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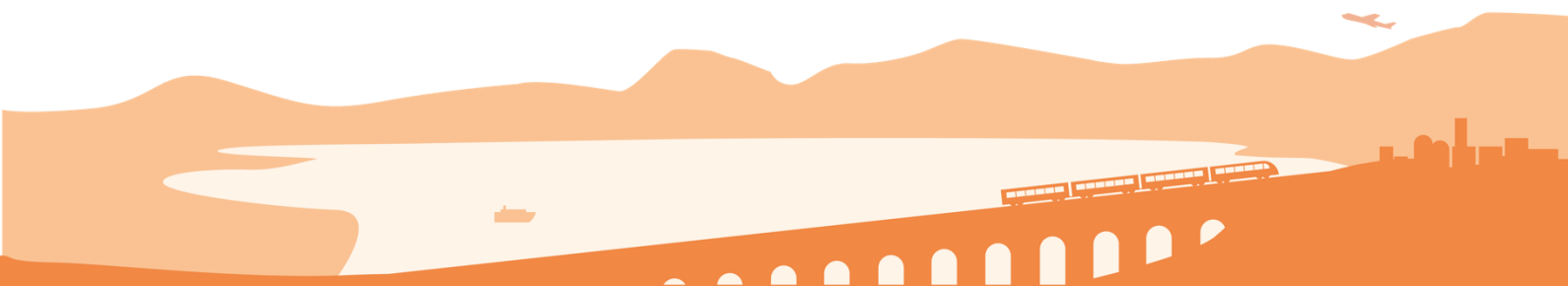
NUTSHELL@CE

WORK PACKAGE 2

VISION CO-CREATION BASED ON TRANSNATIONAL
COOPERATION

DELIVERABLE D2.4.6: Regional / local action plan
of Bratislava - Kitsee connection (SK)

Version1
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1.DELIVERABLE 2.4.6 overview

PROJECT TITLE	streNgthening pUblIC TranSport to enHance accEssibility in rural central Europe
PROJECT ACRONYM	NUTSHELL@CE
PROJECT ID	CE0200933
PROGRAM SPECIFIC OBJECTIVE	SO3.1: Improving transport connections of rural and peripheral regions in central Europe
START DAY OF THE PROJECT	1 May 2024
DURATION	36 months
DELIVERABLE TITLE	D2.4.6 Regional / local action plan of Bratislava - Kittsee connection (SK)
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ORGANISATION RESPONSIBLE	PP 12 - Public Transport Organisation of Bratislava (BID) PP 2 - Technische Universität Wien (TU Wien)
PROGRAMME	Interreg CENTRAL EUROPE 2021-2027

2.DELIVERABLE 2.4.6 description

Deliverable 2.4.6 describes the Action Plan for the Bratislava- Kittsee connection (SK) with an extended introduction on the background, the vision and strategy.



3.DELIVERABLE 2.4.6: Regional / local action plan of Bratislava - Kitsee connection (SK)

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Background

Summary of existing goals from national/regional/local government documents

The initiative aligns with:

- EU objectives on cross-border integration and sustainable mobility,
- Slovak national and regional transport strategies promoting public transport and modal shift,
- Climate and decarbonisation goals at municipal and regional levels,
- Austrian local mobility strategies aiming to reduce car dependency in border municipalities.

The Slovak-Austrian cross-border area is characterised by:

- strong cross-border commuting,
- growing residential development in Austrian municipalities,
- daily cross-border work and education mobility,
- insufficient direct public transport links outside main corridors (railways, roads).
- currently, no direct public transport connection exists between Bratislava and Prellenkirchen.

Description of the Status quo PTSQC analysis

The PTSQC analysis confirms that the Bratislava metropolitan area represents one of the best-performing regions in terms of public transport accessibility within the project. The dense urban core of Bratislava is characterised by very high service frequency and a multimodal transport system, resulting in a dominant presence of the highest accessibility category (A), which covers the majority of the city's residential areas.

