Prometni institut Ljubljana d.o.o.
Institute of Traffic and Transport Ljubljana l.l.c.

REGIO-MOB
Interreg Europe

European Union
European Regional
Development Fund

REGIO-MOB

INTERREGIONAL LEARNING TOWARDS SUSTAINABLE MOBILITY IN EUROPE:

THE REGIO-MOB EXPERIENCE

"Best Practices Exchange – Main Conclusions and Lessons Learnt"

Ljubljana, 24th and 25th of May 2017

Workshop Report

Ljubljana, August 2017

Project Title:	**"Best Practices Exchange – Main Conclusions and Lessons Learnt"** **Ljubljana, 24th and 25th of May 2017, Workshop Report**
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Project partner	**PROMETNI INSTITUT LJUBLJANA d.o.o.** **Kolodvorska 11, 1000 Ljubljana**
Project Partner No:	**16-PRPI-02**
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Place and date:	Ljubljana, August 2017

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1 INTRODUCTION

On the 24th and 25th of May 2017 in Ljubljana there was organized the workshop for the exchange of Slovenian good practices in the field of sustainable mobility held by Institute of Traffic and Transport Ljubljana within the framework of the Interreg Europe programme REGIO-MOB project.

Institute of Traffic and Transport Ljubljana is partner of international project »REGIO-MOB - Interregional Learning towards Sustainable Mobility in Europe: the REGIO-MOB Experience«.

REGIO-MOB aims at promoting sustainable mobility in Europe by influencing the relevant policy instruments in each partner territory, promoting intermodality, technical innovation and the use of cleaner and more efficient mobility systems. An interregional cooperation project for improving low-carbon economy policies with project partners: Region of Western Macedonia (EL), Andalusian Institute of Technology (ES), Regional Association of Lazio Municipalities - ANCI LAZIO (IT), Niepolomice Municipality (PL), Regional Development Agency South-West Oltenia (RO), Institute of Traffic and Transport Ljubljana (SI) and South-East Scotland Transport Partnership (SESTRAN) (UK).

Apart from the representatives of the partners and their key stakeholders, representatives of the Slovenian stakeholders of the REGIO-MOB project: RS Ministry of Infrastructure, the City of Ljubljana, Ljubljana Passenger Transport and the Regional Development Agency of the Ljubljana Urban Region attended the two-day event.

On the first day of the event, on the 24th of May 2017, the Slovenian Good Practices of Promoting Sustainable Mobility in Slovenia were presented by Mr. Matic Sopotnik from the City of Ljubljana, Mrs. Polona Demšar Mitrovič and Mr. Tadej Žaucer from the Ministry of Infrastructure, Mr. Gregor Cunder from Ljubljana Passenger Transport and Mr. Matej Gojčič from the Ljubljana Urban Region.

Mrs. Polona Demšar Mitrovič presented the national approach in the development of integrated transport strategies of municipalities. Namely, on the 12th of January 2016, the Ministry of the Republic of Slovenia issued a resolution setting out the co-financing of the development of integrated transport strategies of municipalities by means of the Cohesion Fund, up to 85% of the eligible costs. 62 municipalities successfully completed their integrated transport strategies by the end of 2017, which is a great step forward in planning measures for the development of sustainable mobility in Slovenia.

On the second day of the event, on the May 25th 2017, the participants of the event were acquainted with the Slovenian good practices of sustainable mobility also "live" on the ground. First, there was a tour of the "P + R" system on Barje with a capacity of 347 parking lots for passenger cars and 156 bike stands, with a filling station for electric vehicles with the possibility of simultaneously supplying 4 electric vehicles and with the BicikeLj platform with 20 stands. We presented our guests with the electric vehicles Kavalir operating at the Ljubljana city center and

transported them to Krekov trg. Here they tested the BicikeLj system and took the bike tour with a view of other good practices promoting sustainable mobility in the Ljubljana area. We have visited the closed city center with an ecological zone, large areas for pedestrians and "green areas", a parking area and the sharing of the use of the Slovenska road between the various traffic participants and transport modes.

Figure 1: The REGIO-MOB Partnership in Ljubljana in May 2017

2 BP1: SUPPORTING THE PREPARATION OF SUSTAINABLE URBAN MOBILITY PLANS (SUMPS) AND ITS IMPLEMENTATION IN MUNICIPALITIES WITH EU FUNDS THROUGH THE OPERATIONAL PROGRAMME FOR THE IMPLEMENTATION OF THE EU COHESION POLICY IN THE PERIOD 2014-2020.

2.1 INTRODUCTION

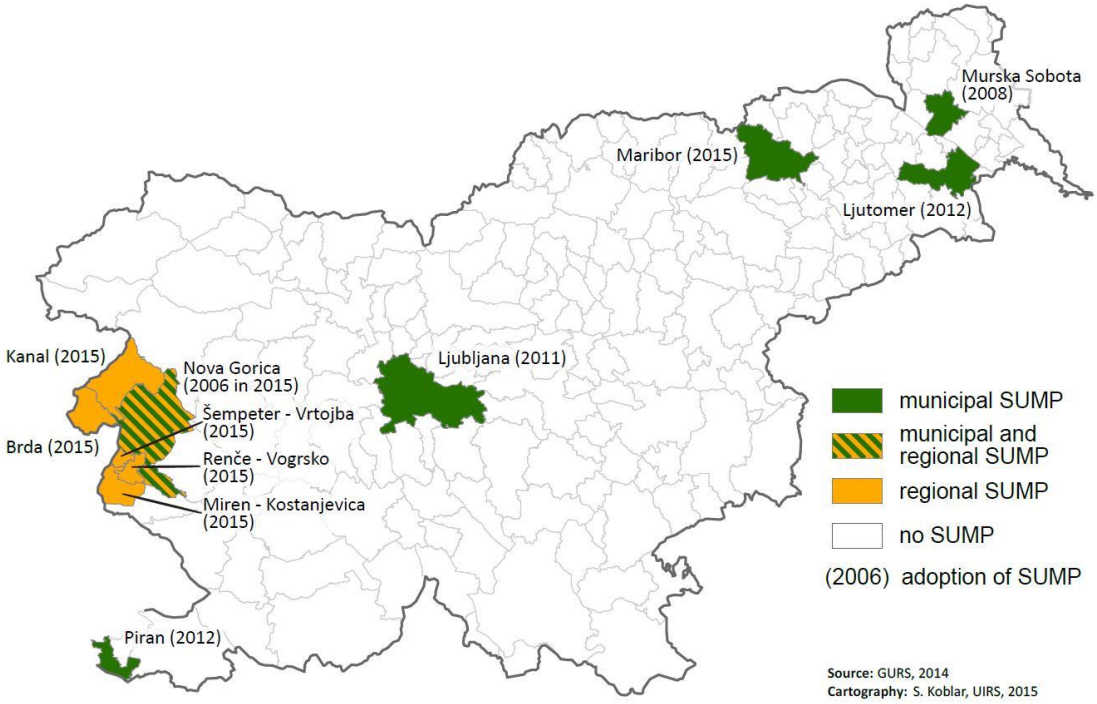
Sustainable transport planning at regional and local level has no tradition in Slovenia. Integrated approach has been introduced only after joining the EU. Nowadays, more and more municipalities respond to the incentives of the EU and of the Ministry of Infrastructure. They prepare and implement the Sustainable Urban Mobility Plans, so called SUMPs. SUMP is a strategic document which outlines the municipality´s vision and objectives in the field of sustainable transport and a list of necessary actions which help achieving a comprehensive change and, consequently, a higher quality of life. Implementation of the strategies already results in more efficient transport solutions important for air quality improvement, especially on city level. Having a SUMP is definitely a good incentive also for other municipalities and regions.

