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ACCESS
IMPROVING ACCESSIBILITY OF SERVICES OF GENERAL INTEREST – ORGANISATIONAL INNOVATIONS IN RURAL MOUNTAIN AREAS

Association pour le Développement du Nord Vaudois

# Regional Intermediate Report Switzerland

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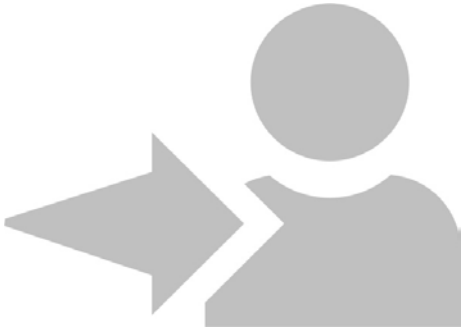

ACCESS

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# 1. Introduction

## 1.1. ACCESS: Project Background

ACCESS is an INTERREG IVB project developed in the framework of the Alpine Space Programme. It involves nine partners from Austria, France, Germany, Italy and Switzerland. The partners have come together to improve the accessibility to services of general interest (SGI) in sparsely populated mountain regions.

**Problems to be addressed**

The maintenance of a spatially and socially equal accessibility to SGI is a core issue to the functionality of mountain areas and any regional development strategy both on a national as well as on a transnational level. Already in the third Cohesion Report of the European Commission. it is specified that the equality of access to basic facilities, essential services and knowledge for everyone, wherever they happen to live, is a key condition for territorial cohesion. However the INTERREG III B project PUSEMOR confirmed that sparsely populated areas in all alpine countries are facing difficulties to maintain existing services due to their poor profitability and due to the need to respond to new or changing needs of the local population. The ongoing territorial concentration of SGI leads to a vicious circle of further deterioration in the quality of provision which in turn causes a decreasing demand in the existing services. This process has many negative consequences for the affected regions. In fact the withdrawal of SGI causes a reduced functionality, competitiveness and a higher amount of motorised mobility in communities of sparsely populated areas. Furthermore it aggravates social inequalities – persons who do not dispose of a car, not having the knowledge to use ICT etc. face problems to reach services. Often these areas are characterised by important population losses and/or excessive ageing. The main challenge for the concerned communities and regions is therefore the furthering of the access to demand-oriented and flexible SGI with innovative cooperation structures in order to capitalise best the potentials of sparsely populated areas. Mobility is an important issue in the whole framework. Contrary to a still widespread opinion this must not necessarily mean in every case physical transport of goods or persons but implies the promotion of integrated mobility systems (Report on the state of the Alps, Alpine Convention).

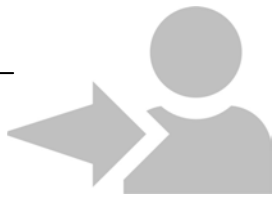
**Objectives of the Project**

The PUSEMOR project identified a major challenge and urgent need for action in the field of public transport and the accessibility of SGI. ACCESS therefore aims at improving the accessibility to SGI in sparsely populated mountain areas by finding 1) new forms of organisation of SGI (e.g. substitute stationary services with mobile ones, improving governance) 2) using ICT (e.g. broadband internet access) and 3) fostering demand oriented, integrated mobility systems.

The project is guided by the following objectives:

a) Improve the competitiveness and the quality of life in sparsely populated areas – as a precondition for maintaining and attracting new inhabitants and SMEs by making use of the potentials of these areas (environmental quality, heritage, culture).





b) Develop models that will contribute to regional development and spatial planning, (e.g. efficient use of infrastructures, networks and cooperation between centres and rural areas).

c) Mitigate social inequalities in the access of SGI and reduce environmental pollution.

d) Test and apply various elements of the concept of governance in order to empower the population and to ensure that society owns the process.

e) New approaches to providing services will be tested and put into practice in all test areas. They will be based on the demands of the local population and Enterprises and be developed together with the service providers.

**Workpackages and time schedule**

ACCESS is structured along eight workpackages with specifically defined objectives, activities and outputs. Fig. 1 gives an overview on workpackage themes and time schedule, WP 5 will be described in detail in the following section. This report constitutes the final product of WP 5.

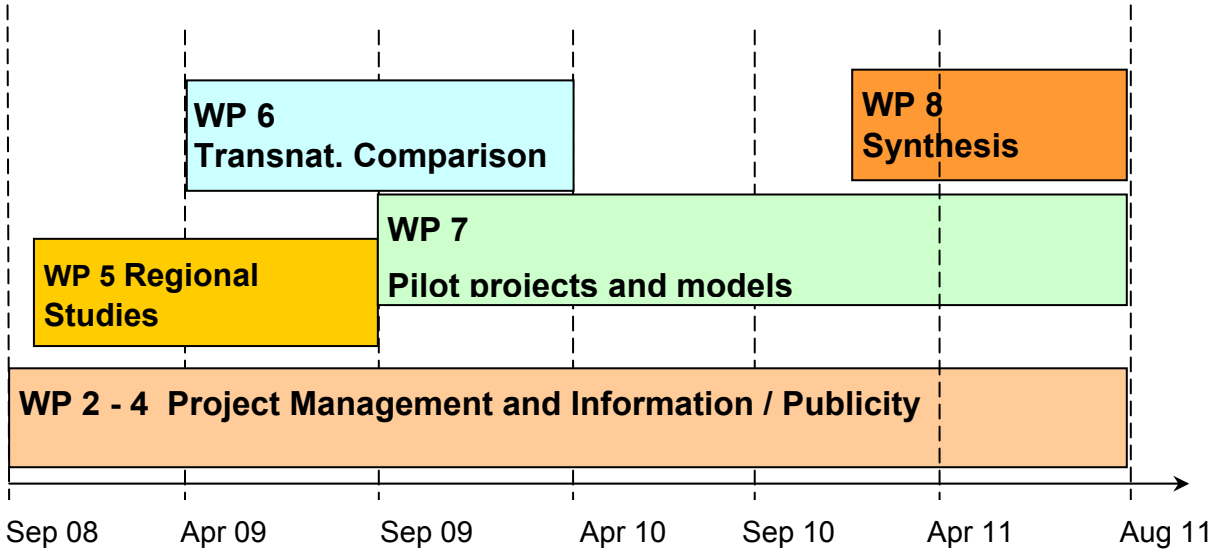



*Fig. 1: Workpackages and time schedule of the ACCESS project*

## 1.2. Work Package 5 Regional Studies: Goals, Objectives and Activities

**General Objective**

This workpackage aims at clarifying the degree of accessibility and the users need with regard to SGI in selected areas (1 – 3 test areas per participating region). Furthermore, an inventory of best practices to improve the provision of SGI in sparsely populated areas is drawn up. This WP also benefits from the results and experiences gained in the regional analysis of the preceeding PUSEMOR project.

**Activities**

The activities taking place within WP 5 can be structured as follows:

- To elicit methodologies how to approach best local actors in order to assess their needs and to mount projects (largely based on the PUSEMOR approach)
- Improvement of the approach of regional studies used for PUSEMOR and to analyse demand and supply as well as the accessibility of SGI in selected test areas
- Search for best practices
- Data collection, based on (a) evaluation of available literature / materials, (b) expert interviews in order to draw a picture of the economic, political and institutional framework
- Elaboration of Regional Intermediate Reports

**The envisaged outputs are:**

- Output 1: Identification of Test Areas: When identifying the test areas, the general guidelines and criteria of the project have to be complied with (e.g. with regard to organisational aspects, test area size etc.). Primarily areas were chosen which are considered less-favoured from a regional viewpoint. With regard to SGIs, the test areas have to be coherent functional, administrative and organisational units. A comparison within the region is possible by the application of statistical indicators. The identification of the test areas is the responsibility of the regional project partners.

- Output 2: Common Methodology to Approach Local Stakeholders: Internal communication is guaranteed by the continuous involvement of important institutions such as local regional development agencies, representatives of the local authorities (mayors) and representations of interest groups (chambers) as well as providers of SGIs. There are regular working group meetings at the regional level and in the test areas. Expert interviews are conducted to obtain the opinion of important individual stakeholders.

- Output 3: Current Standard of SGIs: The current standard of SGIs is mainly the result of national or even regional decisions and practices. Therefore, the legal, organisational and actual criteria of access to SGIs may differ considerably when the project partners are compared. These differences can be highlighted by drawing up thematic maps using uniform classification systems at the transnational level.

- Output 4: Assessment of Users Needs: Access to SGIs is determined by the relationships between supply and demand. Major factors are the spatial situation (location – reachability), the social context (services provided – demands) and the economic situation (price – income). Data collection and conclusions on consumer behaviour have to be as differentiated as possible, e.g. with regard to social aspects according to age, gender and income.

- Output 5: Detailed Description of Good Practices (form): The questionnaire employed to describe good practice examples is a standardised transnational instrument.

- Output 6: Outline of the Relevant Framework Conditions: The answer the question of access to SGIs, the fields of public transport, ICT and every day needs have to be investigated. With regard to organisation, the positions of the public authorities awarding contracts for

SGIs and the (sometimes private) providers of SGIs are relevant. A reaction to the expected differences in the situation of the users when it comes to access to SGIs is to include interest group representations and local stakeholders.

# 2. Country Profile: Switzerland

## 2.1. Territorial Organisation

Switzerland has 4 political-institutional levels : 1 nation, 26 cantons, 175 districts, 2815 municipalities. The federalistic principle assures considerable autonomy on the cantonal and municipial level, cantons and municipalities do request taxes and have their own executive and legislative organs. Municipalities have a wide range of competences in the following domains of the public sector: education (primary and secondary school), water, electricity, waste management, social and health care (in agreement with the cantons), constructions and municipal roads and organisation of the administration. However, cantonal and national laws set the framework for decisions in these fields. To provide public services properly, especially small municipalities often collaborate in so called regional associations. In the context of the introduction of the new regional policy in Switzerland (Neue Regionalpolitik), these entities have changed their perimeters as well as their functions and responsibilities. They have in common that all of them promote the sustainable development of their municipalities; in return the associations receive funding from the Confederation and the cantons.

## 2.2. Spatial Policies in Switzerland

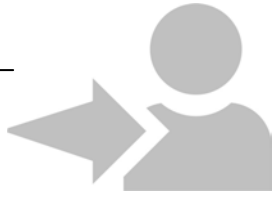
The Confederation has the responsibility for the framework legislation on spatial planning. However, practical planning implementation is essentially a matter of the Cantons, which in turn often delegate a number of tasks to the municipalities (local authorities). In addition to this federal framework legislation, the Confederation promotes and coordinates the spatial planning of the Cantons and also takes into consideration the "demands" of spatial planning in its own activities. The limited legislative responsibility of the Confederation leads to a variety of spatial planning concepts and instruments. In the next two years - after a duration of more than 30 years - the law on spatial planning should be reviewed and adapted to today’s challenges.

## 2.3. Roles and Responsibilities in Services of General Interest(SGI) Themes

### 2.3.1. Public Transport, ICT and every day needs

As most european countries also Switzerland has faced a growing liberalisation of public services in the last ten year. This phenomenon is rather advanced in the ICT (telephone, radio, television) and in some sections of transports (busses), wherear in the field of postal services or health care, the liberalization process is much slower. However, in all sectors, the former public





enterprises remained until today the most important players, having kept monopolistic positions in most markets. In other words, this is not a "liberalization" but an "economic reregulation" of the public services which means the economic aims and principles become more important while the principle of equality between all regions and social groups is more and more queried.

# 3. Regional and Test Areas Profile

## 3.1. Geographical Situation

### 3.1.1. Topographical Specifics of the Test Area Nord Vaudois

The administrative district Nord vaudois represents 11.4 % of the population of the Canton of Vaud. It is part of a district called Jura Nord vaudois that includes 83 communities, dispersed in the plain and in the Jura mountains. The region Nord vaudois has been defined as the test area for this study, it contains almost the whole district, with 80 communities. The region spreads from the lake of Neuchâtel up to the Jura mountain area that means from about 450 to 1250 masl.

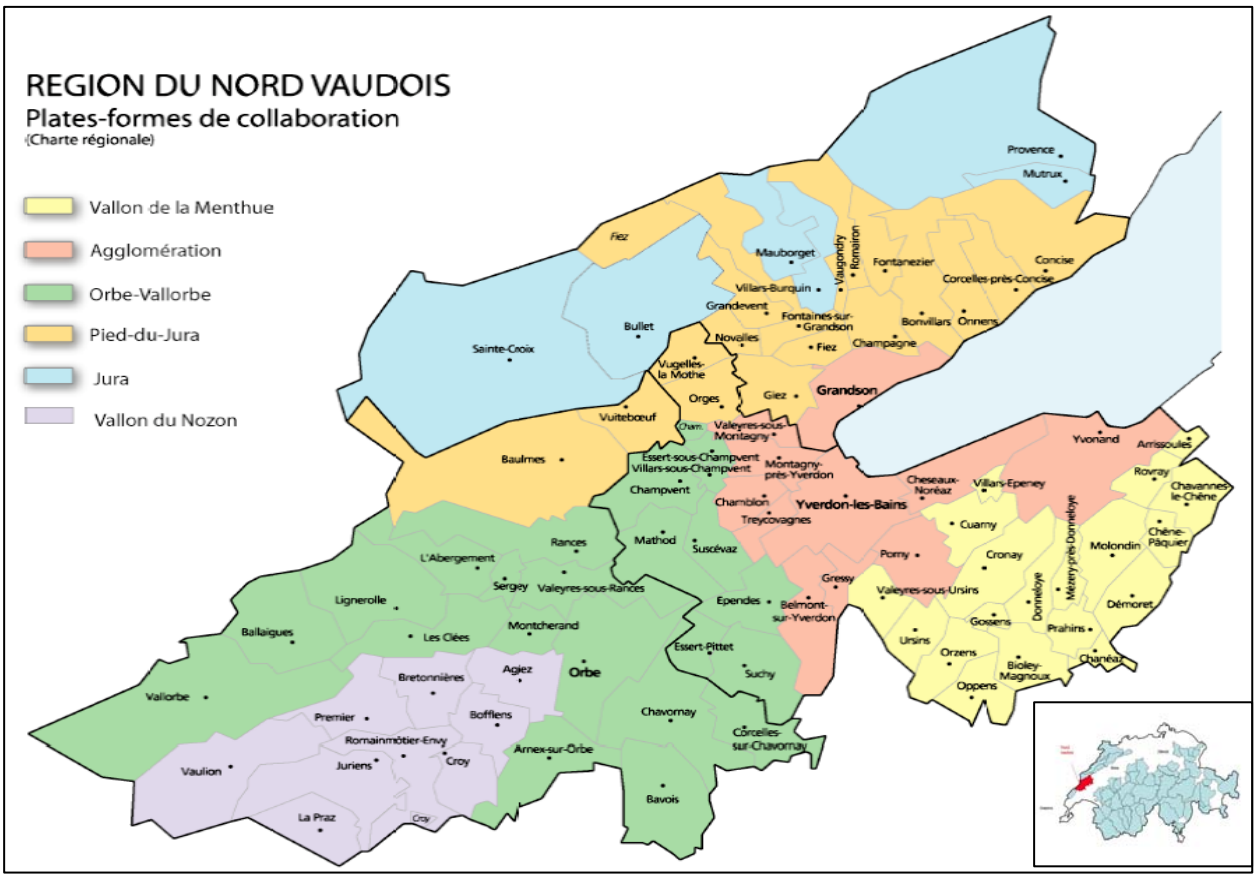



*Fig 2: Map of the test area region du Nord Vaudois*

Yverdon-les-Bains, with 26'000 inhabitants, is the economic and cultural center of this region of 70'000 inhabitants, that means more than 1 of 3 three inhabitants of the regional population live in this center. Other towns such as Orbe, Chavornay, Ste-Croix and Vallorbe, counting between

4'000 and 6'000 people. Land cover is characterised by 44% forest, 49% agriculture, 6% residential area and 1% unproductive land.

