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**REGIO-MOB**

**INTERREGIONAL LEARNING TOWARDS  
SUSTAINABLE MOBILITY IN EUROPE:  
THE REGIO-MOB EXPERIENCE**

**“Expert basis for supplementing the sustainable mobility measures in  
Slovenia”**



**Ljubljana, March 2018**





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## 1 INTRODUCTION

[The Transport Development Strategy in the Republic of Slovenia](#) (hereinafter: the Strategy) passed by the Government of the Republic of Slovenia at its session on 29 July (decision No. 37000-3/2015/8) is the first document in this field which deals with the transport system as a whole. Thus, with the preparation and the passing of the Strategy the existing practice of partial solving of the individual transport subsystem has been exceeded. Along with the infrastructure, the strategic level now also includes the comprehensive operation of the transport system. Based on detailed analyses of infrastructure, the functioning of the system and the identified actual problems, the Strategy envisages 108 measures representing a conceptual strategic basis for the National Programme.

The National Programme is a document representing a transition between general measures from the Strategy to concrete activities in the preparation and implementation. In their definition, the deadlines and holders of individual activities have been specified along with indicative costs, although, the values for most activities were estimated. With the preparation of an individual study and project documentation these will be detailed further. Therefore, the annual amount of founding, necessary for the realisation of activities in the National Programme is only set by areas, whereas the activities themselves, the deadlines for their implementation and the holders are listed in the annexe; however, excluding financial resources. The determination of activities, holders of the activities and the expenses for the measures from the Strategy therefore represents the fundamental purpose of the preparation of the National Programme.

On 22 November 2016, the National Assembly of the Republic of Slovenia adopted a **Resolution on the National Program for the Development of Transport in the Republic of Slovenia until 2030 (ReNPRP30)**, which, in order to achieve a defined vision of a transport policy which is to ensure sustainable mobility of the population and the supply of the economy, aims at improving the mobility and accessibility of the population, improving traffic safety, reducing environmental burdens, improving the accessibility of passengers to and within the main urban agglomerations and improving the organizational and operational structure of the transport system in order to ensure its efficiency and sustainability.

The legal basis for the preparation of the National Programme, together with the decisions of the Government of the Republic of Slovenia, is provided by the legislation in individual transport sections (roads, railways, aviation and maritime). In addition to these statutory provisions, the Court of Audit of the Republic of Slovenia in its audit report Modernisation of road and railway infrastructure on 3.a development axis No. 320-1/2013/90 dated 14 July 2015, finds the main reason for ineffectiveness in the fact that the Republic of Slovenia has no national programme for the sector of state roads and no updated national programme for the development of public railways infrastructure.

Financial resources are envisaged for individual years until 2022 and from 2023 to 2030 for the whole period, namely for all the transport sections together and for each individual section:

1. Road Transport,
2. Rail Transport,
3. Sustainable Mobility,
4. Marine Transport And
5. Air Transport.

The first five annexes define the deadline for the preparation and implementation and the holder of the activity for each measure or activity. The annexes with "dynamics" include the implementation of individual activities by years, namely in chronological order from 2016 on. This is not related only to the activities in transport infrastructure, but also to the activities in the field of **traffic management, road safety, environmental impact of transport, organisation of the sector, public passenger transport, etc.**

It has not been possible to specify the activities for all the measures in detail, as relevant studies and documents have not been prepared yet. **Therefore, the National Programme envisages that the Government of the Republic of Slovenia should adopt a 6-year plan of investments based on the National Programme.** Such plan must include the activities explicitly provided in the National Programme, but **also other additional activities for the projects which need to be prepared** and activities in maintenance. A methodology for the determination of priorities has also been prescribed for the planning and maintenance of state roads. **Every year, the ministry responsible for transport shall report to the Government of the Republic of Slovenia on the realisation of the 6-year plan and propose a new 6-year plan. This is the so-called sliding plan.**

**The main aim of the present document, developed within the REGIO-MOB project: »Expert basis for supplementing the sustainable mobility measures in Slovenia« is precisely this, to develop and present the additional activities, which shall be included in 6-year operational sliding plan of investment in transport sector in the section of Sustainable Mobility.**

In the determination of the measures or activities, it has been considered, that the potentials of the existing transport infrastructure should be utilised to the maximum possible extent with solutions which do not require great financial contributions, such as traffic management systems, introduction of intelligent transport systems, minor investments and similar. Only where such measures do not provide satisfactory results, we focused on major investments; however, we also observed concrete problems established on the expert level in these cases.

General guidance proposes an emphasis on the environmentally friendly modes of transport and sustainable mobility in accordance with national and EU policies and legislation in the relevant field. This is also the recommendation from the report for the comprehensive assessment of environmental impacts.

**In the section of sustainable mobility, in the period 2016-2022 there are planned (1) investment in the amount of EUR 213.65 million, of which EUR 186.58 million are from the**



state, as well as the (2) subsidies and compensations in the amount of EUR 815.00 million. For this area of sustainable mobility, EUR 47 million is foreseen for co-financing with EU funds.

Thus, the National Program for the Sustainable Mobility Program foresees a series of measures to increase the role of public transport in daily migration. Part of the measures can be prepared independently, and the part in connection with measures on other subsystems (roads, railways). Preparation activities involve the analyzes of the situation with development plans or needs analysis, expert bases and project documentation.

**In the short and medium term, the following activities should be prepared and carried out as a priority:**

1. Preparation of documentation, which will ensure a **greater role of the railways in the PPT** (especially the area of Ljubljana with the reorganization of the station and Maribor with the appropriate hinterland).
2. Development of **integrated transport strategies**, organisation of safe access to stations and stops, P+R system, pavements and bicycle infrastructure, development of strategies for promoting the walking.
3. Elaboration of an analysis of the situation and development possibilities for **increasing intermodality**, including the emphasis on the increased use of the bicycle network in relation to PPT, the **development of a bicycle network**, a strategic plan.
4. Establishment of **an integrated ticket** (introduction of a system and the establishment of JPP Manager), **modernization of public passenger transport** services and provision of traffic information platform,
5. **Harmonization of the timetables between the different modes of transport** (rail, public line long distance and city transport of passengers).

Following this guidance of National Program the main aim of present Expert Basis is to **present the additional activities or redefine already identified measures**, that shall be **included in next 6-year operational sliding plan of investment in transport sector in the section of Sustainable Mobility**, taking into account the prescribed EU Interreg Europe Programme action plan template.

**This Expert Basis has been defined during the REGIO-MOB project activities realisation**, especially based on knowledge exchange during the phase of Sustainable Mobility exchanging experiences and lessons learnt between the regions, involved in the project.

According to this Introduction this document shall be read together with the [National Program for the Development of Transport in the Republic of Slovenia until 2030](#), including all already planned measures covering main five transport sections, thus being a precondition for realisation of here further presented additional activities with special emphasis on sections: **2. Rail Transport (page 72) and 3. Sustainable Mobility (page 81)**.

This Expert Basis is divided into five transport content sections: Public Passenger Transport, Urban and Recreational Cycling, Walking, Other Sustainable Mobility Areas (Parking Policy,

Green Urban Logistics, Electric-Mobility, Car-Sharing and Pooling Mobility) and Monitoring, Education, Promotion and Awareness-Rising.

