria may appear somewhat complex: first of all, the federal states carry the core financial burden. Additionally, both the federal government and the local municipalities or regional associations of municipalities play an important role in this financial structure: for instance, the transportation of school students and apprentices within the public transportation network is supported by the federal government. Finally, any public transportation service in addition to a defined core has to be financed by the local municipalities. It is also worth mentioning, that infrastructure such as bus stops lies in the sole financial responsibility of the local municipalities, although the federal states may offer financial support. Complex developments in negotiations between these levels of public stakeholders may lead to remarkable results: for instance, there are towns in Austria which students may only use regional bus routes, but not the local bus routes.

In the planning region, the municipalities of St. Johann county have formed an association in 1998 called "Pongau Takt". On the one hand, this association promotes public transportation in the whole region for all user groups - both locals and tourists. On the other hand, Pongau Takt works closely with Salzburg Verkehr, the transportation association in the federal state of Salzburg in actively planning and financing regional transportation in accordance to the local needs.

When considering the implementation of DRT services, the following organisational framework has to be taken into consideration, which already leads to the identification of Stakeholders in the following chapter:

- the local municipalities (or the Pongau Takt association) have to provide planning, scheduling, financing and contracting
- financial support may be granted by the federal government or the federal state
- close cooperation with the transport association has to be achieved in order to provide effective integration in ticketing, information and marketing
- in general, local taxi companies carry out the DRT services

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<sup>2</sup> Bundesgesetz über die Ordnung des öffentlichen Personennah- und Regionalverkehrs (Federal law on the Organisation of public local and regional Passenger Transportation)

<https://www.ris.bka.gv.at/GeltendeFassung.wxe?Abfrage=Bundesnormen&Gesetzesnummer=20000097> [looked up on August 16<sup>th</sup>, 2021]



## 5.2. Identification of Stakeholders and key target groups

The following Stakeholders and key target groups have been identified. The table below provides a general overview about the relevant structural players, whereas a comprehensive list is attached to this report.

Smacker Target Groups	Brief description
Local public authority	Municipalities Dorfgastein, Bad Hofgastein, Bad Gastein
Regional public authority	Regionalverband Pongau
Infrastructure and (public) service provider	Salzburg Verkehr - Public transport Association, Postbus, local bus and taxi enterprises, mobilito - Regionales Mobilitätsmanagement
General public	The inhabitants of the regions interested by SMACKER pilots and studies.
Education/training centre and school	Bundesoberstufengymnasium Bad Hofgastein, Tourismsschule Baad Hofgasteine
Other	Gasteinertal Tourismus GmbH
SME	Own-account transport operators, small retailers, SMEs and small business units in the areas interested by SMACKER pilots and studies.
Higher education and research	Research centres in transport, economics, social science, environment, Universities.
Sectoral agency	Touristic and economic development agencies, Public Transport Authorities, etc.
Interest groups including NGOs	Interested groups and NGOs related to mobility and transport, including Users Committee and associations representing persons with reduced mobility, such as businesses and employers
National public authority	National policy and decision makers form different perspective: transport, environment, tourism, economic development.
Large enterprises	Mobility Managers, manufacturing companies

**Figure 3. Key SMACKER target groups**



## 6. SWOT analysis

STRENGTHS	WEAKNESSES
<p>Good railway services providing good connectivity within the region as well as to the Austrian and European railway network</p> <p>Efficient local and regional bus routes, additional ski bus services during winter season already offering a high level of service in the core area</p> <p>Topographic constraints (mountain valley) lead to rather compact and dense places which are both walkable and easy to serve by public transportation</p> <p>Good regional organisational framework in promoting and fostering public transportation (Pongau Takt)</p>	<p>Complex organisational structures in public transportation</p> <p>Uneven distribution of demand: local population vs. tourists</p> <p>Private passenger vehicle still plays a predominant role in the modal share</p>
OPPORTUNITIES	THREATS
<p>Constraints in road traffic especially during tourist seasons may lead to rising demand in public transportation</p> <p>Decrease in car ownership in larger cities where large numbers of potential visitors live lead to higher demand in public transportation for tourists</p> <p>Growing cooperation between the organisational stakeholders in public transportation may allow even more effective planning</p> <p>Rising awareness towards climate change and carbon-free means of transportation</p> <p>Rising public investments in promoting public transportation</p>	<p>Possible constraints in public funds due to the COVID-19-pandemic</p> <p>Loss of confidence in public transportation due to the pandemic</p> <p>Lack of information about public transportation in different potential user groups</p> <p>Lack of willingness to change traditional behaviour</p>