Table 1: The Slovenian municipalities with a prepared sustainable mobility plan before the year 2016

Municipality	Number of inhabitants 2015	Year of SUMP preparation	SUMP status
Nova Gorica	31.787	2006, 2015	Municipal SUMP adopted in the municipal council in 2006, Regional SUMP for Goriška region (2015)
Murska Sobota	18.973	2008	Municipal SUMP adopted by city council.
Ljubljana	287.218	2011	Municipal SUMP adopted by city council.
Ljutomer	11.521	2012	Municipal SUMP adopted in the municipal council.
Piran	17.857	2012	Expertise-the municipal council did not discuss it.
Maribor	112.325	2015	Municipal SUMP adopted by city council.
Brda	5.662	2015	SUMP for Goriška region (2015).
Kanal	5.557	2015	SUMP for Goriška region (2015).
Miren - Kostanjevica	4.828	2015	SUMP for Goriška region (2015).
Renče - Vogrsko	4.324	2015	SUMP for Goriška region (2015).
Šempeter - Vrtojba	6.302	2015	SUMP for Goriška region (2015).

Source: Slovenian platform for sustainable mobility, 2016.

Figure 2: Map of the Slovenian municipalities with a prepared sustainable mobility plan



Source: Slovenian platform for sustainable mobility, 2016.

The beneficiaries of funds in the field of sustainable mobility will be the Ministry of Infrastructure (Transport Directorate), local communities and private law entities. The instruments for determining beneficiaries are public call and direct confirmation of operation. The measures include the continuation and rational upgrading of projects already being implemented (integration of public passenger transport, park and ride projects), whereas higher share of funds from the Cohesion Fund and ERDF and wider range of measures is designated to sustainable mobility in the 2014–2020 period. In cases when measures to stimulate sustainable mobility are beyond the scope of transport, the 2014–2020 Cohesion Policy implementation procedures will also include associates of the Energy Directorate with their contribution (Transport Development Strategy in the Republic of Slovenia, 2015).

2.2 BRIEF DESCRIPTION OF THE PRACTICE

Ministry of Infrastructure of Republic of Slovenia adopted a decision No. 371-29/2014/122-00841223, dated 12.1.2016, which defines the financing of implementation of Sustainable Urban Mobility Plans (SUMPs) by municipalities in Slovenia. According to this decision the co-financing of preparation of SUMPs and co-financing of some measures adopted in SUMPs is regulated. SUMPs are co-financed in part by European Union through the Cohesion Fund, to a maximum of 85% of eligible costs.

The operation is performed under the Operational Programme for the implementation of the European cohesion policy in the period 2014-2020, Priority Axis no. 4: Sustainable use and production of energy and smart grids, investment priorities 4.4: Promote low-carbon strategies for all types of territories, in particular urban areas, including the promotion of sustainable multimodal urban mobility and the corresponding mitigation adaptation measures in the context of a specific target for the development of urban mobility to improve air quality in cities.

2.2.1 Organization, responsible for the practice in the region

Republic of Slovenia, Ministry of Infrastructure.

2.2.2 The practice contributed to improvements in next thematic fields

a. Measures to coordinate transport services
b. Location and characteristics of platforms for public transport
c. Cycling routes and footpaths
d. Mobility patterns between cities
e. Modal share
f. Economic and financial issues

2.2.3 The practice contributed to improvements of next sustainable mobility indicators

a. Reduction of CO_2 emissions associated to transport.
b. Municipalities involved in the implementation of the sustainable mobility plan.
c. Reduction of PM_{10} in the provincial capitals.
d. Efficient connections in transport in the region.
e. Passengers using public transportation.
f. Increase of quality of life of the citizens.
g. Journeys undertaken by public and private travel or low energy vehicles.

2.3 MAIN RESULTS

By the year 2015 only 11 Slovenian municipalities (from 212 municipalities) had implemented Sustainable Urban Mobility Plan (SUMP). Because of new approach for co-financing implementation of SUMPs, adopted by Ministry of Infrastructure in 2016, the number of municipalities implementing SUMP in significantly increased.

Support under the investment priority is provided for the activities which reduce the effects of private car use on air quality and respond to the increasing mobility needs through improvements in sustainable mobility, thus contributing to a better quality of life. Investments in sustainable urban mobility is aligned with the integrated approach and it is based on an integrated mobility concept for cities or functional urban areas, which cover all relevant mobility modes (walking, cycling, using public passenger transport and other alternative forms of sustainable mobility) and

measures to promote them. This represents an integrated concept of technical, political, and soft measures that improve the efficiency and cost-effectiveness of investments.

In order to reduce GHG emissions and lower the level of PM10 particles emissions from transport in urban areas and their hinterland Sustainable Urban Mobility Plans will be developed for cities and regions, which will define priority CF and ERDF supported measures in the field of sustainable mobility at the level of municipalities or regions.

2.4 LESSONS LEARNT

Only the guidelines and presentation of good practice is not sufficient to stimulate a wide range of local authorities to be efficient in a field of sustainable mobility.

Expert work should be supported with co-financing. That kind of approach brought results and common satisfaction on local and national level.

Figure 3: Presentation from Ministry of Infrastructure, Mrs. Polona Demšar Mitrovič on process of development and implementation of SUMP's in Slovenian municipalities.

3 BP2: IMPLEMENTATION OF PARK AND RIDE (P+R) NETWORK IN LJUBLJANA URBAN REGION (LUR)

3.1 INTRODUCTION

The delayed renovation of railway transport network and constant increase in road transport demands the construction of new infrastructure. The public passenger transport network in Slovenia is poorly interconnected and underdeveloped, mainly with regard to intermodality. Public passenger transport in the joint transport system has a small share and does not enable fast, comfortable and price-efficient mobility at the regional level.

At the local level, the public passenger transport network and cycling connections interconnect peri-urban settlements and with towns, and promote the intermodality of the transport system. In co-dependency with the development of settlement, cycling is integrated into all forms of public passenger transport in the so-called 'train– bus' transport system in connection with car parks and cycling routes in order to facilitate the 'park and ride' system.

At Ljubljana's P+R (park-and-ride) facilities, you can leave your vehicle and transfer to a city bus for a journey to the city centre. With the purchase of a parking ticket you get two bus tickets valid for the day of the parking ticket purchase.

In Ljubljana Urban region there are currently 10 P+R parking facilities, among others are:

- Barje P+R

  At the south end of the Barjanska Street woks are underway for the construction and completion of the first phase of a new parking area, P+R Barje. In the first phase the parking area is going to be constructed at the motorway entrance on the east side of Barjanska Street and divided into northern and southern parking lots. 347 parking spaces for private vehicles are going to be set up along with 6 charging stations for electrical cars, cyclist are also going to have access to 177 bicycle stands and to the rental system Bicike(LJ). Therefore, P+R Barje is an important contribution to the expansion of the P+R centres on the outskirts of Ljubljana and an incentive to switch from private vehicles to public passenger traffic.

- Dolgi most P+R, car park for vehicles arriving in Ljubljana from the direction of the coast.

  One of already well-functioning and fully occupied parking areas is P+R Dolgi most at the south eastern part of the Tržaška Street. After its renovation and expansion it is going to have 363 parking spaces for private vehicles, 6 charging stations for electrical cars, 11 parking spaces for tourist buses and 10 for caravans. Bicycle stands are going to be set up and bicycles from the rental system Bicike(LJ) are going to be made available. Furthermore, construction of a fast food kiosk with refreshing beverages and newspapers is

planned. The works carried out by the company Komunalne gradnje d.o.o. are expected to be concluded by 15 September 2015.

- Stožice Sports Park P+R, parking garage for vehicles entering the city from the north, north-west or north-east.
- Chengdujska P+R, parking garage for vehicles entering the city from the east.

