



**Comparative analysis of transport
networks in
P&B partner parks**
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☐ Analysis of sustainable Mobility and accessibility in National Parks

■ Task

- ☐ Public Transport / Problems with individual traffic
- ☐ Capital Cities and their Suburbs
- ☐ Railway System
- ☐ Information Material
- ☐ Barrier-free options

Aim

- ☐ Guidelines for Sustainable Mobility in P&B
- ☐ Guidelines for barrierfree Tourism in P&B
- ☐ Common Strategy for whole P&B
- ☐ To find out Best Practice example
- ☐ Common Publication with Roskilde University

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Regional and local settings	Swot regional/ local
DEK Maribo	Swot
EST Matsalu	Swot
GER Müritz	Swot
GER Southeast Rügen	Swot
LAT Kemer	Swot
LIT Kurtuvėnai	Swot
LIT Žemaitija	Swot
NOR Dovrefjell	Swot

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SWOT-Analyses for National Parks – Kemer NP Regional

Strengths

- Located at three railway stations
- conurban Riga, Jurmala (coastline)

weaknesses

opportunities

- international guests; day-trips from Riga

Threats

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SWOT-Analyses for National Parks – Kemer NP Local

Strengths

- modal split (train, bus, bike)
- cultural heritage (sanatory, historical railway)

weaknesses

- barrierefree trails
- complicate to take bicycle in train

opportunities

- Marketing
- Nationalpark Ticket
- Watertourism on Lielupe River

Threats

- Three Highways; extension of car traffic in Summertime/ Autumn

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SWOT-Analyses for National Parks – Müritz NP Regional

<p>Strengths</p> <ul style="list-style-type: none"> • Good reachability from Berlin • promotion on public train transport (with "Fahrtziel Natur"- Project) • Bicycle route Berlin - Copenhagen 	<p>Weaknesses</p> <ul style="list-style-type: none"> • No bicycle transport in ICE-Trains • bad reachability from Hamburg
<p>Opportunities</p> <ul style="list-style-type: none"> • Faster connection by railroad (after construction about 18 min.) • more higher quality trains serving longer distances 	<p>Threats</p> <ul style="list-style-type: none"> • Closure of railroad for several months due to construction work

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SWOT-Analyses for National Parks – Müritz NP Local

<p>Strengths</p> <ul style="list-style-type: none"> • Müritz Nationalpark-Busline (including Ferry) • Canoeing Routes • Bicycle Transport by Bus and Ferry • Trainstation (Regional Express) nearby • Bicycle Paths • Advertising enviromental friendly Mobility through "Nationalparkpartner" and Info-points 	<p>Weaknesses</p> <ul style="list-style-type: none"> • Only one Bus-line • bad marketing for nationalpark-ticket • ordinary public transport with lousy information • no transport cooperation, esp. with railway • no barrier free transport in buses
<p>Opportunities</p> <ul style="list-style-type: none"> • pick-up service for luggage by touristical stakeholder • biking track • pedelec project in preparation • Improving canoe rental and transport • Road closure in National Park • optional mobility service on demand 	<p>Threats</p> <ul style="list-style-type: none"> • Lack of road maintenance where ticket-bus arrives • demographical change: less pupil transport; no offers for elderly people

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SWOT-Analyses for National Parks – Maribo NP Regional

<p>Strengths</p> <ul style="list-style-type: none"> • Existing trainsystem • Existing Bus (Copenhagen – Berlin; Nyköping – Odense) • Existing Bicycle Routes (international; Berlin-Copenhagen) 	<p>Weaknesses</p> <ul style="list-style-type: none"> • Trainline is not a main route • International Train does not carry bikes • Train/Bus Expensive7 Regular Intervals
<p>Opportunities</p> <ul style="list-style-type: none"> • Fehmarnbelt-Connection (New Station Hoveby; New Motorway Facility/ Gateway) • E-Bus • New Bus Routes by Movia (danish Transit Agency) 	<p>Threats</p> <ul style="list-style-type: none"> • Fehmarnbelt-Connection (No Station; High Speed Trains) • Closing hutlines

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SWOT-Analyses for National Parks – Maribo NP Local