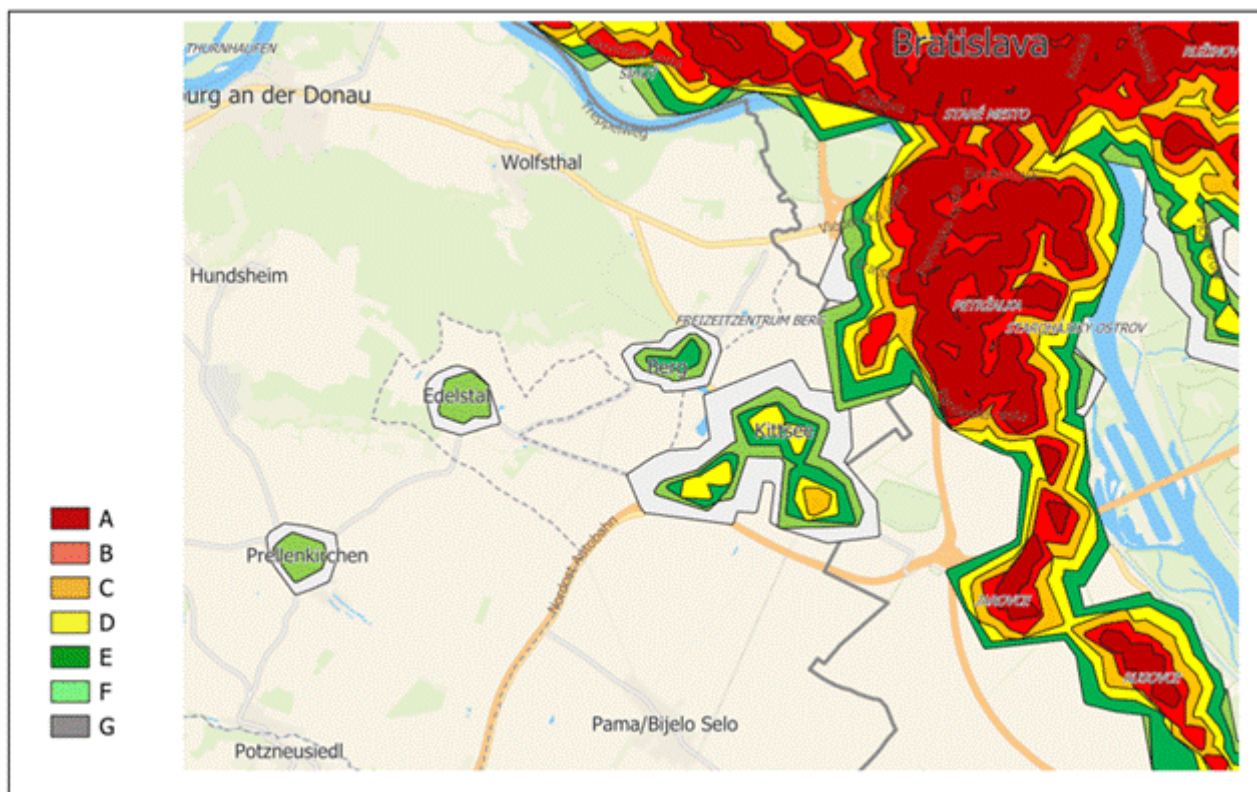
Overall, approximately 85% of the population in the pilot area lives within the top accessibility categories (A and B), indicating a strong alignment between public transport supply and population distribution. This reflects a well-developed metropolitan transport system with high capacity, dense stop distribution and frequent services, particularly along tram corridors and railway axes. At the same time, a smaller but still relevant share of the population is located in lower accessibility categories (E–G), while categories C and D form transition zones between the highly accessible urban core and less well-served areas.

The analysis reveals a clear spatial gradient in accessibility. While the Slovak part of the metropolitan area forms a continuous and well-integrated transport system, accessibility decreases towards the suburban fringe and becomes significantly more fragmented across the border on the Austrian side. This discontinuity highlights the persistent impact of the national border as a structural barrier in the public transport system.

The population density and accessibility analysis further shows that high-density settlement corridors (e.g. along the Danube axis and towards the Malé Karpaty foothills) are generally well served by public transport. However, several areas with relatively high population density fall outside the highest accessibility categories (A–B), particularly in suburban municipalities and development zones at the urban fringe. These areas are often associated with medium to lower accessibility levels and represent key locations where targeted improvements in service frequency, connectivity or system integration could significantly enhance overall system performance.

In addition, industrial and commercial areas are mostly located along major transport corridors and are generally accessible by public transport, with a large share falling within higher or mid-level accessibility categories. However, some peripheral or specialised zones remain less well integrated, reflecting the influence of land-use patterns and infrastructure constraints.

In summary, the PTSQC analysis indicates that while the Bratislava region benefits from a strong and well-functioning public transport system, future improvements should focus less on the already well-served urban core and more on strengthening accessibility in suburban and cross-border areas, improving system integration, and enhancing connectivity in locations with high development potential but lower service levels.



Vision & strategy

Local/regional Vision & principles

Vision:

To develop a well-integrated, sustainable and attractive cross-border public transport system between Slovakia and Austria that enhances connectivity, supports regional development and provides a viable alternative to private car use in the border region. The long-term ambition is to build on existing successful cross-border connections and gradually expand the network to cover additional settlements and mobility needs.

Guiding principles:

- Cross-border cooperation – strengthening long-term cooperation between Slovak and Austrian transport authorities, municipalities and operators
- International cross-border mobility centre – supporting the creation of a coordinated platform or competence centre for cross-border mobility, which would facilitate cooperation, data sharing, planning and long-term development of cross-border transport services between Slovakia and Austria. Sustainability and modal shift – reducing car dependency by promoting public transport and active mobility options.
- Accessibility and inclusiveness – ensuring that cross-border services are accessible, understandable and usable for all user groups.
- System integration – improving timetable coordination, ticketing and passenger information across borders.
- Evidence-based development – using pilot actions and real data to guide further development of services.

Measurable targets & KPIs

Strategic targets:

- Further development of cross-border public transport connections based on tested solutions.
- Increasing the attractiveness and usability of public transport for cross-border trips.
- Strengthening the role of public transport in regional mobility and tourism.
- Improving functional integration between Slovak and Austrian transport systems.
- Promoting the mobility solutions based on know-how between Slovakia and Austria.