The Uniform Urbana City Card is a contactless smart card that enables quick and convenient cashless payment for Ljubljana city bus journeys. It's also possible to use your Urbana card to pay for using the funicular to and from Ljubljana Castle, parking in white zones and car parks managed by the Ljubljana Parking and Markets public company. In future, it will also be possible to use your Urbana card to pay for library services, and after that even for museum visits, sporting facilities and cultural events.

For facilitate sustainable mobility and intermodality they have to improve urban and peri-urban cycling connections with public bus and railway transport, and influence the change in mode choice in favour of cycling in towns and peri-urban areas; establish the park and ride system by constructing car parks and the edges of settlements and enhancing public passenger transport.

In co-dependency with the development of settlement, cycling is integrated into all forms of public passenger transport in the so-called "train-bus" transport system in connection with car parks and cycling routes in order to facilitate the "park and ride" system.

More attention should be given to the construction of inter-modal passenger centres that enable passengers to efficient and safe transitions between various transport modes.

3.2 BRIEF DESCRIPTION OF THE PRACTICE

The Park and Ride schemes provide efficient combination of private and collective transport in metropolitan regions. Local communities and the Ljubljana urban region included a broad participatory planning process in the preparation of P+R study. This study identified the need for the construction of P+R collection points in the region which will enable development of public transport and reduce the number of cars.

As public transport (PT) and private cars are complementary, P+R systems need additional long-term land use and transport planning, process of P+R development began in the year 2007. In this year central Slovenia statistical region of 26 municipalities set out a significant outline of its development vision in 'The Regional Development Programme'. It was a fundamental programmatic document at the regional level of the Ljubljana Urban Region which was adopted by the Council of the Ljubljana Urban Region – i.e. by the mayors of the municipalities in Ljubljana Urban region (LUR). Besides other goals and measures also initial ideas for P+R development in Ljubljana urban region were outlined. Through the involvement of key stakeholders at national level Regional Development Agency of Ljubljana Urban Region (RDA LUR) managed to bring the project in the national strategies (OP) to provide EU funding.

3.2.1 Organization responsible for the practice in the region

Municipalities in Ljubljana Urban Region (15),

Regional Development Agency of Ljubljana Urban Region (RDA LUR)

Republic of Slovenia, Ministry of Infrastructure

3.2.2 The practice contributed to improvements in next thematic fields

a. Location and characteristics of platforms for public transport
b. Mobility patterns between cities
c. Modal share

3.2.3 The practice contributed to improvements of next sustainable mobility indicators

a. Efficient connections in transport in the region.
b. Passengers using public transportation.
c. Journeys undertaken by public and private travel or low energy vehicles.

3.3 MAIN RESULTS

At the first steps project on P+R was prepared. The main result of the P+R project preparation was to prepare a comprehensive study which would define the locations of all P+R sites in Ljubljana urban region. In the project preparation phase 15 municipalities were actively participating with experts who prepared study through meetings and workshops. Project group with 9 members had more than 10 meetings and was involved in content of project and study (they confirm every phase and document).

With great efforts, implementation of P+R system had gradually begun to take place. Basing on a four step transport model and other measures to allocate future main origin-destination centres, three basic types of intermodal interchange points have been specified in the first steps:

1. Main transport centre (Passenger Centre located in the centre of Ljubljana),
2. Intermodal hubs outside the regional centre and
3. P+R schemes along arterial roads to urban centres.

There were altogether 23 P+R locations planned in 16 municipalities in Ljubljana urban region. Preparation of the investment documents and implementation is partly covered by EU cohesion funds, where constructions of P+R sites were done from municipalities themselves. Until end of the year 2015 10 P+R in Ljubljana urban region have already been constructed (among others Stožice, Barje, Domžale P+R) or re-constructed (Dolgi most P+R). From P+R locations further travel to the Ljubljana city centre is available with efficient Ljubljana urban transport (LPP)

services using URBANA smart card (two rides with LPP for P+R users are free of charge on the day of parking payment).

The whole system of P+R sites in Ljubljana urban region now acts as intermodal interchange points situated in local centres and on the fringes of Ljubljana and has a greater positive impact on the passenger transport sector. The main idea is that users of P+R also have at their disposal other services from public (libraries, pharmacies, some administrative offices) to commercial (shops, banks and so on) sector. Current results indicate that there are still some measures to be done (improvement of PT timetables, accessibility to P& R) in order to increase the number of P+R users in the greater Ljubljana urban region.

3.4 LESSONS LEARNT

In the preparation (Study on P+R in Ljubljana urban region) and also in the implementation phases the main lessons learned can be outlined as:

a. Importance of public participation in decision making process and participation of main stakeholders in the earlier stages of P+R study and implementation;
b. Importance of constant communication among main stakeholders;
c. Alternatives on »limitation measures« should always be offered;
d. Importance to establish strong cooperation among supporting projects (cooperation with Urban bus transport companies and their projects, bus operators integration, development of infrastructure);
e. It has been learned that strong consensus must be reached among all the stakeholders, local communities and state government responsible for transport and infrastructure sector;
f. When implementing P+R one has to be aware about the greater positive impacts on society and daily transport changes take its time. It is a slow process, reaching even beyond project scope;
g. Study vs. Reality: It has to be taken into consideration that not everything that is planned is realised in to the same extend (local characteristics);
h. When planning P+R close cooperation with transport operators (rail, urban bus, regional bus) must be established;
i. Payment and transaction systems need to be well defined before implementation.

Figure 4: Presentation of P + R system development in Ljubljana Urban Region by Matej Gojčič.

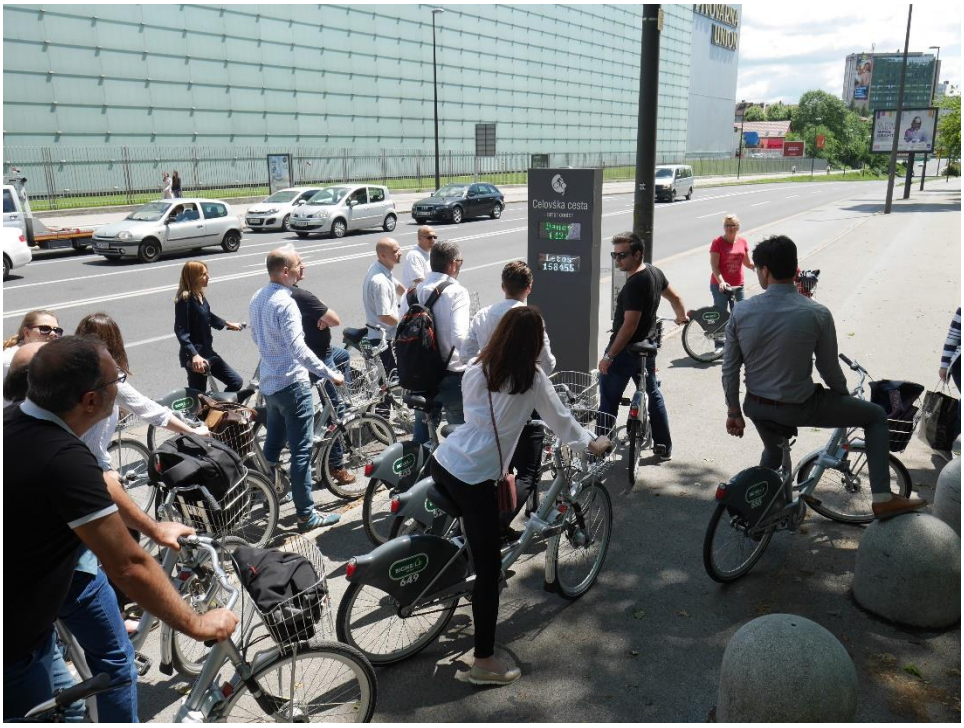
Figure 5: Workshop on the development criteria and evaluation of implemented P+R facilities in the countries of the REGIO-MOB project partnership.