## 1.1 PUBLIC PASSENGER TRANSPORT

<b>1.1.1 Integrated Public Transport Managing Authority</b>	
<b>Background</b>	<p>The establishment of Integrated Public Transport System is needed for providing sustainable mobility in the area of urban regions and at the national level as in Slovenia, there are evident next problems in the field of Public Passenger Transport (PPT):</p> <ol style="list-style-type: none"> <li>1. Poorly developed and unconnected public passenger transport;</li> <li>2. Dispersed population density and consequently expensive infrastructure which could fulfil the needs of public transport in terms of accessibility and connectivity at different levels;</li> <li>3. Great competition in private/road traffic;</li> <li>4. Poor connections in shifting of transport modes;</li> <li>5. Low frequency of rush hour transportation;</li> <li>6. Longer travel times on public transport;</li> <li>7. Poor coverage of periods outside peak hours;</li> <li>8. Lower responsiveness of the system to the needs of passengers and local communities and long delays;</li> </ol> <p>The introduction of related transport systems and new technologies, together with the need to increase the financial sustainability and efficiency of transport systems, leads to the identification of a lack of administrative capacity and adequately trained personnel as one of the key issues in this sector and at the same time one of the priorities of the EU cohesion policy. In this sector, the use of additional administrative capacity is needed in particular for the creation of new services responsible for related transport systems and the preparation and management of projects. The introduction of new technologies means that existing and new staff will have to be trained, thus ensuring the proper functioning and maintenance of these systems.</p> <p>Due to the close link between urban, suburban and regional zero-emission and passenger car users, training will be carried out in combination with educational programs on the safe use of different transport modes.</p> <p>The training and education program should be developed, inter alia, to:</p> <ul style="list-style-type: none"> <li>- increase the capacity and qualifications of administrative staff;</li> <li>- to train the staff for cost-effective and safe driving and communicating with passengers;</li> <li>- train the students in the use and safety of bicycles and public transport;</li> <li>- raise the public awareness of the safe driving, efficient and safe use and benefits of public transport, with emphasis on vulnerable groups (disabled people and elderly people).</li> </ul> <p>The program will be based on case studies and examples of good practices, thus</p>

	providing fun and lasting education.
<b>Action</b>	<ol style="list-style-type: none"> <li><b>1. Establishment and business operation of Integrated Public Transport Managing Authority.</b></li> <li><b>2. Preparation of Integrated Public Transport legislation regulation.</b></li> <li><b>3. Employee education for execution of new and more demanding IPPT activities.</b></li> </ol>
<b>Players involved</b>	<ol style="list-style-type: none"> <li>1. Republic of Slovenia, Ministry of Infrastructure,</li> <li>2. Municipalities</li> <li>3. Slovenian Railways</li> <li>4. Bus Transport operators</li> </ol>
<b>Timeframe</b>	2018-2023
<b>Costs</b>	17,60 mio EUR
<b>Founding sources</b>	Budget funds of Slovenia.

<b>1.1.2 Integrated Public Passenger Transport services</b>	
<b>Background</b>	<p>One of the most important benefits for users of related transport systems is the introduction of integrated tariff systems. The rate of connection of the tariff system and the type of tickets and technologies to be used (single tickets and / or electronic tickets, smart cards or contactless payments, etc.) will be analyzed on a case by case basis on the basis of the competence of the relevant transport authority, such as using a smart card to pay P + R, parking on the street, tolls, etc.</p> <p>One of the most important benefits for users of related transport systems is the introduction of integrated tariff systems. The rate of connection of the tariff system and the type of tickets and technologies to be used (single tickets and / or electronic tickets, smart cards or contactless payments, etc.) will be analyzed on a case by case basis on the basis of the competence of the relevant transport authority, such as using a smart card to pay P + R, parking on the street, tolls, etc.</p> <p>In order to increase the share of public transport in urban, suburban and regional transport, the timetables must be harmonized to improve the connectivity, efficiency and coherence of the various modes of transport. In further studies, this option will be analyzed taking into account the number of passengers and operational and infrastructure requirements.</p>
<b>Action</b>	<ol style="list-style-type: none"> <li><b>1. Unification and the creation of additional Integrated Public Passenger Transport services in Slovenia and connections to European countries.</b></li> <li><b>2. The introduction of a single transport scheme of Integrated Public Transport products with The Introduction of a Single/unified ticket and an integrated ticketing system.</b></li> <li><b>3. Harmonization of timetables between the different modes of transport: railways, long distance public bus lines and city transport of passengers and introduction of Integrated Tact Timetables.</b></li> <li><b>4. Integration of primary school transportation now organised on local authority level into integrated public passenger system.</b></li> <li><b>5. Integration of transportation of working population into integrated public passenger system.</b></li> </ol>
<b>Players involved</b>	<ol style="list-style-type: none"> <li>1. Republic of Slovenia, Ministry of Infrastructure,</li> <li>2. Municipalities</li> <li>3. Slovenian Railways</li> <li>4. Bus Transport operators</li> </ol>
<b>Timeframe</b>	2018-2022
<b>Costs</b>	na

<b>Founding sources</b>	Budget funds of Slovenia.

<b>1.1.3 Integrated Public Transport and Traffic Information-Management System</b>	
<b>Background</b>	<p>New technologies allow, among other things, the collection of data and the monitoring of the situation in traffic and the use of public transport in real time. In order to take advantage of these technologies, one-stop management centres for public transport will be set up, equipped with the latest information technology solutions. New public transport vehicles will be adequately equipped, IT-platforms will be used for route planning, and traffic signalization will be updated to be included in a centralized management system (eg “smart traffic lights” or measures to favor public transport. This will improve the quality of planning and monitoring of public transport, user information for passengers, traffic control and the collection of data on traffic congestion and arrival of public transport vehicles in real time.</p> <p>Raising public awareness of the administrative effort and the benefits of public transport is important for the successful implementation of the remaining measures. Promotional campaigns will be organized to raise awareness about the measures taken. These will include traditional public media, advertisements, public workshops and the creation of specific information platforms that will also act as public forums.</p> <p>It is planned to inform, promote and raise public awareness through the portal or public forum, which will operate within the NCUP, on the novelties and advantages of using certain public transport due to the use of an integrated ticket, adapted timetables and the use of P + R and the provision of status information. A Passenger Information Portal is set up, where all information on the schedules, the benefits of PPP will be made, and will also be a PPT opinion portal.</p>
<b>Action</b>	<ol style="list-style-type: none"> <li><b>1. Establishment of an information platform for public transport users under NCUP umbrella;</b></li> <li><b>2. Data collection and processing in the data model in the framework of NCUP;</b></li> <li><b>3. Real-time public transport monitoring under the NCUP framework;</b></li> <li><b>4. Portal of Integrated public passenger transport.</b></li> </ol>
<b>Players involved</b>	<ol style="list-style-type: none"> <li>1. Republic of Slovenia, Ministry of Infrastructure, Traffic Control Centre</li> <li>2. Slovenian Railways</li> <li>3. Bus Transport operators</li> </ol>
<b>Timeframe</b>	2018-2023
<b>Costs</b>	na
<b>Founding sources</b>	Budget funds of Slovenia.

<b>1.1.4 Establishment of Demand Responsive Transport</b>	
<b>Background</b>	<p>One of the main objectives of the strategy for transport development is to increase the sustainability of the transport system while providing solutions for public transport that will be accessible to the majority of the population. Given that in some parts of the Slovene territory there is insufficient demand for the eligibility of the introduction of regular public transit routes (eg rural or dispersed settlement areas as well as distant, mountainous and cross-border areas), the introduction of public transport services will, upon request, provide the possibility that these services will be available there too.</p> <p>Demand responsive transport services will also be designed for people with disabilities. Demand responsive transportation for disabled people is organized according to the good practices of non-governmental disabled organizations, which already offer such services to their members. The offer of transport is fragmented by individual organizations and the environments where they operate. The introduction of a single system would increase the mobility of people with special needs and provide the opportunity for them to be more equally involved in all activities related to work and leisure.</p>
<b>Action</b>	<p><b>Establishment of demand responsive transport for a better offer:</b></p> <ol style="list-style-type: none"> <li><b>1. in demographically endangered areas with sparse population, including distant, mountainous and cross-border areas and</b></li> <li><b>2. for people with disabilities.</b></li> </ol>
<b>Players involved</b>	<ol style="list-style-type: none"> <li>1. Republic of Slovenia, Ministry of Infrastructure</li> <li>2. Republic of Slovenia, Ministry of Labour, Family, Social Affairs and Equal Opportunities</li> <li>3. Slovenian Railways</li> <li>4. Bus Transport operators</li> </ol>
<b>Timeframe</b>	2018-2023
<b>Costs</b>	21,6 mio EUR
<b>Founding sources</b>	Budget funds of Slovenia, Municipality Budget funds.