### 3.1.2. Settlement Pattern of the Test Area Nord Vaudois

The region is characterised by a large number of small villages (3/4 of the 80 communities have less than 500 inhabitants). This results in a relatively low percentage (61.5 %) of resident population that live in compact settlement patterns with more than 500 inhabitants (see also map in appendix 7.1). The settlement area per capita in the Nord Vaudois region of around 650 square meters is far above the Swiss average of 397 square meters (Federal Statistical Office (FSO) Arealstatistik 1997, ESPOP )

### 3.1.3. Role of the Major Settlements in Test Area Nord Vaudois

The main city of Yverdon-les-Bains represents 1/3 of the regional population. Yverdon-les-Bains is the center of the district with a lot of employment in administration, education and services. It is the major connecting point to the national public railway and highways network. Regarding to regional public tranportation, Yverdon-les-Bains is an important hub for regional buses that provide connections to almost all villages. Public facilities are well developed. Other important centers are Ste Croix and Orbe, they provide SGIs also for the inhabitants of the surrounding municipalities.

## 3.2. Demographic Development of the Test Area Nord Vaudois

In 2008, the population of the whole canton Vaud has increased by 16341 which represents +2.4%. This phenomenon is mainly due to the economic growth in 2008 combined with the agreement on the free movement of persons introduced in Switzerland in 2002. The growth of population in the test area was slightly below the average of the canton (2.3%) (SCRIS, nr 2, 2009, http://www.scris.vd.ch/main.asp?DomId=191). The map (fig 2) shows, that between 1997 and 2007, 38 municipalities out of 80 have an annual population development of above 1 %. These municipalities are heterogenously spread and include very small as well as bigger municipalities (from Vaugondry 39 inhabitants to Orbe 5532 inhabitants). The biggest town – Yverdon - as well as other important centers such as Ste-Croix and Vallorbe are in the second highest class of population growth.

With regard to the old-age Dependency Ratio (population elder than 64 years divided by the number of persons of working age), it can be said that the class having a share of below 20%, surprisingly includes a great number of very small municipalities (mainly below 500 inhabitants,with the exception of Chavornay). The 22 municipalities with the highest old-age Dependency Ratio (> 27 %) are heterogenously spread and do only in few cases match with those municipalities having a negative population development (Fontanezier, Cheseaux-Noréaz,

Démoret and Premier). Concerning the young age dependency ratio (ratio of the most actual Population younger than 15 years divided by the number of persons of working age) - among the 32 municipalities with a percentage above 28% - one will find relatively small municipalities (mainly below 500 inhabitants) and no bigger centers (exception of Yvonand).

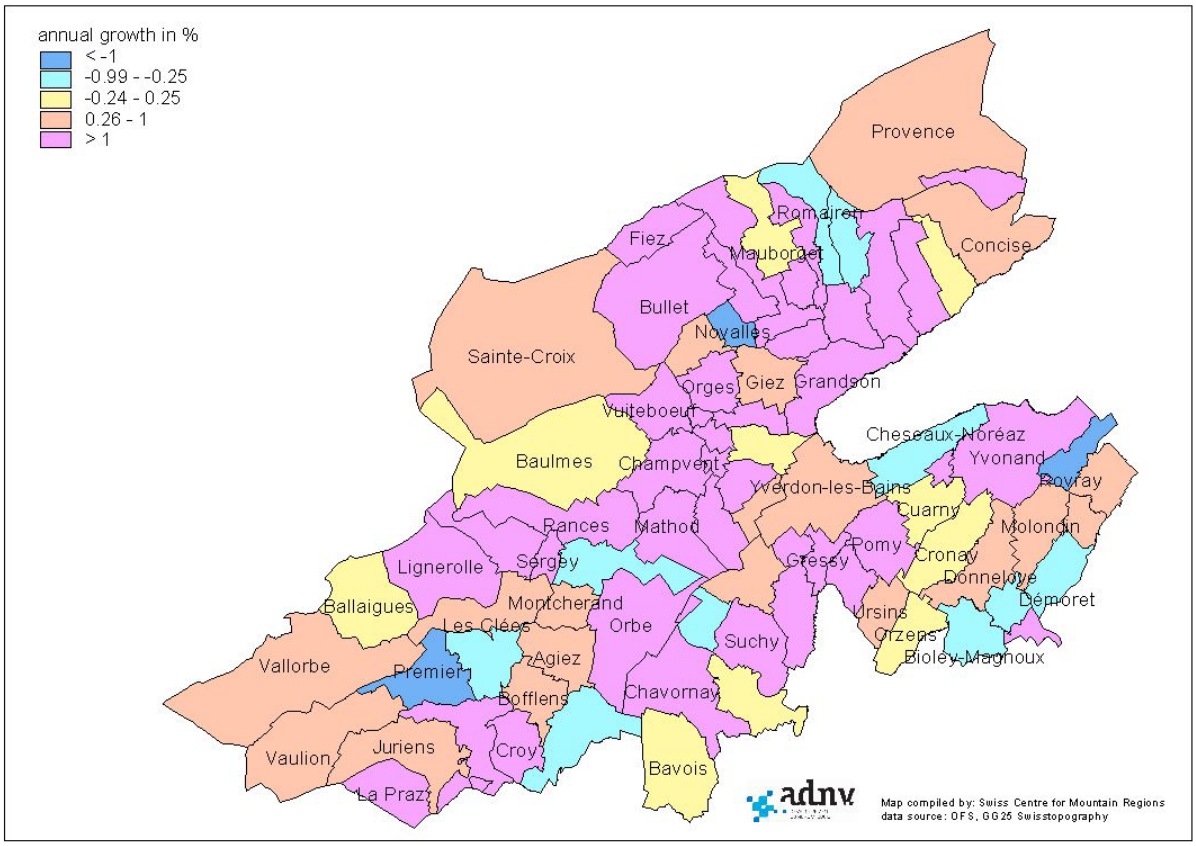



*Fig.3: Population development 1997-2007 in test area Nord Vaudois (Source FSO)*

## 3.3. Socio-Economic Situation

### 3.3.1. Economic Structure

The ratio of the total of resident and working population as well as the number of touristic overnight stays (entire year) divided by the number of the resident population results in the maximum population ratio. The map below (fig 3) shows the spatial distribution of the Maximum Population ratio. The highest values can be observed in the municipalities Onnens, Essert-sous Champvent und Montagny-près-Yverdon. Those municipalities are characterized by a high share of commuters in relation to their relatively small residential population, having for two of them (Essert-sous-Champvent and Onnens) one big enterprise that attracts commuters. The second highest class includes the centers such as Yverdon, Ste Croix, Orbe and Grandson as well as municipalities such as Champagne, Cheseaux-Noréaz and Ependes which offer many employment opportunities on their territory. The two classes described above stand for a balanced economic structure. The class with a maximum population ratio of less than 74 represents municipalities with a modest or no relevant touristic development, a small number of

people working inside the municipality and a high ratio of commuters working outside of the municipality.

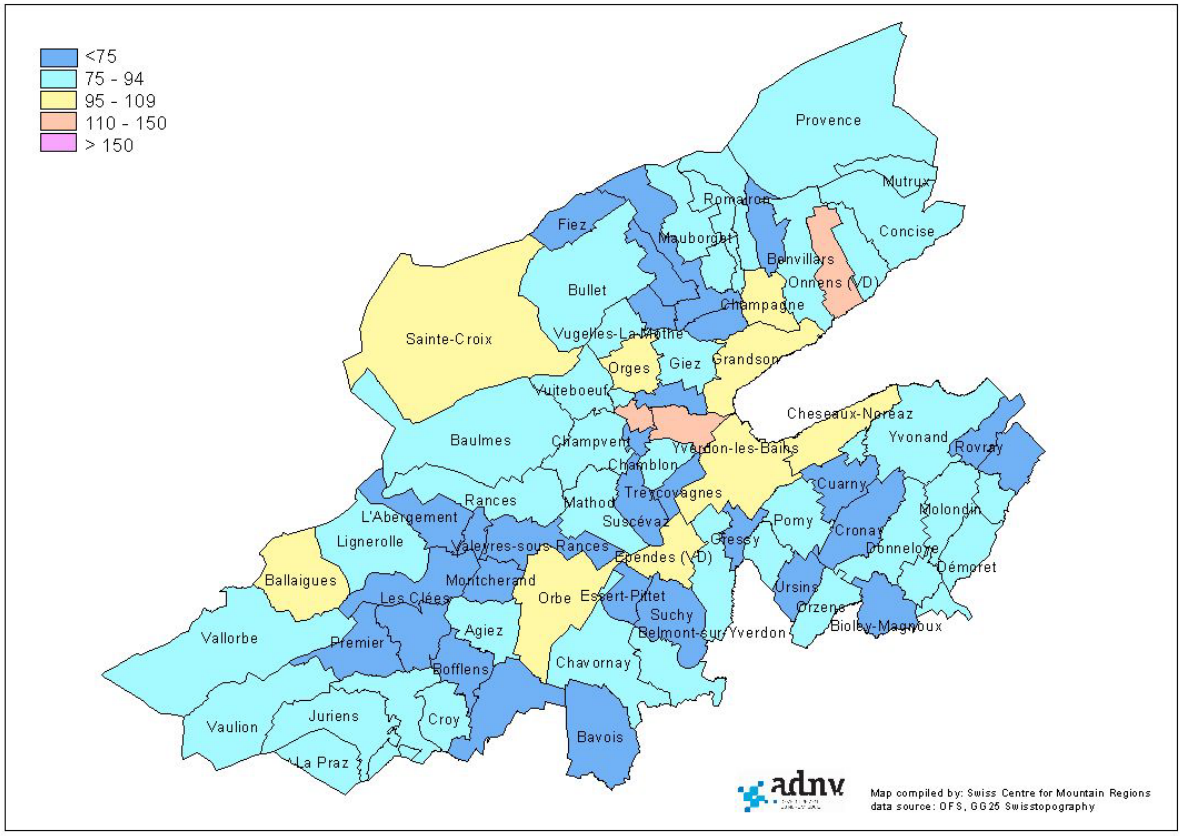



*Fig 4: Max Population ratio in Nord Vaudois (Source: Etat de Vaud, FSO)*

The region Nord vaudois has a long industrial tradition, especially in fine mechanic, changing these last decades to electronic, medical instruments and supplies, injection and plastic. 8 % of the employees work in the primary sector, 28 % in the secondary sector and 64 % in the third sector. Compared to the other regions of the Canton of Vaud, the Nord vaudois has a higher number of jobs in the primary and secondary sectors (5 %, resp. 19 % for the Canton) and fewer jobs in services (Vaud 76 %).

The industrial sector is export-oriented, 72 % of the jobs are linked to European or worldwide markets. Since last year, the economic growth came to a standstill and as a result the unemployment rate has reached in July 2009 5.7 % for the district and 7.9 % for Yverdon

Services are concentraded in Yverdon-les-Bains (education, medical care and social services) and also in other subcenters. Yverdon-les-Bains is becoming an important pole in education and training with an important technical and marketing school (heig-vd).

In the flatland (Plaine region), the primary sector is specialized in crops, vegetables and wine production as the region of Jura and Jura foothills are dedicated either to mixed farms or to milk or animal production. The farms in the mountaneous part of the region are, with an average of

50 ha – in Swiss terms - quite large. In the secondary sector, the part of food industry is significant regarding to other regions, especially in Orbe and Champagne.

### 3.3.2. Commuting to and from Work

Most Nord vaudois inhabitants work within the region (85 % of the active population). Two thirds of the jobs of the region is occupied by residents of this area. Within the district, the mobility rate is growing and more than 60 % of the population leave daily their place of residence.

## 3.4. Development of Tourism

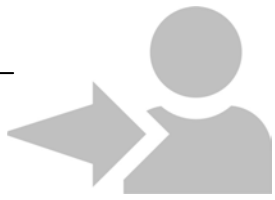
The region is not a traditional touristic area, it counts 7 small touristic centers (Grandson, Orbe, Romainmôtier, Ste-Croix, Vallorbe, Yverdon-les-Bains and Yvonand). According to statistics, only one of the 80 municipalities (Mauborget) represents a touristic structure with a certain amount of secondary homes. In summertime, camp-sites around the lake attract many tourists and some communities (Yvonand, Cheseaux-Noréaz, Grandson) are confronted with a seasonal growth of the annual population from 20 up to 35 % in July and August. Tourism in the region is caracterized by daily and business tourism. In Yverdon-les-Bains, hotels have an average occupation rate of over 60 % during the week. Half an hour away from the Geneva lake region, the Nord vaudois aims to benefit more from the international attractivity of this area. Tourism represents 7,5% of the GDP. 30% of the tourists are foreigners, 70% are Swiss.

In 2009, the 7 touristic centers of the region have been reorganized and integrated in one new organization.

The main orientation of the new touristic strategy of the region is to promote

- ⇨ Sustainable tourism emphasizing the numerous natural sites and ressources of the region
- ⇨ Complementary offers between lakeside of Neuchatel and the mountains of Jura
- ⇨ Develop the number and quality of overnight offers
- ⇨ Improving the accessibility of the different touristic sites by public transportation.





# 4. Services of General Interest(SGI) in the Test Areas: Description, Evaluation, Problems and Perspectives

## 4.1. Methodology of Evaluation of Services of General Interest

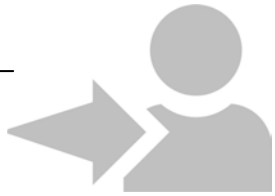
Most of the data has been provided by the FSO and the Service cantonal de recherche et d'information statistiques (SCRIS) of Canton Vaud. The settlement concentration has been revealed by identifying compact, built settlements on the land use plan (http://www.geoplanet.vd.ch/index.php). The result has been divided by the built surface at disposition per capita in the test area. ADNV recorded updated information on bus lines and rail tracks as well as stops and stations for the regional reachability analysis. On this basis, the concrete offer of public transport in the test area has been deduced. The Regional Reachability (Individual Traffic and Public Transport, Indicators 6a and 6b) reveals the time spent in order to reach the next regional center (Yverdon-les-Bains) by individual/public transport. The calculation of the average of the test area is weighted by the (local) resident population without the regional center (Pop act 2007 – Yverdon-les-Bains = 45215 inhabitants). The same procedure has been applied for the calculation of Indicator 7, Maximum Frequency Public Traffic. For further details please refer to the description of indicators in the Appendix 7.3.

Interviews held with experts and majors in the year 2005 and 2009 were included to complete and analyse the data collected. The entire data collection has been guided by a data description and by a set of indicators described in detail in the appendix 7.2 and 7.3.

## 4.2. Situation Transport: Public Transport in Test Area Nord Vaudois

The indicator “Regional Reachability of Individual Traffic” shows how much time (minutes) is needed to travel from a specific location to the next regional center by individual motorised traffic means. The investigation reveals that the inhabitants of a large majority of the municipalities can reach the next center by means of individual motorised traffic in less than half an hour (Fig 4). Only two municipalities – Vaulion and La Praz – fall into the class of more than 30 minutes. These results show that the distances in the test area are relatively short and the road network is well developed. Yverdon is a center itself and appears yellow because the city is at least 30 min. away from the next center (Lausanne).