Figure 6: Demonstration of the P+R Barje facility and Urbana card validation to REGIO-MOB partnership from representative of Ljubljana passenger transport

Figure 7: Presentation of BicikeLj public bike system at the P+R Barje from representative of City of Ljubljana

Figure 8: Testing of "Kavalir" urban public transport service in Ljubljana from REGIO-MOB partners

Figure 9: Testing of BicikeLj public bikes and presentation of bike counter on Celovška street



4 CONCLUSION

By the year 2015 only 11 (from 212) Slovenian municipalities had implemented Sustainable Urban Mobility Plan (SUMP). Because of new approach for co-financing implementation of SUMPs, adopted by Ministry of Infrastructure in 2016, the number of municipalities implementing SUMP significantly increased. SUMP is a strategic document which outlines the municipality´s vision and objectives in the field of sustainable transport and a list of necessary actions which help achieving a comprehensive change and, consequently, a higher quality of life. Implementation of the strategies already results in more efficient transport solutions, important for air quality improvement, especially on city level.

The main result of the P+R project preparation was to prepare a comprehensive study which would define the locations of all P+R sites in Ljubljana urban region. In the project preparation phase 15 municipalities were actively participating with experts who prepared study through meetings and workshops. With great efforts, implementation of P+R system had gradually begun to take place. The Park and Ride schemes provide efficient combination of private and collective transport in metropolitan regions. There were altogether 23 P+R locations planned in 16 municipalities in Ljubljana urban region. Preparation of the investment documents and implementation is partly covered by EU cohesion funds, where constructions of P+R sites were done from municipalities themselves. Until end of the year 2015 10 P+R in Ljubljana urban region have already been constructed or re-constructed. The whole system of P+R sites in Ljubljana urban region now acts as intermodal interchange points situated in local centres and on the fringes of Ljubljana and has a greater positive impact on the passenger transport sector.

In conclusion, it is considered that sufficient detail was presented and discussed to allow the partners to assess whether, or not, these two best practices would be of interest to them for adoption in their own cities and regions.

5 ANNEXES

5.1 NATIONAL SUMP PROGRAMME: THE APPROACH OF SLOVENIA, POLONA DEMŠAR MITROVIČ, REPUBLIC OF SLOVENIA, MINISTRY OF INFRASTRUCTURE

REPUBLIC OF SLOVENIA
MINISTRY OF INFRASTRUCTURE

National SUMP Programme

The approach of Slovenia

Polona Demšar Mitrovič,
Ministry of Infrastructure, Slovenia

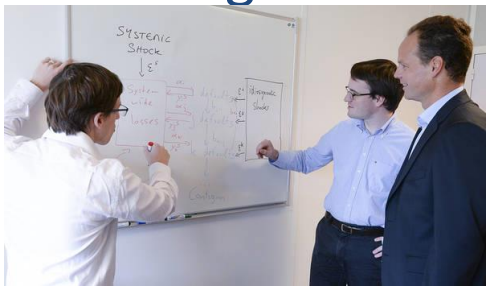
REGIO-MOB
SLOVENIA – Best Practices Exchange
Ljubljana, 24-25 May 2017

Framework for comprehensive approach

- Regulation

- Funding

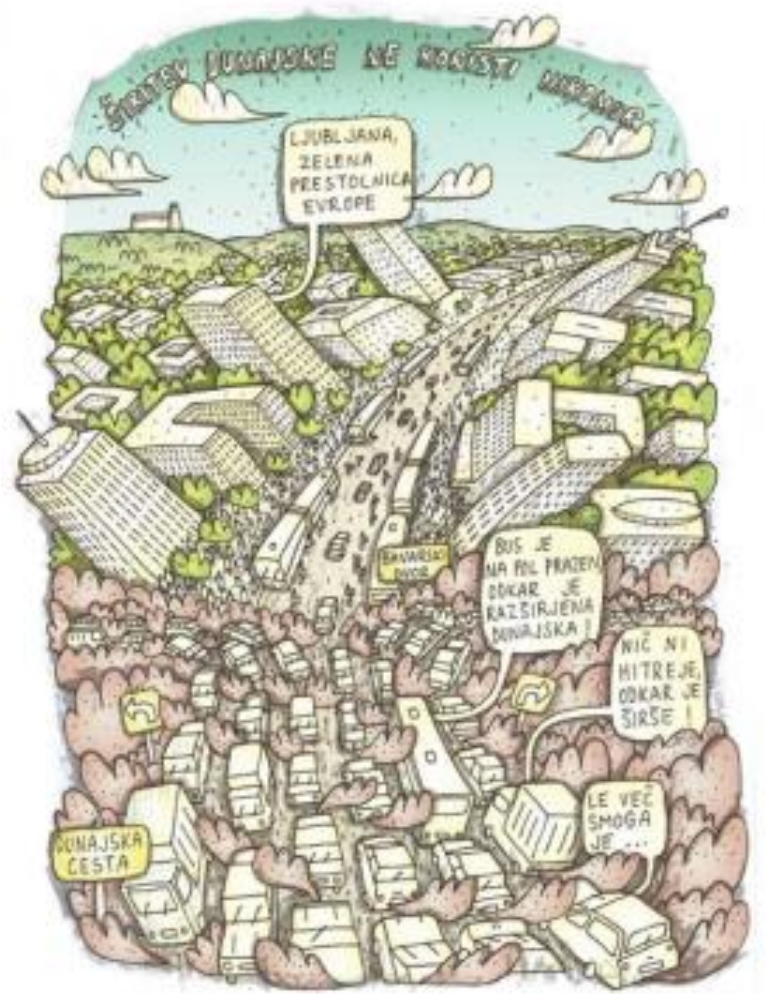
- Knowledge



SUMP Framework

Situation in Slovenia 10 years ago:

- no tradition in SUMP
- traditional planning culture
- strong opposition - traditional experts
- unsustainable trends for 20 years
- no demand from cities



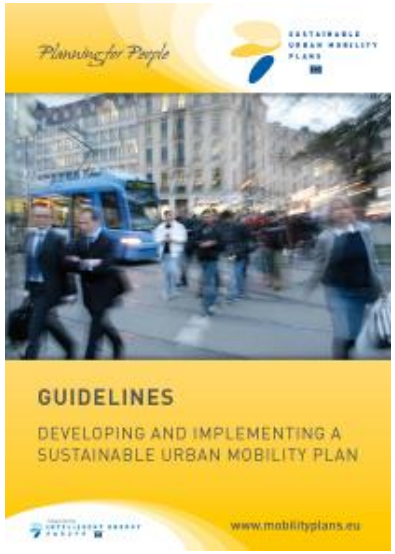
Framework

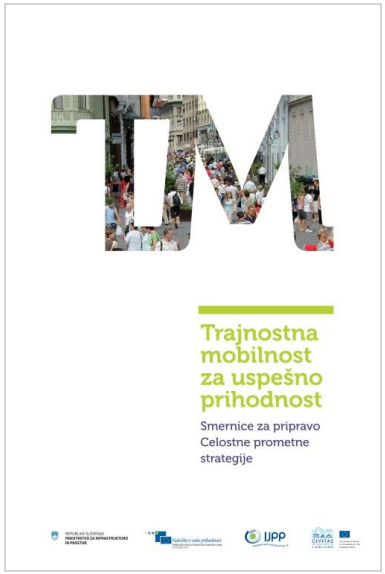

Austria
Hungary
MARIBOR
115.000
LJUTOMER
10.000
Italia
LJUBLJANA
280.000
NOVA GORICA/GORIZIA
100.000 in region
Croatia

