



7. Newsletter | November 2012

CATCH-MR (Cooperative approaches to transport challenges in Metropolitan Regions) is an INTERREG IVC project running from January 2010 until December 2012 with a total budget of approximately Euro 2 million.

Workshop from 23rd to 25th of May 2012 in Ljubljana, Slovenia. Connecting regional and metropolitan transport policies: governance, financing and implementation.

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Connecting regional and metropolitan transport policies: governance, financing and implementation - 7th Workshop in Ljubljana, Slovenia

The last seventh workshop within the project CATCH-MR was held in Ljubljana, Slovenia at the end of May 2012 and was dedicated to overarching aspects of governance, financing and implementation of joint approaches to transport challenges. The aim of the workshop was to summarize the approaches to joint implementation of new solutions for sustainable transport at the regional and local level, such as diverse public transport solutions and improved conditions for cycling and walking.

The workshop was hosted by 2 project partners: Anton Melik Geographical Institute of the Scientific Research Centre of the Slovenian Academy of Sciences and Arts and Regional Development Agency of Ljubljana Urban Region.



Participants at the Ljubljana workshop in May 2012



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What is CATCH-MR?

CATCH-MR, Cooperative approaches to transport challenges in Metropolitan Regions, is an INTERREG IVC project running from January 2010 until December 2012 with a total budget of Euro 2 million. The aim of this European project is to explore and adapt sustainable transport solutions for metropolises and their surrounding regions.

12 partners take part in the project, representing 7 Metropolitan Regions (MR):

- Capital Region Berlin-Brandenburg (DE)
- Central Hungary (HU)
- Göteborg Region Association of Local Authorities (SE)
- Ljubljana Urban Region (SI)
- Metropolitan Region Vienna (A)
- Oslo/Akershus (NO)
- Province of Rome (IT)

The project follows an integrated approach encompassing three themes:

- Reducing the need to travel within the regions through coordinating transport and land use
- Increasing the share of public transport
- Increasing the use of renewable energy in transport

The partners pursue these objectives by identifying and promoting good practice. In the end of the project, the partners will present a Guide on efficient mobility and sustainable growth in Metropolitan Regions. Thereby, they will contribute with a joint approach applicable to Metropolitan Regions in general.

For more information visit www.catch-mr.eu

Connecting regional and metropolitan transport policies: governance, financing and implementation

7th Workshop in Ljubljana

The last of the workshops within Catch-MR was dedicated to overarching aspects of governance, financing and implementation of joint approaches to transport challenges. It took place in Ljubljana from 23rd to 25th of May 2012. The aim of the workshop was to summarize the approaches to joint implementation of new solutions for sustainable transport at the regional and local level, such as diverse public transport solutions and improved conditions for cycling and walking. The need for joint implementation carries with it multiple challenges, in particular in terms of governance and financing. While the competences and finances for implementation of sustainable

appropriate solutions for each of the challenges within a given governance framework. Within this context, the site visit focused on the concrete situations within the Ljubljana Urban Region and testing the usefulness of existing sustainable transport solutions in the region, such as new public transport lines and city bikes.

Day 1

The opening statements to the workshop were given by Miran Gajšek, Head of the Department for Spatial Management of the City of Ljubljana, Lilijana Madjar, director of the Regional Development Agency of the Ljubljana Urban Region and Oto Luthar, director of the Scientific Research Centre of the Slovenian Academy of Sciences and Arts. Mr. Gajšek emphasized that despite the fact that the municipality is responsible for the preparation of planning documents, cooperation with other municipalities in the region is necessary, especially when planning



Day 1 – City Hall (City of Ljubljana)

transport solutions are spread across different levels of government, across different sectors and across different territorial units, the solutions have to be common to be effective. Furthermore, very diverse funding sources have to be used for a common purpose in order to achieve satisfactory outputs.

The objectives of the workshop were therefore to identify key issues for cooperation and outline key tools for coordinating implementation of common transport policies. The discussions within the workshop focused on concrete challenges and on finding

public transport. Mrs. Madjar briefly presented the Ljubljana Urban Region and stressed that sustainable mobility is one of the most important objectives of the Regional Development Programme, while Mr. Luthar expressed satisfaction with the work done in the Catch-MR project so far. The welcome session was concluded by the project coordinator Mr. Frank Segebade.

Following were two presentations outlining the context of the transport challenges and solutions in the metropolitan region of Ljubljana. First was the

presentation of the Ljubljana Urban Region and its transportation challenges, by Matej Gojčič and Matej Gabrovec. Being the most important employment, political, administrative and cultural centre in Slovenia, the City of Ljubljana is characterised by a large number of daily commuters. In the last few years their number had been constantly increasing. The second presentation was about the project called Integrated public transport system in the Republic of Slovenia, presented by Polona Demšar Mitrovič, Ministry for Infrastructure and Spatial Planning of the Republic of Slovenia. The project is expected to have a positive impact on an increased use of public transport, which will result in reduced noise, CO₂ and air pollutants emissions reduction, as well as less traffic jams and stress in transport.

The afternoon session was opened with the presentation by Janez Nared on the topic of connecting regional and local transport policies, which was also the topic of Chapter B4 of the Guide. The presentation was followed by a discussion on the possible overlaps with other chapters, mainly with B1. The session was closed with the presentation of regional energy partnership, presented on the case of Vienna by Gregory Telepak.

