



FEBRUARY 2020

ACTION PLAN FOR SLOVENIA



PROJECT PARTNER

DEVELOPMENT AGENCY SINERGIIJA



RAZVOJNA AGENCIJA
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GENERAL INFORMATIONS

PROJECT: DEMO-EC: DEVELOPMENT OF SUSTAINABLE MOBILITY MANAGEMENT IN EUROPEAN CITIES

PARTNER ORGANISATION: PP3 - Development agency Sinergija

OTHER PARTNER ORGANIZATIONS INVOLVED:

- Ministry of Infrastructure, Directorat for sustainable mobility
- The institute Smart house, Martjanci
- Development agency Sinergija
- IPOP – Institute for spatial policies
- CIPRA Slovenija - society for the protection of the Alps
- 200 Slovenian municipalities
- 250 schools and 200 kindergartens

COUNTRY: Slovenia

NUTS2 REGION: Vzhodna Slovenija

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PROJECT WEBSITE: www.interregeurope.eu/demo-ec/

THE ACTION PLAN AIMS TO IMPACT:

- Investment for Growth and Jobs programme

DEMO-EC project is supported by the Interreg Europe Programme, funded under the European Regional Development Fund.

INTRODUCTION OF THE POLICY

NAME OF THE POLICY ADDRESSED: OPERATIONAL PROGRAMME FOR THE IMPLEMENTATION OF THE EU COHESION POLICY IN THE PERIOD 2014 - 2020

Development agency Sinergija is a partner in the Interreg Europe project DEMO-EC (Development of sustainable Mobility management in European Cities) that focuses on integration of mobility management in city development/planning by analysing, exchange and dissemination of good practice to improve the effectiveness of policies in the field of low carbon in transport. At the end of the first phase of the project (January 2017-December 2019) each participating partner formulates an action plan to engage themselves into action during the second phase (January 2020-December 2021).

The policy presented is a national policy. It presents the priority axes of investment priorities where Slovenia will invest the EU Cohesion Policy funds in the period 2014-2020 with the objective of realising national targets set within EU 2020 objectives. It is the basis for continuation of coordination at national level (ministries/other stakeholders) and coordination with EU Commission. Slovenia prepared one OP for absorption under all three EU Cohesion Policy Funds (ERDF/ESF/Cohesion Fund). Slovenia's development context puts prosperity in the focus, it is realised through following strategic objective1: finding way to economic recovery/breaking the trend of Slovenia's distancing from average EU development level; ensuring prosperity of all citizens; putting decisive stop to passive, cyclical changes by transforming them into lasting structural improvements. It consists of 11 priority axes, a few investments priorities under each priority axis. The improvement is focusing on priority axis 4, investment priority "Promoting low carbon strategies for all types of geographical area, in particular for urban areas, including promotion of sustainable multimodal urban mobility/adequate mitigation/adaptation measures". Originally it was planned to focus on the improvements of the specific results indicators which are not set adequate and should be improved to be realistically achieved. For some of them there are no technical/logistics possibilities to be implemented on national level. It was also decided to build on some of supporting/technical manuals/guidelines/methodologies which have been missing on national level to develop different strategic mobility plans. During the stakeholder meetings the focus turned to only the latter improvements, such as proposing the technical manuals/guidelines/methodologies. The decision has been taken with the stakeholders from the Ministry of infrastructure which are Managing authority and provided the Letter of support.

SUMMARY OF THE ACTION PLAN

THE AIM OF THE ACTION PLAN IS TO CHANGE, IMPROVE AND REFINE THE POLICY TACKLE. WITH THE PLAN A FEW MISSING PARTS CAN BE ESTABLISHED, IMPROVED AND REDEVELOPED. THE MAIN AIM IS THEREFORE TO PROPOSE THE IDEAS AND MEASURES WHICH COULD IMPROVE THE POLICY IN A WAY TO IMPLEMENT THE NEW PROJECTS. RELEVANT BODY IN OUR CASE IS MINISTRY FOR INFRASTRUCTURE WHICH HAS FOUND INSPIRATION IN OTHER REGIONS AND WANTS TO IMPORT NEW PROJECTS TO BE FINANCED WITHIN OTHER PROGRAMMES.