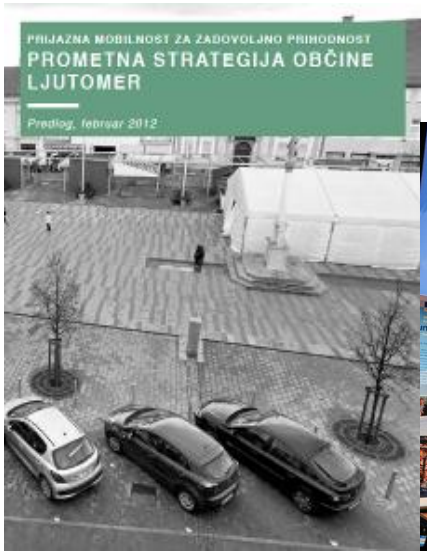
Background

National government in Slovenia:

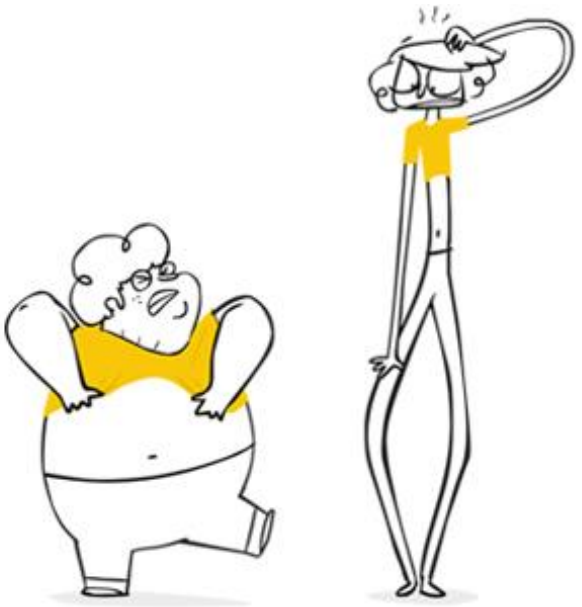
- involved in EU SUMP movement since 2004,
- limited role until 2010,
- SUMP proces 2010-2014,
- very ambitious plans for 2014-2020.







SUMP tested on different levels



SUMP tested on different levels

PUMAS
PLANNING SUSTAINABLE REGIONAL-URBAN MOBILITY IN THE ALPINE SPACE

Alpine SPACE
EUROPEAN TERRITORIAL COOPERATION
THIS PROJECT IS CO-FUNDED BY THE EUROPEAN REGIONAL DEVELOPMENT FUND
investing in your future

National SUMP platform

- established in 2012

SUMP in period 2014-2020

- Baseline: Guidelines and pilot project
- October 2015: Call for tender
- March 2016: contracts - 62 municipalities
- June 2017: all SUMPs completed

Training for key experts in Slovenia

1. Consultants (experts in a field of transport, spatial planning,…):

- October 2014 (30)
- June 2015 (7)
- October 2015 (30)

2. Experts from municipalities

JASPERS SUMP Training:

- 5. October 2016 (70)

3. Traffic designers

- 6. April 2017

Certified SUMP developers

SLOVENSKA PLATFORMA ZA TRAJNOSTNO MOBILNOST

REPUBLIKA SLOVENIJA
MINISTRSTVO ZA INFRASTRUKTURO

SEMINAR O PRIPRAVI CELOSTNIH PROMETNIH STRATEGIJ (CPS)*

22. – 23. oktober 2014

SEZNAM UDELEŽENCEV USPOSABLJANJA

IME	PRIIMEK	PODJETJE / ORGANIZACIJA
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Mojca	Balant	UIRS, *Ljubljana*
udeleženci		
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Josip	Rotar	Mariborska kolesarska mreža, *Maribor*
Uroš	Rozman	RRA Koroška, *Dravograd*

Operational Programme for the Implementation of the EU Cohesion Policy in the Period 2014 -2020

PRIORITY AXIS 4: SUSTAINABLE CONSUMPTION AND PRODUCTION OF ENERGY AND SMART GRIDS

4.4: Promoting low-carbon strategies for all types of territories in particular for urban areas, **including the promotion of sustainable multimodal urban mobility** and adequate mitigation and adaptation measures

- CF: 26 mio EUR (whole RS)
- ERDF: 21 mio EUR (11 city municipalities, ITI mechanism)

Sustainable mobility measures financed from Cohesion Fund

- Sustainable Urban Mobility plans
- Hard measures: walking and cycling infrastructure,
  bus stops, P+R
- Soft measures of mobility management: sustainable parking policy, design of mobility plans for institutions, green city logistic together with advanced technologies for efficient mobility management, education and awareness-raising

Operation	EU Funding	Selection	Publication of Call / Project proposal
SUMPs	1.9 mio EUR	Call for tender	October 2015
P+R system	4.8 mio EUR	Call for tender	July 2017
Cycling infrastructure	6.6 mio EUR	Call for tender	July 2017
Bus stops	4.3 mio EUR	Call for tender	November 2017
Walking paths	5.5 mio EUR	Call for tender	July 2017
Soft measures of MM	2.9 mio EUR	Project approval by MA	December 2016
ITI mechanism	21.0 mio EUR	Call for applications, Project approval by MA	October 2017

REPUBLIC OF SLOVENIA
MINISTRY OF INFRASTRUCTURE

European Mobility Week

- Slovenian National Coordinator - Ministry of Infrastructure
- 74 municipalities participated in 2016
- All SUMP municipalities promoted activities during EMW

Future plans

- renewed guidelines,
- regional level of mobility management,
- upgraded SUMP platform,

SLOVENSKA PLATFORMA ZA TRAJNOSTNO MOBILNOST

- Partnership on Urban Mobility.

History is coming back

Conclusions

REPUBLIC OF SLOVENIA
MINISTRY OF INFRASTRUCTURE

Thank you for your attention

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Ministry of Infrastructure
Langusova 4
1000 Ljubljana, Slovenia
00 386 1 478 8248
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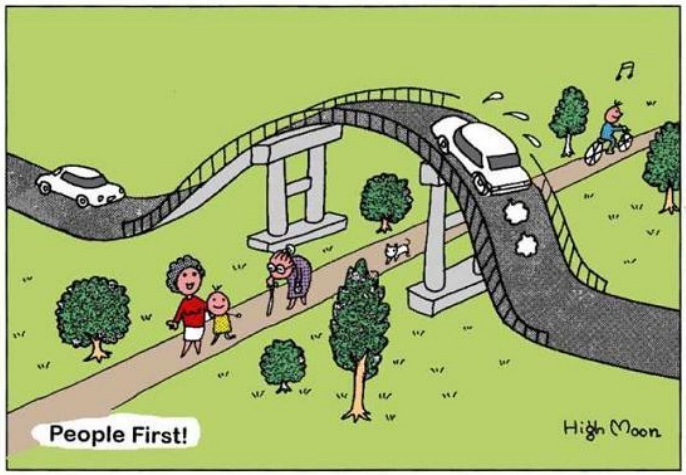
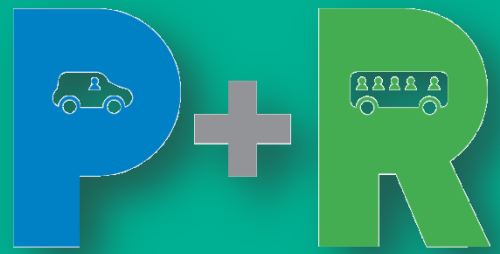


Note: From now on, city planning should be people-friendly.