Site visit to Ljubljansko barje

The highlight of the first day was the site visit to the southern part of the Ljubljana Urban Region. The area is characterized by Ljubljansko barje, a moorland that was recently declared a landscape park, a large part of which is a protected natural area as part of the Natura 2000 network. The area is a subject of intense suburbanization in the last



Meeting with the Mayor of Brezovica

two decades. Low prices of building plots and communal expenses, motorisation and good accessibility led to the growth of new single houses, which were situated not only along the main road, but also in new neighbourhoods, often inadequately situated on occasionally flooded areas. The consequence of urban sprawl is an intensified use of cars so the extensions of bus lines were warmly accepted by the commuters. The site visit was carried out in cooperation with Ljubljana public transport company by one of the regular bus service lines, which was extended from the city of Ljubljana into the neighbouring municipality of Brezovica. At the end station of the bus line the participants met the mayor of the municipality of Brezovica and were engaged with him in an intensive Q&A session. The way back made use of the river boat that took the participants directly to the center of Ljubljana.

Day 2

The second day of the workshop started with the presentations of the related projects. Didier Vancutsem presented the URBACT LUMASEC project, dealing with land use in metropolitan areas, and Peter Austin presented the EUROCITIES project on cooperation within Metropolitan areas. Mr. Austin emphasized that the mismatch between formal boundaries and urban realities are increasing. Functional areas are advocated as an appropriate spatial level for effective integrated approaches to sustainable development, where cooperation builds on the relative strengths and inherent value of its different constituent parts. Tor Bysveen presented the practical case of cooperation within the metropolitan region on the case of Oslo. Mr. Bysveen presented the institutional structure of the Oslo –



Jezero (Podpeč Lake)

Akershus metropolitan region and Planning and Building Act (2010) in relation to governance.



Day 2 – presentations of the related projects

The morning session was concluded with the presentation of the outcomes of the inventory. Marko Peterlin and Matej Gabrovec presented the results of the Inventory, namely the Lessons learned, Regional policy advice paper, Recommendations to European metropolitan regions, Common expectations towards EU and Follow ups. Following was



Working in groups

the presentation of regional policy advice papers by each region. Afternoon session was dedicated to workshops on four main topics, applying the World Cafe methodology. The topics were joint spatial and transport planning, moderated by Mr Gregory Telepak, encouraging the use of public transport, moderated by Mr Peter Austin, the use of sustainable modes of energy in transport, moderated by Mr Frank Segebade, and connecting policies, moderated by Mr Janez Nared.

Site visit to Ljubljana city center

Evening was marked by the second site visit, this time dedicated to the city center of Ljubljana. The participants took a walk around the parts of the city dedicated to pedestrians. In an extensive programme of new pedestrian streets more than 20 streets in the city centre as well as several squares, including the large Congress square, were closed for traffic and renovated since 2006. The participants discussed also the very successful city bike system of Ljubljana.



City bike system Bicike(LJ)

Day 3

The last day of the workshop was opened with the summary session, presented by Andrej Klemenc. Mr. Klemenc presented challenges of sustainable transport systems in metropolitan regions from the personal perspective and reflection of his daily commute from Borovnica - the smallest and less developed municipality of Ljubljana Urban Region – to Ljubljana. Following was the discussion on the final paper, moderated by Janez Nared, and the ISC meeting focusing on the Guide, the final conference, closure of the project and the follow up activities.

Connecting Metropolis and the Region

Introduction

Metropolitan regions are economic leaders in development within their countries and across Europe. In order for them to become more competitive, metropolises and their surrounding regions must



Old Town with Castle, Ljubljana, Metropolis

cooperate and have successful territorial management. Within the project the discussion focused on different spheres of cooperation in the participating Metropolitan Regions: joint decision-making, joint transport companies, joint planning and joint financing.



Dol pri Ljubljani, Region

Here we present the main lessons learned and illustrate them with practical examples:

Focus on functional areas

The historical background, traditions, and cultures in the participating Metropolitan Regions are also reflected in various forms of cooperation that exist between the Metropolises and their surrounding areas. Since the hinterlands are expanding and are increasingly connected with the metropolises, long-term planning is prudent at the level of functional areas such as metropolitan regions and not only at the level of individual administrative units. Connections at the level of functional regions have several advantages: the entire system in the entire area of influence can be planned and thus a greater level of integration of the area can be achieved in addition to a better interconnection between the measures taken, which can be reflected in better results at the level of all of the administrative units included. The focus on the entire area of influence also makes it possible to include all of the driving forces, which can provide more comprehensive solutions.

Example: Joint Spatial Planning Department in Berlin-Brandenburg

To avoid problems in communication and potential issues linked to the jurisdiction of an individual state, the Berlin-Brandenburg Joint Spatial Planning Department (GL) was established in 1996. It assumed all the regional development powers of both federal states and is now the only body in Germany that has jurisdiction over two federal units. The main objective of the GL is the provision of consistent planning for the entire territory of the Metropolitan Region, and thus its responsibilities are the limitation of urban sprawl, concentration on development cores, concentration of development along axes of settlement, protection of green areas, and limitation of the need for transport. The GL belongs equally to the Senate Department for Urban Development and Environment of the Federal State of Berlin and to the Ministry for Infrastructure and Agriculture of the Federal State of Brandenburg as the responsible bodies for state development.

Find your own form of cooperation

The examples of cooperation studied in the project lead to the conclusion that there is no uniform concept of connecting metropolises and regions. Both informal cooperation in the sense of voluntary,

participatory decision-making, and the establishment of a more formalised joint institution in charge of developing the policies for all the units included can be successful. Cooperation in some form appears to be essential, regardless of which form it takes, provided that a clear definition of jurisdictions is given. In the case of joint bodies, their range of activities, the sources of funding, and how they include individual stakeholders must be specified. In the case of informal governance structures, it makes sense to define clear processes to reach consensus, and a joint facilitator that will manage the process. Even if the decision-making process is informal, an umbrella institution should supervise the process and be responsible for implementing the agreed-upon activities. One also has to be aware that solutions should be sought in a consensus between all the actors involved because only in this way will the joint body be able to achieve satisfactory results.