In order to suggest the right measures, the project partner attended the Study visits organized by other partners to learn the foreign best practises which could be used in the national environment and serves as the policy improvement element.

The action plan has been developed through 3 years and was influenced by the stakeholder meetings and best practises learned during the Study visit. The main approach was to transfer the practises from different countries into the Action plan and to integrate them with the national needs and requirements. The Action plan contains of 3 actions. The actions are mostly related to the infrastructure measures of the bike sharing system, safe school and kindergarten paths and multimodality to connect urban centres and hinterlands.

But mostly the measures are prepared to meet the requirements on the national level since the OP is a national policy document. The mobility management issues are tackled on the 4th priority axis which supports the sustainable mobility on the national level. The sub-priority is: 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 with the specific objective to develop urban mobility to improve air quality in urban areas. Support under the investment priority will be provided for 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 will be aligned with the integrated approach and will be 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. All investments that are proposed to receive ERDF and CF support under this investment priority are set out and will be

included in the Sustainable Urban Mobility Plans and other plans which will be linked to air quality plans and sustainable urban development strategies.

Concretely, the action planned with DEMO-EC learning experiences and activities are focused on Mobility in the municipalities and settlements of the city character with the main emphasis in the development of the infrastructure for providing better connectivity with the city centre and hinterlands and infrastructure for safe school and kindergarten paths.

The best practises chosen to affect the Action plan have been slightly transformed to better fit to the policy and in the right national context. The actions were drafted according to a set of broad guiding principles such as: stakeholder Inputs during the stakeholder meetings, interregional learning process (lessons learnt from the different interregional exchange activities carried out in DEMO EC implementation) and considering the policy instrument improvement and feasibility of the measure implementation (financial and technical).

One of the aims of the Action plan is to monitor the progress of the measures and take each task step-by-step, therefore allowing partner to handle the project efficiently. The advantage of doing this it allows you to execute a structured plan for the end goal you intend to achieve. Furthermore, it provides the team with appropriate foundations, therefore prioritising the amount of time you spend on each task. This will then prevent any side-tracking that may occur.

ACTION 1:

Extension of the specific regional bike sharing systems and investing in the infrastructure for bikes, bike parking facilities and remote cycling connections

OBJECTIVE

Increasing the number of the public bikes, bike parking facilities, bike sharing and increasing the number of kilometres of the remote cycling connections. The objective is also to increase bike usage among the tourist and local/regional inhabitants in the urban centres and on the country side.

BACKGROUND

The main inspiration for the Action 1 was brought by the project of a new Italian bike sharing service called “Portofino Park & Bike”. There are 60 bicycles (45 e-bikes and 15 traditional bikes) available in selected parks for citizens and tourists. The “one-way formula” service allows users to catch a bike in one park and to leave it in another selected park. Thus, people are also encouraged to use different transport modes. The project aims to encourage citizens and tourists to leave their cars and visit the coast in a sustainable way.

Another inspiration was received from the Poland practise. The practise was derived from the good communication with the inhabitants and it reflects now in the cycling infrastructure and many actions such as: action to improve the conditions of moving around the city and its surroundings; action to reduce and calm the car traffic in the city, to create conditions for the safe movement of cyclists on the road; action for the construction and development of a good and safe infrastructure.

In the Slovenian OP one of the planned measures is also the provision of bicycle racks and roof overhangs for bicycle parking, park and ride systems and cycling routes. These investments are planned to a lesser extent to address the gaps in existing infrastructure networks for sustainable urban mobility.

