Documentation
Catch-MR Workshop in Ljubljana

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

23. – 25. May 2012
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1 Agenda

**Wednesday, 23rd of May, City Hall**

12:00  Registration & coffee
12:15  Official welcome

- Miran Gajšek, head of Department for Spatial Management, City of Ljubljana
- Lilijana Madjar, director of the Regional Development Agency of the Ljubljana Urban Region
- Oto Luthar, director of the Scientific Research Centre of the Slovenian Academy of Sciences and Arts

12:30  Ljubljana Urban Region and its transportation challenges (Matej Gojčič; Matej Gabrovec)
13:00  Integrated public transport system in the Republic of Slovenia (Polona Demšar Mitrovič, Ministry for Infrastructure and Spatial Planning)
13:30  Light lunch
14:00  Connecting regional and local transport policies (B4) – paper presentation and discussion (Janez Nared)
14:45  Regional energy partnership: the case of Vienna (Gregory Telepak)
16:20  Site visit & dinner (Matej Gabrovec; Marko Peterlin, Institute for Spatial Policies)

**Thursday, 24th of May, Hotel Lev**

9:00  Introduction (Andrej Klemenc, Regional Environmental Centre Slovenia)
9:15  Presentation of the LUMASEC project (Didier Vancutsem, Vancutsem Stadtplaner Landschaftsarchitekten)
9:45  Cooperation within Metropolitan areas - presentation of the EUROCITIES project (Peter Austin)
10:05  Cooperation within the MR – the case of Oslo (Tor Bysveen)
10:20  The results of the inventory (Matej Gabrovec; Marko Peterlin, Institute for Spatial Policies)
10:45  Coffee break
11:00  Presentation of regional policy advice papers (15 minutes per region)
13:00  Lunch
14:00  Working groups on common policy advice paper
16:00  Conclusions – plenary discussion
18:30  City walk and dinner (Primož Pipan; Marko Peterlin, Institute for Spatial Policies)
Friday, 25th of May, Hotel Lev

9:00  Towards sustainable transport systems in MRs (Andrej Klemenc, Regional Environmental Centre Slovenia)

9:45  Discussion on final paper (Janez Nared)

10:30 Coffee break

10:45 ISC meeting (guide, final conference, closure of the project, follow up activities)

13:00 Lunch
2 Official Welcome

Mr Miran Gajšek (head of Department of spatial planning of the municipality of Ljubljana) expressed his pleasure that Ljubljana is hosting a Catch-MR workshop. The municipality of Ljubljana prepares planning documents however the cooperation with the region is necessary, especially when planning public transport and solving problems regarding poor modal split.

Mrs Lilijana Madjar, the director of the Regional Development Agency of Ljubljana Urban Region (RRA LUR) started with the presentation of the region that consists of 26 municipalities including the capital city Ljubljana. In region’s development program sustainable mobility is one of the most important objectives.

Mr Oto Luthar, the director of Research Centre of the Slovenian Academy of Sciences and Arts (ZRC SAZU) welcomed the audience and praised the work that has been done so far within Catch-MR project.

The last welcome was from Mr. Frank Segebade, expressing pleasure that the project has been very successful so far.
3 Introductory presentations

Ljubljana Urban Region and its transportation challenges (Matej Gojčič; Matej Gabrovec)

As the most important employment, political, administrative and cultural centre in Slovenia the city of Ljubljana is challenged with large number of daily commuters. In the last few years their number had even increased which consequently resulted in increased number of personal cars on roads in LUR.

Integrated public transport system in the Republic of Slovenia (Polona Demšar Mitrovič, Ministry for Infrastructure and Spatial Planning)

Positive impacts of the project are expected to be an increased use of public transport in comparison with cars which will result in reduced noise, CO₂ and air pollutants emissions reduction, as well as less traffic jams and stress in transport.

The presentation by Mrs Polona Demšar Mitrovič was followed by a discussion, which referred to the topics such as:
- the role of railway based public transport in LUR
- the role / competence of the ministry in the process of regional or municipal spatial and traffic planning
- encouraging more use of public transport
- the problem of regional level of governance which do not exist in Slovenia.

Connecting regional and local transport policies (B4) – paper presentation and discussion (Janez Nared)
The presentation was followed by a discussion, focused mainly on the overlapping of Chapter B4 with B1.

