DRAFT TOOL-BOX FOR A YOUTH-ORIENTED PUBLIC TRANSPORT NETWORK IN RURAL AREAS

Based on the study paper and workshop results, the findings of youth participating in the 2019 Interrail campaign (WP C), the draft tool-box gives approaches that will be tested in YOUMOBIL pilots

Version 4
02 2020

Prepared by T Bridge S.p.A., Via Garibaldi 7, 16129 Genova, Italia

With the contribution of:

Irina Di Ruocco
Francesco Edoardo Misso
Filippo Eros Pani

Table of contents

1. Introduction

This document "Draft tool-box" for a youth-oriented public transport network in rural areas is the basis for the A.T1.3 «Development of a tool-box» (Fig. 1) and it can be considered as the «operative instructions» to develop and transfer the approach of the project YOUMOBIL aimed at the improvement of youth mobility in rural areas. The smart solutions for young people in rural areas currently developed refer to the AT1.1 activity of WPT1 of identification of gaps in the passenger transport network from a young person's point of view. This point of the project led to **knowing the state of the art**. The most relevant outputs will include the pilot activities themselves and policy recommendations that will result in a toolbox. Numerous workshops and summer schools will involve all relevant stakeholders from whom insight is to be gained and to whom the knowledge will be transferred.
Three inputs shown in the next paragraphs relate to participation of young people in the process, by helping Partners of YOUMOBIL to identify the gaps, the strengths and weaknesses of transport systems and youth mobility. Their participation facilitates the collection of suggestions on how to encourage transport in rural areas.

The main body of the draft toolbox manages activities composed of:

- Input, distinguishing the inputs achieved thanks to the Workshops, the Study paper of state of the art and the future of smart transport concepts for rural areas and the YOUMOBIL Interrail Campaign 2019 report;
- Solutions proposed;

- Conclusions.

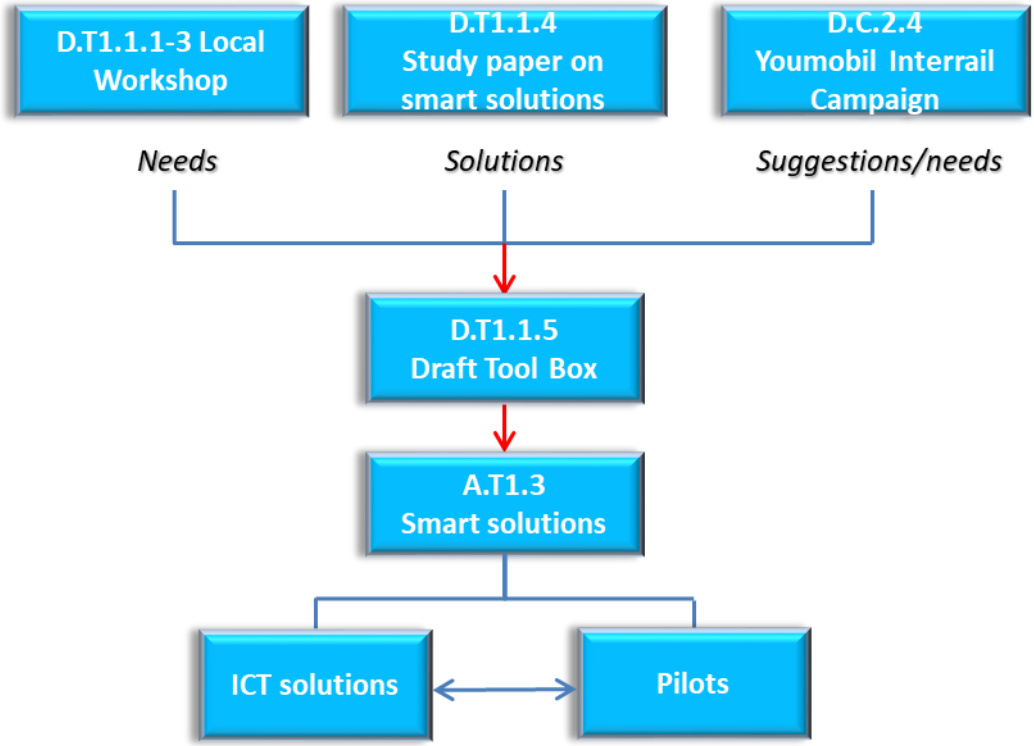

Figure 1 - Draft Tool Box scheme

The three input activities provide DT1.1.5 "Draft tool-box" from which AT1.3 Smart solutions is developed. We preferred to divide smart solutions into two sections: ICT solutions and Pilots (Fig. 1).
The main objective of this DT1.1.5 is to provide guidelines regarding rural youth mobility that can be used both for generic contexts and in the specific case of the YOUMOBIL project.