<b>1.1.5 Integrated Public Passenger Stations Development</b>	
<b>Background</b>	By properly analyzing the existing situation and the expected development of the transport system and the socio-economic circumstances in urban and regional areas - from the point of view of sustainable mobility and the integrated public transport plans – there will be possible to recognize the need to renew / upgrade existing stations or build new ones where this will be justified by the degree of mobility. On the other hand, this could also mean the abolition or functional degradation of some existing stations, where the expected mobility rates become inadequate. The development of the bus stops will focus primarily on improving accessibility for passengers, especially for people with reduced mobility, which will ensure the safety of passengers, as well as information systems and public information systems. Particular attention should be paid to the regulation of today's inappropriate passenger station Ljubljana.
<b>Action</b>	<b>1. Integrated Public Passenger Stations development</b>
<b>Players involved</b>	1. Republic of Slovenia, Ministry of Infrastructure 2. Municipalities
<b>Timeframe</b>	2018-2023
<b>Costs</b>	na
<b>Founding sources</b>	Budget funds of Slovenia, EU funds, Municipality funds.

## 1.2 URBAN AND RECREATIONAL CYCLING

1.2.1 Cycling Development Strategy	
<b>Background</b>	<p>There are neither comprehensive (state, regional) nor detailed (municipal) plans for cycling; consequently, the system of cycling routes is not upgraded and functionally logically concluded, which makes it less developed and not in the function of public passenger transport as well as it does not allow sufficient development of cycling for daily migration.</p> <p>Cycling development as fundamentally transport issue is horizontally dependent on many different social areas such as sport, health, tourism, spatial planning, education, safety etc. and coordination with other social and economy fields is unavoidable.</p>
<b>Action</b>	<ol style="list-style-type: none"> <li>1. <b>Horizontal inter-ministry coordination: interdepartmental coordination of activities at the level of line ministries: transport, sport, spatial planning, environment, health, law, economy, tourism, education, research and foreign affairs.</b></li> <li>2. <b>Vertical national-regional-local coordination: coordination of cycling development and strategy elaboration at regional and local level.</b></li> </ol>
<b>Players involved</b>	<ol style="list-style-type: none"> <li>1. Republic of Slovenia, Ministry of Economic Development and Technology</li> <li>2. Republic of Slovenia, Ministry of Education, Science and Sport</li> <li>3. Republic of Slovenia, Ministry of Finance</li> <li>4. Republic of Slovenia, Ministry of Health</li> <li>5. Republic of Slovenia, Ministry of Infrastructure</li> <li>6. Republic of Slovenia, Ministry of the Environment and Spatial Planning</li> <li>7. Slovenian cycling network</li> </ol>
<b>Timeframe</b>	2018-2023
<b>Costs</b>	Strategy/documentation: 100.000 EUR
<b>Founding sources</b>	Budget funds of Slovenia.

<b>1.2.2 Establishment of a National Cycling Office</b>	
<b>Background</b>	<p>In Slovenia there are evident next issue in the field of cycling:</p> <ol style="list-style-type: none"> <li>1. Undefined responsibilities for long term development of Slovenia as a cycling product and unclear organization structure for the management and development of investments in cycling;</li> <li>2. Low contribution of national policy on coherent development and financial support for urban and touristic cycling;</li> <li>3. Low coordination capacities and cooperation culture between key stakeholders at national and local level in the field of bike and PT inter-modality.</li> <li>4. Underdeveloped holistic approach to cycling recreational products and cycling services (cycling accommodations, cycling services, ...)</li> <li>5. Scarce monitoring attitude and data collection in the field of cycling;</li> <li>6. Minor bicycle role in new development areas – newly constructed areas still do not consider cycling as a mean of transport;</li> </ol>
<b>Action</b>	<ol style="list-style-type: none"> <li><b>1. The establishment of official body which will be an independent public institution for:</b> <ol style="list-style-type: none"> <li>i. participation, planning, management and implementation of activities, including the harmonization of laws and strategies at the international level, and the presentation and promotion of good practices in Slovenia and abroad.</li> <li>ii. obtaining information on travel habits of the inhabitants at national level and monitoring trends in cycling mobility.</li> </ol> <p>It acts as a permanent body within the line of Ministry of infrastructure and ensures the involvement of cycling as a subject in policies for sustainable mobility and health promotion.</p> </li> </ol>
<b>Players involved</b>	<ol style="list-style-type: none"> <li>1. Republic of Slovenia, Ministry of Infrastructure</li> <li>2. Slovenian cycling network</li> <li>3. Statistical Office of Republic of Slovenia</li> </ol>
<b>Timeframe</b>	2018-2023
<b>Costs</b>	<p>Establishment: 50,000 EUR</p> <p>Business operations per anum (year 1-5): 300,000 EUR</p>
<b>Founding sources</b>	Budget funds of Slovenia – permanent financing sources.

1.2.3 National Legislation and Financial Support for Cycling Development	
<b>Background</b>	<p>In the framework of European climate change fighting policy and legislation in the field of nature preservation in Slovenia we have to tackle with the problem of low contribution of national policy on coherent development and financial support for urban and touristic cycling;</p> <p>There is available Eco-Found (Eko sklad) offering subsidies for electric vehicles, that is for complete bicycle fleets. But on the other side, there is evident lack of mobility management (e.g. promotion of cycling to work, development of company bike sharing schemes) in Slovenian companies in institutions to promote cycling for daily migrations to work because an absence of tax incentives for the purchase of bicycle equipment.</p>
<b>Action</b>	<p><b>1. Creation of a legislative framework for cycling.</b></p> <p>The basis for the promotion of cycling is the overview of the EU legislative framework and the definition of missing legislation in the RS (Rules on bicycle connections in Slovenia, Technical specifications for cycling network planning). Legislation is the basic tool for placing measures and guidelines for the promotion of cycling.</p> <p><b>2. Lower taxation and company bike sharing schemes.</b></p> <p>Introduction of reduced tax rates on bicycles and e-bikes, introduction of financial assistance schemes for employers to encourage daily cycling, introduction of a national scheme: certification of cyclists-friendly employers (EU standard).</p>
<b>Players involved</b>	<ol style="list-style-type: none"> <li>1. Mreža za prostor (a Slovenian network of NGOs in the field of sustainable urban planning, local initiatives and organised public who strive for higher quality of living space)</li> <li>2. Republic of Slovenia, Ministry of Economic Development and Technology</li> <li>3. Republic of Slovenia, Ministry of Finance</li> <li>4. Republic of Slovenia, Ministry of Health</li> <li>5. Republic of Slovenia, Ministry of Infrastructure</li> <li>6. Republic of Slovenia, Ministry of Labour, Family, Social Affairs and Equal Opportunities</li> <li>7. Republic of Slovenia, Ministry of Public Administration</li> <li>8. Urban Planning Institute of the Republic of Slovenia</li> </ol>
<b>Timeframe</b>	2018-2022
<b>Costs</b>	500.000 EUR
<b>Founding sources</b>	Budget funds of Slovenia.