Example: Vienna-Lower Austria Metropolitan Area Management (SUM)

SUM was established in 2006 as a joint initiative of the states of Vienna and Lower Austria. This organisation brings together the administrative and political representatives of Vienna and the surrounding municipalities of Lower Austria, has two SUM managers, and its operation is financed by both states. It deals with settlement issues, planning policy, landscape planning, and mobility, and its major duties involve cooperation and intermediation (developing joint solutions to cross-border challenges), providing information (exchanging opinions, and a participation process), and networking (strengthening mutual trust). Thus, SUM can be considered:

- A forum for cooperation between Vienna and the surrounding municipalities of Lower Austria;
- An instrument of cross-border coordination without further complexity added through legal instruments or institutional hierarchies;
- A service unit for the political-administrative systems of the Metropolitan Region; and
- A tool to reach common understanding by providing mutual information and building trust.

It initiates and manages projects across the borders

of the states and municipalities, cooperates with planning departments and organisations, participates in and organises coordination platforms, serves as an information platform, mediates in controversial cross-border issues, and develops solutions to cross-border challenges together with regional stakeholders.

Strive for integrative strategic planning

The task of these types of joint institutions should first and foremost be integrated strategic planning, which they could use to connect both the areas and sectors included. The CATCH-MR project has drawn attention to the fact that the coordination of transport and land-use planning is essential if satisfactory results are to be achieved in each area. In addition, other factors relevant for traffic and land-use planning should also be taken into account.

Example: The State Development Programme and the State Development Plan in Berlin-Brandenburg

The main idea behind the 2007 State Development Programme in Berlin-Brandenburg was to give up the practice of uniform distribution of activities in all areas and to „strengthen the strengths“. Thus the development focuses on central places, centers with a high economic and/or scientific potential. These starting points are further enhanced by the new Berlin-Brandenburg State Development Plan, which contains clear and binding indicator-based regulations, based on which municipalities can develop their development potentials. Thus growth zones are only allowed in areas with good transport connections and specific central functions. Development outside these areas is limited. This plan has resulted in a reduced demand for traffic.

Engage the stakeholders

The involvement of stakeholders helps to ensure long-term acceptability of the visions and joint strategies. In this way, a wide range of aspects and experiences can be taken into account, which makes the overall programme more robust, with the personal inclusion of individuals it is also accepted better and consequently has better results.

This is especially important in long-term strategic documents.

Example: The Gothenburg Region Association of Local Authorities (GR)

GR is a cooperative organisation uniting thirteen municipalities in western Sweden, whose task is to enhance intermunicipal cooperation between its member municipalities, and to provide a regional platform for networking and exchange of ideas and experiences within the region. Its focus is on regional planning, environment, traffic, the labour market, welfare and social services, competence development, education, and research. It is financed partly through annual membership fees from the member municipalities (25%) and partly through revenue from conferences and courses, investigations, and other joint-usership savings for the member municipalities. The dialogue between the municipalities facilitates regional decision-making, joint projects contribute to sustainable development of all the stakeholders involved, new networks are being established, new ideas are being created, and, most importantly, spatial planning is harmonised in the entire area of cooperation.

Make a joint integrated strategic plan

By connecting various measures and consistently taking into account the solutions adopted, numerous problems that arise in spontaneous settlement development can be managed and hopefully avoided. In a long-term perspective, it is also considerably more cost-effective to adhere to approved plans, because the need for additional infrastructure and the cost of public transportation can be reduced. Urban sprawl and dispersed settlement risk making public transportation less competitive, which is why it loses importance and becomes less cost-effective, and they also have negative effects on the environment. From this viewpoint, a joint integrated strategic plan is of key importance because it can outline the key directions of an area's future development and optimise the use of available space. If it is to succeed, a joint plan should be mandatory and binding for developers and land-use and transport planning authorities, with instruments for implementation, including financing.

Example: A coordinated land-use and transport plan in Oslo-Akershus

The coordinated land-use and transport plan is a result of mandatory cooperation that has been prescribed by the Norwegian government. In line with this, a study showing the main areas of growth and the driving forces of urban sprawl was prepared and used for the development of the Regional Strategy for Land Use and Transport for Oslo in Akershus. This strategy, which is planned to be adopted in 2012, is intended to promote effective and more compact land use, which would preserve green areas and optimise the transport network.

Joint financing shows dedication to a common goal

In this, financing is certainly of key importance because limited resources are always a concern. In a tighter financial situation, joint institutions can also prove to be an opportunity to optimise costs because, for one thing, the institution's burden is divided among several administrative units and, in addition, the results are optimised because integrated planning can lead to multiplication effects.

Example: The toll ring in Oslo

The toll ring was established in 1990, based on a political agreement between Oslo, Akershus, and the national government. The government agreed to provide extra funding, equivalent to the toll revenues. During the first two periods (Oslo Packages 1 and 2), the toll was used to fund transport infrastructure. Since 2008 (Oslo Package 3) part of the operating costs of public transportation have also been funded by the toll ring. In the period 2008–2012, about 50% of the toll charges have been allocated to public transport in Oslo and Akershus so far. In June 2012, a new agreement has been reached to increase this allocation to public transport to 60% of the toll ring revenues, which will be implemented subject to approval by the owning bodies. A detailed 20-year investment plan has been put forward. The key to success lies in the cross-party agreement between Oslo and Akershus politicians, with clearly defined objectives and strictly earmarked funds.