2. Input

2.1 Workshops

Workshops represent one of the main inputs to get information on the mobility context. The workshops were divided in three sections and they extended over a period of six months.

The main steps and objectives of workshops are shown below:

- Local kick-off workshop: discuss mobility and access to passenger transport networks and identify gaps
- 2nd local workshop: discuss possible solutions to identify gaps and define the concepts for YOUMOBIL pilot actions
- 3rd local workshop: serves the elaboration of the concept for the YOUMOBIL pilot action together with local youth and young adults

Local kick-off involves project participants, transport operators and students that have been invited to discuss mobility, accessibility and new mobility solutions. The local kick-off offers a way to focus on the current public transport conditions and to create a basis for the next workshops. The aim is to identify requirements of PT in rural areas. It is essential for a successful outcome to invite students (different levels of school and university) to each workshop, as they provide a first source of information by reporting their points of view on mobility. At the end of each workshop, the suggestions are summarised through a minute about the main lessons learned from the workshop.
The second and the third workshops resume the main issues highlighted during the first workshop, in order to discuss in depth those points proposed by participants.
Each workshop was structured with different moments: each participant was invited to discuss public transport, difficulties and strengths. Students were asked to fill in a questionnaire to get a degree of knowledge about transport and what they would do to improve it. Related to the objectives, the workshop included the participation of experts in the transport sector, intermediaries, moderators, members of associations and members of student councils.

Among the various stakeholders, the following were selected:

- students (primary school, high school, university)
- associations (student, environmental, social, sport)
- Municipalities
- experts in the transport sector
- young workers & unemployed
- Authorities and economic operators

The bodies involved must necessarily cover the three main types and groups of functions: students, key actors and intermediaries.

Students or schools are primary stakeholders while key actors have political responsibilities, financial resources and educational responsibilities and are represented i.e. by Authorities and experts in transportation. Different is the role of intermediaries. They implement transport policy, represent pertinent interest groups, inform and report on transport.

The workshops carried out by the partners of YOUMOBIL involved many young people. The students involved showed a strong interest in public transport issues, provided reflections on transport and proposed many solutions to overcome gaps in public transport.

Students involved in the process help the associations or intermediaries to identify the gaps in the passenger transport network by collecting their ideas about possible improvements to public transport, by participating in summer camps, by travelling around Europe by train and discovering rural areas and local public transport solutions.

The topics covered during the Partners' workshops related to common aspects:

- Flexible tariff applied to PT
- Gaps between train and bus services
- PT App (info, pay, real-time info)

- e-Ticket/Card
- Extension of schedule of PT service (train, bus)
- Accessibility
- Improvements to public transport
- Free transport for young people

Young people know public transport and its related problem well. Many of them, in particular students, prefer to use an app that integrates the functions of public transport. They ask for a more efficient public transport service, a flexible service during the night and outside the city centres and affordable fares.

2.2 Study paper of state of the art and the future of smart transport concepts for rural areas

The study paper provided a first global analysis of the world of rural youth mobility. Obtaining this framework of information, we started to analyse the most remarkable mobility solutions found in Europe and in the rest of the world, relating to rural and urban mobility, involving the local public transport sector, car-sharing/pooling schemes, soft mobility, electric mobility, infrastructure and management of transport services. The aim is both to provide a source of existing and successful solutions and to have an in-depth analysis of the services. This analysis, made possible through a SWOT to ascertain the strengths and weaknesses of the services, quantified the use of technologies (Apps, ICT) and the involvement of the stakeholders and evaluated the role of public and private financing, financial terms, economical sustainability, the localisation of rural and remote areas and the solutions for youths.

The steps followed for the study paper were:

- global analysis of mobility services
- focus on rural youth mobility
- evaluation of the aspects, critical and positive points of view for urban and rural context
- classification of innovative mobility services that offer sustainable rural mobility according to parameters (target, innovation, technologies, funds, costs, area of interest).

Among the solutions analysed in the study paper, for each requirement a short list has been reported of well-suited solutions for youths.