5.2 P + R PARK AND RIDE, MATEJ GOJČIČ, REGIONAL DEVELOPMENT AGENCY OF LJUBLJANA URBAN REGION

RRA LUR

regional development agency
of ljubljana urban region



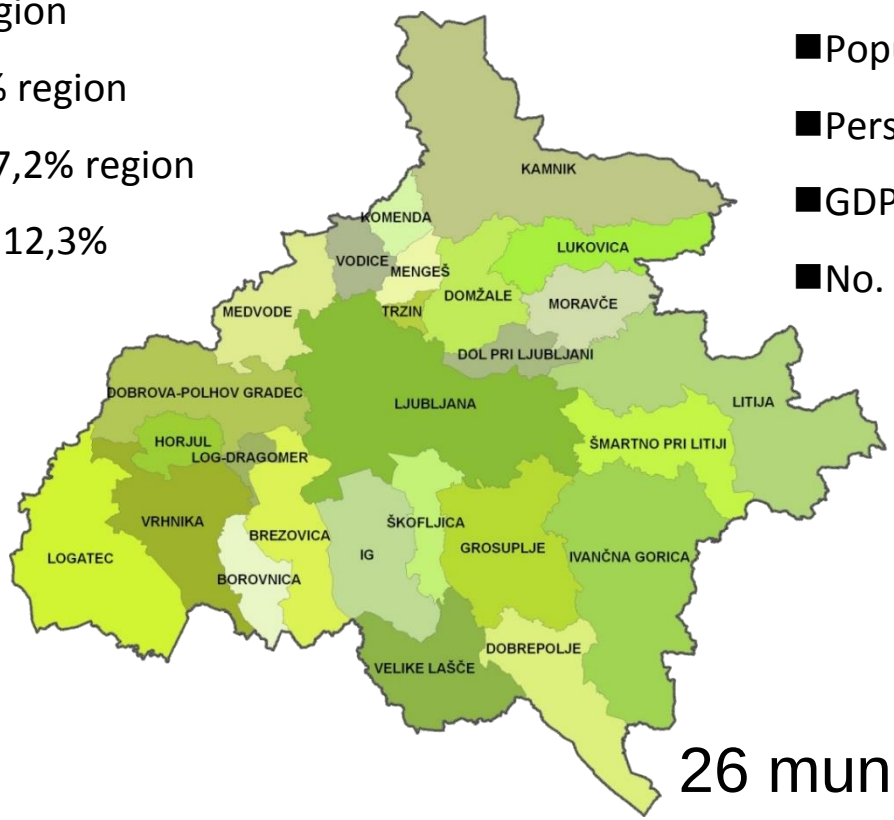
park and ride

Matej Gojčič, RRA LUR
24.5.2017
Mestna občina Ljubljana, Mestni trg 1

Ljubljana Urban Region

RURAL vs. URBAN

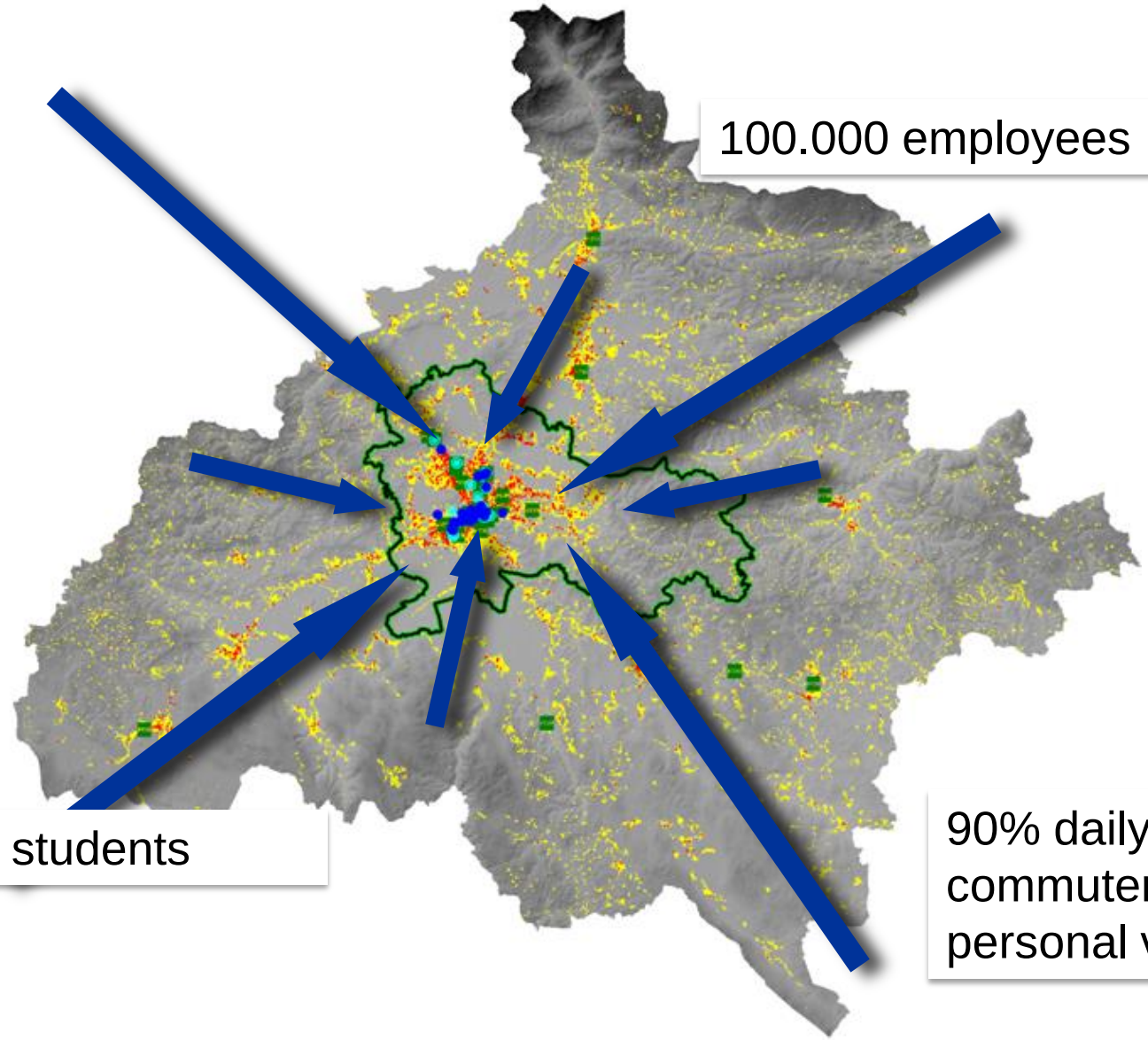
- Forests : 58 % region
- Farmland: 24,5 % region
- NATURE 2000: 27,2% region
- Protected areas: 12,3%



- Area: 12,6 % SLO (2555 km2)
- Population: 26,5 % SLO (546.314)
- Personal cars: 26,3% SLO
- GDP share: 36,1% SLO
- No. of enterprises: 33% SLO