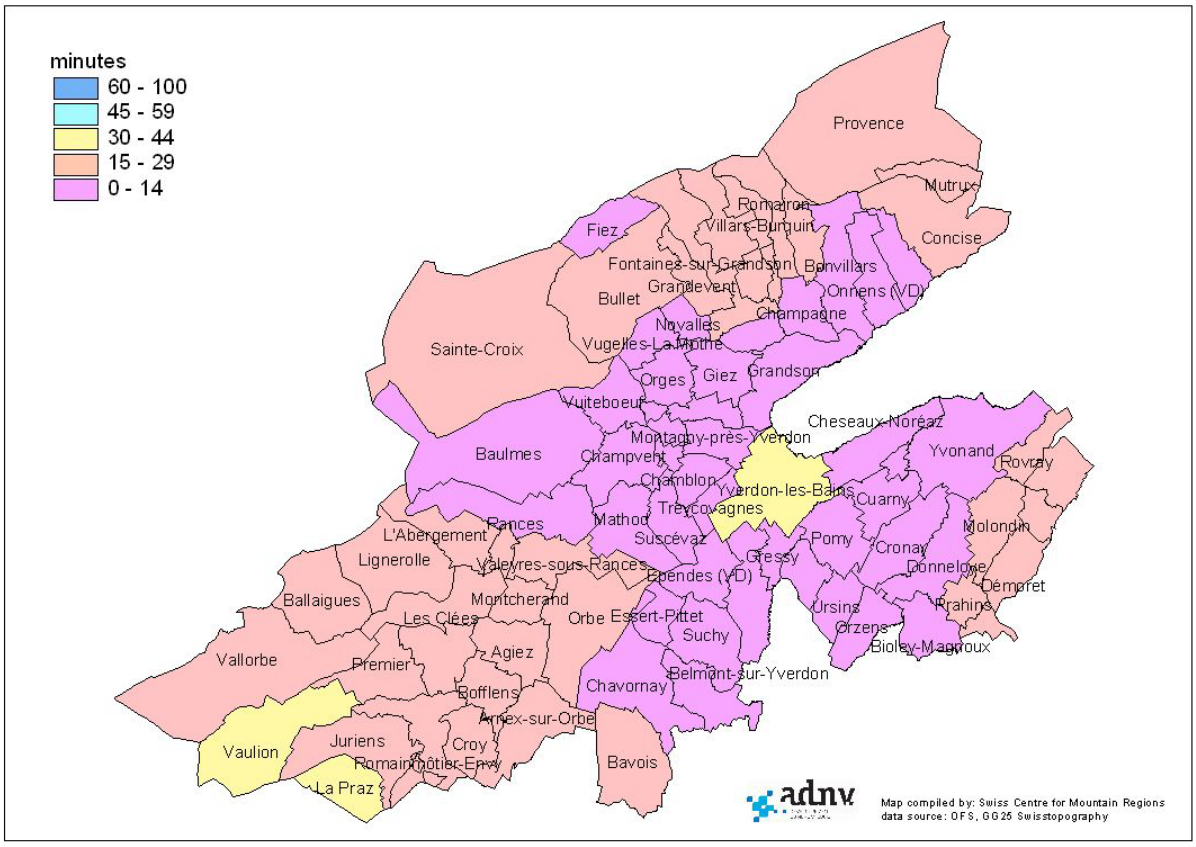



*Fig.5: Regional Reachability of Individual Traffic (Source: ADNV 2009)*

With regard to the Regional Reachability in Public Transport the picture is slightly different. In general the reachability is highest ( 0-15 minutes) around the lake and along the railway-axis going to Lausanne the second biggest city in Western Switzerland (Fig 5). The more mountaineous part of the test area is ranked in the third class of reachability (30-44 minutes). In the Western part of the test area, the offer in public tranportation reveals with more than 45 minutes the lowest Regional Reachability in Public Transit. Again, Yverdon is a center itself but appears orange in the map because the city is at least 15min away from the next center.

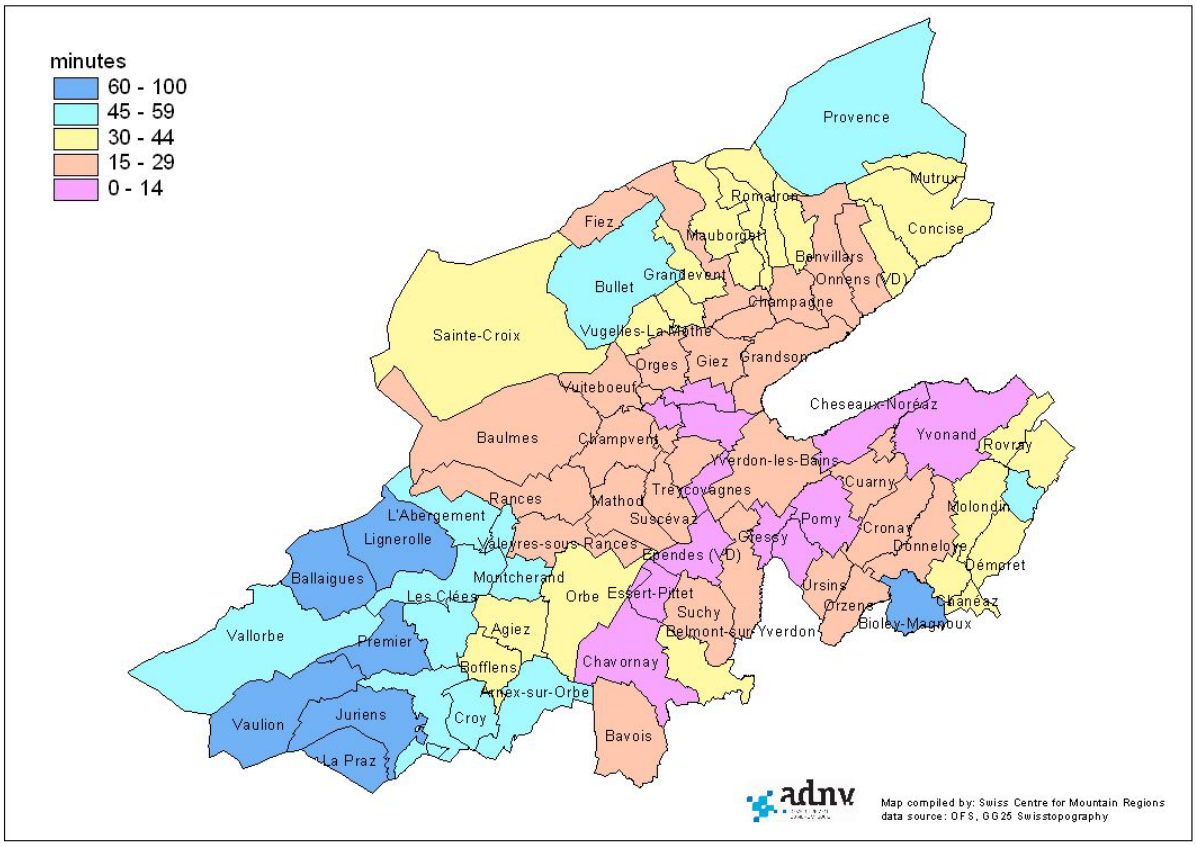



*Fig.6: Regional Reachability in Public Transport (Source: ADNV 2009)*

With regard to public transport means, there is a tendency to replace trains by busses. Anyway in the country side, access to most villages is only possible by busses, either regularly scheduled line like CarPostal and/or by Publicar (a call bus service, s. best practice).

### 4.3. Situation Information and Communication Technology (ICT): Internet

Unfortunately data on ICT is mainly collected on the national level and in some cases on the level of the linguistical regions. According to the Swiss departement of statistics in 2006 71 percent of the households in Western Switzerland were using Internet. There is a positive relation between Internet use and household income, education and age of the users. The accessibility to broadband connections is well developed in Switzerland and is available to 98% of the households. Swisscom has received from the Federal Communications Commission (ComCom) the licence to provide basic services from 2008 to 2017. In addition to the basic service of providing the Swiss population with access to the telephone network, the core task of the licence from 2008 will be the provision of broadband Internet access with a transmission speed of 600/100 kbps to every household in Switzerland (100% national coverage).

### 4.4. Situation Every day Needs: Food Stores

The study reveals that 38 out of 80 municipalities have no food stores nor a bakery or butchery on their territory. Most of these municipalities have less than 300 inhabitants. Only 10 municipalities have 3 or more food stores. With a number of 30 Yverdon has by far the most

food stores. Local authorities are trying various solutions like putting together different services. (combine a grocery store with a cafeteria or with a post office, multi-function centers with multi-purpose auditorium).

## 4.5. Assessment of Services of General Interest– Barriers and Main Problems

### 4.5.1. Barriers and Main Problems Public Transport

The analysis has revealed, that there is a disbalance between a) municipalities along the lake where public transports are concentrated and b) communities in the more mountainous areas and in the western part of the test area, where the offer in public transport is not sufficient. Public transport is mainly used by pupils and older persons, which has also consequences for the timetable. The offer decreases tremendously on weekends and during school holidays: this situation is not well reflected by the maps on reachibility (fig 4/5) which are based on the offer during the week.

The decreasing number of food stores in the countryside and the rather inadequate offer in public transport has an impact in daily supply especially for elderly people.

With reference to tourism it has to be noted that public transport is not attractive due to the fact that touristic sites are inadequately linked. Customers plan their trip by destinations and packages and do not want to be bothered by multiple changes from one transport means to another. The main goal should therefore be the consistency and coherence in information on the transport chain from the beginning to the end.

An annoying fact is that despite a relatively well developed public transport system, it is poorly used due to an unjustified image of sloweliness, filthyness etc. In most areas of Nord Vaudois the use of private cars is predominant.

With regard to transfrontalier commuting – which is very importan in the Nord Vaudois - it has to be said that between France and neighbouring Switzerland for example commuters prefer individual motorised transport because of the small number of trains. A fact, which is mainly due to technical inadaptabilities of the rails and missing agreements between the two countries.

In general it can be said that the lack of an adequate offer in public transport leads to social inequalities. Families, older people, teenagers have often not an appropriate access to mobility services.

### 4.5.2. Barriers and Main Problems ICT

As already mentioned, data on ICT is collected on the national level and in some cases on the level of the linguistical regions. However the situation regarding ICT in Switzerland and the test area is very satisfying. The offer is well developed, however a digitalal divide exists, especially for elderly people or people with a lower degree of education and/or income.

### 4.5.3. Barriers and Main Problems Every Day Needs

The concentration in the retail business has also taken place in Nord Vaudois. The study reveals that 38 out of 80 municipalities have no food stores nor a bakery or butchery on their territory. Most of these municipalities have less than 300 inhabitants. This is not a surprise since some retailers say that below a population of 1000 inhabitants, they could not make a living. For

consumers having a car, this phenomenon is not a real problem, but for those beeing too old for driving a car or not having the financial means, the situation gets more and more difficult. It has also to be noted, that a shop in the village is very often a meeting point and plays an important role in the social and community life of the municipalities. Some municipalities have tried to find solutions in bundling different SGIs in one village center with a grocery shop, the gymnastic and multi-services hall etc. (eg Ballaigues).

# 5. Good Practice Examples as a Pool of Ideas for Pilot Projects and Identification of Gaps

In this chapter 3 good practices in the domain of public transport and daily goods are described. These examples served as a pool of ideas and supported considerably the elaboration of pilot activities presented in chapter 6. For a detailed description of good practices please refer to

| **Good practice examples 1: PubliCar and night-bus or night-, train** | | | | | |
|---|---|---|---|---|---|
| **1. Domain(s) of public services involved** | | | | | |
| | ICT | | Public transport | **X** | Every day needs |
| | **Others:** | | | | |
| **2. Locality / Region / Country** | | | | | |
| PubliCar is a service of small buses for less populated areas where the customers have to announce themselves 24 hours in advance. A surcharge of CHF 3.- (2.-€) (plus the normal ticket price) is asked. The advantage is that these busses can run outside of the official routes for public transport, offering almost a door-to-door service.<br>A new service has been developed for late returns from the centers: a night-bus from Yverdon-les-Bains to the small villages along the lakeside and a night-train coming from Lausanne to Yverdon-les-Bains, with stops in the different villages along the railroad. These services work on Friday + Saturday. | | | | | |
| **3. Territorial level / extent** | | | | | |
| PubliCar is active in 30 different areas in Switzerland where this service is available. In the Nord vaudois region, 4 areas exist. | | | | | |
| **4. Target Groups** | | | | | |
| People with no private cars: young and elderly people or people with no second car. | | | | | |
| **5. Basic Idea / Aims / How does it work** | | | | | |
| The customer calls the enterprise within the office hours at least 24 hours in advance. According to the demands, the enterprise matches as well as possible the demand and fixes the hour of departure, usually close to an hour maximum to the wished departure time. The demands cannot be satisfied when they are to close to the normal public transportation schedule. This service works on working days, usually from 8 to 17. For the night-bus or night-train, departures are fixed. | | | | | |
| **6. Why it is considered innovative** | | | | | |

| |
|---|
| It is a flexible service, with small buses that are more adapted to the small demand existing out of commuter's departures or arrivals. |
| **7. Start / How long it has been running** |
| PubliCar started 10 years ago. |
| **8. Costs / Funding** |
| The custormer pays the normal ticket price + a surcharge of CHF 3.- (2.-€). It is part of the usual distribution of the costs, between customers, local municipalities and Canton. |
| **9. Transferability to other regions / conditions for a transfer (Please give also an estimation 1) good 2) medium 3) not transferable** |
| This project is transferable to other regions if it exists a system of distribution of the costs (2). |
| **10. More information (website, contact person)** |
| http://www.carpostal.ch/pag-startseite/pag-taeglich-unterwegs/pag-fahrplan-und-linienverkehr/pag-publicar-angebot.htm |

| **Good practice examples 2: Poste-it and Livraison-les-Bains** | | | | | |
|---|---|---|---|---|---|
| **1. Domain(s) of public services involved** | | | | | |
| | **ICT** | **x** | **Public transport** | **x** | **Every day needs** |
| | **Others:** | | | | |
| **2. Locality / Region / Country** | | | | | |
| Poste-it is a private service offering a house-to-house post distribution (mainly to the enterprises) in Yverdon-les-Bains and surroundings, only by using bikes. This enterprise is connected to similar private enterprises in other cities of Switzerland. They have connections to the railway services and use only sustainable transportation for letter and packages distribution. After two years, this service has been now extended to Neuchâtel.<br>The same enterprise has also recently proposed in Yverdon-les-Bains a service for delivering groceries or other daily supplies for private. A few shops are now offering this service to their customers. | | | | | |
| **3. Territorial level / extent** | | | | | |
| Yverdon-les-Bains and surrounding villages for the postal delivery and only Yverdon-les-Bains for the daily needs (groceries, medicines, etc.) | | | | | |
| **4. Target Groups** | | | | | |
| Enterprises for postal delivery – Private (family, elderly and/or disabled people) for daily needs | | | | | |
| **5. Basic Idea / Aims / How does it work** | | | | | |
| The customer calls the enterprise within the office hours and an hour later the service is taken over.<br>By groceries, the delivery takes place in the next 2 hours. | | | | | |

| |
|---|
| The shops that are proposing this service organize a deposite for the groceries. The bikers of the enterprise come and take the order and go to the indicated address. |
| **6. Why it is considered innovative** |
| It is a sustainable service, with no pollution. It is very flexible. In the center of the city (pedestrian zone), it has a better reachability than public transport or private cars |
| **7. Start / How long it has been running** |
| The enterprise started two years ago. The extension in Neuchâtel occurred this spring as well as the new service for groceries delivery. |
| **8. Costs / Funding** |
| The customer pays the service for the postal delivery. For the groceries delivery, the costs is shared by 1/3 the city, 1/3 the shop owners and 1/3 the customer, so that it cost CHF 3.- (2.- €) per delivery for the customer. |
| **9. Transferability to other regions / conditions for a transfer (Please give also an estimation 1) good 2) medium 3) not transferable** |
| This project is easily transferable to other regions (1). |
| **10. More information (website, contact person)** |
| www.poste-it.ch - Paul Kormann and Raoul Payot. |

| **Good practice examples 3: Mobility planning for enterprises** | | | | | |
|---|---|---|---|---|---|
| **1. Domain(s) of public services involved** | | | | | |
| | **ICT** | **x** | **Public transport** | | **Every day needs** |
| | **Others:** | | | | |
| **2. Locality / Region / Country** | | | | | |
| Vallee de Joux is part of the district Jura Nord vaudois. It has a long tradition in watch-making and a lot of well-known high quality brands are located in this small valley of 6'000 inhabitants. Over 3'000 jobs are offered, so that a lot of employees come from othe regions, especially from France.<br>Traffic of individual cars has been growing, creating disturbances in the transit villages.<br>Four enterprises have proposed and financed 3 buses for daily common transport. Further, for those who practice daily car-sharing, a free sheltered place of park is guaranteed. | | | | | |
| **3. Territorial level / extent** | | | | | |
| Two buses connect Vallee de Joux, Vallorbe, Pontarlier (F), an other bus connect Vallée de Joux to Mouthe-Les Rousses (F). | | | | | |
| **4. Target Groups** | | | | | |
| French employees of these four enterprises. | | | | | |
| **5. Basic Idea / Aims / How does it work** | | | | | |

| |
|---|
| The enterprises have made detailed questionnaire among their staff and debates to know their needs and daily route. |
| **6. Why it is considered innovative** |
| Enterprises are more concerned with environmental issues and pay attention to the problems of their employees. They also calculate that buses were cheaper than building huge parking lots. |
| **7. Start / How long it has been running** |
| The first bus started 2 years ago, the second one 18 months ago, the 3rd a year ago. |
| **8. Costs / Funding** |
| The enterprises pay the costs. |
| **9. Transferability to other regions / conditions for a transfer (Please give also an estimation 1) good 2) medium 3) not transferable** |
| This project is transferable to other regions if there are enterprises of a certain size (over 100 employees) or a pool of very close located enterprises. (2). |
| **10. More information (website, contact person)** |
| http://www.vd.ch/fileadmin/user_upload/themes/mobilite/transports_publics/fichiers_pdf/LaureatPrixmob2008JaegerLeCoultre.pdf<br>or www.jaeger-lecoultre.com |