The study paper allowed us to observe what are the strongest territories, from the point of view of mobility solutions, both in number and type of service. In the same way, the analysis concerned cities with emerging services or where no types of solutions are promoted yet. The study highlighted the most active regions (in applying mobility services) as the UK, Germany and the Netherlands. In addition, some services have been created ad hoc for each type of user: from the elderly, to children, adults and young people.

The study on the interaction modalities of the subjects involved encouraged important reflections:

- mainly private subjects, followed by public subjects;

- many mobility services are promoted in the form of a partnership between private and public, either by involving several local authorities or associations (e.g. voluntary and traders).

In the transition from urban to rural areas, we observe the transition between private participation in public-private and/or completely public participation, with a strong presence of associations, and interventions of several subjects able to promote that service.

In light of current new technologies in the transportation field, in many cities a revolution of ICT applied to the transport system is evident, such as new multimodal apps that group all the functions operated by different transport operators. This all-in-one transport app allows with one click digital ticketing and booking many solutions for one journey.

2.3 YOUMOBIL Interrail Campaign 2019 report

YOUMOBIL Interrail Campaign 2019 programme handed free Interrail monthly Global passes to young people from project partner countries travelling by train in 31 different countries. The Interrail Campaign aim to collect inputs from young people, to achieve the best results in YOUMOBIL project activities, since the Campaign feedback is an important requisite.

The Interrail Campaign launches the Call to find participants who want to join the travel programme, aged between 18 and 26 years. Each partner involved a number of young people interested in travelling by train and reporting their trips on social media. They were challenged to use the public transport and to visit 5 out of 7 selected Partner regions. Their inputs created a totally different perspective of looking at public transport and how rural areas are connected. During the journey, the reflections of participants were shown on social channels and blogs. At the end of each campaign challenges (to understand the problems the partners faced) and lessons learnt (recommendations, solutions, for partners and related to project) were highlighted. YOUMOBIL gained more attractiveness thanks to the Interrail Campaign.

Concerning the Interrail input, we gathered many reflections, already reported in “D.C.2.4 YOUMOBIL Interrail campaign 20219 report”:

Many students faced difficulties in travelling. Students especially reported positive experiences about public transport and destinations visited. However, they complained of high prices of reservations on trains in some European countries and delays. Sometimes, it was also not possible for them to buy reservations online for the Interrail global pass, or the system did not support this kind of ticket reservation on-line. Travelling with Interrail campaign also gave the students the opportunity to see a different way of moving often more eco-sustainable than in our cities, because many cities promote projects of sustainable transport e.g. electric scooters, trams, bicycles and electric bikes.

3. Focus on solution

These are the first results of the above input analysis, which pilots will be able to take into account in the implementation of the YOUMOBIL trials.

The proposed solutions come out of the three inputs mentioned in the previous chapter and do not refer to any specific context, but are to be understood as solutions to be used in the field of rural mobility.

These first proposals will be validated and integrated into the next project activities.

Based on what has emerged, the following solutions address the main challenges listed in the study of rural mobility for young people. They are divided into two sections: innovative mobility services (that covers common aspects of transport system i.e. tariff plan, governance) and ICT solutions (related to digital solutions for PT)

Innovative mobility services	ICT Solutions
Night trains	Student Smartcard
Night transport service	On-board technologies
School ticket	Public transport App
Tariff scheme	Information panels
Youth engagement	
Management of public transport	
Governance management	
Volunteering scheme	
Mobility scheme for people with disability	
Engagement of stakeholder	
Scooter sharing schemes	
Shuttle service	

Figure 2-Tools

The table shows the solutions that will be described below according to these aspects:

- Target to be reached: *people to whom it is addressed as school/university students, young people, young workers*;
- Needs to be satisfied: *what users have requested, needs to be implemented*;
- Objectives to be pursued: *objective to achieve the required action;*
- Requirements: *concrete actions to be done in order to implement the solution proposed*;
- Critical issues for the implementation: *risks, criticalities, obstacles that may arise;*
- Financial drivers: *economic factors to be taken into account during the implementation of the action, in pursuit of the objective and taking into account the requirements expressed.*