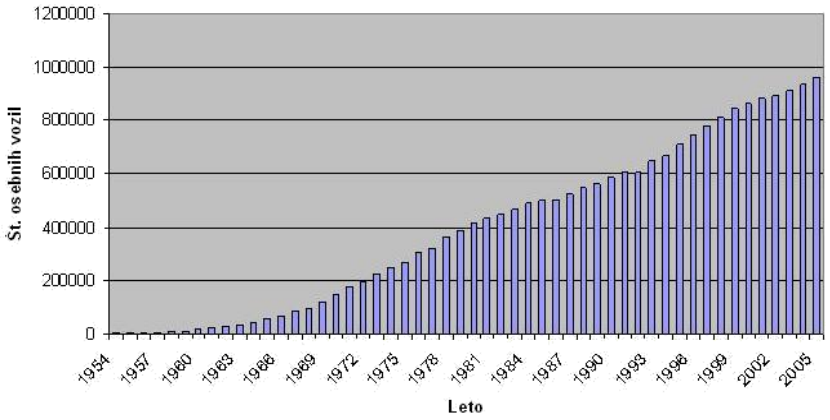
26 municipalities

Mobility - Challenges

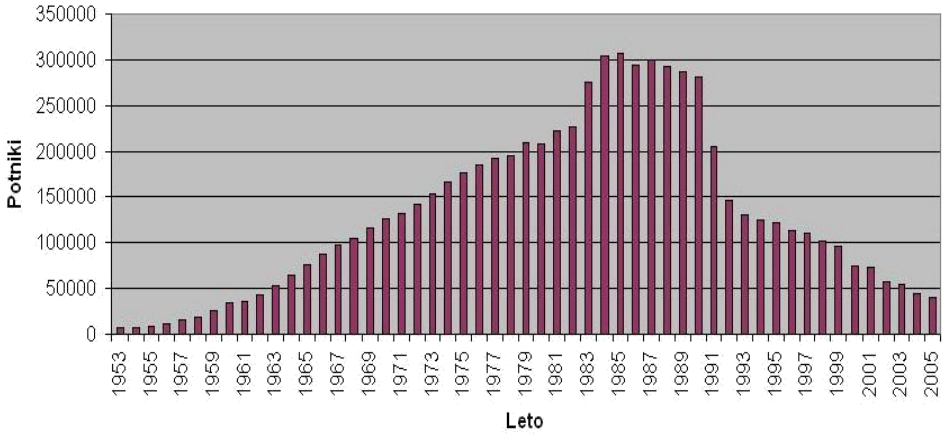


Mobility - Challenges

Increasing number of personal cars



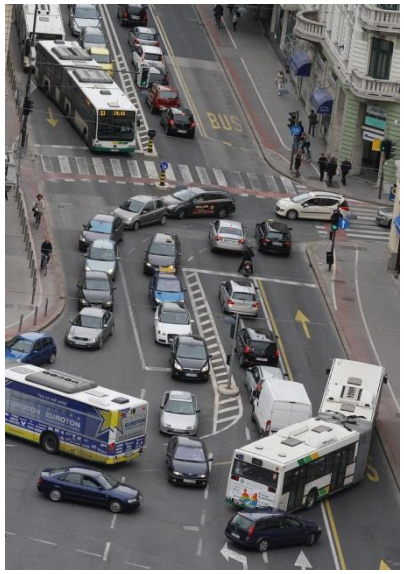
Decreasing number of public transport passengers



- Over 300 experts & stakeholders participated
- Traffic flow modeling

Public transport in the Ljubljana Urban Region

1.	2.	3.	4.
IMPROVED RAILWAY SYSTEM	PUBLIC TRANSPORT INTEGRATION	HIGH SPEED LINES	P+R SYSTEM



Why we need Park&Ride sites?