<b>1.2.4 Update and Implementation of the National Cycling Infrastructure Masterplan</b>	
<b>Background</b>	<p>There is fragmented cycling infrastructure with missing and unconstructed sections of national cycling network and regional connections with lack of separated cycling infrastructure unavailable to meet the needs of cycle commuting. Further lack of investments in the planned national cycling infrastructure and decreasing budget of urban municipalities to implement safe cycling infrastructure leads to still existing collision points and unsafe cycling infrastructure in build-up areas which is lowering cycling safety.</p> <p>A plan for the organization and categorization of national and suburban biking routes and accompanying equipment should be made. Priority will be given to this: connecting the already built bicycle sections to larger logically completed units, providing a higher standard, the level of traffic conditions for cyclists, the additional reduction in the number of road accidents in which cyclists are participating (the "zero" vision is valid abroad), and the construction of local cycling links that connect with the national cycling network and provide greater mobility to riders. The foreseen final long-term planned period of implementation of the entire network is 25 years. The construction will take place in stages. Investing in the establishment of the national bicycle network must be balanced against the planned individual short, medium and long-term planned stages. It is necessary to carefully plan the measures in terms of financial and spatial possibilities and the available road infrastructure. It is reasonable to take advantage of as many existing roads with low average annual daily traffic, which need to be reorganized or equipped with traffic signals for safe route and running of cycling traffic along them. The construction of new cycling routes is foreseen only where required by the standard of the cycling route. Cycling trails and bands are foreseen mainly in settlements and where it is absolutely necessary due to traffic safety.</p> <p>The measure envisages three phases:</p> <ol style="list-style-type: none"> <li>1. Establishment of the national cycling network</li> <li>2. Categorization of the cycling network</li> <li>3. Establishment of a uniform platform at national level for arranging, signalling and categorization of national cycling connections and accompanying equipment</li> </ol> <p>Currently, the preparation of expert bases for the preparation of the plan for the national cycling network is underway.</p>
<b>Action</b>	<ol style="list-style-type: none"> <li><b>1. Update preparation and implementation of the national cycling infrastructure masterplan, which is the plan of national and regional cycling infrastructure, based on harmonized technical planning regulations.</b></li> <li><b>2. Preparation of expert basis and technical specifications for urban cycling in cities</b></li> </ol>

<b>Players involved</b>	<ol style="list-style-type: none"> <li>1. Republic of Slovenia, Ministry of infrastructure, DRSI</li> <li>2. Republic of Slovenia, Slovenian infrastructure agency DRI</li> <li>3. Slovenian cycling network</li> <li>4. Municipalities</li> </ol>
<b>Timeframe</b>	2018-2023
<b>Costs</b>	<ol style="list-style-type: none"> <li>1. National level: 98 mio EUR</li> <li>2. Local level: 46 mio EUR.</li> </ol>
<b>Founding sources</b>	Budget funds of Slovenia, EU funds, Municipality funds.

<b>1.2.5 Integration of Cycling into Public Transport System</b>	
<b>Background</b>	<p>There is underdeveloped level and low coordination of capacities and cooperation culture between key stakeholders at national and local level in the field of bike and PT inter-modality (e.g. lack of bike racks on PT stations, offer of trains, suitable for transporting bikes);</p> <p>Majority of Slovenian inhabitants lives in urbanized settlement areas; accordingly there are present efforts for reducing car oriented transport (e.g. strict car parking policy, speed reduction measures) in major urbanised areas of Slovenia. There is also evident that urban as well as recreational cycling is being perceived as “trendy” activity and growing interest for Slovenia being a recreational cycling destination and we can develop bicycle intermodality with low costs solutions.</p> <p>It is necessary to design cycling facilities, the capacity to carry bicycles in the framework of public transport, and to establish intermodal crossing points, adjusted for the use of bicycles. Only harmonized door-to-door transport systems can offer an alternative to the car-dependent system. It is also necessary to analyze the basic factors that influence the integration of cycling in traffic, which must ensure traffic safety, establish clear rules, provide a traffic system that enables comfortable cycling and ensures the principle of respect for cyclists.</p> <p>In order to ensure sustainable mobility, sustainable transport modes must be well connected and intermodal.</p>
<b>Action</b>	<p style="text-align: center;"><b>Integration of cycling into public transport system. Development of a plan to integrate cycling into an intermodal sustainable transport system including design of</b></p> <ol style="list-style-type: none"> <li><b>1. cycling facilities,</b></li> <li><b>2. the capacity to carry bicycles in the framework of public transport, and to</b></li> <li><b>3. establish intermodal crossing points, adjusted for the use of bicycles.</b></li> </ol>
<b>Players involved</b>	<ol style="list-style-type: none"> <li>1. Republic of Slovenia, Ministry of infrastructure</li> <li>2. Slovenian cycling network</li> <li>3. Slovenian Railways Group</li> <li>4. Municipalities</li> <li>5. PT Operators</li> </ol>
<b>Timeframe</b>	2018-2023
<b>Costs</b>	Expert basis preparation: 150.000 EUR
<b>Founding sources</b>	Budget funds of Slovenia, Municipality funds.

<b>1.2.6 Strategy for Cycling Economy and Sport Cycling</b>	
<b>Background</b>	Slovenia has a diversity of natural and historical heritage to promote recreational and touristic cycling. It is located on three EuroVelo routes - Number 8: Mediterranean Route, 9: Baltic – Adriatic and 13: Iron Curtain Trail and there is evident growing interest for Slovenia as a recreational cycling destination. Accordingly, in Slovenia exists further potential to increase usage of recreational and utility cycling supported by European climate change fighting policy and legislation in the field of nature preservation as well as by urban and recreational cycling being perceived as “trendy” activity.
<b>Action</b>	<ol style="list-style-type: none"> <li><b>1. The economic sector in the scope of cycling tourism, bicycle production, cycling equipment, auxiliary cycling infrastructure and sports racing needs a supportive development plan and should be considered as a strategic one.</b></li> <li><b>2. For the part of cycling tourism there is adopted Tourism product strategy “Cycling”, which needs to be updated.</b></li> </ol>
<b>Players involved</b>	<ol style="list-style-type: none"> <li>1. Republic of Slovenia, Ministry of Economic Development and Technology</li> <li>2. Economic interest association Hiking and Biking</li> <li>3. Slovenian Tourist Board</li> <li>4. Slovenian Cycling Network</li> </ol>
<b>Timeframe</b>	2018-2023
<b>Costs</b>	Strategy preparation: 150,000 EUR.
<b>Founding sources</b>	Budget funds of Slovenia.



## 1.3 WALKING

### 1.3.1 Development of Comprehensive National Strategy for Walking

<b>Background</b>	<p>The absence of a comprehensive national development strategy of walking and safety of vulnerable road users is one of the important drawbacks from further strategical development of walking in Slovenia. There would be many and varied potential gains from development complete national development strategy for walking that would illustrate and influence long terms decisions in the field of walking and safety.</p> <p>Working group to perform Slovenian National Walking Strategy of walking and road safety should be established. This working group would focus on activities to influence three main pillars of walking:</p> <ul style="list-style-type: none"> <li>- Functional (as a mean of transport) – getting to school, work, the shops etc;</li> <li>- Recreational – walking for pleasure, sport and active recreation;</li> <li>- Health and wellbeing – walking to feel better (physically and mentally).</li> </ul>
<b>Action</b>	<b>Development of comprehensive national strategy for walking and road safety</b>
<b>Players involved</b>	<ol style="list-style-type: none"> <li>1. Republic of Slovenia, Ministry of Infrastructure</li> <li>2. Republic of Slovenia, Ministry of Infrastructure – Slovenian infrastructure agency</li> <li>3. Slovenian Traffic Safety Agency</li> <li>4. NGO's in the field of walking and road safety</li> <li>5. National institute for Public health</li> <li>6. Republic of Slovenia, Ministry of the Environment and Spatial Planning</li> <li>7. National institutes in the field of transport and traffic safety</li> </ol>
<b>Timeframe</b>	Preparation of strategy 2018-2023
<b>Costs</b>	Strategy preparation: 150.000 EUR
<b>Founding sources</b>	Budget funds of Slovenia.