3.1 INNOVATIVE MOBILITY SERVICES

Description of the action/measure	Night trains
Target to be reached	Young people
Need to be satisfied	Being able to move on weekends or evening from rural area to city centre
Objectives to be pursued	Increasing frequency and hours of service
Requirements	✓ Involve all the partners of the transport sector ✓ Start up the process thanks to which this types of services can be included in the planning tools and studies of your territory ✓ Launch of a replacement and temporary shuttle (bus) service to meet the demand for night-time transport, equivalent to the train, with the same stops ✓ Propose to the local transport authority a trial period to make a number of trips from 10 p.m. to 4 a.m. (time to be determined) ✓ The rate of the night service may include discounts by age group, students
Critical issues	Long period to realise, investments/subsides, high cost of service more than day train. For operators, authorities and the public the economic effort will be felt over the medium and long term
Financial drivers	Operating and maintenance costs, the costs associated with staff, the night train rolling stock and the railway infrastructure Management of a Bodies' Business Model

Description of the action/measure	Night transport service
Target to be reached	young people
Need to be satisfied	Younger will be able to move on night easily
Objectives to be pursued	Realize evening lines (bus, trains) from city centre and peripheral area and vice versa, during the working day, on weekend, implement night connections
Requirements	✓ Involve all the partners of the transport sector ✓ Starting a consultation process with LPT operators ✓ Coordinate with a taxi service to create a night service that offers a connection at late hours (every hour after 22pm) at the same stops of the train ✓ Coordinate with private transport agencies (buses, shuttles), to create a night-time train replacement service ✓ Organise surveys to collect data on the actual demand that will use the night train service

	✓ Create an annual programme with economic operators (discos, pubs, event organisers) and transport authorities providing a night-time transport service in order to connect the night venues to the most useful destination (station or city centre). ✓ The rate of the night service may include discounts by age group, students
Critical issues	Long period to realise, investments/subsides, high cost of service more than day train. For operators, authorities and the public the economic effort will be felt over the medium and long term
Financial drivers	Operating and maintenance costs, the costs associated with staff, the night train rolling stock, and the railway infrastructure Management of a Bodies' Business Model

Description of the action/measure	School ticket
Target to be reached	Students
Need to be satisfied	✓ The school offers reduced price tickets (reduced student season ticket) ✓ Group discounts ✓ Loyalty programme
Objectives to be pursued	Pay less for transport, enabling mobility for all
Requirements	✓ launching a programme in cooperation between local authority, private bodies and schools ✓ organising consultation tables with local authorities ✓ to include student subscription discounts as planning tools ✓ divide the offer into several packages (monthly, semi-annual subscription), by age (high school, university) ✓ the Subject(s) involved can propose: ✓ a solution by zones (concentric zones that include the areas within which students can move with reduced price) ✓ a price range for school tickets proportional to the distance in kilometres ✓ one or two fixed lines (the lines that have the presence of schools or universities in their path) with reduced price ✓ school ticket price or discount proportional to the tuition fee ✓ planning programmes to accumulate points, for each amount of points students get a reduction on the ticket price ✓ in order to obtain the school ticket, the applicant

	✓ must certify documentation on the route (school location, residence) and current attendance status ✓ possibility of agreement with other services (exhibitions, museums, libraries, bike-sharing)
Critical issues	Students assume that discounts could be difficult to realise, lack-poor collaboration among main stakeholder
Financial drivers	Economic feasibility on the availability of funds Management of a Bodies' Business Model

Description of the action/measure	Tariff scheme
Target to be reached	Students, younger people
Need to be satisfied	✓ Pricing facilitation as many students find ticket prices high ✓ A lot of younger want to take the train to get around but the ticket train price is high ✓ Tariff integration initiatives between railway and urban LPT services ✓ Students wish to have a more flexible solution in tariff area, ticket valid on weekends or holidays, ✓ Transport ticket extended beyond the school schedule ✓ Holiday tickets ✓ Ticket associated with loyalty programme
Objectives to be pursued	Making train tickets easy for young people Simplify the regulation tariff it in order to make the service of transport more usable Offer holiday ticketing extend to Sundays and Holidays
Requirements	✓ Reorganisation of the tariff scheme by the transport operator(s) ✓ Governance programmes at Municipal levels, involving local Authorities, transport operators, to create integration tariff schemes ✓ Tariff unions (integral or for passes) ✓ Public transport associations/public transport authorities ✓ Apply ticket passes for young (by age) ✓ Apply union of ticket discount passes for students divided according to age groups ✓ Tariff schemes can promote Holiday tickets and ✓ extended scheduled ticket off school in addition to young ticket pass at increased price ✓ Transport operator can promote special tickets (Holiday, schedule off school) through carnet with

	characteristics based on the effective needs of the travellers ✓ The Bodies may create cooperative programme with Economical Subjects (i.e. coffee bar, club, pub, gym, sport club) to promote loyal discounts
Critical issues	Economic feasibility, long lead times, change of tariff system can lead to negative factors in other areas of company transport. For operators, authorities and the public the economic effort will be felt over the medium and long term
Financial drivers	Revenues of public transport, investments, other costs related to management Management of a Bodies' Business Model