It was highlighted the importance of the Functional urban area which covers wider geographical area and focuses regional aspects of the mobility planning. Functional urban area is defined as a functional economic unit, which is characterised by densely inhabited “urban cores” and “hinterlands”, whose labour markets is highly integrated with the cores. By considering FUA aspect the local municipalities should connect each other and make joint projects to provide better opportunities for their inhabitants and tourist.

ACTION:

ESTABLISHMENT OR EXTENSION OF A BICYCLE RENTAL SYSTEM



The action is in line with the OP 4th Priority axis. It is related to the expansion of the bicycle rental system with new stations in the countryside and / or the city centre or upgrading of existing stations and to the establishment of a bicycle rental system. The action will be implemented in four bigger regions of Slovenia:

1. ZgornjaSavinjska and Šaleška valley:

Installation of two new bicycle rental stations. In the rural area, a new power station of an automated bicycle system with six pillars (BICY system) is set up near the Stables of Skala (which is away from the city center and uphill). The electrical system in Velenje is not yet in place and this acquisition will be an innovative innovation in the city. The city has a classic station of an automated city bike rental system with six pillars, near the Šalek school. Placing in this location covers the gap and enables a functional and quality upgrade of the system in the city. Both stations would represent a green bridge between rural and urban. Renovation of existing stations will also take place.

2. Mežiška valley:

Installation of two new stations in the municipality of Ravne na Koroškem (upgrading of the existing system) and installation of one charging pillar for charging electric bicycles, electric wheelchairs, electric scooters and other

low power devices. Installation of one new automated bicycle rental station in the municipality of Mežica (the first station, they do not yet have one). Purchase of two electric bicycles in the municipality of Črna na Koroškem, where there are already three regular bicycle rentals. Purchase and installation of two charging pillars for charging electric bicycles, electric wheelchairs, electric scooters and other low power devices.

3. Kočevje and Ribnica:

Setting up of three new bicycle rentals in the countryside.

4. Goričko:

Installation of two new stations in the countryside, one in the municipality of Moravske Toplice and one in the municipality of Puconci. In the area of the municipality of Murska Sobota, there will be an expansion of the system for one new station. This will also connect the urban to the rural area. So, the final acquisition is: three new Smart City Bikes bike rental stations.

PLAYERS INVOLVED

- The Ministry of Infrastructure: is the supporting, planning and consultative body
- The municipalities: Velenje, Ravne na Koroškem, Mežica, Kočevje, Ribnica, Moravske Toplice, Puconci and Murska Sobota: investors
- The institute Smart house, Martjanci: implementor and the leader of the action.
- Development agency Sinergija: knowledge provider and supporter

TIMEFRAME

The action will be executed from January 2020 till October 2020.

COSTS

435.000,00 EUR for the infrastructure and related costs.

FUNDING SOURCES

European Agricultural Fund for Rural Development is covering the costs.

ACTION 2:

Multimodality of urban and rural areas in Pomurje region

OBJECTIVE

Establishment of the multimodality consisting of bike sharing system and public transport for connectivity of the urban and rural areas in Pomurje region.

BACKGROUND

Remote regions in Europe share the same risks and issues related to being at the periphery of main transport networks. Inadequate and under-used services, excessive costs, lack of last-mile services and proper intermodality and multimodality, poor communication and information to users and car commuting are the challenges that many European regions face. Eco-friendly solutions for public transport in rural and peripheral areas to achieve more liveable and sustainable environments, better integration of the population to main corridors and better services are feeding main public transport and accompanying and supporting systems (such as bike sharing systems). The action provided could help local communities to re-design their transport services according to the needs and encourage people to use them.