<b>1.3.2 Establishment of National Office and Implementation of National Strategy for Walking</b>	
<b>Background</b>	<p>Many EU projects and investigations in the field of sustainable mobility indicate that interventions in the field of infrastructure measures should be tailored to individual people's needs and aimed to encourage people to walk more.</p> <p>Within the SWOT analysis on walking it was indicated that there is a special need to increase the volume and quality of the built infrastructure for safe and comfortable walking in urban areas. Public spaces in suburban and rural areas of Slovenia should be better designed, especially because funds offered for current public infrastructure are mostly allocated to develop bigger investments on road and rail infrastructure. Despite the fact that Slovenian municipalities are developing and implementing Sustainable urban mobility plans (SUMP) majority of investments tend to be designed for effectively organise motorized traffic.</p> <p>In order to revive public spaces outside city centres and improve safety for pedestrians, investment in pedestrian infrastructure should be prioritized according to the needs identified in the comprehensive national development strategy for walking.</p> <p>Additionally technical standards for implementing walking infrastructure in Slovenia should be established in order to define clear guidance for local communities to design and implement infrastructure for pedestrians.</p>
<b>Action</b>	<ol style="list-style-type: none"> <li><b>1. Establishment of National Office for walking</b></li> <li><b>2. Implementation of infrastructure measures and technical standards for pedestrian areas, pavements and public spaces defined in the national strategy for walking.</b></li> </ol>
<b>Players involved</b>	<ol style="list-style-type: none"> <li>1. Republic of Slovenia, Ministry of Infrastructure – Slovenian infrastructure agency</li> <li>2. Slovenian Traffic Safety Agency</li> <li>3. NGO's in the field of road safety and walking</li> <li>4. National institutes in the field of transport and traffic safety</li> </ol>
<b>Timeframe</b>	<p>Technical standards and documentation preparation: 2017-2022</p> <p>Implementation of measures: 2018-2023 according to timeframes defined in national development strategy for walking.</p>
<b>Costs</b>	<p>Technical standards and documentation preparation: 200.000 EUR</p> <p>Implementation of measures: 7,4 mio EUR (2017-2022)</p>
<b>Founding sources</b>	<p>Budget funds of Slovenia and EU funds, investments from Municipalities.</p>

<b>1.3.3 Improvement of local communities influence on national transport plans decisions</b>	
<b>Background</b>	<p>Community based activities and implementations in Slovenian national roads (especially national roads that pass urban settlements) should widely include local community in planning and development of infrastructure. Within the REGIO MOB project it was widely recognized that local infrastructure improvements are crucial factor to increase the attractiveness of walking for local journeys. Also safe and convenient pedestrian facilities can provide an increased sense of community identity, feelings of ‘belonging’ and can lead to expansion of social networks, as areas can become hubs for social walking which can be empowering.</p> <p>Since in Slovenia there are no regional authorities, local communities (municipalities, towns) should be given greater influence to improve situation for walking on local and also at national roads.</p> <p>Within the process of SUMP in Slovenia it was clearly diagnosed that many infrastructure measures for improvement of walking along the national roads are hard to implement since all the planning, administrative power and investing is done from the national level. As main streets through many smaller towns in Slovenia are state roads, managed by Ministry of Infrastructure – Slovenian infrastructure agency, the local communities have no legislative power to influence their design and maintenance.</p>
<b>Action</b>	<p><b>1. Improvement of local communities influence on decision making by Ministry of Infrastructure – Slovenian infrastructure agency, regarding pedestrian infrastructure investments along national roads network</b></p>
<b>Players involved</b>	<ol style="list-style-type: none"> <li>1. Republic of Slovenia, Ministry of Infrastructure</li> <li>2. Ministry of Infrastructure – Slovenian infrastructure agency</li> <li>3. Association of Municipalities and Towns of Slovenia</li> <li>4. The Association of Municipalities of Slovenia</li> <li>5. Local communities</li> </ol>
<b>Timeframe</b>	Legislation improvements: 2017-2022
<b>Costs</b>	na
<b>Founding sources</b>	Budget funds of Slovenia.

## 1.4 OTHER SUSTAINABLE MOBILITY AREAS:

**Parking Policy,**

**Green Urban Logistics,**

**Electric-Mobility,**

**Vehicle-Sharing and Pooling Mobility,**

<b>1.4.1 Establishment of Sustainable National Parking Policy</b>	
<b>Background</b>	<p>Enabling the combination of different means of transport has a significant impact on reducing the use of the car and improving the use of sustainable modes of transport. In the past, Ljubljana has already provided a series of such arrangements, and will continue to upgrade and complement them with the construction of the P + R as one segment of comprehensive national parking policy strategy, which will be equipped with Bicycle stops and will enable the safe storage of proprietary bikes. At the same time, it will also provide the possibility of connecting to rail, and will be linked to an information platform that will allow users to view and plan routes with public transport.</p> <p>Development of national parking policy strategy shall include all issues referring to stationary traffic supporting further integrated development of sustainable mobility in Slovenia, including limitation of traffic in urban and city centres for personal transport-cars and giving priority to public transport.</p>
<b>Action</b>	<p><b>Establishment of Sustainable National Parking Policy:</b></p> <ol style="list-style-type: none"> <li><b>1. guidelines,</b></li> <li><b>2. legislative framework,</b></li> <li><b>3. pilots.</b></li> </ol>
<b>Players involved</b>	<ol style="list-style-type: none"> <li>1. Republic of Slovenia, Ministry of Infrastructure</li> <li>2. Municipalities</li> <li>3. Republic of Slovenia, Ministry of the Environment and Spatial Planning</li> </ol>
<b>Timeframe</b>	2017-2022
<b>Costs</b>	1,5 mio EUR
<b>Founding sources</b>	Budget funds of Slovenia, Municipality funds and EU funds.

<b>1.4.2 Development of alternative forms of car transport: carpooling and carsharing.</b>	
<b>Background</b>	Alternative transportation helps to reduce traffic congestion, improve local air quality, reduce wear on roads, and free up parking spaces etc. Car sharing is a system of private vehicle use in which multiple user have individual use of a car from a float of private vehicles. Car sharing is multi-use of cars means a reduction in costs compared with the use of a private vehicle. The breakdown of the cost of car sharing also raises awareness among users of the real cost of using a private vehicle and leads to more rational use. Car sharing is more economical than owning a private vehicle that is not used frequently. Carpooling is the sharing of car journeys so that more than one person travels in cars. By having more people using one vehicle, carpooling reduces each person's travel costs such as fuel costs, tolls, and the stress of driving. Carpooling is also a more environmentally friendly and sustainable way to travel as sharing journeys reduces air pollution, carbon emissions, traffic congestion on the roads, and the need for parking spaces. Authorities often encourage carpooling, especially during periods of high pollution or high fuel prices.
<b>Action</b>	<b>1. Development of alternative forms of car transport: carpooling and car sharing.</b>
<b>Players involved</b>	<ol style="list-style-type: none"> <li>1. Republic of Slovenia, Ministry of Infrastructure</li> <li>2. Private service providers</li> <li>3. Local communities</li> <li>4. NGOs</li> </ol>
<b>Timeframe</b>	2018-2023
<b>Costs</b>	2.5 mio EUR
<b>Founding sources</b>	Budget funds of Slovenia, EU funds, local funds.