Description of the action/measure	Youth Engagement
Target to be reached	Students, youths
Need to be satisfied	Younger are interested in proposing new solutions from their point of view
Objectives to be pursued	Participation of young people in traffic planning in order to create a youth-friendly public transport system Increasing social young inclusion
Requirements	✓ Designing and launching Youth engagement will require building strong partnerships among the Bodies ✓ PT involvement could enable participation of youth in associations, volunteering ✓ Communication programmes at schools, university ✓ Survey about transportation system at school, university ✓ Include the topic of mobility among the subjects dealt with in the programmes of student associations
Critical issues	Get attractive PT for youngers, partnership among parties (youngers group, PT, intermediaries)
Financial drivers	Manage meeting and communication, surveys

Description of the action/measure	Management of public transport
Target to be reached	Students, youths
Need to be satisfied	✓ Parking bike/bike on board, near to bus/train stations/school/university or city centre ✓ Parking lots for car near the school or city centre ✓ Timetable accorded to school schedules ✓ The development of a transparent ✓ complaints procedure ✓ Last mile solutions ✓ Seats available on board ✓ Call bus service
Objectives to be pursued	Increase the use of public transport, improve accessibility of PT (parking for bikes, bike-sharing), offer to younger a flexible transport through call bus
Requirements	✓ Involve PT operator, municipality, private company, School/College ✓ Cooperation among school, PT operators to develop annual planning programme, supplementary services that cover not-scheduled routes or zones not covered by lines ✓ Increasing the accessibility of interchange zones and the linkage between modes through a Park & Ride (the installation of car bike park facilities with integrated tickets for both parking and the use of public transport) ✓ Transport operators should provide well-suited coaches for bikes or other soft mobility means ✓ Transport operators should provide seat for buses that run for long routes
Critical issues	Long period to realise, investments/subsides, high cost of service more than day train
Financial drivers	Different amount of investments of solutions in long-term planning. Revenue and benefits from cooperation of public and private to create loyalty programme (advisor, cost, benefits, communication, discounts, sponsorship) Implementation and running cost for bike scheme

Description of the action/measure	Governance management
Target to be reached	Transport Operators, Public Local Authorities
Need to be satisfied	Improve Governance tools to get better management of transport system, allowing different transport operators set in different country to apply same transport service in different countries.
Objectives to be pursued	Reach a common European regulations for mobility services in different countries

Requirements	✓ Associations of transport operators, public and/or private companies in order to design and implement the operational stages of transport system ✓ Raising Subjects', Local Authorities' awareness to communicate the need to harmonise the transport system criteria to the higher levels of planning (Council of District, County) ✓ Enable the promotion of similar transport services by the creation of local Unions, Consortia of mobility
Critical issues	Long term to planning
Financial drivers	Considerable economic resources, implementation through European planning

Description of the action/measure	Volunteering scheme
Target to be reached	Citizens as adult, elderly, young people
Need to be satisfied	Cover gaps of transport system in rural areas, involving citizens, promoting a door-to-door mobility
Objectives to be pursued	Offer a transport system service in rural areas (elderly, youth)
Requirements	✓ License of Local Authorities ✓ Development of local sharing schemes for new services or the improvement of already existing services, for instance involving: ✓ local associations (elderly people, environmental, Disability/special needs groups, Family support groups) ✓ groups of volunteer drivers with their own vehicles provide transport to residents without access to public or private transport ✓ Involvement of Public transport operators or private companies ✓ fleets, management of schedule and fare ✓ legal requirements (taxation, car insurance, drivers and users insurance
Critical issues	Engagement and participation of stakeholder, authorisation, low involvement of citizens Legal aspects are a sensitive aspect of the service, so they can be an obstacle or difficulty in their implementation
Financial drivers	Funds, investments, running and operational costs Management of a Bodies' detailed Business Model

Description of the action/measure	Mobility scheme for people with disability
Target to be reached	People with disability (younger, adults)
Need to be satisfied	Reducing transport disadvantage for younger with disabilities.