# 6. Conclusions and Outlook on Pilot Activities

## 6.1. Conclusions on the Regional Level

In general it can be said that Nord Vaudois is an attractive region to live and work, it has a positive population development, infrastructures are well developed and public services are rather good. It is therefore the aim of ADNV and also of the Canton of Vaud to maintain or even improve the offer of SGI facilities. Mobility is a key element in the accessibility of services. The degree of individual mobility in the test area is high. The possibility to make use of public transport services is restricted in the mountainous area and in Western parts of the test area. Especially these areas public transport is not profitable, the topography and the low population density leads to massive problems of financing, especially for small villages. Thus, interviewed mayors and experts fear that actual standards will not stand much longer, due to lack of financial means and a continuing trend to liberalization. To increase cost effectiveness and to ensure an appropriate utilisation rate, transport services have to satisfy the needs of different user groups. An important contribution solving the problem would be rediscovering the force of neighbourhood (eg. car-sharing) and developing a new relationship between small rural communities and small rural towns orchestrated and organised by public transport and, when

necessary, by private cars. This would add to the identity and social life in the concerned municipalities. New information technologies reveal a huge potential for making public services more effective (information) and user's friendly. Special attention has to be paid to tourism, because the current offer is unsatisfactory. It has to be noted that tourists plan their trip by destinations and packages and do not want to be bothered by multiple changes from one transport means to another. The main goal should therefore be the consistency and coherence in information on the transport chain from the beginning to the end.

With regard to information and communication technologies (particularly Internet) the situation is already satisfying but will be improved by the introduction of a nationwide total coverage of broad band access.

In the field of food stores, ADNV was already active in the preceeding PUSEMOR project. Several projects have been initiated in order to rise awareness of local inhabitants towards small shops and groceries in their village.

### 6.2. Outlook on Pilot Activities

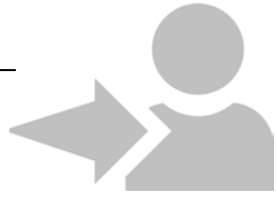
Based on the results of the preceeding regional analysis and the good practice examples (chapters 2-5), pilot activities in the Nord Vaudois region aim mainly at improving public transport services. The objective is to fill gaps between different transport systems, introduce attractive transport means and create touristic packages.

One project will improve the offer in public transport on the upper part of the lake of Neuchâtel with a boat powered by solar cells. The other foreseen pilot activity will study the potentials of a car-sharing site for commuters. The offer will be crosschecked with other regions of the Jura area: Vallée de Joux, Montagnes neuchâteloises and also the Canton of Jura.

The following table explains why the chosen pilot activities can be considered as innovative.

| **Pilot Activity 1: Solar cells boat linking the coasts of the upper part of the lake of Neuchâtel** |
|---|
| **Demand Orientation: Does the pilot action respond to an existing or potential demand?** |
| Actually, a private company runs boats services in the lakes of Neuchâtel and Morat during the summertime (May till the end of September). But the upper part of the lake of Neuchâtel where the region Nord vaudois is located has very few rides during the summertime. The Northern and Southern sides of the lake aren't connected although different touristic sites and monuments exist on both sides. The service could connect the cities of Concise, Grandson, Yverdon-les-Bains, Cheseaux, Yvonand (for the Nord vaudois region) and of Cheyres and Estavayer-le-Lac (in neighbour region of Fribourg). |
| **Participatory Approach: Was the pilot action developed together with local stakeholders? How are they integrated into the implementation of the pilot activity?** |
| A very innovative enterprise in Yvonand (on the Southern side of the lake), building solar powered boats brought the idea up together with the touristic director of the region Nord vaudois. In a second step municipalities, owners of camping places, touristic sites and environmental associations have been involved. |





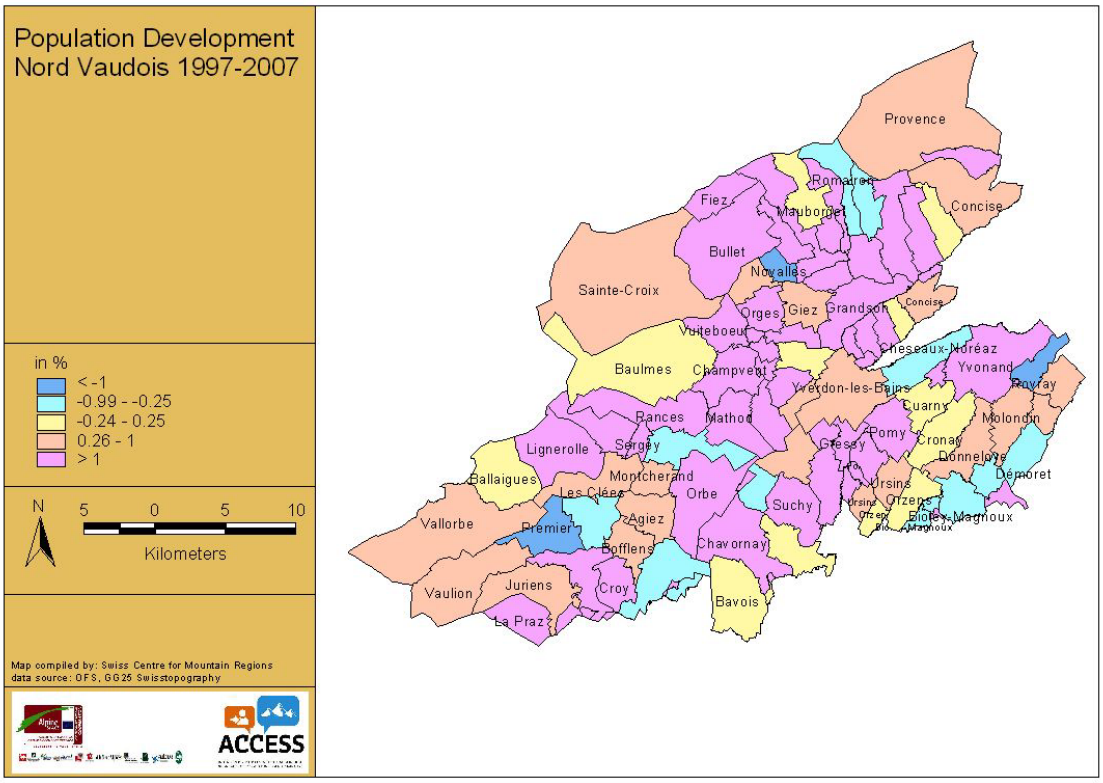
| **Technical Innovation: Does the pilot action encompass any technical innovation?** |
|---|
| Yes, except during the time of Expo.02 (year of national exhibition in Switzerland), no solar boat runs on the lake of Neuchâtel. This boat is very secure (same enterprise that built the boats in 2002), has no exhaust nor noise emission and therefore fits very well to the profile of the region with a great surface of protected areas (Grande Cariçaie being the largest nature reserve in Switzerland under environmental protection). |
| **Organizational Innovation: Does the pilot action encompass any organisational innovation?** |
| Yes. A foundation should be created with the different municipalities. A private society (Sàrl) will run the boat. |
| **Implementation: Can the pilot activity be implemented in the Test Area within the given timeframe of ACCESS?** |
| A business study has been already realized and if the municipalities and their councils agree with the project, the boat could be built during the winter 2009-2010. Different tests have to be done, but the exploitation could start in early Summer 2011. |
| **Financial Sustainability: Can the pilot activity be financed over the long term after the end of the ACCESS-project?** |
| The business plan shows that the project can be autonomous from the second year of exploitation. If it becomes a real success for touristic uses, the boat could also serve in further future in connecting residents of both sides of the lake, becoming a regular line of seasonal public transport. |
| **Transferability: Can the lessons learnt from the pilot activity be transferred to other regions?** |
| Yes, in terms of connecting different interests and knowledge of the region. |

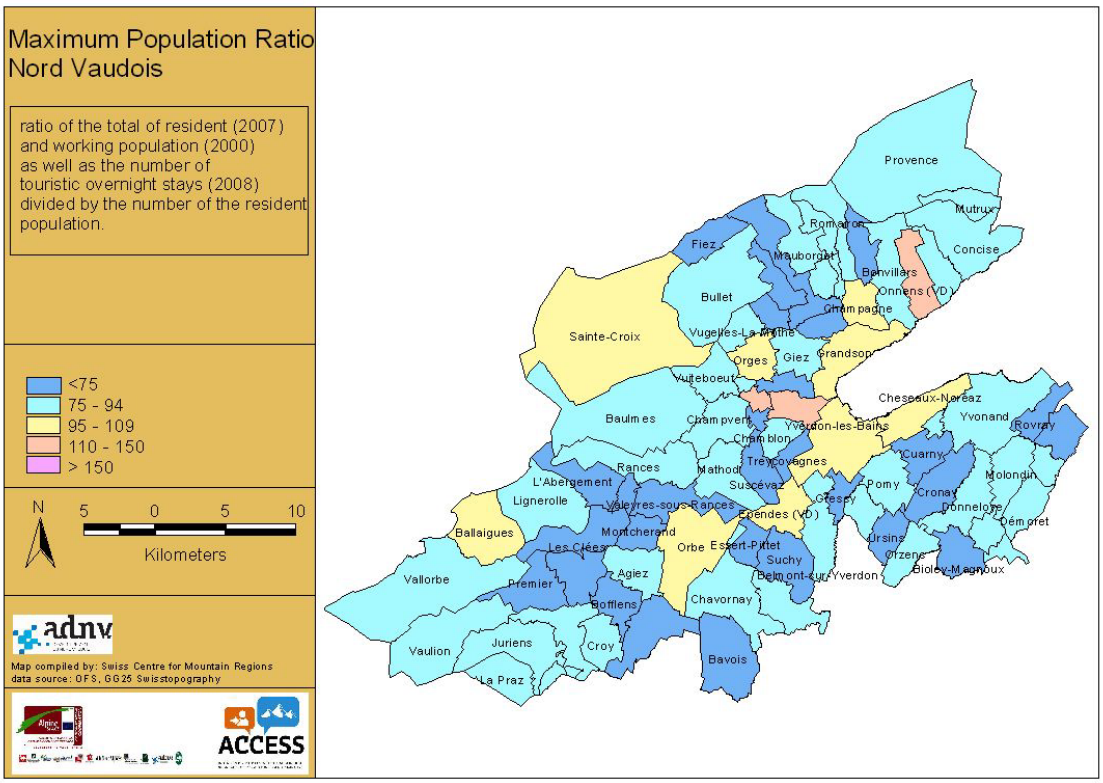
| **Pilot Activity 1: Car-sharing with support measures** |
|---|
| **Demand Orientation: Does the pilot action respond to an existing or potential demand?** |
| The project aims to establish a car-sharing site, especially for commuters and enterprises. Based on different experiences, car-sharing sites don't always succeed in matching offer and demand. The project is based on the experience of Vallée de Joux (see best practices).<br>85 to 90 % of private cars carry one commuter. 10% drivers interested in car-sharing should be realistic. |
| **Participatory Approach: Was the pilot action developed together with local stakeholders? How are they integrated into the implementation of the pilot activity?** |
| The idea of the project came through watch-making enterprises and the municipality of Le Sentier in Vallée de Joux (see best practices). They hade to solve a traffic and a parking problem.<br>As the region Nord vaudois encounters the same problems of traffic and commuters, we approached this region to know more about their project. After an information session with enterprises of our region, we will start to develop the project and verify its feasibility.<br>This project intends to work closely with the enterprises: this allows to increase the chances to |

| |
|---|
| succeed in car-sharing because commuters are sharing the same destination. |
| **Technical Innovation: Does the pilot action encompass any technical innovation?** |
| This is no special technical innovation: the innovation is more into the process and the collaboration with enterprises. |
| **Organizational Innovation: Does the pilot action encompass any organisational innovation?** |
| Yes in narrow collaboration with the needs of employees and enterprises a monitoring system will be introduced so that constant adaptations in the car-sharing site are possible. |
| **Implementation: Can the pilot activity be implemented in the Test Area within the given timeframe of ACCESS?** |
| The site could open End of 2010 if the funding is ready by the end of this year (2009). |
| **Financial Sustainability: Can the pilot activity be financed over the long term after the end of the ACCESS-project?** |
| The business plan shows that the project can work after being established with low cost. The enterprises should remain financial partners in the future. |
| **Transferability: Can the lessons learnt from the pilot activity be transferred to other regions?** |
| The project is in its early stage. So far the experience and knowledge about car-sharing has been transferred. |

# 7. Appendix

## 7.1. Maps and Statistical Data



## Regional Reachability by public transport

Time spent (minutes) in order to reach the next regional center by public transport

- 60 - 100
- 45 - 59
- 30 - 44
- 15 - 29
- 0 - 14

N

4 0 4 8

Kilometers

adnv

Map compiled by: Swiss Centre for Mountain Regions
data source: OFS, GG25 Swisstopography


## Settlement Concentration Nord Vaudois

ratio of resident population (2007) living in compact settlements larger than 500 inhabitants

settlement concentration in %

- > 80
- 61 - 80
- 41 - 60
- 21 - 40
- 0 - 20

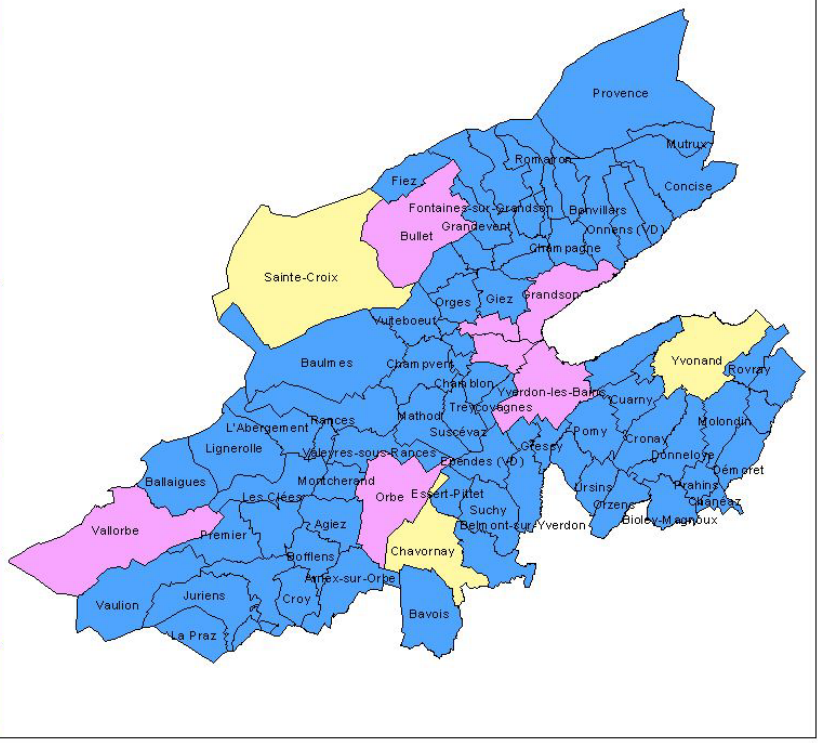
N

5 0 5 10

Kilometers

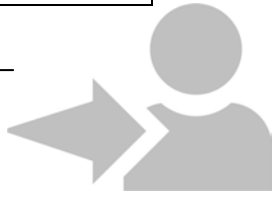
adnv

Map compiled by: Swiss Centre for Mountain Regions
data source: OFS, GG25 Swisstopography



