

## Starting point:

The municipality of Golzow (MOL) has experienced a significant upgrading of the public transport offer in the region through the pilot mobility offer of the line 956-Shuttle as part of the RailBLu project.



## Preliminary remarks:

Due to external influences such as the SARS-CoV-2 pandemic and the resulting increase in the number of employees working from home or the closed museum in Golzow (MOL), construction work in the border traffic of line RB26 including rail replacement transport between Küstrin-Kietz <-> Kostrzyn as well as construction work on the section (Wriezen) - Werbig - Frankfurt (Oder) of line RB60 by DB Netz, the trend of demand for line 956-Shuttle was significantly impaired. Furthermore, the pilot operation with a duration of 6 months was too short to enable a fundamental evaluation; a period of 2 years would be recommended. Consequently, the transferability of the evaluation results to other projects and regions is limited.

## Potentials:

In a period outside of the above-mentioned impairments and through an hourly service of the station Golzow (MOL) by line RB26, further increases in demand are conceivable. Another positive influence on passenger numbers would be the relocation of the platforms in the direction of the main road with stopping and turning facilities for the local public passenger transport which currently stops about 500 m from the station. In order to increase the attractiveness of the station Golzow (MOL) as a transfer point, the surroundings of the station would have to be redesigned, including P+R options, the provision of bicycle parking spaces and a link to the local public passenger transport.

## Evaluation of the surveys:

In the timetable of line 956-Shuttle, there was an optimal connection to line RB26 over a long period of the day and also at weekends, which means that the pilot mobility offer was rated mostly positively by those surveyed. The public transport offer in the region, on the other hand, was rated negatively and no new customers could be generated. After evaluating the suggestions for improvement, the reasons for this could be the missing hourly stop of line RB26 in Golzow (MOL) and the lack of connection opportunities to other local public passenger transport lines. These requests for improvement and the negative assessment of public transport by non-public transport users may have contributed to the weak demand for line 956-Shuttle.

# Evaluation of the line 956-Shuttle within the RailBLu project

The evaluation of the passenger numbers over the pilot project period shows a high number of scheduled trips without passenger volume and an overall weak demand. In addition, there is no recognisable systematic pattern in the daily demand flows.

## Conclusion of results:

From the analysis of the current offer and the surveys, a need for the last mile between the village of Golzow (MOL) and the railway station of Golzow (Oderbruch) can be derived. However, the demand seems to be too low for a conventional scheduled service, as the majority of the trips were carried out "empty", i.e. without users. In this context, the question arises whether a dial-a-bus service could serve the demand potential better or whether a reduction of services to the times of high demand should be considered. However, since the evaluation did not show any pronounced peaks in demand, the service times of an alternative service should be based on those of line 956-Shuttle. Only a direct comparison between the 2 systems can provide information on whether the conventional regular service or an "on-demand" service can better tap the demand potential or is at least more cost-effective.

## Lookout:

In addition, a comparative analysis with the shuttle service in Lubuskie between Radnica station, the town of Krosno Odrzańskie and Krosno Odrzańskie station, which was also initiated by RailBLu, should be carried out. This could serve as a comparison of user behaviour on the German and Polish sides.



## Summary:

In summary, it can be stated that the pilot service introduced in rural areas, on axes that are connected to each other without demand potential, could only generate a weak demand and was not used in cross-border traffic. Alternative mobility offers must be found here in order to offer an attractive alternative to motorised private transport.

The most important aspects of this evaluation:

- All journeys of line RB26 in all directions were connected by line 956-Shuttle with short transitions over a long period of the day
- Extensive evaluations carried out through surveys
- Extremely difficult basic conditions (e.g. 2-hour intervals on line RB26, interrupted border services due to bridge construction)
- High level of awareness among residents, despite only 6 months of pilot operation
- Generally positively received/assessed
- No new customers in public transport due to the introduction of line 956-Shuttle
- Many journeys without passengers
- No systematic demand flows discernible during the course of the day
- No cross-border traffic using line 956-Shuttle, although residents travel regularly on the route
- Comparability (e.g. with dial-a-bus services) is low, as there is no evaluation of other services on a similar scale