Objectives to be pursued	Create a transport service with adequate accessibility for people with disabilities.
Requirements	✓ Involvement of disability/special needs groups ✓ Involvement of social associations ✓ Request to the local authority to promote the mobility service ✓ Involvement of PT operator ✓ Fleets for the service designed for the transport of disabled people ✓ Great cooperation between association, school, public transport operator
Critical issues	Long term to plan, high cost
Financial drivers	Investments for private or public operator (or more stakeholder), administrative procedure, sponsorship, running cost, materials costs Organisation of the PT operator's Business Model

Description of the action/measure	Engagement of stakeholder
Target to be reached	Students, youth, bodies
Need to be satisfied	Facilitate/increase the realisation of mobility services
Objectives to be pursued	Co-operations between Public/Private and Local Authorities
Requirements	✓ design a strong decision-making process ✓ communication programmes, meetings, activities, surveys ✓ establish a programme of meetings and with topics to be dealt with according to the needs of the moment ✓ organisation of concertation tables with interested parties
Critical issues	Low participation
Financial drivers	Communication, engagement activities

Description of the action/measure	Scooter sharing schemes
Target to be reached	Students, youth
Need to be satisfied	Youths can use scooter sharing to go to work or school
Objectives to be pursued	Overcoming the boundaries of rural areas , giving to the young people the opportunity to move independently.
Requirements	✓ Local Authority authorisation ✓ Involvement of private Companies ✓ vehicle management and maintenance programme, which includes an agreement with specialised and contracted repair shops ✓ application form for students and workers ✓ discounts prices by age and/or zones ✓ repaired parking area for scooters at school, at work-place

	✓ implement eligibility requirements to ask the service
Critical issues	market risk, low maintenance, few funds, vandalism, missing scooter, high number of injuries, costs incurred from injuries for companies
Financial drivers	Investment, funds, other related costs Organisation of the PT operator's Business Model

Description of the action/measure	Shuttle service
Target to be reached	Students, youth
Need to be satisfied	Students of university can move from different college zones
Objectives to be pursued	Helping students to reach university departments from stations and vice-versa
Requirements	✓ Cooperation between private and public operators, many stakeholder, equipment ✓ Analysis of area of interest ✓ Analysis of students demand ✓ Design of routes (fixed or flexible) to connect main interest points to the university departments ✓ Design a scheduled program (i.e. according to the classes) ✓ schedule the technical service (type of vehicles, number of vehicles)
Critical issues	Low demand, low funds, significant economic investments and commitment of PT operators
Financial drivers	Investment, funds, other related costs Organisation of the PT operator's Business Model

3.2 ICT SOLUTIONS

Description of the action/measure	Student Smartcard
Target to be reached	Students, youth
Need to be satisfied	Connecting student smartcard to the PT card
Objectives to be pursued	Allow a single operation
Requirements	✓ coordination between universities and PT operators ✓ application form for students ✓ pre-charge online or cash ✓ RFID technology to host a possible subscription or Integrated Ticket and activate other services on the territory promoted by the transport operator ✓ possibility of agreement with other services (exhibitions, museums, libraries, bike-sharing, car-sharing)
Critical issues	Economic investments for PT operator

Financial drivers	Economic feasibility on the availability of funds Organisation of the PT operator's Business Model

Description of the action/measure	On-board technologies
Target to be reached	Students, youth
Need to be satisfied	✓ Real time information ✓ WIFI on board ✓ Interactive maps
Objectives to be pursued	Allow a single operation Information on PT services for smartphone
Requirements	✓ coordination between universities and PT operators ✓ keeping an updated platform where information is reported in real time (delays, cancellations, train track, etc.)
Critical issues	Significant economic investments and commitment of PT operators
Financial drivers	Economic feasibility on the availability of funds

Description of the action/measure	Public transport App
Target to be reached	Students, youth
Need to be satisfied	✓ Digital ticketing ✓ Multimodal mobile app ✓ App suitable to all operators ✓ Delay indications ✓ Charge money on app easily
Objectives to be pursued	Allow to ticket purchase on line Manage multimodal journey Offering more solutions of transport Suggest to younger information about scheduling of the transport service
Requirements	✓ Involvement of app transport developer and public operator(s) ✓ Integration among many transport operators ✓ Integration among App software developer, transport operator and Google Maps ✓ App technology requirements ✓ Communication programs for app ✓ Ticket validation technologies ✓ Mobile ticketing system ✓ Integration of mobile ticketing system platform ✓ Offline transport and traffic maps
Critical issues	App with few features Higher investment in public transport
Financial drivers	Funds to realise app, operation costs