A plan to direct future regional progress



Metod Ropret, the Mayor of the Municipality of Brezovica

Municipality of Brezovica, which is one of the 26 municipalities constituting the Ljubljana urban region, is located on the Southwestern part of the region. It is well connected to Ljubljana, since it lies just beyond the highway ring around Ljubljana, but it is nonetheless a very green municipality, with some well-developed touristic sites.



Municipality of Brezovica

My vision of the development of our municipality, as well as the broader region, was always well in conformity with actual European guidelines. I promised to bring energy efficiency measures to the region, to help to resolve arising traffic issues and to raise the general quality of living. By becoming a mayor in 2006, I could bring my ideas into practice. I firmly believe that I was reelected for the second term in 2010 because voters supported my ideas of progress. However, I have to admit that we have a very constructive opposition in the municipality council.

We have recently established two new lines of Ljubljana public transport (LPP) between the two municipalities, together with providing adequate parking spaces. In addition to that, we have also modified and improved the parking spaces at three



Municipality of Brezovica

railways stations in the municipality, with improved effects for public transport quality. With this package of measures, we have brought public transport closer to people and reduced its costs. The municipality also co-finances both bus lines towards the Ljubljana town. The result is an outstanding incre-



Municipality of Brezovica

ase in public transport use and the application of similar measures in other municipalities, that border on the Ljubljana town. Our citizens daily stop me on the street and express their gratitude for the measures undertaken.

In 2011, we have also reconstructed our primary school. The project received a precious award for energy-efficiency – the investment, which amounted to 4.7 mio EUR, reduced our energy consumption for as much as 84%, and the school was creatively reconstructed with the materials from the previous school. We have many other plans as well. The cooperation and relations with the Ljubljana municipality and its mayor are on the highest level, as well as cooperation with LPP, the public passenger service.

Unfortunately, a single municipality is often too small to resolve greater development challenges. We are daily exposed to various problems of the broader region, the biggest one being the traffic congestions, as we have the closest access and exit point to the western highway. Many people commute daily to Ljubljana to study and work, and still too many, according to my opinion, use their private cars. To address this challenge, the Regional development agency is currently preparing a network plan of Park & Ride multimodal traffic points in the region.

Shortly we will have to prepare a new regional development plan, for the new European financial perspective. Therefore we have to brainstorm to search for ideas for new projects.

*Metod Ropret
the Mayor of the Municipality of Brezovica*

Concrete challenges are the strongest measures

Through numerous activities and measures intended to encourage sustainable mobility and the quality of life, the Municipality of Ljubljana (MOL) contributes to more considered decisions when people choose means of transport, which will certainly have a long-term effect on reducing the negative consequences of traffic on the environment and well-being of residents and visitors to Ljubljana. The European CIVITAS Elan project, one of the projects of the European initiative CIVITAS Plus, coordinated by MOL, which took place from September 2008 to October 2012, significantly contributed to such a development. The project is the result of intensive collaboration between Ljubljana, Ghent (Belgium), Zagreb (Croatia), Brno (Czech Republic) and Oporto (Portugal).

The project is a part of the European Commission CIVITAS initiative (an abbreviation derived from City-VITALity-Sustainability) which has been running since 2002 and is financed by framework research programmes. It is coordinated by the Directorate-general for Energy and Transport and is intended as a demonstration project in cities. Its goal is to test innovative strategies in urban transport which contribute to the pursuit of European policies on transport, the efficient use of energy and alternative transportation resources, and environmental protection. The demonstration projects associate transport policy measures with technologies. A significant aspect of the projects is exchange of experience, knowledge and results gained through them.

We talked to Mrs Zdenka Šimonovič about sustainable mobility in Ljubljana and about the recently concluded and very successful CIVITAS Elan project which she coordinated.

Mrs Šimonovič, could you briefly present the project?

The CIVITAS Elan project is aimed at the development of sustainable, cleaner and more energy efficient transport in five European cities: Ljubljana, Ghent, Zagreb, Brno and Oporto. We directed a lot of attention to the development of user-friendly, simple and safe public transport use, cycling, walking, the

use of alternative energy sources and accessibility. The main emphasis was on our efforts to change citizens' and visitors' travel behaviour. In order for the planned and implemented measures to be as successful as possible, we placed a great deal of emphasis on the inclusion of citizens and general public; therefore, we subtitled the project 'Mobilisation of citizens for the quality of life'.



Zdenka Šimonovič at the final conference of the project in June 2012 in Ljubljana

The project is worth 29 million euros, of which the European Commission contributed 18 million euros, which were spent by 38 partners on 65 measures. In Ljubljana, we used 5.5 million euros of European funds to implement 17 local measures and 4 measures shared by all five cities. Eleven partners from Ljubljana were involved in their execution; in addition to MOL, these were Telargo, Slovene Railways, Urban Planning Institute of the Republic of Slovenia, University of Ljubljana – Faculty of Social Sciences, Institute of Traffic and Transport Ljubljana, Agricultural Institute of Slovenia, Regional Environmental Centre – Slovenia, Jožef Stefan Institute and Etrell.

What measures were planned and which were implemented in the project in Ljubljana?

We successfully executed all planned measures. We prepared more than 130 events, workshops, round tables and other meetings aimed at promoting and encouraging less dependence on private vehicles at which we presented the project, its measures, and discussed topics related to them. We paid special attention to including the public in individual activities; we opened up numerous channels of communication

with various stakeholders and strengthened dialogue with citizens.



