

Output factsheet: Action Plan for integration of LEZ policies in the mobility planning of Žilina FUA

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Lead partner	Municipality of Vicenza
Output number and title	O.T.1.1 - Eight SOLEZ Action Plans developed for 8 different Functional Urban Areas
Responsible partner (PP name and number)	PP10 - City of Žilina
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Summary description of the strategy/action plan (developed and/or implemented)

The Action Plan for integration of low-carbon policies in the mobility planning of Žilina's functional urban area has been elaborated following a common approach defined at consortium level during the first project phase. The document was developed as case study within SOLEZ project, while recommendations of the European Union ("The Joint Instrument (Manual) for the elaboration of the SOLEZ Action Plans") are processed within the document. The Action Plan represents the short and long term goals of introducing low carbon mobility in line with the SOLEZ project. The Action Plan outlines general recommendations for stakeholders and proposes specific solutions for problems that are related to the region of Žilina. The plan addresses not only quick - short (1-5 years) term measures to reduce the carbon trails of the city of Žilina but also describes solutions which are relevant in long (10 - 20 years) term horizon. This action plan aims at addressing the issue of urban emissions, which comes mainly from the transport. It supports the principle of reducing emissions through low-emission measures, in particular low-emission zones and restricted traffic zones. In addition, it focuses on parking, cycling, pedestrian and electromobility measures. The main processor of the action plan was the Faculty of Electrical Engineering of the University of Žilina, cooperating with local "stakeholders", experts in the field of transport and e-mobility as well as with local authorities.

NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

NUTS 3 - Žilina self-governing region, LAU 1 (NUTS 4) - Žilina district, LAU 2 (NUTS 5) - City of Žilina

The Action Plan defines a functional urban area (FUA) based on the OECD methodology. **FUA Žilina** can be defined as a polycentric FUA where more than 15% of the population are transporting to the work from one core (Žilina town) to another core (Martin town) and vice versa. The FUA is defined as small urban area, i.e. urban area with a population of up to 200,000, with more than 50% of the FUA population living in a high density area. The area of

interest and thus of the functional urban area is formed by municipalities immediately bordering with the agglomeration, which usually is exposed to the high percentage of transportation to Zilina town. In relation to the Zilina urban agglomeration, 37 districts of interest are developed, 6 catchment areas and 5 entry and exit communication routes in relation to the territory of the Slovak Republic and abroad.

Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

The SOLEZ Action Plan of Zilina's functional urban area will contribute to the reduction of congestion and polluting emissions and will improve the capacities of public administrators to implement integrated sustainable mobility strategies in their territories. The steps in the action plan are focused on the development of sustainable urban low carbon mobility. It defines a series of related concrete actions designed to meet the needs of mobility of individuals and businesses in the future. The main principles of design of the city's transport system are based on developments of conditions for sustainable mobility. These measures are time-consuming and cost-intensive and can be divided into 'fast-paced' solutions for short- to medium-term intervals. The action plan supports the principle of reducing emissions through low-emission measures, in particular low-emission zones and restricted traffic zones. Mobility strategies within functional urban areas focus on a long-term vision covering all modes of transport, passenger and freight transport, walking and cycling, parking, etc. In addition, capacity building activities, such as study visits and follow-up training workshops, have been carried on during the Action Plan elaboration process as complementary activities with the aim to increase local administrators and mobility operator's knowledge on sustainable mobility best practices and inspire replication on their territories.

Sustainability of the developed or implemented strategy/action plan and its transferability to other territories and stakeholders

The Action Plan has been widely accepted among the stakeholders that directly participated in the elaboration process. The good level of involvement achieved, will ensure a formal adoption and a broad ownership of the Plan by the several local administrations ("stakeholders") that took part in the participatory process. During the implementation of individual low-carbon mobility measures within the FUA selected framework, the co-ordination of individual actors and the definition of their competencies are necessary.

The role of the City of Zilina as the main actor of mobility will be to set precise requirements for addressing individual steps within the action plan. These requirements must be in line with EU documents concerning the deployment of intelligent transport systems, renewable energy sources in the FUA frameworks as well as measures to improve energy efficiency within the FUA. The Low Carbon Action Plan of Zilina defines the following strategic objectives: Technical sustainability of proposed transport measures, Environmental sustainability both locally and globally, Economic sustainability and Raising public awareness.

The above-mentioned strategic objectives can be achieved by implementing the following strategic measures within FUA Zilina: satisfaction with FUA mobility needs, reducing environmental pollution, increasing security, minimizing the use of private cars in urban areas, improving the quality of services that ensure mobility within the FUA, increasing the integration of public transport, increasing the competitiveness of public transport, improving the economic efficiency of public transport, increasing the percentage of integrated transport users, increase the share of the shared transport system within the FUA

Lessons learned from the development/implementation process of the strategy/action plan and added value of transnational cooperation

The combination of push and pull measures, innovative information and communication technologies and a focus on building personnel and expertise to implement measures to promote low-carbon mobility has led to the effective implementation and adoption of the proposed intervention. In addition, putting emphasis on communicating with the public, professionals and also exchanging experience and knowledge from the more developed regions of Central and Eastern Europe was very important and beneficial. All of this has led to improved low carbon mobility planning performance and increased partners' knowledge and experience in effective implementation and communication with key partners and stakeholders.

The participatory process adopted for the drafting of the Action Plan, with direct involvement and consultation of key stakeholders and delegates, played an important role in creating consensus and real commitment towards the developed plan. The transnational Study-visits and local peer-to-peer training activities implemented in the same period and addressed mainly to the same subjects, also contributed to the creation of trust and positive relations among the different involved actors. This way, they have been generally collaborative, supportive and really interested in the Action Planning process.

For this activity, transnational cooperation has been important on a twofold level. On the one hand, it provided value added in the development of a common methodology for the elaboration of SOLEZ Action Plans. On the other hand, the possibility to organize transnational study-visits and linked training activities, the opportunity to see how other cities addressed and solved similar problems, and the awareness of being "part of a bigger network" increased the interest and motivation of people involved in the planning process, thus significantly contributed to the success of the activity.

References to relevant deliverables and web-links If applicable, pictures or images to be provided as annex

Deliverable D.T. 1.3.8 - Action Plan for integration of LEZ policies in the mobility planning in Žilina FUA

The document is available on <https://www.interreg-central.eu/Content.Node/SOLEZ.html> in the Publication section.