Inspiration for this action was backed up by Spain best practise LAZO card. The Transport Consortium of the Metropolitan Area of Zaragoza was formed ten years ago. The objective is to ensure that the public transport, trains and buses operate in an integrated manner and provide a real alternative to private vehicles. In order to reach the objectives of public transport lines coordination and the implementation of a unified ticketing system a mobility-transport network has been created based on 6 interurban operators, 25 transport lines (including bus, train and tram and connecting 25 municipalities), 28 long-medium distance lines, 580 stations-stops and 21.402 interbus cards. Therefore, to ensure that citizens and all municipalities are connected to one another, LAZO card has been introduced. It can be used to pay and gain access to different services with the balance of funds accumulated on the card. It is not necessary to be

registered as a citizen of Zaragoza to use it. LAZO card can be used on tram, urban and interurban bus, Renfe Cercanias, BIZI and a parking meter.

In Slovenian policy document (OP) actions to promote public passenger transport in cities and the related functional urban areas (also rural areas) will facilitate the shift from personal transport to public passenger transport, thus contributing significantly to reducing GHG emissions and particulate matter. OP is financing the projects that will support the use of new technologies in urban transport systems.

ACTION:

INTEGRATED TICKET FOR THE POMURJE PUBLIC TRANSPORT AND BIKE SHARING SYSTEM IN POMURJE REGION



Slovenian Municipalities may establish (obligatory for municipalities with over 100.000 inhabitants) a public service of urban public (bus) transport. If this is the case, the municipality takes over the responsibility for the selection of concessionaires and the conclusion of concession contracts, maintaining local infrastructure for public transport purposes, etc. Municipalities are autonomous in setting and providing urban public transport, while extraurban transport within municipal territory is nevertheless categorized as inter-city transport and is thus under authority of the Ministry. Still municipalities may propose the establishment of public transport lines between different settlements (also urban-rural links) to the state, which takes the final decision.

The municipality Murska Sobota is the only city municipality in Pomurje region. It has established its own city public transport a few years ago called Sobočanec. The buses run across the city and also take over the nearest villages in the hinterlands. The inhabitants can use the card to pay the bus. The same city also has the bike sharing system for which you need another card. In order to make it easier for the users of the public transport and bike sharing system the uniform card will be established which will facilitate the multimodality and will integrate various transport modes. Therefore, the inhabitants coming from remote areas could use the PT and switch to the bikes in the inner city or vice versa, coming to the city with the bikes (bike sharing system is increasing as stated in the action 1) and change it for bus.

PLAYERS INVOLVED

- City municipality Murska Sobota: investor and initiator of the action
- Municipality of Puconci: investor
- Municipality of Moravske Toplice: investor
- Development agency Sinergija: supporter and coordinator

TIMEFRAME

2021 - 2023

COSTS

100.000,00 EUR

FUNDING SOURCES

European Agricultural Fund for Rural Development is covering the costs.

ACTION 3:

Safe school and kindergarten paths

OBJECTIVE

Improving the accessibility and safety of the school and kindergarten institutions.

BACKGROUND

Inspiration for this action was raised from Spain good practice on topic Governance and participation – The school roads project for active mobility, where they promote sustainable mobility and the autonomy of the children, developing & preparing student access routes to schools and educational centres. The good practice contributes to improvements in the urban road, through participatory processes: make a neighbourhood friendlier. Promotes the joint participation of schoolchildren, families, centre staff and neighbourhood to improve the immediate environment and recover public spaces. The Spain practise is focusing on the safe school paths and participation process which leads to better inputs when discussing common issues.

In Slovenian OP also the school and kindergartens are highlighted as one of the target groups which should be considered in the sphere of sustainable mobility. No specific measures are pointed out thus the practises from other countries could facilitate the measures towards the schools and kindergartens and provide better and safe paths to the mentioned institutions.