<p>Strengths</p> <ul style="list-style-type: none"> • Tourboat "Anemonen" • Bicycle Tracks • Bike Rental • Riding Routes • Easy Access from Train Station • Historical Railway (Maribo – Bandholm) 	<p>Weaknesses</p> <ul style="list-style-type: none"> • No Bus in NP • Infrastructure for Cars in NP
<p>Opportunities</p> <ul style="list-style-type: none"> • Develop Walking and Bicycle Routes/ Tracks • Folder/ Information about Tracks • New Canoeing opportunities; Operator • New Route for "Anemonen", e.g. to Søholt • Establish Welcome Center with Parking lots • New Bus Routes by Movia (danish Transit Agency) 	<p>Threats</p> <ul style="list-style-type: none"> • Withdrawal of the service of Tourboat Anemonen

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SWOT-Analyses for National Parks – Matsalu NP Regional

<p>Strengths</p> <ul style="list-style-type: none"> •internationally known birding migration area •international acknowledgement (Europeana Council diploma, Ramsar site, Nature 2000 network) •regional international event (Matsalu Nature Film Festival) 	<p>Weaknesses</p> <ul style="list-style-type: none"> •no opportunity to take own bike in public-transport (long distance bus)
<p>Opportunities</p> <ul style="list-style-type: none"> •create possibility to bring bike by long distance bus and advertising it •developing chain products around Matsalu bay and in cooperation with other national parks in Estonia (visiting certain sites one can take along piece of the united product, which can be put together if one has visited all the parts of the chain) •making collaboration more effective with Matsalu Nature Film Festival during preparation stage 	<p>threats</p>

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SWOT-Analyses for National Parks – Matsalu NP Local

Strengths

- remote area
- bicycle route network
- traditional landscape has been preserved
- community's traditional lifestyle has been maintained in a certain extent
- cooperation between tourism entrepreneurs (network)
- tourism development plan for Matsalu NP area (50km

Weaknesses

- less demand for public transport by locals
- landowner's less interest in nature protection activities
- soviet time agriculture imprint on a landscape (buildings falling apart, field massives with ditches)
- old valuable meadows (wooded, coastal) are being destroyed by agricultural businesses to intensify agriculture
- less interest to develop nature tourism at local level
- no accommodation places in Lihula (small town at the border of Matsalu NP)
- less funds for developing nature tourism
- less attractive infrastructure for introducing nature
- bad management of Matsalu NP webpage over past years
- nature protection is fragmentized between too many different state institutions

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SWOT-Analyses for National Parks – Matsalu NP Local

Opportunities

promoting bike-tourism

- rent-a-bike system
- better management of the NP webpage
- creating new tourism attractions and services (riching boating excursion in the reedbeds- better boats, information boards into the boat, going to the shore, observation platform in the reedbed, besides birds introduce wider wetland life, creating contemporary exhibition, animation about earth rising, hiking trails on wetlands, passing flooded plain with attractive vehicles from haymaking time, etc)
- strengthening network through trainings and active marketing
- creating tourism products for villages
- introducing cultural and natural values to landowners and introducing preservation of these values (in cooperation with different organizations)
- enlivening cooperation with universities and popularizing collected scientific data
- better introduction of local traditions (introduce building thatched roofs, skiffs, local food from local materials)
- creating health products

Threats

- lack of good developers
- restrictions are too rigid and locals do not have the advantage in using resources
- the tasks of the national park administrations have been divided between many state institutions
- renewal of the national park's protection management plan takes too much time

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SWOT-Analyses for National Parks – Kurtuvenai NP Regional

<p>Strengths</p> <ul style="list-style-type: none"> • Riga -140 km • Klaipeda – 150 km • Siauliai – 15 km • Road (A12) • Kelme – 25 km • Bicycle route Joniskes • Hill of Crosses (30km)- Siauliai (10km) – Kurtuvenai (25km) 	<p>Weaknesses</p> <ul style="list-style-type: none"> • Not developed public transport • only one train from Riga to Siauliai bad connection to bigger cities
<p>Opportunities</p> <ul style="list-style-type: none"> • Pilgrim route Hill of crosses: Kurtuvenai – Kelmi – Tytuvėnai- Siluva • long term: stepping stone for zematija (connection through long distance [bicycle] trail with accomodation/ shelters 	<p>threats</p>

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SWOT-Analyses for National Parks – Kurtuvenai NP Local

Strengths

- Manor in Kurtuvenai
- Campside
- Horseriding
- Educational Programms
- Bicycle Path Siauliai - Kurtuveinai

Weaknesses

- less demand for public transport by locals
- no modal split
- lack of accommodation in Kurtuvenai

Opportunities

- Riding Hall in Kurtuvenai
- Daveloping infrastructure for elderly people

threats

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SWOT-Analyses for National Parks – Zemaitija NP Regional