Description of the action/measure	Information panel
Target to be reached	Students, youth
Need to be satisfied	observe the travel information in order to organize one or more travel solutions
Objectives to be pursued	Giving information on real time about arrival and departure of buses and trains
Requirements	✓ investment by the public operator in the acquisition and programming of ICTs serving the territory as totems, information panels, etc. ✓ agreement with the local authority for the consent of the installations ✓ digital design, software, app, connections with customer (platform or app) ✓ maintenance and management programme for ICT installations
Critical issues	Vandalism, digital breakdown
Financial drivers	investments related to installation, construction, operation, maintenance

4. Conclusions

Considering young people as vulnerable users of public transport, their involvement shows different advantage as :

- ✓ The creation of a young participation in transport issue;
- ✓ The creation of a transport scheme shaped on direct young people's needs;
- ✓ A clearer understanding of transport gaps.

The involvement of young people has been designed as the core of the Interrail Campaign, in order to offer an enjoyable journey to younger, let they know the Countries of Partners, let the younger to move in different States only by train. The Interrail Campaign allows us to reflect on train mobility in rural areas, highlighting critical issues, positive aspects of travelling in rural villages relying on public transport.
The local workshop organised and the results of the Interrail Campaign show clear evidence about the importance of get involved young participants in transport issues, whereas the third input "The Study paper" offers a retroactive view, giving solutions for an innovative mobility on the base of current mobility services.

Following the realisations of the three inputs, the remarkable advices has been deduced in order to create a tools of mobility.
Firstly, the Fig.2 shows the minor number of ICT solutions emerged. This result can be interpreted as:

- ✓ Few current use and improvement of digital transport system by public operators;
- ✓ Gaps of transport system concerning digital aspects.

Although there are currently few technological solutions, the combined analysis of the workshop results and best practices collected in the study paper shows that:

- emerging technological solutions are starting to be more widespread and with an increasing demand;
- also young people during the workshops expressed positive and proactive feedback in adopting new technologies to move.

This allows us to consider the goodness and validity of technological proposals, although they are less than innovative solutions.

Concerning the innovative solutions, they aim to overcome the gaps of the transport system, providing solutions on increasing frequency of timetable (night trains), on the tariff system, student shuttles, better involvement of stakeholders and to encourage the participation of children in the process of deciding on transport solutions.

Based on inputs, considerations can be deduced with regard to youth mobility in rural areas in three main questions:

- ✓ **accessibility;**
- ✓ **technologies;**
- ✓ **tariff schemes;**
- ✓ **engagement of the stakeholders**

Accessibility

A solution very demanded is the extension of the fare system to non-school timetables, evening or night trains at weekends, the possibility of multimodal travel by bike or other means of transport. off-board improving inter-modality, by encouraging bike parking or car lots for other means of transport. A large number of younger uses the transport system, both bus and train.
Other suggestions dealing with on board actions (bike place in cabin, seat on bus).

Technologies

The introduction of App to check timetable, book and pay multimodal journey has been widely accepted by younger. For students of university and high schools, both IT solutions, such as knowledge of information on delays, timetables, digital booking, and solutions that allow travelling to schools, are well suited.
Solutions proposed involve transport sector dealing with on board actions (WIFI, etc.)

Tariff schemes

The promotion of a new simpler and more suitable pricing models (the tariff system is applied only to specified mobility services, not to all of mobility services) requires time and significant effort, but it represents a clear demand of younger that could reduce the economic burden of the trip, the request of discounts or promotions (loyalty programmes for people with subscriptions, for people who use public transport etc.) showed great demand by young people, especially students.

Engagement of the stakeholders

The engagement represent a remarkable point of view to consider for the valuations process of young mobility, in this instance the engagement is a strong opportunity to brings out the participation of younger into the policy making. The pupils and students showed great interest in participating in the workshops, provided good ideas for improving the shortcomings and criticalities of the transport system, and also demonstrated a good knowledge of the transport system. Many students are careful about their future and the degree of satisfaction with their transport system. In this light, we believe that their involvement in the decision-making process can help to strengthen the programme of interventions of the mobility system.