Photomontage of central part of Slovenska cesta closed for traffic

Let me highlight only some most discernible measures to improve the conditions of public transport, cycling and walking, as well as the use of alternative fuels. Ljubljana's public passenger transport vehicle fleet was upgraded with 20 methane-powered buses and 5 hybrid buses; bus stops were equipped with 58 digital displays showing bus arrival times; and an informatics tool was developed enabling bus arrival announcements and bus priority at traffic lights. We also provided for the possibility of planning bus or train journeys through the Google Transit web application. In pedestrian zones, we provided for free rides by two Kavalir electric vehicles, which also served as testing tools for the 'ride on call' service for people with disabilities. In September of this year, the Ljubljana public transport operator made this service permanent. We employed a cycling coordinator, who, in collaboration with the administration of MOL and its responsible departments, takes special care that cycling conditions continue to improve. We founded the Cycling Platform of Ljubljana, which co-shaped the Comprehensive Cycling Strategy of MOL's proposed Transport Policy up to 2020.

We can especially highlight numerous events we prepared to promote public transport, safe cycling and walking in Ljubljana. We organised most of them in the newly created pedestrian zones, renovated squares and on the embankments of the River Ljubljanica, which have been greatly widened in the

past few years, thus creating a new and safer public space to spend quality time.

The municipal administration provided for the 'greening' of 10% of its vehicle fleet; municipal inspectors now use hybrid vehicles, while municipal administration collaborators and municipal constables use 50 official bikes. We also tested the use of pure vegetable oil as fuel, and prepared a strategy to develop electric mobility in Ljubljana.

In the course of the project, we also carried out many surveys and produced quite a few studies, the results of which will be used to prepare recommendations for further measures when the project ends. Many other measures taken by MOL which are not an integral part of the CIVITAS Elan project, but are exceptionally important, also contribute to sustainable transport development and a cleaner environment. They are, among others, Urbana, the unitary smart card; the widening of pedestrian zones; the construction of bridges and footbridges for pedestrians and cyclists, and the introduction of the Bicike(LJ)/Bicycle system. The new 'Proposal for Transport Policy of MOL' also comprises measures to improve the quality of life.

Would you like to highlight any of the accomplishments within the framework of the project?

All of the accomplishments represent progress, but we are especially proud of the fact that the number of journeys made by bike is increased by 27 per cent. It is certainly also to the credit of the aforementioned 'cycling' measures brought about by the CIVITAS Elan project, of other MOL activities in this area and, of course, of the Bicike(LJ) system, which already boasts more than 38,000 users a year. Another important step forward is the now permanent 'ride on call' service introduced for people with disabilities by the public passenger transport operator, which has thus made its services more accessible to all users. So, as a whole, we can say that the adoption of the 'Transport Policy of MOL' by the Municipal Council is a big contribution to a better quality of life in Ljubljana. Collaborators from the CIVITAS Elan project also helped to craft this policy.

In your opinion, in what way has the CIVITAS ELAN project contributed

to improving the quality of life in Ljubljana?

The European project CIVITAS Elan represents a significant shift in reasoning about sustainable mobility in the Municipality of Ljubljana. Sustainable development is in fact an essential factor in creating conditions for life in a healthy, green, creative city that is friendly to all generations, and sustainable mobility is an indispensable part. Therefore, the Municipality of Ljubljana is pursuing a new transport policy in the city and the region, which corresponds to the requirements of a period of greater mobility and sustainability. We are glad that the project was not diverted from striving for these changes, and that it contributed to their realisation with concrete measures. We wish the activities carried out during the project can be continued as, in our view, they have contributed to an essentially higher quality of life in Ljubljana.

In your opinion, what is the greatest challenge for transport policy in Ljubljana in the years to come?

In my opinion, the greatest challenge is the realisation of the transport policy through concrete measures.



THE CIVITAS INITIATIVE
IS CO-FINANCED BY THE
EUROPEAN UNION

Urban bicycle Bicike(LJ)

The fastest and cheapest way to get around Ljubljana

In May 2011, Ljubljana launched, Bicike(LJ), a self-service rent-a-bike system for residents and visitors to the city. It supplements the public transport system



Bicike(LJ) station

and is the fastest and cheapest means of transport in the city centre. Bicycles can be hired at one of 31 rental stations and returned after use to any one of them. The rental stations are in the city centre; the service is available 24 hours a day.



Urban bicycle system

The system resembles the well-known Vélib' bike rental scheme in Paris, as well as those in Vienna, Lyon or Dublin. With its 300 bicycles, the system was an immediate success, and the number of bicycles hired exceeded that of the much bigger system in Vienna. In the first year, more than 30,000 registered users were recorded and more than 600,000 rentals. 98% of all rentals were shorter than an hour i.e. they were free; on average, journey lasted 22 minutes.

Urbana

Urbana, the unitary city card, is a contactless smartcard which makes possible fast and convenient cashless payment for journeys on Ljubljana city buses.



Urbana card

The card introduces a contemporary electronic payment system enabling free transfers between bus lines within 90 minutes of the first payment. Payment with the card was first introduced on city buses and later used on the funicular to Ljubljana Castle. It can now also be used for parking in certain areas and to pay for services at Ljubljana City Library. Later, it will also be possible to use it to pay for admission to museums, sports facilities and cultural events organised by the Municipality of Ljubljana. According to the statistics of the Ljubljana Urban Passenger Transport Company currently, 77 per cent of all smartcards are value smartcards, while the operator wants to increase the share of monthly passes up to at least 70 per cent. This would increase the use of public transport, as holders of long-term cards tend to use it more often.