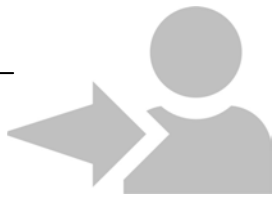
| A Social Data – Population Structure and Area (Canton,District, Region and Municipality Level) | | | | |
|---|---|---|---|---|
| | **population development** | **resident Population** | **number of households** | **area** |
| | *from 1997 to 2007(annual growth)* | year 2007 | year 2000 | *1997* |
| | in percent | in unit person | Number of | in square km |
| | *Indicator 1* | *POP_ACT* | *HOHO_ACT* | *AREA_ACT* |
| Canton de Vaud | 1.01 | 668581 | 285528 | 2822.47 |
| District Jura Nord Vaudois | 0.89 | 76554 | 31703 | 702.59 |
| Region Nord Vaudois | 0.97 | 70281 | 28733 | 538.91 |
| Test area Region ADNV | 0.97 | 70281 | 28733 | 538.91 |
| Agiez | 0.29 | 243 | 100 | 5.47 |
| Arnex-sur-Orbe | -0.50 | 546 | 215 | 7.62 |
| Ballaigues | -0.10 | 896 | 348 | 9.04 |
| Baulmes | -0.08 | 960 | 380 | 22.53 |
| Bavois | 0.16 | 714 | 294 | 9.32 |
| Belmont-sur-Yverdon | 2.68 | 272 | 98 | 6.47 |
| Bioley-Magnoux | -0.37 | 160 | 69 | 4.27 |
| Bofflens | 0.63 | 179 | 63 | 4.19 |
| Bonvillars | 1.88 | 432 | 138 | 7.54 |
| Bretonnières | -0.29 | 201 | 81 | 5.46 |
| Bullet | 1.03 | 571 | 235 | 16.85 |
| Chamblon | 2.49 | 568 | 195 | 2.85 |
| Champagne | 1.12 | 734 | 265 | 3.93 |
| Champvent | 2.10 | 354 | 115 | 6.88 |
| Chanéaz | 1.93 | 108 | 34 | 1.39 |
| Chavannes-le-Chêne | 0.93 | 237 | 99 | 3.98 |
| Chavornay | 2.64 | 3303 | 1181 | 11.07 |
| Chêne-Pâquier | 0.85 | 110 | 42 | 2.11 |
| Cheseaux-Noréaz | -0.95 | 483 | 199 | 6.12 |
| Concise | 0.82 | 720 | 299 | 11.41 |
| Corcelles-près-Concise | 0.14 | 278 | 89 | 4.09 |
| Corcelles-sur-Chavornay | 0.23 | 312 | 116 | 5.49 |
| Cronay | 0.19 | 312 | 121 | 6.61 |
| Croy | 1.33 | 313 | 119 | 4.49 |
| Cuarny | -0.11 | 173 | 66 | 4.56 |
| Démoret | -0.64 | 121 | 49 | 4.24 |
| Donneloye | 0.81 | 555 | 252 | 6.59 |
| Ependes | 0.96 | 329 | 135 | 4.82 |
| Essert-Pittet | -0.88 | 120 | 59 | 2.76 |
| Essert-sous-Champvent | 1.90 | 127 | 48 | 1.23 |
| Fiez | 1.14 | 363 | 131 | 6.83 |
| Fontaines-sur-Grandson | 1.09 | 135 | 60 | 7.86 |
| Fontanezier | -0.76 | 63 | 27 | 3.73 |
| Giez | 0.59 | 368 | 140 | 4.78 |
| Grandevent | 3.65 | 193 | 60 | 3.46 |
| Grandson | 1.47 | 2912 | 1171 | 7.89 |
| Gressy | 1.07 | 158 | 56 | 2.23 |
| Juriens | 1.00 | 273 | 99 | 9.35 |
| La Praz | 1.36 | 142 | 51 | 5.13 |
| L'Abergement | 1.48 | 240 | 83 | 5.74 |
| Les Clées | 0.94 | 167 | 60 | 7.02 |
| Lignerolle | 1.64 | 389 | 129 | 10.62 |





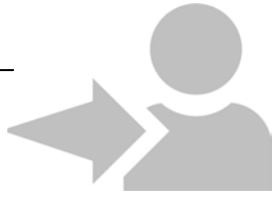
| | | | | |
|---|---|---|---|---|
| Mathod | 2.58 | 559 | 176 | 6.59 |
| Mauborget | -0.11 | 89 | 40 | 5.5 |
| Molondin | 0.87 | 205 | 71 | 5.53 |
| Montagny-près-Yverdon | 0.06 | 636 | 246 | 3.55 |
| Montcherand | 0.79 | 407 | 150 | 3.05 |
| Mutrux | 2.20 | 142 | 41 | 3.21 |
| Novalles | -1.00 | 95 | 33 | 2.05 |
| Onnens | 1.61 | 451 | 167 | 5.13 |
| Orbe | 1.63 | 5532 | 2108 | 12.04 |
| Orges | 1.66 | 242 | 90 | 4.01 |
| Orzens | 0.05 | 204 | 83 | 4.19 |
| Pomy | 2.36 | 609 | 203 | 5.62 |
| Prahins | -0.29 | 134 | 47 | 2.42 |
| Premier | -1.54 | 186 | 84 | 6.11 |
| Provence | 0.58 | 370 | 148 | 31.79 |
| Rances | 1.24 | 447 | 167 | 9.84 |
| Romainmôtier-Envy | 1.30 | 458 | 195 | 7.01 |
| Romairon | -0.71 | 41 | 16 | 4.89 |
| Rovray | -2.46 | 129 | 51 | 3.21 |
| Sainte-Croix | 0.43 | 4354 | 2053 | 39.43 |
| Sergey | 3.24 | 130 | 39 | 1.48 |
| Suchy | 2.05 | 389 | 130 | 6.66 |
| Suscévaz | 1.20 | 177 | 74 | 4.15 |
| Treycovagnes | 0.89 | 494 | 167 | 2.07 |
| Ursins | 1.00 | 189 | 67 | 3.37 |
| Valeyres-sous-Montagny | 1.55 | 620 | 220 | 2.27 |
| Valeyres-sous-Rances | -0.61 | 478 | 193 | 6.35 |
| Valeyres-sous-Ursins | 2.57 | 216 | 73 | 2.83 |
| Vallorbe | 0.27 | 3182 | 1400 | 23.18 |
| Vaugondry | 1.98 | 39 | 16 | 0.84 |
| Vaulion | 0.42 | 464 | 194 | 13.18 |
| Villars-Burquin | 1.39 | 541 | 204 | 4.81 |
| Villars-Epeney | 2.96 | 82 | 20 | 0.86 |
| Villars-sous-Champvent | 1.94 | 51 | 19 | 0.92 |
| Vugelles-La Mothe | 0.76 | 110 | 38 | 3.08 |
| Vuiteboeuf | 1.66 | 484 | 166 | 5.03 |
| Yverdon-les-Bains | 0.85 | 25066 | 11082 | 11.26 |
| Yvonand | 1.21 | 2445 | 883 | 13.38 |





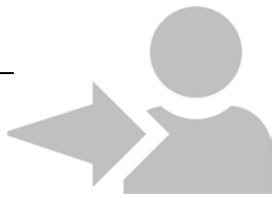
| A Social Data – Age Pattern (Canton,District, Region and Municipality Level) | | | | |
|---|---|---|---|---|
| | **old age dependency ratio** | **young age dependency ratio** | **population elder 64 years** | **population younger 15 years** |
| | year 2007 | year 2007 | year 2007 | year 2007 |
| | in percent | in percent | in unit person | in unit person |
| | *Indicator 2a* | *Indicator 2b* | *POP_OLD* | *POP_YOUN* |
| Canton de Vaud | | | | |
| District Jura Nord Vaudois | | | | |
| Region Nord Vaudois | | | | |
| Test area Region ADNV | 24.36 | 25.85 | 11398 | 12095 |
| Agiez | 24 | 35 | 36 | 54 |
| Arnex-sur-Orbe | 22 | 25 | 81 | 94 |
| Ballaigues | 31 | 28 | 173 | 159 |
| Baulmes | 21 | 25 | 135 | 167 |
| Bavois | 18 | 29 | 88 | 140 |
| Belmont-sur-Yverdon | 23 | 31 | 40 | 55 |
| Bioley-Magnoux | 30 | 23 | 31 | 24 |
| Bofflens | 15 | 21 | 20 | 28 |
| Bonvillars | 24 | 26 | 70 | 74 |
| Bretonnières | 26 | 21 | 36 | 29 |
| Bullet | 42 | 27 | 142 | 92 |
| Chamblon | 12 | 24 | 49 | 100 |
| Champagne | 15 | 31 | 74 | 158 |
| Champvent | 19 | 35 | 44 | 81 |
| Chanéaz | 30 | 39 | 19 | 25 |
| Chavannes-le-Chêne | 24 | 24 | 39 | 38 |
| Chavornay | 14 | 28 | 315 | 660 |
| Chêne-Pâquier | 41 | 26 | 27 | 17 |
| Cheseaux-Noréaz | 34 | 21 | 105 | 66 |
| Concise | 27 | 28 | 127 | 128 |
| Corcelles-près-Concise | 32 | 28 | 55 | 49 |
| Corcelles-sur-Chavornay | 23 | 27 | 48 | 56 |
| Cronay | 26 | 24 | 54 | 50 |
| Croy | 26 | 24 | 54 | 50 |
| Cuarny | 18 | 22 | 22 | 27 |
| Démoret | 30 | 23 | 24 | 18 |
| Donneloye | 18 | 30 | 69 | 113 |
| Ependes | 12 | 26 | 29 | 61 |
| Essert-Pittet | 30 | 26 | 23 | 20 |
| Essert-sous-Champvent | 21 | 21 | 19 | 19 |
| Fiez | 14 | 32 | 34 | 80 |
| Fontaines-sur-Grandson | 20 | 23 | 19 | 22 |
| Fontanezier | 45 | 21 | 17 | 8 |
| Giez | 27 | 26 | 65 | 63 |
| Grandevent | 19 | 34 | 24 | 43 |
| Grandson | 22 | 24 | 439 | 482 |
| Gressy | 33 | 39 | 30 | 36 |
| Juriens | 27 | 25 | 49 | 45 |
| La Praz | 20 | 21 | 20 | 21 |
| L'Abergement | 15 | 53 | 21 | 76 |
| Les Clées | 15 | 18 | 19 | 23 |





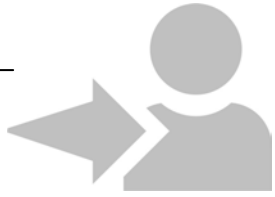
| | | | | |
|---|---|---|---|---|
| Lignerolle | 20 | 31 | 52 | 79 |
| Mathod | 15 | 38 | 54 | 140 |
| Mauborget | 25 | 25 | 15 | 15 |
| Molondin | 28 | 34 | 35 | 43 |
| Montagny-près-Yverdon | 16 | 8 | 82 | 43 |
| Montcherand | 17 | 30 | 48 | 83 |
| Mutrux | 22 | 31 | 20 | 29 |
| Novalles | 17 | 20 | 12 | 14 |
| Onnens | 20 | 37 | 57 | 106 |
| Orbe | 22 | 26 | 807 | 974 |
| Orges | 23 | 29 | 37 | 46 |
| Orzens | 29 | 19 | 40 | 26 |
| Pomy | 22 | 34 | 87 | 132 |
| Prahins | 23 | 24 | 21 | 22 |
| Premier | 27 | 14 | 36 | 18 |
| Provence | 30 | 30 | 70 | 70 |
| Rances | 21 | 30 | 62 | 88 |
| Romainmôtier-Envy | 30 | 22 | 90 | 67 |
| Romairon | 42 | 29 | 10 | 7 |
| Rovray | 23 | 24 | 20 | 21 |
| Sainte-Croix | 37 | 22 | 1015 | 600 |
| Sergey | 10 | 25 | 10 | 24 |
| Suchy | 16 | 31 | 42 | 82 |
| Suscévaz | 25 | 26 | 29 | 31 |
| Treycovagnes | 15 | 57 | 42 | 165 |
| Ursins | 23 | 21 | 30 | 28 |
| Valeyres-sous-Montagny | 22 | 26 | 92 | 109 |
| Valeyres-sous-Rances | 18 | 27 | 58 | 89 |
| Valeyres-sous-Ursins | 20 | 32 | 28 | 46 |
| Vallorbe | 28 | 25 | 586 | 518 |
| Vaugondry | 3 | 31 | 1 | 9 |
| Vaulion | 25 | 26 | 77 | 79 |
| Villars-Burquin | 24 | 28 | 86 | 100 |
| Villars-Epeney | 15 | 9 | 10 | 6 |
| Villars-sous-Champvent | 21 | 29 | 7 | 10 |
| Vugelles-La Mothe | 21 | 36 | 15 | 25 |
| Vuiteboeuf | 17 | 36 | 55 | 114 |
| Yverdon-les-Bains | 26 | 24 | 4401 | 4004 |
| Yvonand | 24 | 30 | 374 | 482 |





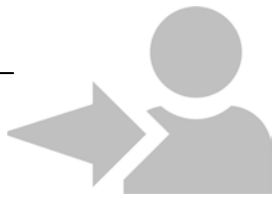
| B Socio-Economic Data – Maximum Population Ratio (with commuters and tourists) on Canton,District, Region and Municipality Level | | | | |
|---|---|---|---|---|
| | **maximum population ratio** | **commuters coming in to work** | **commuters leaving out for work** | **overnight stays in Tourism** |
| | year 2007/2000/2008 | year 2000 | year 2000 | year 2008 |
| | in percent | in unit person | in unit person | in unit person per year |
| | *Indicator 3* | *WORK_IN* | *WORK_OUT* | *OVNSTAY_T* |
| Canton de Vaud | 100 | 19777 | 30016 | 2636535 |
| District Jura Nord Vaudois | 100 | 27 | 263 | 133272 |
| Region Nord Vaudois | 94 | 11598 | 16214 | 116997 |
| Test area Region ADNV | 94 | 11598 | 16214 | 116997 |
| Agiez | 78 | 7 | 60 | 0 |
| Arnex-sur-Orbe | 69 | 18 | 188 | |
| Ballaigues | 101 | 206 | 193 | |
| Baulmes | 89 | 252 | 354 | |
| Bavois | 63 | 25 | 288 | |
| Belmont-sur-Yverdon | 79 | 9 | 65 | |
| Bioley-Magnoux | 73 | 3 | 47 | |
| Bofflens | 73 | 4 | 52 | |
| Bonvillars | 87 | 46 | 102 | |
| Bretonnières | 69 | 7 | 69 | |
| Bullet | 85 | 46 | 132 | |
| Chamblon | 90 | 161 | 215 | |
| Champagne | 95 | 172 | 210 | |
| Champvent | 77 | 24 | 105 | |
| Chanéaz | 83 | 11 | 29 | |
| Chavannes-le-Chêne | 71 | 11 | 79 | |
| Chavornay | 83 | 398 | 963 | |
| Chêne-Pâquier | 77 | 5 | 30 | |
| Cheseaux-Noréaz | 95 | 173 | 198 | |
| Concise | 79 | 57 | 210 | |
| Corcelles-près-Concise | 81 | 35 | 87 | |
| Corcelles-sur-Chavornay | 76 | 18 | 93 | |
| Cronay | 71 | 17 | 108 | |
| Croy | 77 | 23 | 94 | |
| Cuarny | 71 | 9 | 59 | |
| Démoret | 86 | 11 | 28 | |
| Donneloye | 85 | 23 | 109 | |
| Ependes | 95 | 15 | 30 | |
| Essert-Pittet | 61 | 7 | 54 | |
| Essert-sous-Champvent | 120 | 51 | 25 | |
| Fiez | 61 | 13 | 156 | |
| Fontaines-sur-Grandson | 68 | 4 | 47 | |
| Fontanezier | 68 | 1 | 21 | |
| Giez | 76 | 41 | 130 | |
| Grandevent | 65 | 0 | 67 | |
| Grandson | 96 | 767 | 878 | |
| Gressy | 74 | 8 | 49 | |