## 7. Policy challenges

As a result of the regional analyses, the following challenges will have to be addressed in the action plan: first of all, the complex structural and organizational framework has to be taken into consideration. Since the region already has got a well developed framework of public transportation organisation, it is expected that this challenge can be easily overcome. Due to the fact, that a rather well developed public transportation - at least in the central areas exists, a future DRT system has to be well planned and matched into the existing system. Therefore, thorough stakeholder involvement appears crucial and further analyses should be taken into consideration. In contrast to the public transportation supply, the private passenger vehicle still plays a very important role in the modal share. According to experiences in other regions, a DRT system must be easy to use and organised “close to the people”. Complex scheduling procedures and a lack of information must be avoided. DRT systems offer chances and opportunities for a number of users: if planned properly, it can be an incentive to reduce multiple car ownership, if, for instance, senior citizens or younger people find an attractive alternative to individual transportation. It should be pointed out, that DRT systems provide choices and possibilities mainly for those who cannot afford car ownership and face exclusion from community life.

## 8. Conclusions and addresses for the Action Plan development

Based on the analyses carried out, the situation in Gastein Valley regarding DRT transport may appear easy at first sight but shows challenges on the other side. In comparison to regions outside the Austrian alps, the naturally constrained structure of the valley allows for a public transportation service at high quality. Population and economic activities are concentrated within the relatively narrow valley and therefore easy to exploit by public transportation. The high number of tourists allows to provide extensive ski bus and other services. The given organisational structure concerning public transportation provides good prerequisites for further development.

DRT services will be adequate during hours where currently no public transportation is provided, for instance at night. Geographically, the main targets for DRT services are areas outside the catchment area of public transportation. The planning process of DRT services usually contains surveys among the local population. It will be therefore important, to prepare a regional workshop under the participation of a number of stakeholders representing the needs of final users in order to further determine the factual needs and demands.



## 9. References

Statistik Austria: Ein Blick auf die Gemeinde (general municipal statistics)

[https://www.statistik.at/web\\_de/services/ein\\_blick\\_auf\\_die\\_gemeinde/index.html](https://www.statistik.at/web_de/services/ein_blick_auf_die_gemeinde/index.html)

Statistik Austria: Statistikatlas (interactive statistic maps)

<https://www.statistik.at/atlas/>

Salzburg Verkehr (public transportation schedules)

<https://www.salzburg-verkehr.at>

Landesstatistik Salzburg

<https://www.salzburg.gv.at/themen/statistik>

ÖROK-Atlas (motorisation rates)

<https://www.oerok-atlas.at/oerok/files/summaries/81.pdf>

Mobilitätszentrale Pongau

[mobilito.at](http://mobilito.at)

Amt der Salzburger Landesregierung(commuters, accessibilities)

[https://www.salzburg.gv.at/bauenwohnen\\_/Documents/rob2011-14-teil-07\\_kapitel\\_iii\\_7\\_bis\\_8.pdf](https://www.salzburg.gv.at/bauenwohnen_/Documents/rob2011-14-teil-07_kapitel_iii_7_bis_8.pdf)

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<https://www.klimabuendnis.at/modal-split-nach-region>

Öffentlicher Personennah- und Regionalverkehrsgesetz 1999 (ÖPNRV-G)

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Salzburg Verkehr

[www.salzburg-verkehr.at](http://www.salzburg-verkehr.at)



## 10. Annexes

### 10.1. Annex 1 - Maps

- Map 1 | Situation of the Gasteinertal (Gastein Valley) region in a central European context
- Map 2 | Orthophoto of Gastein Valley, borders of municipalities and municipality centers highlighted
- Map 3 | Route network Salzburg Verkehr, Pongau (source: [www.salzburg-verkehr.at](http://www.salzburg-verkehr.at))