European Mobility Week 2012

European Mobility Week is the most widespread campaign on sustainable mobility, and the Municipality of Ljubljana took part for the eleventh consecutive year. European Mobility Week 2012 took place from September 16 to 22; the central theme of this year's campaign was 'Moving in the right direction'. In Ljubljana, the following organisations, among others, participated in the preparation of



Event within the mobility week 2012

European Mobility Week: departments and services of the Municipality of Ljubljana, partners at the EU CIVITAS ELAN project, public companies and institutions owned by the Municipality of Ljubljana, Ljubljana police administration, the Ministry of the Environment and Spatial Planning, the European Parliament Information Office in Slovenia, the European Commission Representation in Slovenia, and various associations and organisations.

This year's campaign was aimed at encouraging European city administrations to take sustainable measures on transport and to invite their citizens to consider and try other modes of transport, an alternative to using private vehicles. The campaign opens up path to sustainable development, contributes to the reduction of energy consumption and helps improve the environmental efficiency of the transport system. Alternative mobility makes possible a healthier urban life.

European Mobility Week ends every year on September 22 with a Without My Car Day, when



Event within the mobility week 2012

priority in the streets is given to pedestrians, cyclists, public transport and other environment friendly modes of transport. In Ljubljana, Without My Car Day was extended to a week for the second year running.

During this period, Slovenska Street was closed between Šubičeva and Gosposvetska streets. Traffic was allowed only for public buses, cycles, delivery and emergency vehicles, and vehicles holding permits from MOL.



Event within the mobility week 2012

Within the framework of European Mobility Week, the Municipality of Ljubljana presented two sustainability measures. These were the brochure 'Mobile Ljubljana', published within the framework of the CIVITAS Elan project and the introduction of the 'ride on call', a new service for people with disabilities provided by the public transport operator.

The development of P + R multimodal interchange points in the Ljubljana Urban Region

The development of Slovenia's transportation system to date has primarily focused on improving road infrastructure and, consequently, improving the mobility of car users. Public passenger transport has been left in the rear. This policy has resulted in the poor mobility of non-motorised population, increasing traffic congestion, urban areas occupied by parked vehicles, the environment over-burdened by traffic emissions, PM10 particles, noise and a deterioration in road safety. Due to the dependency on cars, Ljubljana Urban Region's twenty-five communes and the Municipality of Ljubljana, the Slovene capital city, are the most affected by the negative effects of car traffic, and regard the improvement of the public passenger transport as a great opportunity to enhance the competitiveness of the region and the quality of life of their residents.

The Ljubljana Urban Region addressed the issue in a systematic manner, and in 2006 to 2009 conceived and harmonised with stakeholders a

problems and hurdles, and proposed essential projects to improve the system of public passenger transport in the Ljubljana Urban Region. Although the study was meant merely as expert guidance to facilitate decision making in the political process, the expert knowledge contained in it and broad consent it gained, led to its taking on the status of a development document. This development document is not a formal and binding document, yet it provides guidance as to which projects need to be executed in order for public passenger transport in the Ljubljana Urban Region to become competitive in relation to private vehicle traffic. Through the CATCH-MR project, the Ljubljana Urban Region sought to further verify the correctness of its development policies, and find concrete solutions to the goals set by an exchange of experience and good practice. But it grew into much more than that: we received confirmation that informal collaboration, the inclusion of all stakeholders and a genuine search for consent are much more important than the formal procedures for crafting documents and the division of responsibilities between authorities. The study did not present detailed solutions and ways of producing them, but clearly set the goals we want to achieve and aggregated them into four sets of necessary measures: improvement of regional railway connections, construction of P+R intermodal interchange points, high-speed routes



study entitled "Expert guidelines for the regulation of regional public transport". Assisted by an analytical traffic model and supported by numerous experts opinions who participated in the process of crafting the study, the authors identified the main

for public passenger transport in urban centres, and "soft measures".

The railway network has been recognised as the backbone of the public passenger transport in the

region, but it would be necessary to ensure 15-minutes service frequency in peak periods in all directions in order for the railway to fulfill its task, which at present is impossible due to infrastructural limitations. The tracks are in poor condition, and some sections are single track and non-electrified, combining freight with passenger traffic. A rail line to the Ljubljana Airport is also lacking.

The projects will thus be oriented towards improving the railway infrastructure, creating some new connections, and first of all towards finding ways to improve the level of services and service frequency on the existing infrastructure