<b>1.4.3 Development and further expansion of Park and Ride Systems on national level and in broad area of main centres Ljubljana and Maribor</b>	
<b>Background</b>	<p>Ljubljana is the largest Slovenian city and capital of Slovenia with the largest number of daily migrations, which can be improved with the appropriate expansion of the P + R system. The parking lots are directly linked to the public transport capabilities, enabling the user to have direct and environmentally-friendly access to the city center. The user avoids a stressful ride through crowded urban streets, making the city less burdened with personal cars and the consequences of the traffic of cars - from overcrowding of streets and parking lots to pollution and the general devaluation of the environment in urban centers. In Ljubljana, it is planned to set up 25 sites P + R.</p> <p>Maribor is the second largest Slovenian city with a significant number of daily migrations, which can be improved with the appropriate installation of the P + R system. The parking lots are directly linked to the public transport capabilities, enabling the user to have direct and environmentally-friendly access to the city center. The user avoids a stressful ride through crowded urban streets, making the city less burdened with personal cars and the consequences of the traffic of cars - from overcrowding of streets and parking lots to pollution and the general devaluation of the environment in urban centers. In Maribor, it is planned to set up 6 sites P + R.</p> <p>Slovenia is very special with regards to settling. It has about 6,000 settlements, which is a large number taking into considerations its area (20,273 km<sup>2</sup>) and the number of inhabitants (approximately 2 million). Therefore, the use of the P + R system ("Park and ride") appears to be appropriate for promoting the use of public passenger transport. It is a combination of parking spaces and stops of public transport, which allows the user to bring to the most important points on the outskirts of the city or the main urban incursions with a personal or other vehicle, where the user enters the means of public transport or borrows a bike. Possible points for the construction of the P + R system have shown a traffic model, but a more detailed study should be carried out to better plan their locations. It is estimated that Slovenia should have 72 P + R sites.</p>
<b>Action</b>	<p style="text-align: center;"><b>Development and further expansion of Park and Ride Systems on national level and in broad area of main centres Ljubljana and Maribor</b></p> <ol style="list-style-type: none"> <li><b>1. The Ljubljana area with a gravitational hinterland (25)</b></li> <li><b>2. Maribor region with a gravitational hinterland (6)</b></li> <li><b>3. Slovenia: P + R at stations and stops of public passenger transport (72)</b></li> </ol>
<b>Players involved</b>	<ol style="list-style-type: none"> <li>1. Republic of Slovenia, Ministry of Infrastructure</li> <li>2. Republic of Slovenia, Ministry of Infrastructure, Directorate for Investments</li> <li>3. Regional Development Agency of Ljubljana Urban Region</li> </ol>

	<ul style="list-style-type: none"> <li>4. Regional Development Agency of Maribor</li> <li>5. Regional Development Agencies of Slovenia</li> <li>6. Municipalities</li> </ul>
<b>Timeframe</b>	2018-2023
<b>Costs</b>	63 mio EUR
<b>Founding sources</b>	Budget funds of Slovenia, Municipality funds and EU funds.

<b>1.4.4 Creating a Sustainable Urban Strategy for Green City Logistics in Urban Municipalities</b>	
<b>Background</b>	Green City Logistics: cities will set up a policy in the field of goods delivery, which will determine the conformity of delivery vehicles with environmental standards, delivery time windows and promote alternative solutions according to the specifics of space in urban centers. Restrict traffic in urban centers for personal transport: the city determines the limit the entry of personal vehicles into a wider or narrower transport center based on various criteria, such as, for example, vehicle emission standards (environmental zones) or barriers to specific areas. In selected cities, measures can be supported through a comprehensive territorial investment mechanism.
<b>Action</b>	<p><b>1. Creating a sustainable urban strategy for Green City Logistics in Urban Municipalities</b></p> <p><b>1. SUS for Green City Logistic implementation</b></p>
<b>Players involved</b>	<ol style="list-style-type: none"> <li>1. Republic of Slovenia, Ministry of Infrastructure</li> <li>2. Republic of Slovenia, Ministry of Environment and Spatial Planning</li> <li>3. Municipalities</li> <li>4. Regional Development Agencies</li> </ol>
<b>Timeframe</b>	2018-2023
<b>Costs</b>	na
<b>Founding sources</b>	Budget funds of Slovenia, Municipality funds and EU funds.



<b>1.4.5 Elaboration of Regional Sustainable Urban Mobility Plans and review and update of local SUMP.</b>	
<b>Background</b>	Regarding traffic planning obligations, functional regions and / or cities will need to develop appropriate plans for sustainable urban mobility (these plans may cover the area of one city or more of the pooled cities (functional regions)). With these plans, it will be possible to analyze the current state of transport systems not only from the infrastructure, but also from the operational and organizational point of view, and based on the findings of the analyzes, future needs will be identified. The existence of mobility plans is a prerequisite for investing in public transport systems. These plans should be regularly reviewed and updated; they must comply with high-level planning documents, such as the Transport Development Strategy. The developed Sustainable Urban Mobility Plans (SUMP) will be a condition for municipalities to apply for a public tender applying for grants for the measures of Sustainable Mobility Plans to be implemented.
<b>Action</b>	<ol style="list-style-type: none"> <li><b>1. Elaboration of regional Sustainable Urban Mobility Plans and</b></li> <li><b>2. review and update of local SUMP.</b></li> </ol>
<b>Players involved</b>	<ol style="list-style-type: none"> <li>1. Republic of Slovenia, Ministry of Infrastructure</li> <li>2. Municipalities</li> <li>3. Regional Development Agencies</li> <li>4. Republic of Slovenia, Ministry of Environment and Spatial Planning</li> </ol>
<b>Timeframe</b>	2020-2027
<b>Costs</b>	1.5 mio EUR.
<b>Founding sources</b>	Budget funds of Slovenia, Municipality funds and EU funds.

<b>1.4.6 Creation of mobility plans</b>	
<b>Background</b>	Depending on the specifics of the space in which they are located, the travel habits of the employees and the opportunities for a sustainable return to work and school, the different institutions create their own mobility plan, and encourage employees to change their habits. For this purpose, a number of mechanisms are available, for example, real-time vehicle monitoring with PT bus stations, passenger information portals with the ability to use mobile phones, etc. All available modern technologies are used to effectively manage mobility.
<b>Action</b>	<b>1. Creation of mobility plans</b>
<b>Players involved</b>	<ol style="list-style-type: none"> <li>1. Different institutions</li> <li>2. Major centres of population attractions (shopping centres, healthcare)</li> <li>3. Municipalities</li> </ol>
<b>Timeframe</b>	2018-2023
<b>Costs</b>	1 mio EUR.
<b>Founding sources</b>	Private Institutions Funds, Municipality funds, EU funds.

<b>1.4.7 Implementation of E-mobility strategy measures</b>	
<b>Background</b>	The future of urban mobility is turning into a great challenge, while it touches many areas, from urban planning to transport policy, from energy and environmental aspects to economic factors. As an environmentally friendly, socially and economically equitable urban transport system is made available, individual mobility needs have to be taken into consideration and new types of mobility must be combined with existing modes. E-mobility is an opportunity of re-thinking mobility. It should trigger a more flexible approach to diversity in mobility and better interaction of different types of transport modes, i.e. multimodality. The E-Mobility Strategy should cover urban e-mobility in all its aspects – from infrastructure to electric vehicles and users. Thus, the e-mobility strategy should primarily focuses on measures for the electrification of vehicle fleets and the installation of the required charging infrastructure.
<b>Action</b>	<b>1. Implementation of E-mobility strategy measures</b>
<b>Players involved</b>	<ol style="list-style-type: none"> <li>1. Republic of Slovenia, Ministry of Infrastructure</li> <li>2. Republic of Slovenia, Ministry of Economic Development and Technology Private service providers</li> <li>3. Local communities</li> <li>4. NGOs</li> </ol>
<b>Timeframe</b>	2018-2023
<b>Costs</b>	92 mio EUR
<b>Founding sources</b>	Budget funds of Slovenia, EU funds, local funds.