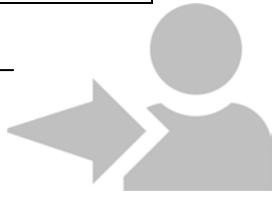
| | | | | |
|---|---|---|---|---|
| Juriens | 86 | 25 | 64 | |
| La Praz | 77 | 1 | 34 | |
| L'Abergement | 72 | 16 | 84 | |
| Les Clées | 71 | 6 | 54 | |
| Lignerolle | 82 | 19 | 90 | |
| Mathod | 79 | 38 | 157 | |
| Mauborget | 75 | 2 | 24 | |
| Molondin | 84 | 9 | 42 | |
| Montagny-près-Yverdon | 145 | 516 | 232 | |
| Montcherand | 72 | 41 | 156 | |
| Mutrux | 80 | 1 | 29 | |
| Novalles | 58 | 0 | 40 | |
| Onnens | 114 | 182 | 121 | |
| Orbe | 104 | 1443 | 1243 | 2520 |
| Orges | 100 | 62 | 61 | |
| Orzens | 82 | 15 | 52 | |
| Pomy | 80 | 67 | 190 | |
| Prahins | 75 | 4 | 38 | |
| Premier | 72 | 4 | 56 | |
| Provence | 87 | 27 | 76 | |
| Rances | 87 | 5 | 63 | |
| Romainmôtier-Envy | 87 | 72 | 135 | 1774 |
| Romairon | 93 | 3 | 6 | |
| Rovray | 70 | 3 | 42 | |
| Sainte-Croix | 96 | 268 | 518 | 29374 |
| Sergey | 73 | 2 | 37 | |
| Suchy | 74 | 11 | 114 | |
| Suscévaz | 73 | 11 | 59 | |
| Treycovagnes | 69 | 37 | 191 | |
| Ursins | 69 | 4 | 63 | |
| Valeyres-sous-Montagny | 73 | 49 | 217 | |
| Valeyres-sous-Rances | 73 | 40 | 168 | |
| Valeyres-sous-Ursins | 75 | 9 | 62 | |
| Vallorbe | 90 | 289 | 609 | 4620 |
| Vaugondry | 77 | 2 | 11 | |
| Vaulion | 82 | 33 | 116 | |
| Villars-Burquin | 75 | 26 | 160 | |
| Villars-Epeney | 84 | 2 | 15 | |
| Villars-sous-Champvent | 69 | 0 | 16 | |
| Vugelles-La Mothe | 84 | 5 | 23 | |
| Vuiteboeuf | 77 | 27 | 137 | |
| Yverdon-les-Bains | 104 | 5101 | 4371 | 78709 |
| Yvonand | 93 | 443 | 614 | |





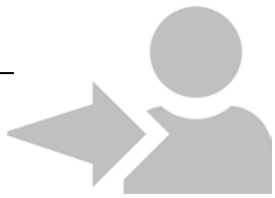
| B Socio-Economic Data – Economic Structure (Canton,District, Region and Municipality Level) | | | | |
|---|---|---|---|---|
| | **develop-ment of enterprises** | **actual number of enterprises** | **number of enterprises before** | **number of enterprises before** |
| | year 1995 to 2005 | year 2005 | year 1995 | |
| | in percent per anno | in unit enterprise | in unit enterprise | |
| | *Indicator 4* | *ENT_ACT* | *ENT_BACK* | |
| Vaud | -0.57 | 30674 | 32473 | |
| Jura Nord vaudois | -0.89 | 3355 | 3667 | |
| Nord vaudois | -0.73 | 3048 | 3279 | |
| Test area Region ADNV | -0.73 | 3048 | 3279 | |
| Agiez | -6.19 | 7 | 13 | |
| Arnex-sur-Orbe | -7.47 | 9 | 19 | |
| Ballaigues | -2.11 | 34 | 42 | |
| Baulmes | -1.03 | 37 | 41 | |
| Bavois | -5.39 | 14 | 24 | |
| Belmont-sur-Yverdon | 3.18 | 11 | 8 | |
| Bioley-Magnoux | -10.99 | 3 | 9 | |
| Bofflens | -0.95 | 10 | 11 | |
| Bonvillars | 0.00 | 15 | 15 | |
| Bretonnières | 0.00 | 4 | 4 | |
| Bullet | -0.39 | 25 | 26 | |
| Chamblon | 0.00 | 20 | 20 | |
| Champagne | 0.00 | 27 | 27 | |
| Champvent | 0.87 | 12 | 11 | |
| Chanéaz | 0.00 | 5 | 5 | |
| Chavannes-le-Chêne | 0.95 | 11 | 10 | |
| Chavornay | 0.64 | 129 | 121 | |
| Chêne-Pâquier | 0.00 | 2 | 2 | |
| Cheseaux-Noréaz | 3.10 | 15 | 11 | |
| Concise | -0.63 | 31 | 33 | |
| Corcelles-près-Concise | 0.00 | 10 | 10 | |
| Corcelles-sur-Chavornay | -4.92 | 11 | 18 | |
| Cronay | -4.05 | 8 | 12 | |
| Croy | 0.80 | 13 | 12 | |
| Cuarny | 3.57 | 10 | 7 | |
| Démoret | 0.00 | 3 | 3 | |
| Donneloye | 3.86 | 25 | 17 | |
| Ependes | 0.00 | 11 | 11 | |
| Essert-Pittet | -2.23 | 4 | 5 | |
| Essert-sous-Champvent | 2.88 | 4 | 3 | |
| Fiez | -0.87 | 11 | 12 | |
| Fontaines-sur-Grandson | 6.93 | 2 | 1 | |
| Fontanezier | 0.00 | 1 | 1 | |
| Giez | -1.94 | 14 | 17 | |
| Grandevent | -14.66 | 3 | 13 | |
| Grandson | -1.99 | 109 | 133 | |
| Gressy | 10.99 | 3 | 1 | |
| Juriens | 2.88 | 12 | 9 | |
| La Praz | -2.23 | 4 | 5 | |





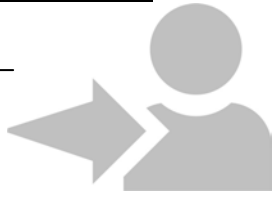
| | | | | |
|---|---|---|---|---|
| L'Abergement | -2.51 | 7 | 9 | |
| Les Clées | -1.54 | 6 | 7 | |
| Lignerolle | -5.75 | 9 | 16 | |
| Mathod | -1.18 | 16 | 18 | |
| Mauborget | 0.00 | 3 | 3 | |
| Molondin | -3.57 | 7 | 10 | |
| Montagny-près-Yverdon | 3.31 | 117 | 84 | |
| Montcherand | 2.68 | 17 | 13 | |
| Mutrux | -2.88 | 3 | 4 | |
| Novalles | 0.00 | 1 | 1 | |
| Onnens | -6.93 | 15 | 30 | |
| Orbe | 0.36 | 252 | 243 | |
| Orges | -7.62 | 7 | 15 | |
| Orzens | 1.54 | 7 | 6 | |
| Pomy | 4.05 | 24 | 16 | |
| Prahins | -2.88 | 3 | 4 | |
| Premier | 2.01 | 11 | 9 | |
| Provence | 3.48 | 17 | 12 | |
| Rances | 0.00 | 13 | 13 | |
| Romainmôtier-Envy | -1.70 | 27 | 32 | |
| Romairon | | 1 | 0 | |
| Rovray | | 0 | 5 | |
| Sainte-Croix | -2.60 | 199 | 258 | |
| Sergey | -6.93 | 1 | 2 | |
| Suchy | 0.00 | 19 | 19 | |
| Suscévaz | -5.60 | 4 | 7 | |
| Treycovagnes | 0.00 | 16 | 16 | |
| Ursins | 4.05 | 3 | 2 | |
| Valeyres-sous-Montagny | -3.83 | 15 | 22 | |
| Valeyres-sous-Rances | -1.47 | 19 | 22 | |
| Valeyres-sous-Ursins | -6.93 | 5 | 10 | |
| Vallorbe | -2.36 | 135 | 171 | |
| Vaugondry | | 1 | 0 | |
| Vaulion | -2.58 | 17 | 22 | |
| Villars-Burquin | -7.54 | 8 | 17 | |
| Villars-Epeney | 0.00 | 1 | 1 | |
| Villars-sous-Champvent | | 0 | 1 | |
| Vugelles-La Mothe | -6.93 | 3 | 6 | |
| Vuiteboeuf | 0.43 | 24 | 23 | |
| Yverdon-les-Bains | -0.30 | 1245 | 1283 | |
| Yvonand | -1.43 | 91 | 105 | |





| C Spatial Data – Settlement (Canton,District, Region and Municipality Level) | | | | |
|---|---|---|---|---|
| | **local settlement concentra-tion Ratio larger 500** | **local settlement concentrat-ion Ratio larger 1.000** | **population living in compact settlements larger 500** | **population living in compact settlements larger 1.000** |
| | http://www.geoplanet.vd.ch/index.php | | | |
| | in percent | in percent | in unit person | in unit person |
| | *Indicator 5 a* | *Indicator 5b* | SETT_L500 | SETT_L1000 |
| Canton de Vaud | | | | |
| Jura Nord vaudois | | | | |
| Nord vaudois | 61.52 | 60.50 | 43236 | 42521 |
| Test area Region ADNV | 61.52 | 60.50 | 43236 | 42521 |
| Agiez | 0.00 | 0.00 | | |
| Arnex-sur-Orbe | 0.00 | 0.00 | | |
| Ballaigues | 0.00 | 0.00 | | |
| Baulmes | 0.00 | 0.00 | | |
| Bavois | 0.00 | 0.00 | | |
| Belmont-sur-Yverdon | 0.00 | 0.00 | | |
| Bioley-Magnoux | 0.00 | 0.00 | | |
| Bofflens | 0.00 | 0.00 | | |
| Bonvillars | 0.00 | 0.00 | | |
| Bretonnières | 0.00 | 0.00 | | |
| Bullet | 91.26 | 0.00 | 521 | |
| Chamblon | 0.00 | 0.00 | | |
| Champagne | 0.00 | 0.00 | | |
| Champvent | 0.00 | 0.00 | | |
| Chanéaz | 0.00 | 0.00 | | |
| Chavannes-le-Chêne | 0.00 | 0.00 | | |
| Chavornay | 47.14 | 47.14 | 1557 | 1557 |
| Chêne-Pâquier | 0.00 | 0.00 | | |
| Cheseaux-Noréaz | 0.00 | 0.00 | | |
| Concise | 0.00 | 0.00 | | |
| Corcelles-près-Concise | 0.00 | 0.00 | | |
| Corcelles-sur-Chavornay | 0.00 | 0.00 | | |
| Cronay | 0.00 | 0.00 | | |
| Croy | 0.00 | 0.00 | | |
| Cuarny | 0.00 | 0.00 | | |
| Démoret | 0.00 | 0.00 | | |
| Donneloye | 0.00 | 0.00 | | |
| Ependes | 0.00 | 0.00 | | |
| Essert-Pittet | 0.00 | 0.00 | | |
| Essert-sous-Champvent | 0.00 | 0.00 | | |
| Fiez | 0.00 | 0.00 | | |
| Fontaines-sur-Grandson | 0.00 | 0.00 | | |
| Fontanezier | 0.00 | 0.00 | | |
| Giez | 0.00 | 0.00 | | |
| Grandevent | 0.00 | 0.00 | | |
| Grandson | 100.00 | 100.00 | 2912 | 2912 |
| Gressy | 0.00 | 0.00 | | |

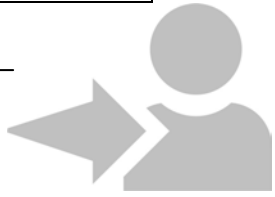




| | | | | |
|---|---|---|---|---|
| Juriens | 0.00 | 0.00 | | |
| La Praz | 0.00 | 0.00 | | |
| L'Abergement | 0.00 | 0.00 | | |
| Les Clées | 0.00 | 0.00 | | |
| Lignerolle | 0.00 | 0.00 | | |
| Mathod | 0.00 | 0.00 | | |
| Mauborget | 0.00 | 0.00 | | |
| Molondin | 0.00 | 0.00 | | |
| Montagny-près-Yverdon | 100.00 | 0.00 | 636 | |
| Montcherand | 0.00 | 0.00 | | |
| Mutrux | 0.00 | 0.00 | | |
| Novalles | 0.00 | 0.00 | | |
| Onnens | 0.00 | 0.00 | | |
| Orbe | 100.00 | 100.00 | 5532 | 5532 |
| Orges | 0.00 | 0.00 | | |
| Orzens | 0.00 | 0.00 | | |
| Pomy | 0.00 | 0.00 | | |
| Prahins | 0.00 | 0.00 | | |
| Premier | 0.00 | 0.00 | | |
| Provence | 0.00 | 0.00 | | |
| Rances | 0.00 | 0.00 | | |
| Romainmôtier-Envy | 0.00 | 0.00 | | |
| Romairon | 0.00 | 0.00 | | |
| Rovray | 0.00 | 0.00 | | |
| Sainte-Croix | 41.95 | 41.95 | 1827 | 1827 |
| Sergey | 0.00 | 0.00 | | |
| Suchy | 0.00 | 0.00 | | |
| Suscévaz | 0.00 | 0.00 | | |
| Treycovagnes | 0.00 | 0.00 | | |
| Ursins | 0.00 | 0.00 | | |
| Valeyres-sous-Montagny | 100.00 | 0.00 | 620 | |
| Valeyres-sous-Rances | 0.00 | 0.00 | | |
| Valeyres-sous-Ursins | 0.00 | 0.00 | | |
| Vallorbe | 100.00 | 100.00 | 3182 | 3182 |
| Vaugondry | 0.00 | 0.00 | | |
| Vaulion | 0.00 | 0.00 | | |
| Villars-Burquin | 0.00 | 0.00 | | |
| Villars-Epeney | 0.00 | 0.00 | | |
| Villars-sous-Champvent | 0.00 | 0.00 | | |
| Vugelles-La Mothe | 0.00 | 0.00 | | |
| Vuiteboeuf | 0.00 | 0.00 | | |
| Yverdon-les-Bains | 100.00 | 100.00 | 25066 | 25066 |
| Yvonand | 56.56 | 56.56 | 1383 | 2445 |