Legend

Planned P+R in Ljubljana Urban Region



P&R



High-speed routes



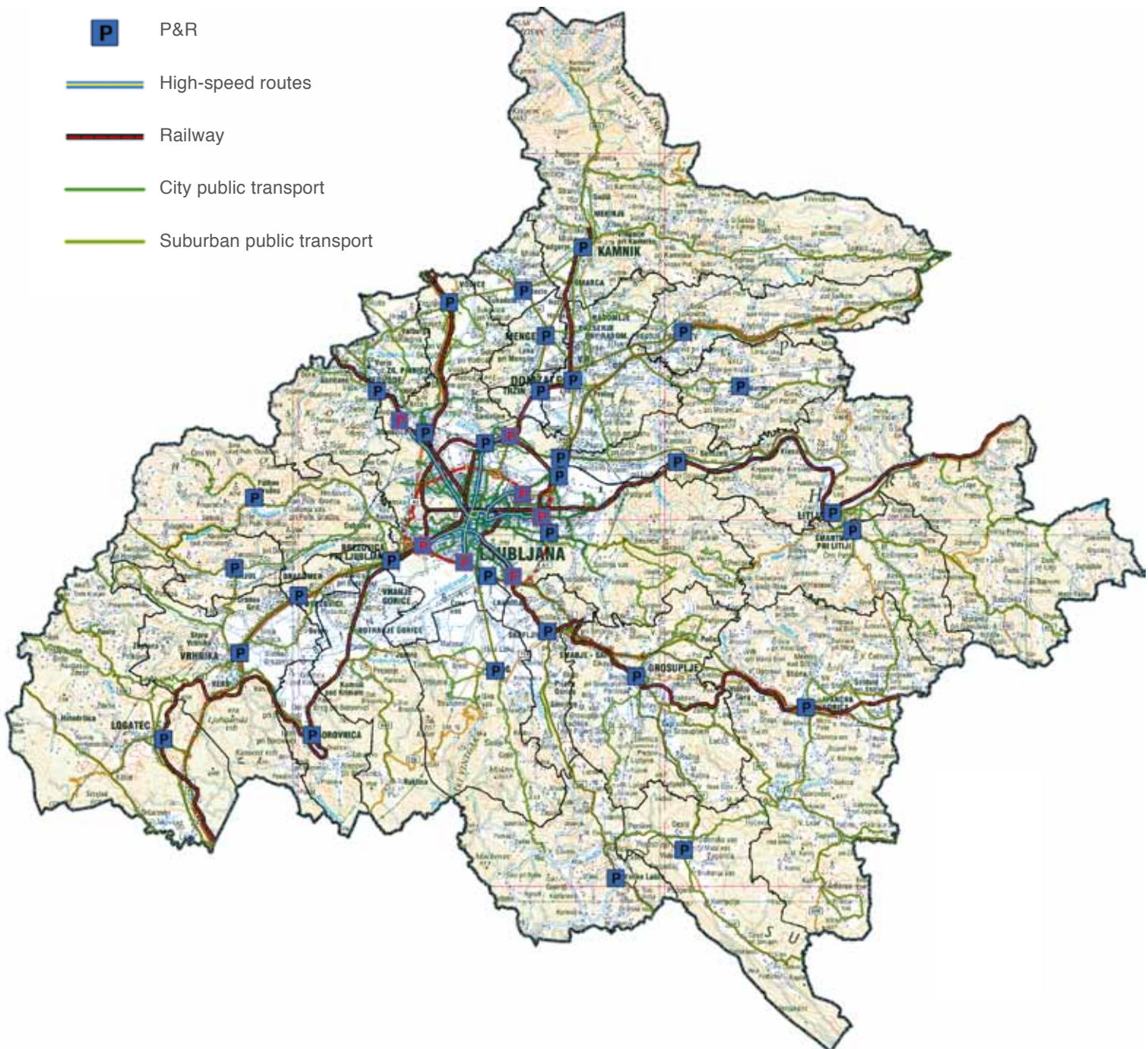
Railway



City public transport



Suburban public transport



with small investments. The construction of P + R interchange points is an essential, and the easiest, measure which deserves priority in efforts to enable car users to shift to more sustainable modes of public transport. High fuel prices and limited parking space in urban centres have already changed the travel habits of commuters, who are beginning to coalesce spontaneously at motorway access points and make use of suburban housing estates as unofficial P + R sites. Providing car parks and making the possibility to transfer between transport modes more attractive might induce many more car users to shift to public transport.

One of the main hurdles to the wider use of public means of transport is their low speed in the city centres, and speed is essential to make public transport attractive in the region as a whole and more widely. In order to make urban transport and, consequently, regional transport more attractive, it is crucial to separate means of public transport from other traffic. Increasing the average speed of public transport in peak periods from the current 7 km/h to at least 20 km/h means providing surfaces for separate lanes for public transport. This can be done in two ways: by widening roads and constructing additional lanes or by removing one car lane. The dilemma is very real for politicians in Ljubljana, but the CATCH-MR project gave a clear answer: increasing the attractiveness of public transport means reducing the attractiveness of private car use. But when we start thinking that this is all a matter of moving passengers and goods, but not private cars, then this dilemma becomes superfluous, as public transport can carry more passengers over the roads with limited capacities than private vehicles.

Buses running on separate lanes with priority at crossroads have already essentially improved the situation, whilst an upgrade to higher capacity vehicles (BRT, tram, metro) can increase passenger carrying capacity.

Of course, the system cannot operate if it is not correctly connected, managed and financed. 'Soft measures' include the introduction of a single ticket for all means of transport, a unitary pricing system and timetable, restricted entry to urban centres, parking policy in urban centres, co-ordinated operation and financing of public transport and, of

course, the promotion of public transport, cycling and walking. P + R intermodal interchange points were thus recognised as those among the four suggested sets of measures which can ensure the best results in the shortest time with the least resources. The study itself originally suggested 38 sites for P + R intermodal interchange points, of which 23 were finally filtered out after discussions with local communities and public transport providers, that could be realised within the current budget period.

Thanks to the promotion of the project and the inclusion of responsible institutions, the Minister of Transport recognised the significance of the project and included the initiative in the 'Operational Programme for the Development of the Environmental and Transport Infrastructure 2007 - 2013' during the current budget period, thus assuring start-up funds for the project. In this manner he also symbolically expressed his support for the orientation of the proposed development. The CATCH-MR project made possible an exchange of experience between project partners and an overview of how other partners tackled the issue of public transport and what experience they had through introducing P + R intermodal hubs. The project, of course, also enabled an overview of successful and unsuccessful solutions.