ACTIONS:

- 1st: PREPARATION OF SIMPLE CARTOGRAPHIC DISPLAY OF SCHOOL and KINDERGARTEN ROADS**
- 2nd: INVESTMENT IN THE INFRASTRUCTURE FOR SAFE SCHOOL AND KINDERGARTEN PATHS**



1st ACTION: Walking children are a good sign for the whole place. If children can walk, everyone can walk, since children are the most vulnerable group. Improving the school environment for child walking allows everyone else to walk safely. The activity involves the preparation of a simple cartographic map, in which schools and kindergartens highlight the problematic areas around the institutions in terms of the sustainable arrival of children in school and kindergarten and describe key problems. The lessons learned from analysing the surroundings of the school are most clearly illustrated on the map. Institutions can use the mapping technique to their own capacities or institutions' needs. Several online tools are available when preparing maps, such as: Google Maps, Geopedia, OpenStreetMap and the like. However, a completely useful map can also be drawn up hands-free on a printed cartographic basis.

Proposals for measures to improve conditions for sustainable school and kindergarten arrivals are, on the one hand, based on an analysis of the school's surroundings and points of concern, and on the other hand, a set of possible measures that will be presented on maps. The measures will be implemented in the second activity (3.2.). Around 250 Slovenian schools and 200 kindergartners will prepare the cartographic displays of the improvements (measures) for safe school and kindergarten paths.

2nd ACTION: MEASURES FOR SCHOOLS

a) Infrastructure measures are physical and systematic interventions on existing traffic areas. With relatively small inputs, we can reduce the number of cars and increase the safety and comfort of pedestrians and cyclists in the school district.

TRAFFIC REGIMES AROUND THE SCHOOLS (Arranging Motor Restricted Areas): Zone 30, Calm Traffic Area, Shared space, Pedestrian Area.

FLOOR MARKS (Improvement of pedestrians and cyclists with floor markings): Narrowing lanes, eliminating the centre line on the road, establishing chicane, Road Sharing and Priority Cyclists, Cycling lanes and cyclists on the road, Blue and pedestrian lanes, audio traffic calming devices.

PHYSICAL MEASURES (Infrastructural Interventions for Greater Traffic Safety): Physical Narrowing of Roadways, Coat of Arms, Crossroads with Small Turning Radios, Cycling Lanes Customized for Cyclists.

b) Organizational measures

Organizational measures are part of so called soft-action groups promoting the concept of sustainable mobility through a new way of managing existing infrastructure and organizational and promotional measures.

Organizational measures promoting the use of sustainable forms of mobility:

- Establishment of a school bike for employees.
- Showers and changing rooms for pupils and staff.
- Lockers for pupils and employees.
- Establishment of a bike shop.
- Establishment of a car park for scooters.
- Organizational measures promoting the more efficient use of a passenger car.
- Co-branding and car sharing among employees.
- Restricting parking in the immediate vicinity of the school for employees and parents.
- Coordination of workers with the PT timetable, combining school transport with public passenger transport.
- Setting up a station system Kiss and drive.

2nd ACTION: MEASURES FOR KINDERGARDENS:

- Stands for scooters.
- Remove the fence for increased visibility.
- Trim branches of hedges.
- Make a new pedestrian crossing.
- Reduce the speed of cars.
- Patch holes in the sidewalk.
- A new bike lane.

The municipalities will be the investors in the infrastructure as they are founder of the schools and kindergartners. Around 200 municipalities will invest in the new infrastructure.

PLAYERS INVOLVED

- The Ministry of Infrastructure: is the financing body and initiator of the action
- IPOP – Institute for spatial policies: coordinating the Preparation of simple cartographic display of school and kindergarten roads
- CIPRA Slovenija - society for the protection of the Alps: adviser in the frame of cartographic displays of school and kindergarten roads
- Development agency Sinergija: knowledge and recommendation provider, adviser in the frame of cartographic display of school roads.
- 200 Slovenian municipalities: investors in the infrastructure;
- 250 schools and 200 kindergartens: providers of the challenging spots on the road/paths.

TIMEFRAME

2020 - 2021

COSTS

7.000,00 EUR for cartographic display of school roads & 2.000.00,00 EUR for infrastructure measures.

FUNDING SOURCES

The Ministry of Infrastructure: The Cohesion funds through OP and funding through different projects of European territorial cooperation.