<b>1.4.8 Development of Intermodal Transport Hubs Ljubljana, Maribor and Koper</b>	
<b>Background</b>	The new TEN-T regulation lists the following transport hubs in Slovenia: Ljubljana and Koper as nodes in the core part of the TEN-T network, and Maribor as a hub in a comprehensive part of the TEN-T network. At these points, the greatest potential for the development of logistical activities in the field of cargo, in Ljubljana and Maribor, is also the establishment of separate multimodal platforms for passengers. However, in Slovenia, even more widely (to a greater extent), transport of cargo can be taken care of and transport of passengers from one mode to another. This would enable efficient combination of different modes of transport in the transport chain, thereby increasing the efficiency of traffic. For this purpose, it is necessary to identify in the future the possible points of the transfer of passengers and goods between different modes of transport. Where it would prove necessary and efficient, it is necessary to design intermodal passenger platforms to increase the use of public passenger transport, ensure the appropriate connection of logistics cargo terminals with different modes of transport, where the interest of the economy is expressed.
<b>Action</b>	<ol style="list-style-type: none"> <li><b>1. Design of plans for development of intermodal transport hubs Ljubljana, Maribor and Koper</b> <ol style="list-style-type: none"> <li><b>a. Intermodal Passenger Centres</b></li> <li><b>b. Logistic Centres</b></li> </ol> </li> <li><b>2. Design of plans for development of intermodal points in suburban Slovenian areas</b></li> <li><b>3. Implementation of development measures on national and regional level</b></li> </ol>
<b>Players involved</b>	<ol style="list-style-type: none"> <li>1. Republic of Slovenia, Ministry of Infrastructure</li> <li>2. Municipalities Ljubljana, Maribor and Koper</li> </ol>
<b>Timeframe</b>	2017-2022
<b>Costs</b>	na
<b>Founding sources</b>	Budget funds of Slovenia and EU funds.

<b>1.4.9 Development of Spatial Planning Legislation for Decreasing Dispersed Settlements</b>	
<b>Background</b>	<p>Since Slovenia has no official regions, the laws, policies and other instruments to define the spatial planning system and provide strategic spatial development objectives and guidelines are defined on a state level. On the other hand, local communities have the original right to spatial management and planning of their territories and are obliged to perform activities in the field of spatial planning and management, as well as transport planning according to the adopted laws, standards, and criteria. Within the process of Sustainable urban mobility transport plans preparation in Slovenian municipalities it was indicated that there is a need for wider participation of stakeholders within development of sustainable spatial and transport planning.</p> <p>Taking into account car oriented spatial development of the past decades, cars ownership in Slovenia almost doubled within the last 20 years. Motorization level in Slovenia in 2015 was 523 cars per thousand inhabitants, what is about a half more than in 1995. An average Slovenian household has for a third more passenger cars in 2015 than in 1991. Increased car ownership gradually additionally resulted in dispersed urban and rural settlements, which further prevented the development of walking and cycling as an equally important transport mode on shorter distances.</p> <p>Renovation of the Spatial Management Act (Official Gazette RS, No. 61/17, Slovenian: Zakon o urejanju prostora (ZUreP-2): Uradni list RS, št. 61/17) is one step closer to wider communication and participation processes in spatial planning procedures. The new law will upgrade the current system of state and municipal spatial planning and land policy measures, introducing numerous innovations. Among other things, it will consistently introduce the principle of coordination of interests and cooperation between participants in spatial planning and a new structure of state and municipal spatial acts which could potentially influence increasing processes of spatial dispersed settlements.</p>
<b>Action</b>	<ol style="list-style-type: none"> <li><b>1. Implementation of the new spatial planning legislation (e.g. Spatial Management Act (Official Gazette RS, No. 61/17).</b></li> <li><b>2. Preparation of regional spatial development plans with focus on transport.</b></li> <li><b>3. Further cooperation of different local and national stakeholders for spatial planning development in the field of sustainable mobility.</b></li> </ol>
<b>Players</b>	<ol style="list-style-type: none"> <li>1. Republic of Slovenia, Ministry of Infrastructure</li> </ol>

<b>involved</b>	<ul style="list-style-type: none"> <li>2. Republic of Slovenia, Ministry of the Environment and Spatial Planning</li> <li>3. Local communities</li> <li>4. Slovenian Research Agency</li> </ul>
<b>Timeframe</b>	Development of legislation 2020-2027
<b>Costs</b>	na
<b>Founding sources</b>	Budget funds of Slovenia.

## 1.5 MONITORING, EDUCATION, PROMOTION AND AWARENESS-RISING

1.5.1 Monitoring systems for public passenger transport, walking, cycling and parking	
<b>Background</b>	<p>Lack of analysis and monitoring result in the field of sustainable mobility leads to the inability of the argument to the needs of development in the field of sustainable mobility actions. In order to monitor the positive influence all the investments will have on the improvement for mobility and quality of living, national indicators must be set and regularly evaluated.</p> <p>In the process of defining mobility indicators there has to be developed unified methodology for measuring those mobility indicators for all different mobility modes in Slovenia and based on methodologies of Eurostat and Statistical Office of Republic of Slovenia (SORS).</p> <p>National indicators will be set as quantitative and qualitative indicators that will follow the improvements made with investment in sustainable urban mobility.</p> <p>Quality framework of indicators for walking, cycling and also other transport modes was already established within the developed SUMP's in Slovenian municipalities, yet also national approach has to take place. National indicators must be annually analyzed to insure continuous improvement in the surveying tools and techniques.</p>
<b>Action</b>	<p><b>For all different transport modes in Slovenia, namely, public passenger transport, walking, cycling and parking systems there has to be:</b></p> <ol style="list-style-type: none"> <li><b>1. Established national mobility indicators;</b></li> <li><b>2. Defined unified methodologies for mobility indicators measurements in line with Eurostat and SORS methodologies;</b></li> <li><b>3. Implemented measurements of national indicators;</b></li> <li><b>4. Developed and implemented evaluations of measured mobility indicators as basis for future development plans.</b></li> </ol>
<b>Players involved</b>	<ol style="list-style-type: none"> <li>1. Republic of Slovenia, Ministry of Infrastructure</li> <li>2. Republic of Slovenia, Statistical Office</li> <li>3. Municipalities with implemented Sustainable urban mobility plans</li> <li>4. NGO's in the field of walking and road safety</li> <li>5. Republic of Slovenia, Ministry of Education, Science and Sport</li> <li>6. Slovenian Traffic Safety Agency</li> <li>7. National institute for Public health</li> <li>8. Statistical Office of Republic of Slovenia</li> </ol>
<b>Timeframe</b>	<p>Setting up the national monitoring systems and indicators: 2017-2022</p> <p>Data collection: 2020-2030</p>

<b>Costs</b>	3,3 mio EUR
<b>Founding sources</b>	Budget funds of Slovenia and EU funds, Municipality funds.



## 1.5.2 Promotion, Education and Awareness-raising Activities about Sustainable Transportation Modes Benefits for Society

### Background

**Non-profit groups** that promote the use of alternatives transportation modes to passenger cars have proved to be very successful in many cities throughout Europe. Among other things, there are groups that encourage the daily use of bicycles, groups that advocate for passenger rights, the maintenance of pedestrian areas, or even traffic control. These groups (neighbourhood associations or groups of common interest, NGOs, etc.) can assist local administrations and transport authorities in their tasks and in the enforcement of the use of public transport. Therefore, the involvement of such associations, local groups and NGOs in the decisions on traffic planning will be encouraged and considered.

Aiming at **increasing cycling modal share** and due to lack of strategic incentives for cycling safety there is need for awareness activities for cycling promotion and safety.

Within the process of SUMP's development in Slovenia, it was indicated that there is a low level of **public awareness on the use of walking** as a mode of mobility also at the short distances. For long term development of walking as a mode of transport, promotion should be performed within various age groups and focused also on the young. Many activities are already performed in Slovenian schools (e.g. Traffic Snake Game, White Rabbit Game, pedibus collective walking to school, European Mobility Week) but additional learning can take place also in the outdoor environment and within the local communities. Regular visits for outdoor learning to local woodlands or other green spaces would help to learn healthy and active habits and make connections across all curriculum areas in Slovenian schools. Furthermore, **promotion of walking** should also take place **within the working place**. In Slovenia employers, with incentives from EU funds, should invest more in promotion and wellbeing programs, particularly those that encourage their staff to be more physically active during the working day. In accordance with the national goals on reduction of fatalities or severe injuries, additional focus should also be put in **road safety of vulnerable users**. To achieve the goal of reducing the number of fatalities and severely injured in road accidents by 50%, which represents the common European objective in the field of road safety, but is also set in the National Program of Road Safety for the period 2013 – 2022, special attention should be paid to the vulnerable road users - pedestrians, cyclists, drivers of motor two-wheelers, as well as children and elderly in traffic. Permanent network of various stakeholders should be established in order to control and evaluate road safety for vulnerable road users.