Strengths <ul style="list-style-type: none"> • Regional railway connection (Plunge) • good developed bike-rental system • professional planning documents • attractive tourism objects, e.g. military base 	Weaknesses <ul style="list-style-type: none"> • Not good developed • lack of marketing • public transport • Missing barrier free opportunities • mostly car traffic • one day tourism
Opportunities <ul style="list-style-type: none"> • Busservice for events • new bicycle routes between protected areas • bicycle rental points in Plunge • Transport by water 	threats

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SWOT-Analyses for National Parks – Zemaitija NP Local

<p>Strengths</p> <ul style="list-style-type: none"> • soft tourism • undistourbness 	<p>Weaknesses</p> <ul style="list-style-type: none"> • No infrastructure for disabled people
<p>Opportunities</p> <ul style="list-style-type: none"> • Busservice for Events (procession in Zemaiciu Kalvarija at the begin of July) • Create better bicycle road systems • long term: stepping stone for Kurtuvenai (connection through long distance [bicycle]trail with accomodation/ shelters 	<p>threats</p>

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SWOT-Analyses for National Parks – Dovrefjell NP Regional

Strengths	Weaknesses
Opportunities	threats

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SWOT-Analyses for National Parks – Dovrefjell NP Local

<p>Strengths</p> <ul style="list-style-type: none"> • remote areas • accessible by train and long distance bus 	<p>Weaknesses</p> <ul style="list-style-type: none"> • less demand for public transport by locals
<p>Opportunities</p> <ul style="list-style-type: none"> • promoting train- and bus-stations as arrival- and departures-points 	<p>threats</p>

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Action Plan - General Recommendations for Masterplan

Improved overregional access and market possibilities, soft corridors (shell system)

Improved public transport and modal split, hiring bikes

Improved hiking and biking routes in parks

Improved barrier-free access to visitor hotspots

Improved cartographic support for visitors

Improved zoning of the park and its surroundings

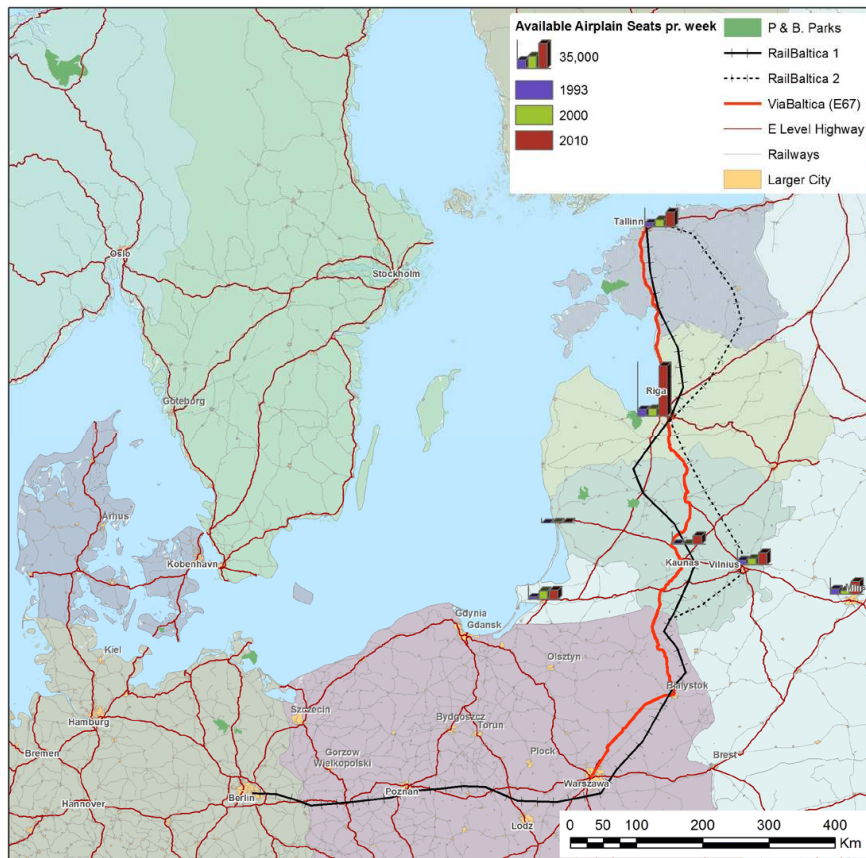
Improved management of carrying capacity and Natura 2000

Improved monitoring, access control and management preparedness

Improved stakeholders cooperation

Tourist services - Providers of local products - enterprises with potential interest in landscape and nature branding related to the park and its surroundings (apple cakes)

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Map on international transport in the Baltics - including flight-information from Minsk.

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