In addition to exchanging experiences with other partners, we were able to additionally verify in the local environment how different stakeholders view the development of P + R and the services at the site. The Regional Development Agency of the Ljubljana Urban Region is now in the process of searching for conceptual solutions regarding the appearance and micro-locations of the suggested interchange points, as well as the services to be provided there. Therefore, the guidelines that originated from the project are most welcome and timely. The Budapest workshop had already warned us against the dangers of too dense a network of P + R interchange points. As well as a positive change in transport modes and increased use of public passenger transport, such points may also accelerate suburbanisation and dispersed development, where the residents depend on private car use because the spatial development does not coincide with the routes of public transport. Therefore, it is important that intermodal interchange points meet the needs of

passengers outside the system of public passenger transport and do not generate new car users. It is important, then, not to erect large P + R points on the edge of the city, but preferably a great many small, locally sited points to a great extent accessible to users by bicycle or on foot. With this newly gained knowledge, we carried out a local workshop on P + R interchange points in the Ljubljana Urban Region. The workshop took place on April 12, 2012. A great number of participants corroborated the thesis that it is an urgent problem in the region, and that



2nd dissemination workshop, april 2012



2nd dissemination workshop, april 2012

its residents and other stakeholders are eagerly awaiting effective solutions. At the workshop, the representatives of communes and the municipality, representatives of operators, research institutions, spatial planners and, of course, users of public transport systems confirmed the findings of the study "Expert guidelines for the regulation of regional public transport", the findings of the



P+R Dolgi most

CATCH-MR project, and also added their locally defined contributions.

With regard to the construction of P + R intermodal interchange points, the CATCH-MR project states as follows:

- several smaller interchange points should be built and sited as far as possible into the region and as close as possible to the source of traffic,
- secure bicycle storage facilities are a necessary part of the P + R fittings,
- railway stations are the best locations to build P + R
- multi-functional use of car parks should be encouraged (their sites preferably adjacent to sports facilities, shopping malls etc.),
- use of the existing infrastructure should be made to the greatest extent possible, and its use should be increased through the creative development of services,
- security is an important aspect of P + R interchange points,
- development of P + R sites should be addressed in a comprehensive way in accordance with settlement development,
- P + R interchange points alongside motorways need to be linked to the public passenger transport.

Building a shared vision of metropolitan regions and achieving wide consensus on the direction in which we wish to develop have thus become essential development factors deciding whether the regions will exploit their development advantages to the greatest extent possible and develop competitively or become lost in an entanglement of local interests, bureaucratic hurdles and poor communication.

RAILHUC project: focus on enhancing rail transport in the Central Europe

Since 2007, the EU cohesion policy programmes of territorial cooperation have been encouraging regions and cities from various member states to meet and work on topics of their common interest. As a result, a number of project ideas arise in the field of transport as well. One of them has been developed into a strategic transnational project to promote accessibility and interconnectivity of the EU regions: RAILHUC.



Slovenian railways

The project Railway Hub Cities and TEN-T network („RAILHUC“) is implemented through the CENTRAL EUROPE programme and co-financed by ERDF. It is led by the Emilia-Romagna region and it brings together various public and private partners from Italy, Germany, Austria, Hungary, Poland, Slovenia, Slovakia and the Czech Republic. The

cooperation on a transnational basis gives them an unique opportunity to deal with a problem that is of relevance for all of them but which, at the same time, they are not able to solve individually: while high-speed and intercity railway services are being modernized throughout many Central Europe countries, this is not the case for rail lines and systems at the regional and local level, so that rail transport potential cannot be fully exploited to optimise the Central Europe interconnectivity.

To reach its general aim of enhancing rail transport in the Central Europe area, RAILHUC endeavours to improve the feeding functions on rail of major hub cities and their respective regions and to support functional integration and multimodal cooperation among transport hubs. The partners will utilize exchanging information, learning from each other and sharing good practice to develop common concepts for better integration of urban and regional rail transport into intercity and transnational networks, while taking into consideration the local contexts specific needs. The procedure will involve frequent consultations and round tables with relevant stakeholders, including rail and non-rail transport operators and infrastructure managers, who will strive for identifying any kind of bottlenecks and obstacles hindering hub multimodal integration, and for seeking possible ways to overcome them.

The bottleneck survey will lead into elaboration of strategic planning documents which should define long-term priorities for hub integration, as well as concrete infrastructural, service and administrative measures to achieve them, trying to make use of synergies with already ongoing interventions. Relying on wide stakeholders and decision-makers participation in this process, RAILHUC intends to base its outputs on a wide range of opinions and attitudes and thus to ensure their long-term sustainability.

Further dissemination of the project results will be secured by their mainstreaming into policy measures in each local context. The partners commit themselves to reach operational agreements on the selected priorities with all main stakeholders, helping them implement RAILHUC solutions and deploy their intervention plans for hub integration in the long-term perspective. Moreover, the gained knowledge, lessons learned and main

conclusions will be summarized into a transnational strategy for rail transport in the Central Europe area.



RAILHUC has thus ambition not only to enhance rail transport and multimodal transport integration in the Central Europe for its better accessibility and interconnectivity, but also to transfer its know-how and innovative solutions towards other EU countries and regions.

Published by: Regional Development Agency of Ljubljana Urban Region

Design: Nicha d.o.o.

Photographs: I. Lapajne, D. Stanovnik, M. Geršič, J. Nared, J. Skok, A. Rebec, archive Municipality of Dol, archive Municipality of Brezovica, archive CIVITAS Elan, archive RRA LUR, archive JP LPT

Print: Tiskarna knjigoveznica Radovljica, d.o.o.

Circulation: 1.000 copies

November 2012

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