**Educational and awareness-raising activities** on sustainable mobility will target different target groups, from kindergartens, primary schools, secondary schools, student populations to adult car drivers and various professional audiences.

<p><b>Action</b></p>	<ol style="list-style-type: none"> <li>1. <b>Support to non-profit groups and establishment of permanent network in the field of advocacy, promoting the use of transport modes that are alternatives to a passenger car: walking, cycling, PPT</b></li> <li>2. <b>Promotion, education and awareness-raising to promote the use of sustainable transport modes:</b> <ol style="list-style-type: none"> <li>a. <b>Public Passenger Transport</b></li> <li>b. <b>Cycling: media support for cycling needs to be provided, and the population must be trained for safe driving and responsible traffic behaviour. It is needed the continuation of existing programs as well as creation of additional new programs.</b></li> <li>c. <b>Walking and active lifestyle.</b></li> </ol> </li> </ol>
<p><b>Players involved</b></p>	<ol style="list-style-type: none"> <li>1. Employers and companies willing to promote active lifestyles</li> <li>2. Local communities and schools</li> <li>3. National Institute of Public Health</li> <li>4. NGOs</li> <li>5. Republic of Slovenia, Ministry of Economic Development and Technology</li> <li>6. Republic of Slovenia, Ministry of Education, Science and Sport</li> <li>7. Republic of Slovenia, Ministry of Health</li> <li>8. Republic of Slovenia, Ministry of Infrastructure</li> <li>9. Republic of Slovenia, Ministry of Administration</li> <li>10. Slovenian cycling network</li> <li>11. Slovenian Traffic Safety</li> <li>12. Agency and local associations in the field of road safety</li> <li>13. National institute for Public health</li> <li>14. Local communities</li> <li>15. Centre for information service, co-operation and development of NGOs</li> <li>16. ECO Fund</li> <li>17. Hiking and Biking Association</li> </ol>
<p><b>Timeframe</b></p>	<p>2018-2023</p>
<p><b>Costs</b></p>	<ol style="list-style-type: none"> <li>1. Support to non-profit groups – 1,2 mio EUR</li> <li>2. General promotion on sustainable mobility - 1,7 mio EUR</li> <li>3.</li> </ol>
<p><b>Founding sources</b></p>	<p>Budget funds of Slovenia and EU funds. Municipality funds. Possible refunds from Eco Fund – Slovenian Environmental Public Fund Private investments from employers.</p>

<b>1.5.3 Slovenia – walking, hiking and biking friendly country</b>	
<b>Background</b>	<p>With all its natural environment and landscapes, Slovenia is a good location for sustainable tourism, which also includes walking as a mean of recreation. “Pedestrianized” town centres and recreation areas can become more attractive places which will often assist the local economy by encouraging more visitors and tourism. At an individual level, walking is also financially beneficial as it is a low-cost alternative to motorised transport and especially to car use.</p> <p>Unfortunately, one of the weaknesses of Slovenian walking are relatively unadjusted tourist facilities (unregulated vantage points, information boards; rooms for meetings) and public infrastructure (toilets, lighting, staging-benches, pedestrian crossings) which would improve conditions for walking and encourage more visitors. Also tourist industry in Slovenia is relatively uninterested in investing in infrastructure and marketing for walking (hiking as the product is still a market less attractive).</p>
<b>Action</b>	<b>1. Improvement of walking, hiking and biking touristic facilities and promotion of Slovenia as a walking, hiking and biking friendly country</b>
<b>Players involved</b>	<ol style="list-style-type: none"> <li>1. Slovenian Tourist Board</li> <li>2. Republic of Slovenia, Ministry of economic development and technology</li> <li>3. Economic interest association Hiking and Biking</li> </ol>
<b>Timeframe</b>	2020-2027
<b>Costs</b>	
<b>Founding sources</b>	Budget funds of Slovenia and EU funds, private investments, investments from tourist agencies.

## 2 CONCLUSIONS

Despite many efforts on a national and local level, spatial and transport development in Slovenia are still urging for a paradigm shift from car-oriented mobility towards more sustainable means of transport. Coherent implementation of sustainable mobility solutions in Slovenia is thus still needed and should be sustained by a wide range of measures that would additionally develop and promote use of innovative transport technologies, multimodal solutions, sustainable mobility promotion and stakeholder's involvement for all the modes of passenger mobility.

In order to underline importance of sustainable mobility actions, main aim of presented "Expert basis for supplementing the sustainable mobility measures in Slovenia" within the REGIO-MOB project was to initiate additional proposals in the field of sustainable mobility to the Resolution on the National Program for the Development of Transport in the Republic of Slovenia for the Period up to 2030 (ReNPRP30).

The **Transport Development Strategy** is the most important instrument to articulate sustainable mobility in the Republic of Slovenia. Its purposes can be summarized as follows:

- to present the standpoints, needs and possibilities for the development of the key transport infrastructure in the Republic of Slovenia,
- to prepare a harmonized development programme for the key transport infrastructure in the Republic of Slovenia,
- to guarantee ex-ante conditionalities for drawing EU funds in the 2014–2020 financial period for transport infrastructure.

Learning from the presented 35 transnational good practices presented and visited **within REGIO-MOB project** and taking into account various modes of transport, presented expert basis detected main areas of intervention and policy measures in order to further improve sustainable mobility in Slovenia. Expert basis has been drawn up by a number of stakeholders seeking to introduce common policy guidelines for promoting pedestrian, bicycle and public transport systems. Within the preparation and consultation process **stakeholders group** was actively included in the forming of proposed measures. Representing the main interest groups, research institutions, regions and public institutions in the field of transportation in Slovenia, presented expert basis was being discussed within different stakeholder's group meetings by various relevant institutions e.g. Ministry of Infrastructure of Republic of Slovenia, Ministry of the Environment and Spatial Planning, Slovenian Railways-Passenger transport, Slovenian cycling network, Regional Development Agency of the Ljubljana Urban Region, Anton Melik Geographical Institute, NGO's in the field of sustainable mobility and other interest groups.

In order to positively influence multitude of societal drivers encompassing health, environment and climate protection in Slovenia, developed expert basis contains various areas of interventions in order to influence sustainable transport development beyond the duration of the REGIO-MOB project. Including transport modes as public transport, walking, cycling and other sustainable mobility measures (e.g. parking policy, green urban logistics, electric-mobility), presented measures are focused mainly in the following fields of intervention:

1. Establishment of action groups or networks responsible for specific area of intervention of mode of transport;

2. Development of comprehensive legislation and technical standards;
3. Development of specific long- and short-term actions plans with precise definition of infrastructure measures, financial sources and timeframes;
4. Establishment of data collection and assessment network and
5. Promotion of measures and awareness rising in the field of sustainable mobility.

For each proposed sustainable mobility measure the financial sources and timeframe was allocated according to available national strategies and development plans for mobility in Slovenia. From the expert basis it can be seen that majority of the sources for proposed measures would come from budget funds of Slovenia and EU funds.

Measures proposed are to be employed in the national and local government plans, guidelines and even implementation procedures. Some of the proposed measures have already begin to take place in the year 2017, yet majority of proposed actions are foreseen to be implemented before the year 2023 and could be subject to regular assessment from the stakeholders involved.