Indicative KPIs:

- Number and stability of cross-border public transport connections.

- Passenger growth on cross-border lines.
- Share of modal shift from private car to public transport.
- Level of integration (timetables, ticketing systems, information services).
- Passenger and stakeholder satisfaction.

Preferred scenario

The preferred scenario identified during the workshop is also based on experience gained from the existing cross-border bus line 901 between Bratislava and Hainburg an der Donau, which serves as a successful example of integrated cross-border public transport. Another excellent example of cross-border cooperation is the cross-border tram line D between the French city of Strasbourg and the German city of Kehl. This connection has demonstrated that regular, reliable and well-coordinated services can successfully attract passengers and reduce dependency on private car use.

Based on this experience, the development of additional cross-border connections is considered a logical next step. The tested pilot connection (line 902) represents an initial step towards expanding the network and improving accessibility in less-served areas of the border region.

A recalculation of the PTSQC shows that the proposed line 902 mainly reduces (halves) the population outside the categorized zone and reallocates it into the lower or peripheral categories, especially E, F and G. The highest categories, A and B, do not expand. The change primarily represents an improved categorization or spatial coverage.

PTSQC Category	POP before ext.	POP after ext.
A	348421	348421
B	128555	128555
C	48837	48951
D	23866	24641
E	11139	12753
F	5941	8592
G	7243	8151
Without categ.	11733	5671
TOTAL	585735	585735

The long-term objective is to gradually create a network of cross-border public transport services that are operationally stable, well-integrated into existing transport systems and responsive to real mobility needs. This includes better coordination of timetables, integration of ticketing systems and improved passenger information.

Pilot actions play an important role in this process by providing practical insights into demand, operational feasibility and user behaviour. These findings support informed decision-making

and reduce risks associated with the introduction of new cross-border services. The key assumption for the successful development of cross-border public transport is close cooperation between all relevant stakeholders on both sides of the border, including regional authorities, municipalities, transport organisers and operators. Without coordinated action and shared financial commitment, the long-term implementation of such services would not be feasible.

Action plan

The action plan aims to support the gradual development of an integrated and sustainable mobility system in the Bratislava cross-border region. Instead of focusing on a single intervention, the plan combines pilot actions with systemic measures to enable long-term improvement of public transport services and cross-border mobility conditions.

1) Action area 1: Institutional cooperation and governance

- Establishment of a permanent cross-border coordination platform involving transport authorities, municipalities and operators.
- Definition of roles, responsibilities and funding mechanisms for cross-border services.
- Exploration of a cross-border mobility competence centre to support planning, data sharing and long-term coordination.
- Alignment of regional and local mobility strategies on both sides of the border.

2) Action area 2: Development of public transport services

- Implementation of pilot actions (e.g. bus line 902) to test new connections and operational models.
- Identification of additional potential corridors and service improvements based on demand analysis.
- Gradual expansion of services based on pilot results and available funding.
- Strengthening of feeder connections to main transport corridors (rail, regional buses).

3) Action area 3: System integration (tariff, timetable, information)

- Improvement of timetable coordination between Slovak and Austrian services.
- Steps towards integrated ticketing solutions or interoperable fare systems.
- Development of joint passenger information systems, including real-time data.
- Simplification of cross-border travel conditions (clear rules, unified promotion).

4) Action area 4: Data collection, monitoring and evaluation

- Establishment of a joint data framework for passenger flows and service performance.
- Continuous monitoring of pilot actions and existing services.

- Use of data to support evidence-based decision-making.
- Definition of evaluation criteria for scaling or adjusting services.

5) Action area 5: Communication and user engagement

- Implementation of targeted communication campaigns to promote public transport.
- Increasing awareness of existing cross-border mobility options (e.g. bus line 901)
- Engagement with key user groups (commuters, students, tourists).
- Collection of user feedback to improve services.

6) Action area 6: Supporting measures and infrastructure

- Identification of key stops and interchange points requiring upgrades.
- Improvement of accessibility (barrier-free access, first/last mile solutions).
- Support for multimodal solutions (bike & ride, park & ride).
- Coordination of small-scale infrastructure improvements where needed.

Implementation phases

The implementation of the action plan will follow a structured, phased approach. In the preparation phase, the focus will be on establishing institutional cooperation mechanisms, defining roles and responsibilities among stakeholders, identifying priority measures and corridors, and preparing pilot projects, including the potential launch of new services such as line 902. This phase will also include securing the necessary legal, financial and organisational conditions for implementation. The implementation phase will involve the deployment of pilot services and selected systemic measures, including improvements in timetable coordination, passenger information and initial steps towards integration. At the same time, communication and awareness-raising activities will be carried out to support user uptake. In the final evaluation and scaling phase, all implemented actions will be assessed based on collected data and defined indicators, enabling informed decisions on the long-term continuation, adjustment or expansion of services and measures, as well as the preparation of follow-up investments and funding opportunities.

Disclaimer

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