1. Highways

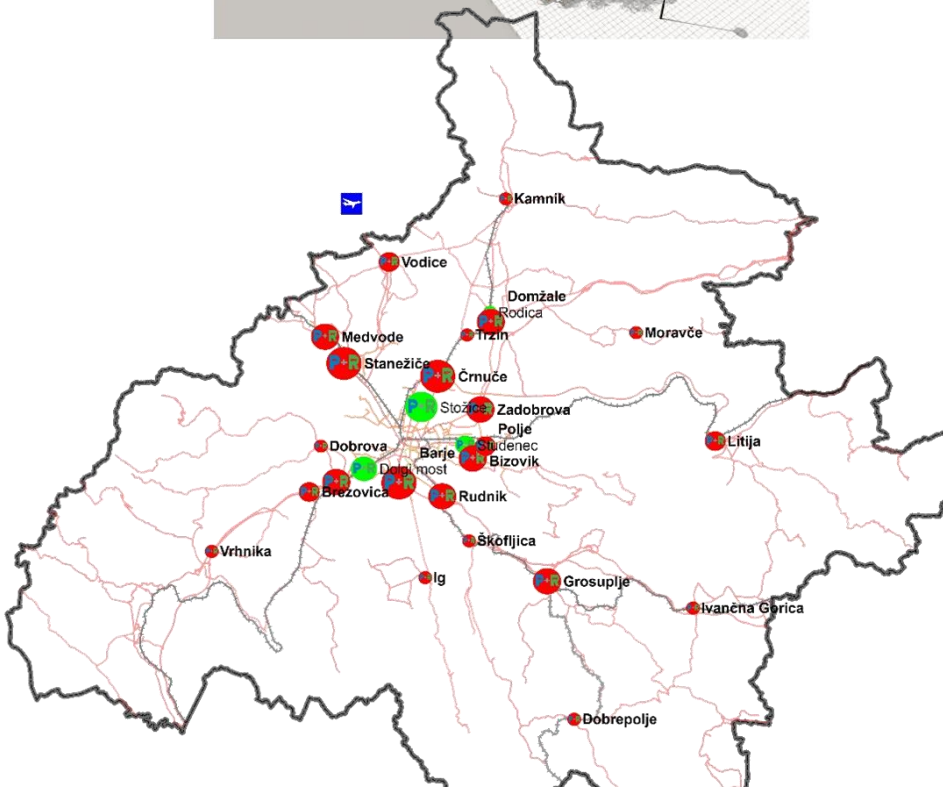
2. Urban sprawl

Park & Ride

park and ride

- **23 new P+R locations**

- 16 municipalities involved



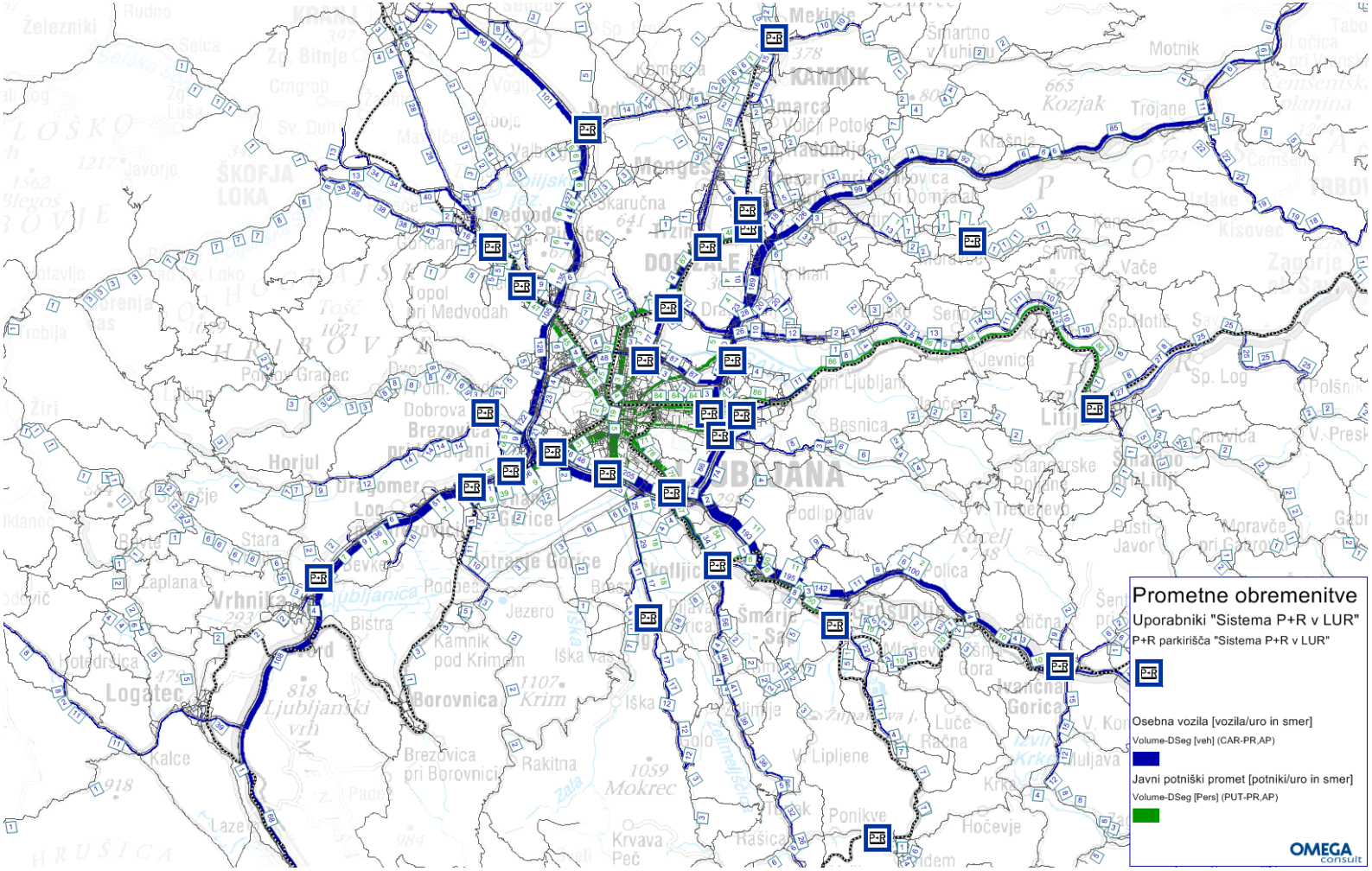
- Dimensioning, services, equipement

- Fisibility study & CBA

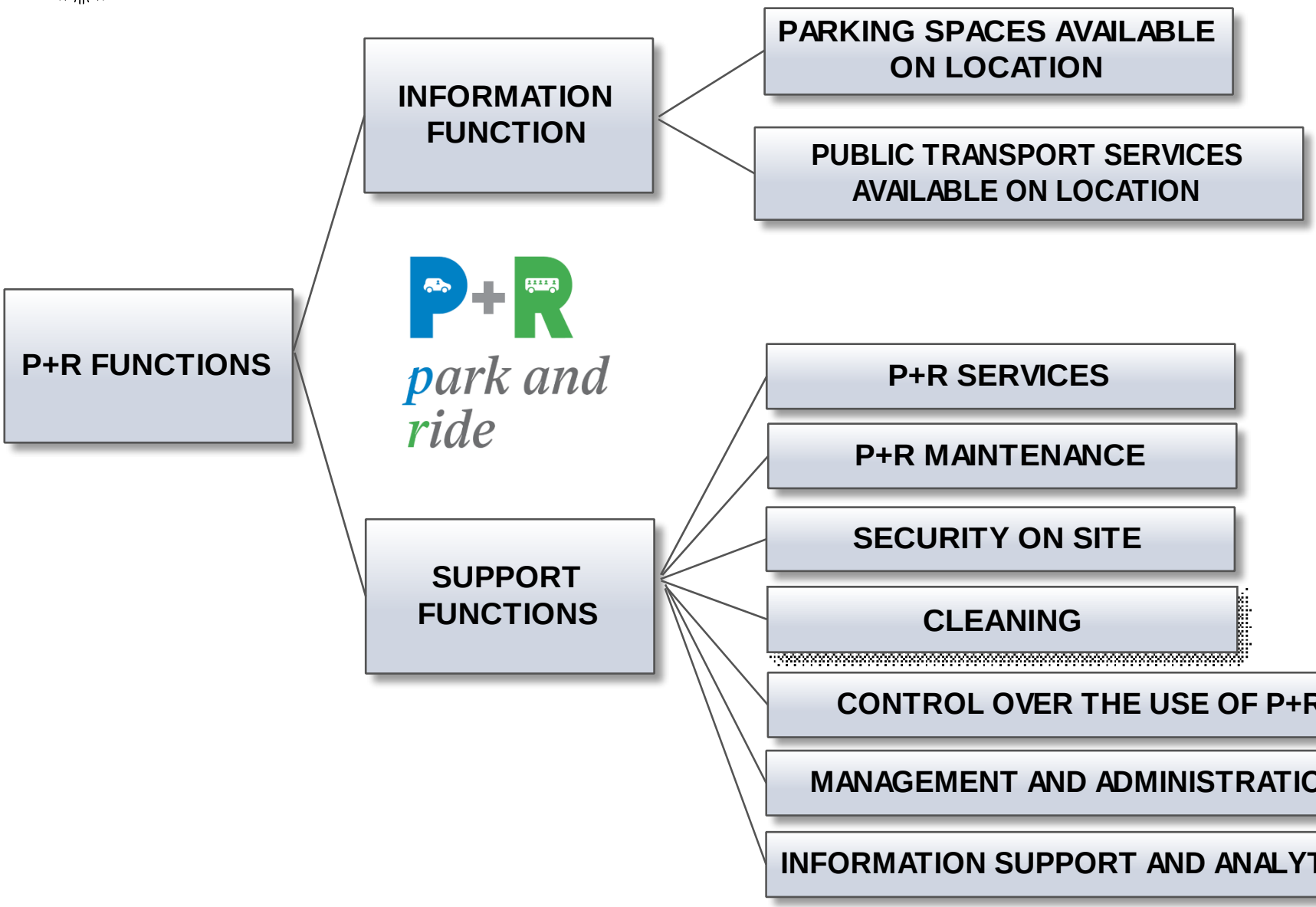
- Detailed plans for 23 locations

- Promotion

- Dimensioning…



Park & Ride


P+R FUNCTIONS
INFORMATION FUNCTION
PARKING SPACES AVAILABLE ON LOCATION
PUBLIC TRANSPORT SERVICES AVAILABLE ON LOCATION
P+R
park and ride
SUPPORT FUNCTIONS
P+R SERVICES
P+R MAINTENANCE
SECURITY ON SITE
CLEANING
CONTROL OVER THE USE OF P+R
MANAGEMENT AND ADMINISTRATION
INFORMATION SUPPORT AND ANALYTICS

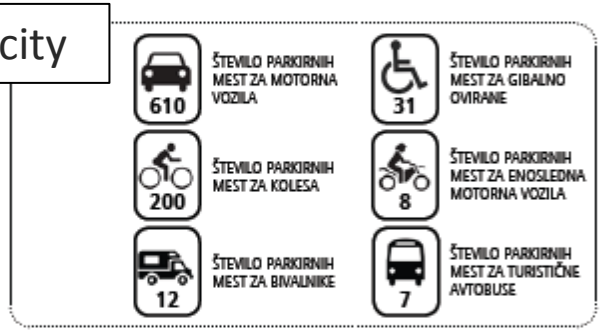
P+R equipment

park and ride

Basic Equipment

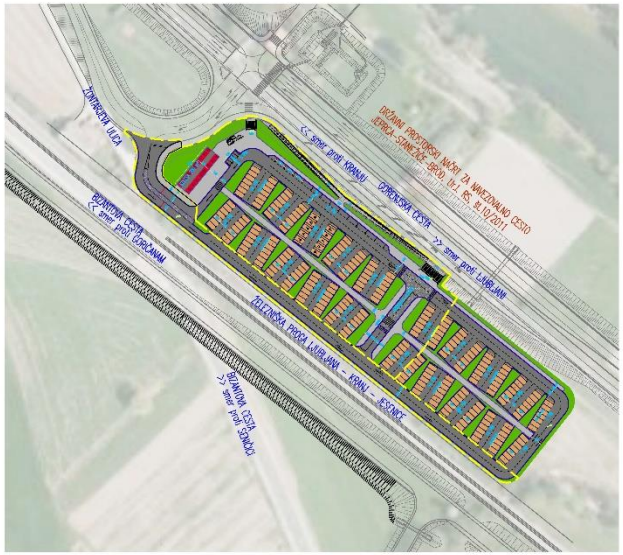
Potential services

Capacity



Park & Ride

park and ride



Park & Ride

Factor of success:

- Location, location, location
- Distance to public transport
- Frequency of public transport
- Pricing/integration with PT
- City access & parking policy

Park & Ride


parkiraj in prestopi
P+R
12
P+R
PARKIRAJ IN PRESTOPI
za trajnostno mobilnost v ljubljanski urbani regiji
RRA LUR
Naložba v vašo prihodnost
P+R
Lokacija, oblikovanje, oprema
IPOP


RRA LUR
regional development agency
of ljubljana urban region