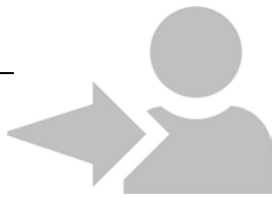
| C Spatial Data – Individual Traffic and Public Transport (Canton,District, Region and Municipality Level) | | | | |
|---|---|---|---|---|
| | **regional reachability individual traffic** | **regional reachability public transport** | **maximum frequency public traffic** | |
| | year 2009 | year 2009 | year 2009 | |
| | in minutes | in minutes | number of | |
| | *Indicator 6a* | *Indicator 6b* | Indicator 7 | |
| Vaud | | | | |
| Jura Nord vaudois | | | | |
| Nord vaudois | 32 | 41 | 23 | |
| **Test area Region ADNV (weighted with resident population without regional center Yverdon les Bains)** | **32** | **41** | **23** | |
| Agiez | 19 | 40 | 5 | |
| Arnex-sur-Orbe | 22 | 58 | 27 | |
| Ballaigues | 21 | 68 | 11 | |
| Baulmes | 14 | 18 | 19 | |
| Bavois | 16 | 17 | 16 | |
| Belmont-sur-Yverdon | 8 | 16 | 9 | |
| Bioley-Magnoux | 14 | 62 | 9 | |
| Bofflens | 20 | 40 | 5 | |
| Bonvillars | 12 | 26 | 28 | |
| Bretonnières | 21 | 51 | 24 | |
| Bullet | 23 | 57 | 12 | |
| Chamblon | 6 | 16 | 12 | |
| Champagne | 10 | 23 | 25 | |
| Champvent | 9 | 17 | 7 | |
| Chanéaz | 16 | 38 | 11 | |
| Chavannes-le-Chêne | 19 | 30 | 7 | |
| Chavornay | 13 | 10 | 36 | |
| Chêne-Pâquier | 21 | 54 | 2 | |
| Cheseaux-Noréaz | 6 | 9 | 3 | |
| Concise | 15 | 34 | 26 | |
| Corcelles-près-Concise | 13 | 32 | 27 | |
| Corcelles-sur-Chavornay | 13 | 36 | 5 | |
| Cronay | 9 | 21 | 12 | |
| Croy | 23 | 50 | 25 | |
| Cuarny | 9 | 19 | 5 | |
| Démoret | 18 | 41 | 7 | |
| Donneloye | 12 | 27 | 12 | |
| Ependes | 9 | 7 | 22 | |
| Essert-Pittet | 13 | 10 | 20 | |
| Essert-sous-Champvent | 7 | 11 | 21 | |
| Fiez | 12 | 22 | 9 | |
| Fontaines-sur-Grandson | 15 | 24 | 9 | |
| Fontanezier | 17 | 34 | 3 | |
| Giez | 8 | 24 | 8 | |
| Grandevent | 17 | 39 | 5 | |
| Grandson | 8 | 17 | 38 | |
| Gressy | 7 | 14 | 9 | |





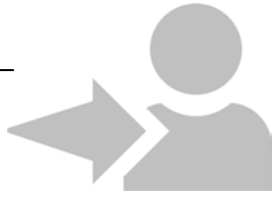
| | | | | |
|---|---|---|---|---|
| Juriens | 27 | 68 | 16 | |
| La Praz | 31 | 68 | 11 | |
| L'Abergement | 18 | 49 | 9 | |
| Les Clées | 17 | 59 | 10 | |
| Lignerolle | 18 | 66 | 5 | |
| Mathod | 9 | 18 | 26 | |
| Mauborget | 24 | 42 | 5 | |
| Molondin | 17 | 37 | 7 | |
| Montagny-près-Yverdon | 7 | 9 | 21 | |
| Montcherand | 17 | 50 | 9 | |
| Mutrux | 21 | 40 | 6 | |
| Novalles | 14 | 34 | 6 | |
| Onnens | 12 | 29 | 28 | |
| Orbe | 15 | 30 | 44 | |
| Orges | 9 | 27 | 8 | |
| Orzens | 12 | 21 | 12 | |
| Pomy | 6 | 14 | 13 | |
| Prahins | 15 | 33 | 12 | |
| Premier | 26 | 60 | 8 | |
| Provence | 24 | 45 | 7 | |
| Rances | 13 | 22 | 25 | |
| Romainmôtier-Envy | 25 | 59 | 14 | |
| Romairon | 17 | 33 | 3 | |
| Rovray | 17 | 30 | 7 | |
| Sainte-Croix | 22 | 36 | 19 | |
| Sergey | 18 | 53 | 9 | |
| Suchy | 13 | 20 | 9 | |
| Suscévaz | 9 | 16 | 25 | |
| Treycovagnes | 5 | 13 | 25 | |
| Ursins | 9 | 17 | 14 | |
| Valeyres-sous-Montagny | 6 | 8 | 19 | |
| Valeyres-sous-Rances | 15 | 24 | 28 | |
| Valeyres-sous-Ursins | 7 | 14 | 13 | |
| Vallorbe | 24 | 50 | 27 | |
| Vaugondry | 15 | 30 | 3 | |
| Vaulion | 31 | 75 | 9 | |
| Villars-Burquin | 18 | 30 | 9 | |
| Villars-Epeney | 8 | 15 | 4 | |
| Villars-sous-Champvent | 7 | 20 | 6 | |
| Vugelles-La Mothe | 12 | 30 | 8 | |
| Vuiteboeuf | 11 | 15 | 19 | |
| Yverdon-les-Bains | 30 | 21 | | |
| Yvonand | 10 | 8 | 24 | |





| C Spatial Data – Every Day Needs and ICT (Canton,District, Region and Municipality Level) | | | | |
|---|---|---|---|---|
| | **food shop access** | **food shops** | **private broadband access** | **private internet usage** |
| | year 2009 | year 2009 | year | year |
| | in unit person | number of | in percent | in percent |
| | *Indicator 8* | *FOOD_SHO* | *Indicator 9a* | *Indicator 9b* |
| Canton de Vaud | | | | |
| Jura Nord vaudois | | | | |
| Nord vaudois | 509 | 138 | Not available | Not available |
| Test area Region ADNV | 509 | 138 | Not available | Not available |
| Agiez | | 0 | Not available | Not available |
| Arnex-sur-Orbe | 546 | 1 | Not available | Not available |
| Ballaigues | 448 | 2 | Not available | Not available |
| Baulmes | 240 | 4 | Not available | Not available |
| Bavois | 357 | 2 | Not available | Not available |
| Belmont-sur-Yverdon | | 0 | Not available | Not available |
| Bioley-Magnoux | | 0 | Not available | Not available |
| Bofflens | 179 | 1 | Not available | Not available |
| Bonvillars | | 0 | Not available | Not available |
| Bretonnières | 201 | 1 | Not available | Not available |
| Bullet | 190 | 3 | Not available | Not available |
| Chamblon | | 0 | Not available | Not available |
| Champagne | 367 | 2 | Not available | Not available |
| Champvent | 354 | 1 | Not available | Not available |
| Chanéaz | | 0 | Not available | Not available |
| Chavannes-le-Chêne | 237 | 1 | Not available | Not available |
| Chavornay | 661 | 5 | Not available | Not available |
| Chêne-Pâquier | | 0 | Not available | Not available |
| Cheseaux-Noréaz | | 0 | Not available | Not available |
| Concise | 720 | 1 | Not available | Not available |
| Corcelles-près-Concise | | 0 | Not available | Not available |
| Corcelles-sur-Chavornay | 156 | 2 | Not available | Not available |
| Cronay | 312 | 1 | Not available | Not available |
| Croy | 313 | 1 | Not available | Not available |
| Cuarny | | 0 | Not available | Not available |
| Démoret | | 0 | Not available | Not available |
| Donneloye | 555 | 1 | Not available | Not available |
| Ependes | | 0 | Not available | Not available |
| Essert-Pittet | | 0 | Not available | Not available |
| Essert-sous-Champvent | | 0 | Not available | Not available |
| Fiez | 363 | 1 | Not available | Not available |
| Fontaines-sur-Grandson | | 0 | Not available | Not available |
| Fontanezier | | 0 | Not available | Not available |
| Giez | 184 | 2 | Not available | Not available |
| Grandevent | | 0 | Not available | Not available |
| Grandson | 416 | 7 | Not available | Not available |
| Gressy | | 0 | Not available | Not available |
| Juriens | | 0 | Not available | Not available |
| La Praz | 142 | 1 | Not available | Not available |
| L'Abergement | | 0 | Not available | Not available |
| Les Clées | | 0 | Not available | Not available |





| | | | | |
|---|---|---|---|---|
| Lignerolle | 389 | 1 | Not available | Not available |
| Mathod | 280 | 2 | Not available | Not available |
| Mauborget | | 0 | Not available | Not available |
| Molondin | 205 | 1 | Not available | Not available |
| Montagny-près-Yverdon | 106 | 6 | Not available | Not available |
| Montcherand | | 0 | Not available | Not available |
| Mutrux | | 0 | Not available | Not available |
| Novalles | 95 | 1 | Not available | Not available |
| Onnens | 226 | 2 | Not available | Not available |
| Orbe | 461 | 12 | Not available | Not available |
| Orges | 242 | 1 | Not available | Not available |
| Orzens | 204 | 1 | Not available | Not available |
| Pomy | 609 | 1 | Not available | Not available |
| Prahins | | 0 | Not available | Not available |
| Premier | | 0 | Not available | Not available |
| Provence | 370 | 1 | Not available | Not available |
| Rances | 447 | 1 | Not available | Not available |
| Romainmôtier-Envy | 153 | 3 | Not available | Not available |
| Romairon | | 0 | Not available | Not available |
| Rovray | | 0 | Not available | Not available |
| Sainte-Croix | 544 | 8 | Not available | Not available |
| Sergey | | 0 | Not available | Not available |
| Suchy | 195 | 2 | Not available | Not available |
| Suscévaz | | 0 | Not available | Not available |
| Treycovagnes | | 0 | Not available | Not available |
| Ursins | | 0 | Not available | Not available |
| Valeyres-sous-Montagny | | 0 | Not available | Not available |
| Valeyres-sous-Rances | | 0 | Not available | Not available |
| Valeyres-sous-Ursins | | 0 | Not available | Not available |
| Vallorbe | 455 | 7 | Not available | Not available |
| Vaugondry | | 0 | Not available | Not available |
| Vaulion | 232 | 2 | Not available | Not available |
| Villars-Burquin | 541 | 1 | Not available | Not available |
| Villars-Epeney | | 0 | Not available | Not available |
| Villars-sous-Champvent | | 0 | Not available | Not available |
| Vugelles-La Mothe | | 0 | Not available | Not available |
| Vuiteboeuf | 242 | 2 | Not available | Not available |
| Yverdon-les-Bains | 660 | 38 | Not available | Not available |
| Yvonand | 306 | 8 | Not available | Not available |

## 7.2. Description of ACCESS Statistical Data

ACCESS Statistical Data contains data about **region**, subregion(s) and **local units** refering to **test area(s)**

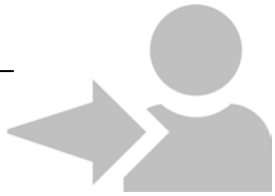
**Data Definition**

Description is following columns of Excel sheet

**Obligatory content in boldface**

| | |
|---|---|
| **NUTS_2** | **Identifier of NUTS_2 Region** European Type |
| **NUTS_3** | **Identifier of NUTS_3 Region** European Type |
| DISTRICT | Identifier of Political or Administration Unit between NUTS_3 and Local Unit Level |
| ASS_LAU | Identifier of Political or Administration Association of Local Units |
| **LAU_NAT** | **Identifier of Local Unit** National Type |
| **PUB_ORG** | **Description of Public Organisation from NUTS_2 to Local Unit** National Type |
| **NAME_NAT** | **Name of Public Organisation** National Type |
| | ***Insert Census Year into next row below field name!*** |
| **AREA_ACT** | **Most actual Area** Unit Square Kilometre 2 decimal places |
| **POP_ACT** | **Most actual Resident Population** Unit Person |
| **POP_BACK** | **Resident Population 10 to 20 years before actual census** Unit Person |
| **POP_OLD** | **Most actual Population elder than 64 years** Unit Person |
| **POP_YOUNG** | **Most actual Poulation younger than 15 years** Unit Person |
| HOHO_ACT | Most actual Number of Households |
| **POP_WORK_IN** | **Commuters coming to work from another Municipality** Unit Person |
| **POP_WORK_OUT** | **Commuters leaving for work to another Municipality** Unit Person |
| **OVNSTAY_TOUR** | **Annual Over Night Stays in Tourism** Unit Person |





**ENT_ACT** **Most actual Number of Enterprises (without agricultural ones)**

**ENT_BACK** **Number of Enterprises 10 to 20 years before actual census**

**POP_SETT_L500** **Resident Population living in compact settlements larger 500 Inhabitants** Unit Person

POP_SETT_L1000 Resident Population living in compact settlements larger 1.000 Inhabitants Unit Person

**REACH_REG_IT** **Time to reach Regional Centre by motorized individual Traffic** Unit Minutes

REACH_REG_PT Time to reach Regional Centre by Public Traffic Unit Minutes

FREQ_PTRAF Daily Departures of Public Bus at the best served Station (line-stops only in one direction)

FOOD_SHOP Number of Shops offering Food (also baker and butcher but no petrol station)

HOHO_BBAND Number of Households with Internet Broadband Access

POP_INTUSE Population using Internet Unit Person

### 7.3. ACCESS Indicators

The Indicators of ACCESS represent statistical characteristics of preconditions for the establishment, the establishment itself and the impact of SGI. On one hand the indicators will be able to reveal disparities on a local level on the other they will also serve for the transnational comparison. It is important to mention that indicators are designed to get a clear picture of a sometimes complexe process influenced by society, economy etc. It is not always possible to capture all components of such a process.

In the following 2 indicators in the sphere of society, socio-economy and spatial development completed by indicators for ACCESS core themes (goods of daily need, Mobility and ICT).

The information for the indicators shall be collected on the municipality level (example Tyrol: Gemeinden), test area (example Tyrol: Bezirk Landeck) and region (example Tyrol: Bundesland Tirol). The indicators themselves will be calculated automatically on the basis of the statistical data filled in. Calculations of (regional) averages follow equal rules.

**A Social Indicators**

Indicator 1 **Population Development (Bevölkerungsentwicklung)**

Annual average of the relative change in resident population for a time period of 10 – 20 years

POP_DEV = (*fx* LN POP_ACT – *fx* LN POP_BACK) / YEARS Percent 2 decimal places

*fx* LN Logarithmus Naturalis

Indicator 2a **Old-age Dependency Ratio (Altenquotient)**

The ratio of the number of the most actual Population elder than 64 years generally economically inactive divided by the number of persons of working age (15 – 65 years).

POP_OLD_RATE = POP_OLD / (POP_ACT – POP_OLD – POP_YOUNG) * 100 Percent 0 decimal places

Indicator 2b **Young age Dependency Ratio (Jugendqoutient)**

The young-age dependency ratio is the ratio of the most actual Poulation younger than 15 years divided by the number of persons of working age (15 – 65 years).

POP_YOUNG_RATE = POP_YOUNG / (POP_ACT – POP_OLD – POP_YOUNG) * 100
Percent 0 decimal places

**B Socio-economic Indicators**

Indicator 3 **Maximum Population Ratio (Quotient der Maximalbevölkerung)**

The ratio of the total of resident and working population as well as the number of touristic overnight stays (entire year) divided by the number of the resident population.

POP_MAX_RATE = (POP_ACT + POP_WORK_IN – POP_WORK_OUT + OVNSTAY_TOUR / 365) / POP_ACT * 100 Percent 0 decimal places

Indicator 4 **Development of Enterprises (Entwicklung von Unternehmen)**

Average annual change in the number of enterprises (not including farms) for a time period of 10 – 20 years.

ENT_DEV = (*fx* LN ENT_ACT – *fx* LN ENT_BACK) / YEARS Percent 2 decimal places

**C Spatial Indicators**

Indicator 5a **Settlement Concentration Ratio 500 (Siedlungskonzentration über 500 EW)**

Ratio of the resident population living in compact settlements larger than 500 inhabitants divided by the most actual resident population.

SETT_CONC_L500 = POP_SETT_L500 / POP_ACT * 100 Percent 0 decimal places

Indicator 5a **Settlement Concentration Ratio 1.000 (Siedlungskonzentration 1.000 EW)**

Ratio of the resident population living in compact settlements larger than 1.000 inhabitants divided by the most actual resident population.

SETT_CONC_L1.000 = POP_SETT_L1.000 / POP_ACT * 100 Percent 0 decimal places

Indicator 6a **Regional Reachability Individual Traffic (Regionale Erreichbarkeit im Individualverkehr)**

Time spent in order to reach the next regional center (the regional center is Yverdon and is located inside the testarea by individual motorised traffic. Calculation of regional average is to weight on (local) resident population numbers without regard to that value of the regional center.

REACH_REG_IT Minutes 0 decimal places

Indicator 6b **Regional Reachability Public Transit (Regionale Erreichbarkeit im öffentlichen Personennahverkehr)**

Time spent in order to reach the next regional center (the regional center is Yverdon and is located inside the testarea) by public transport. Calculation of regional average is to weight on (local) resident population numbers without regard to that value of the regional center.

REACH_REG_PT Minutes 0 decimal places

**C Special Indicators (optional)**

Indicator 7 **Maximum Frequency Public Traffic (Maximale Bedienungsfrequenz im öffentlichen Nahverkehr)**

Daily departures of public transport on best served stopping points (line stops only in one direction). Calculation of regional average is to weight on (local) resident population numbers without regard to that value of the regional center.

FREQ_PTRAF_MAX Number 0 decimal places

Indicator 8 **Density of Groceries by Resident Population (Dichte an Einzelhandelsgeschäften mit Lebensmittelangebot nach der Wohnbevölkerung)**

The number of most actual resident population divided by the number of groceries (incl. bakeries and butcheries)

DENS_GROC_POP = POP_ACT / FOOD_SHOP Person 0 decimal places

Indicator 9a **Private Broadband Access (Breitband Zugang für Haushalte)**

The ratio of the number of households with broad band access divided by the most actual number of households.

BBAND_PRVACC_RATE = HOHO_BBAND / HOHO_ACT * 100 Percent 0 decimal places

Indicator 9b **Private Internet Usage (Internetnutzung durch Private)**

The ratio of the population using internet divided by the most actual resident population.

INTERNET_PRVUSE_RATE = POP_INTUSE / POP_ACT * 100 Percent 0 decimal places

**D Classification**

**Similar legend of classification**

| Indicator | Very low | low | mean | high | very high |
|---|---|---|---|---|---|
| Color | dark blue | blue | yellow | pink | red |

**Value Ranges**

| | | | | | |
|---|---|---|---|---|---|
| 1 POP_DEV | < -0,99 | -0,99 to -0,25 | -0,24 to 0,25 | 0,26 to 1,00 | > 1,00 |
| 2a POP_OLD_R. | < \|21 | 21 - 25 | 26 -30 | 31 - 35 | > 35 |
| 2b POP_YOUNG_R. | < 16 | 16 - 20 | 21 - 25 | 26 - 30 | > 30 |
| 3 POP_MAX_RATE | < 75 | 75 - 94 | 95 - 109 | 110 - 150 | > 150 |
| 4 ENT_DEV | < -0,99 | -0,99 to -0,00 | -0,01 to 1,00 | 1,01 to 2,00 | > 2,00 |
| 5a SETT_CONC_L500 | < 21 | 21 - 40 | 41 - 60 | 61 - 80 | > 80 |
| 5b SETT_CONC_L1.000 | < 21 | 21 - 40 | 41 - 60 | 61 - 80 | > 80 |
| 6a REACH_REG_IT | > 59 | 59 - 45 | 44 - 30 | 29 - 15 | 14 – 0 |
| 6b REACH_REG_PT | > 59 | 59 - 45 | 44 - 30 | 29 - 15 | 14 – 0 |
| 7 FREQ_PTRAF_MAX | 0 | 1 - 6 | 7 - 12 | 13 - 24 | > 24 |
| 8 DENS_GROC_POP | 0 | > 1.000 | 501 – 1.000 | 251 – 500 | 1 - 250 |
| 9a BBAND_PRVACC_R. | 0 -19 | 20 - 39 | 40 - 59 | 60 - 79 | 80 - 100 |
| 9b I.NET_PRVUSE_R. | 0 -19 | 20 - 39 | 40 - 59 | 60 - 79 | 80 - 100 |

## 7.4. Detailed description of good practices

| **Good Practice Examples 1: PubliCar and night-bus or night-train** | | | | | |
|---|---|---|---|---|---|
| **1. Domain(s) of public services involved** | | | | | |
| | **ICT** | | **Public transport X** | | **Every day needs** |
| | **Others:** | | | | |
| **2. Target group** | | | | | |
| People with no private cars: young and elderly people or people with no second car. | | | | | |
| **3. Territorial level or extent** | | | | | |
| PubliCar is active in 30 different areas in Switzerland where this service is available. In the Nord vaudois region, 4 areas exist. | | | | | |
| **4. For how long it has been running / operating?** | | | | | |

PubliCar started 10 years ago and had since then a continuous extension.

**5. Basic idea and aim of your good practice in the provision of public services?**

The customer calls the enterprise within the office hours at least 24 hours in advance. According to the demands, the enterprise matches as well as possible the demand and fixes the hour of departure, usually close to an hour maximum to the wished departure time. The demands cannot be satisfied when they are to close to the normal public transportation schedule. This service works on working days, usually from 8 to 17. For the night-bus or night-train, departures are fixed and out of the regular schedule.

**6. Background / main reasons for implementation of this particular service and how did the operation emerge?**

In the less populated areas, the regular public transport wasn't either too rare to be attractive and match the demands or to expensive for empty buses or trains. The public authorities decided that they couldn't afford a regular service for such a small demand. In order to keep a service, the private transport enterprises with the regional authorities developed an offer on demand with small buses that runs almos door-to-door.

**7. Who was the initiator?**

Public authorities and private transport enterprises.

**8. How does it work / function?**

The customer calls the enterprise within the office hours at least 24 hours in advance. According to the demands, the enterprise matches as well as possible the demand and fixes the hour of departure, usually close to an hour maximum to the wished departure time. The demands cannot be satisfied when they are to close to the normal public transportation schedule. This service works on working days, usually from 8 to 17. For the night-bus or night-train, departures are fixed.

**9. Who is the provider?**

The provider is a private transport enterprise that has got the public transport concession. The service is paid by the regional (canton) and the local communities and the customer.

**10. Why is it considered innovative?**

It is a flexible service, with small buses that are more adapted to the small demand existing out of commuter's departures or arrivals. It matches the occasional demands of elderly people and people without private cars.

**11. Has the provision required special institutional arrangements?**

There is an agreement that this service is part of the public transportation system and is therefore partly supported by public authorities.

**12. What were the initial costs (in €) and how was it financed?**

The financing is part of the usual financing system for public transportation. No more costs were created because this system on bus on demand has deleted some regular lines with big empty buses.

**13. What are the annual running costs (in €) and how are they financed?**

The custormer pays the normal ticket price + a surcharge of CHF 3.- (2.-€). It is part of the usual distribution of the costs, between customers, local municipalities and Canton.

**14. Are there any problems / obstacles encountered / identified so far?**

This system works well for occasional demands. It shows some limits when the customer expects a regular and precise system: as it works on demand, the transporter will combine the most effcient transport route. The customer might have to adapt his demand within more or less 30 to 45 min. The route can also be longer as the bus has to keep up other customers on the way (a door-to-door route is often longer than the direct route).

When the service has to face a lot of demands, it becomes quite hard to keep the costs low and the service efficient.

**15. Any feedback and/or evaluation available? Do you plan to asses the operation? How?**

Annual results (number of customers, kilometers and costs) are available by the transport enterprise.

**16. Future plans**

This system is being evaluated to better or change some practises, f.eg. turning from door-to-door service in an regular route.

**17. Do you think that this good practice is transferable to other regions? (Please give also an estimation 1) good 2) medium 3) not transferable)**

This project is transferable to other regions if it exists a system of distribution of the costs (2).

**18. Do you think that this good practice is transferable to other areas of domain in public services? (Please give also an estimation 1) good 2) medium 3) not transferable)**

Too specific to transport system.

**19. Contact information**

Monsieur Jean-Charles **Lagniaz -** Car Postal Ouest - Directeur adjoint
Place de la Gare 1 – CH-1401 Yverdon-les-Bains
058 386 09 78 - 058 667 33 99
jean-charles.lagniaz@carpostal.ch

**10. More information (website, contact person)**

http://www.carpostal.ch/pag-startseite/pag-taeglich-unterwegs/pag-fahrplan-und-linienverkehr/pag-publicar-angebot.htm

| Good Practice Examples 2: **Poste-it and Livraison-les-Bains** | | | | | |
|---|---|---|---|---|---|
| **1. Domain(s) of public services involved** | | | | | |
| | **ICT** | | **Public transport** | **X** | **Every day needs** |
| X | **Others: sustainable mobility** | | | | |
| **2. Target group** | | | | | |
| Enterprises and private for postal delivery – Private (family, elderly and/or disabled people) for daily needs | | | | | |
| **3. Territorial level or extent** | | | | | |
| Yverdon-les-Bains and surrounding villages for the postal delivery and only Yverdon-les-Bains for the daily needs (groceries, medicines, etc.) | | | | | |
| **4. For how long it has been running / operating?** | | | | | |
| The enterprise started two years ago. The extension in Neuchâtel occurred this spring as well as the new service for groceries delivery. | | | | | |
| **5. Basic idea and aim of your good practice in the provision of public services?** | | | | | |
| Poste-it is a private service only using bikes offering a house-to-house post distribution (mainly to the enterprises) in Yverdon-les-Bains and surroundings. This enterprise is connected to similar private enterprises in other cities of Switzerland. They have connections to the railway services and use only sustainable transportation for letter and packages distribution. After two years, this service has been now extended to Neuchâtel.<br>The same enterprise has also recently proposed in Yverdon-les-Bains a service for delivering groceries or other daily supplies for private. A few shops are now offering this service to their customers. | | | | | |
| **6. Background / main reasons for implementation of this particular service and how did the operation emerge?** | | | | | |
| The idea was to develop in this city (and surroundings) a non-polluating delivery system with no CO2-emission. Bicycles are also very convenient and competitive in the trafic jam and on short distances. | | | | | |
| **7. Who was the initiator?** | | | | | |
| Two young people. | | | | | |
| **8. How does it work / function?** | | | | | |
| The customer calls the enterprise within the office hours (Mo-Fri 8-18:00) and an hour later the service is taken over.<br>By groceries, the delivery takes place in the next 2 hours.<br>The shops that are proposing this service organize a deposite for the groceries. The bikers of the enterprise come and take the order and go to the indicated address. | | | | | |
| **9. Who is the provider?** | | | | | |
| A private enterprise of two people, now extended to 3-4 other persons. | | | | | |
| **10. Why is it considered innovative?** | | | | | |

| |
|---|
| It is a sustainable service, with no pollution. It is very flexible. In the center of the city (pedestrian zone), it has a better reachability than public transport or private cars |
| **11. Has the provision required special institutional arrangements?** |
| Not really. By the time, this enterprise has established some regular contacts and contracts with the official Poste and also with the Federal Train Company (CFF) in order to have access to the postal wagon of the train.<br>For the groceries delivery, the city supports this service with a financial help of ca. € 8'000.-: prices for the shop-owners and the customers are therefore more attractive. |
| **12. What were the initial costs (in €) and how was it financed?** |
| The financing was totally private. |
| **13. What are the annual running costs (in €) and how are they financed?** |
| The customer pays the service for the postal delivery. For the groceries delivery, the costs is shared by 1/3 the city, 1/3 the shop owners and 1/3 the customer, so that it cost CHF 3.- (2.- €) per delivery for the customer. |
| **14. Are there any problems / obstacles encountered / identified so far?** |
| This system works well for occasional demands. It shows some limits when the customer expects a regular and precise system: as it works on demand, the transporter will combine the most effcient transport route. The customer might have to adapt his demand within more or less 30 to 45 min. The route can also be longer as the bus has to keep up other customers on the way (a door-to-door route is often longer than the direct route).<br>When the service has to face a lot of demands, it becomes quite hard to keep the costs low and the service efficient. |
| **15. Any feedback and/or evaluation available? Do you plan to asses the operation? How?** |
| Annual results (number of customers, kilometers and costs) are available by the enterprise. |
| **16. Future plans** |
| An extend on other transport needs is possible. |
| **17. Do you think that this good practice is transferable to other regions? (Please give also an estimation 1) good 2) medium 3) not transferable)** |
| This project is easily transferable to other regions (1). |
| **18. Do you think that this good practice is transferable to other areas of domain in public services? (Please give also an estimation 1) good 2) medium 3) not transferable)** |
| Too specific to transport system. |
| **19. Contact information**<br>Paul Kormann – rue du Lac 46 – 1400 Yverdon-les-Bains – 024 425 44 77<br>Raoul Payot - rue des Fahys 21 – 2000 Neuchâtel – 032 724 17 77<br>info@poste-it.ch |
| **10. More information (website, contact person)** |
| www.poste-it.ch - Paul Kormann and Raoul Payot. |

| Good practice examples 3: Mobility planning for enterprises | | | | | |
|---|---|---|---|---|---|
| 1. Domain(s) of public services involved | | | | | |
| **X** | **ICT** | **X** | **Public transport** | | **Every day needs** |
| | **Others:** | | | | |

**2. Target group**

French employees of four watch-making enterprises.

**3. Territorial level or extent**

Two buses connect Vallee de Joux, Vallorbe, Pontarlier (F), an other bus connect Vallée de Joux to Mouthe-Les Rousses (F).

**4. For how long it has been running / operating?**

The first bus started 2 years ago, the second one 18 months ago, the 3rd a year ago.

**5. Basic idea and aim of your good practice in the provision of public services?**

Vallee de Joux is part of the district Jura Nord vaudois. It has a long tradition in watch-making and a lot of well-known high quality brands are located in this small valley of 6'000 inhabitants. Over 3'000 jobs are offered, so that a lot of employees come from othe regions, especially from France.

Traffic of individual cars has been growing, creating disturbances in the transit villages.

Four enterprises have proposed and financed 3 buses for daily common transport. Further, for those who practice daily car-sharing, a free sheltered place of park is guaranteed.

**6. Background / main reasons for implementation of this particular service and how did the operation emerge?**

The extension of an enterprise was planned on a spot, where the parking places were not sufficient.

This enterprise had to find other ways to extend their working places with small extension of the parking lot.

**7. Who was the initiator?**

Public authorities (no surfaces for parking lots available) and private enterprises.

**8. How does it work / function?**

The enterprises have made detailed questionnaire among their staff and debates to know their needs and daily route.

**9. Who is the provider?**

The provider is a private transport enterprise that is paid by the private industries to offer this service.

**10. Why is it considered innovative?**

Enterprises are more concerned with environmental issues and pay attention to the problems of their employees. They also calculated that buses were cheaper than building huge parking lots.

| |
|---|
| **11. Has the provision required special institutional arrangements?** |
| No, but the local communities were involved in the project. |
| **12. What were the initial costs (in €) and how was it financed?** |
| The enterprise appointed a specialized enterprise to analyze the traffic (origins and destinations) and to propose some solutions (called mobility planning) |
| **13. What are the annual running costs (in €) and how are they financed?** |
| The enterprises pay the costs. |
| **14. Are there any problems / obstacles encountered / identified so far?** |
| This specialized enterprise had to manage the first measures |
| **15. Any feedback and/or evaluation available? Do you plan to asses the operation? How?** |
| Annual results (number of customers, kilometers and costs) are available by the enterprises. |
| **16. Future plans** |
| This system is being evaluated to better or change some practises. A car-sharing system could be the next step. |
| **17. Do you think that this good practice is transferable to other regions? (Please give also an estimation 1) good 2) medium 3) not transferable)** |
| This project is transferable to other regions if there are enterprises of a certain size (over 100 employees) or a pool of very close located enterprises. (2). |
| **18. Do you think that this good practice is transferable to other areas of domain in public services? (Please give also an estimation 1) good 2) medium 3) not transferable)** |
| Too specific to transport system. |
| **19. Contact information**<br>Mobilidée sàrl – 1, av. du Mail - Entre-sol - CH-1205 Genève<br>Tél: 022 321 23 77 - Fax: 022 321 23 74 |
| **10. More information (website, contact person)** |
| www.mobilidee.ch<br>http://www.vd.ch/fileadmin/user_upload/themes/mobilite/transports_publics/fichiers_pdf/LaureatPrixmob2008JaegerLeCoultre.pdf<br>or www.jaeger-lecoultre.com |