Regional energy partnership: the case of Vienna (Gregory Telepak)
For freight transportation the most suitable source of energy is electricity. For public and private transport fleets biogas and electricity are the most recommendable. In the midterm and long-term, more use of wind power and hybrid and hydrogen technologies are foreseen.
4 Site visit 1 – Ljubljana Moor

ČRNA VAS
The earliest settlements on the Ljubljana moor were firstly situated only on its margins, while in the 19th century the interior became inhabited too. One of newly formed villages was also Črna vas. The lack of apartments and the high prices of real estates in the rapidly growing Ljubljana caused suburbanisation. In the eighties of the 20th century people from the city started to move to the suburbs, causing the increase of population in the villages on the Ljubljana moor. The process of suburbanisation became more intense in the nineties of 20th century and the trend of immigrations still hasn’t stopped. 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 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 very welcoming for the commuters.

![Population in Črna vas (1948 - 2011)](image)

The population in Črna vas (1948 - 2011)

**The saint Michael church**
Jožef Plečnik, the author of the architectural plan for this church, is the most important and renowned Slovenian architect. Because of the swampy ground, the church is built on oak piles. Both the exterior and the interior are fascinating and rather unusual for Slovenia. The walls are made of varicoloured bricks and the belfry stands independently in front of the church. The ground floor is priest’s apartment, while the nave is in the first floor. Thus, a bridge connects the entrance with the ground through the belfry. The interior is furnished with natural materials (mostly wood) and decorated with ornaments, originating from the surrounding environment. The altar is situated in the middle of the room and the space in front of it is fenced in with a wooden railing. A big spherical shaped chandelier hangs above the altar, with a cross, a balance and letters alpha and omega on it. The longitudinal axis of the nave is shorter than the transversal.
The Ljubljana moor
The Ljubljana moor is a tectonic depression, filled with more than 100 m thick deposit of sand and clay. After the end of the last ice age the clay layer was covered with water. The greatest intervention of human in the Ljubljana moor was a drainage project led by Gabriel Grubar. The main goal of the project was to prevent flooding and make the soil more fertile. Hence, the network of canals was dug and the bed of the Ljubljanica River deepened. However, spring and autumnal floods are still rather frequent in this part of Slovenia and sometimes cover more than a half of the moor’s surface. Floods were also the reason why in the past people built their houses on higher positions, mostly on the margins of the Ljubljana moor. Despite floods, nowadays an increasing number of single houses are built even in within the Ljubljana moor (e.g. Črna vas and Lipe).

During the Palaeolithic people on the Ljubljana moor lived in the pile-dwelling settlements. The huts were built on the oak piles rammed into the bottom of the lake. Their occupations
were agriculture, cattle breeding and hunting. The most important archaeological findings were 23 pile-dwelling settlements. Although the objects are aged more than 1000 years, they are well-preserved because of the specific and stable conditions in humid ground. Due to conservation purposes they were buried back and thus, unfortunately, they cannot be seen by visitors and tourists. Pile-dwelling settlements from Ljubljana moor are included on the UNESCO list of world heritage sites together with some other similar settlements in different European countries. Another important finding is an approximately 5200 years old wooden wheel with axle, found in 2002. Researches show that it is a part of the chassis. Being a home for some rare animal and plant species, the area of the Ljubljana moor was included in the Natura 2000 network and declared Regional Park in 2008.

JEZERO
Jezero is a village in the municipality of Brezovica (751 inhabitants). In cooperation between the municipalities of Ljubljana and Brezovica new city bus line 19B from Ljubljana to Jezero was introduced. Discussion on cooperative transport planning was organized here. Mr Metod Ropret, the mayor of Brezovica municipality and Mr Jošt Šmajdek, the traffic sales department manager of the Ljubljana city public transport company were our guests. Mr Metod Ropret, the mayor of Brezovica presented the cooperation between two municipalities regarding public transport. Recently, the municipalities of Ljubljana and Brezovica came to an agreement on city bus lines extension. It is a good example how cooperation between two municipalities can result in greater use of public transport.

Jezero (Podpeč Lake)
Jezero, considered as one of the jewels of Slovenian natural heritage, is a little karst lake, situated near the village Jezero (Lake), on the south margin of the Ljubljana moor. It is spherical in shape, with diameter of about 130 m. It has no usual bank; the surrounding plain descends into the water with no fold at all. The special feature of the lake is its water regime. Seven surface karst sources converge into brook Mlinski potok which flows into the lake. The water flows out through a deep crack on the bottom of the lake and appears again in a 300 m distant brook Hruški potok. The greatest so far measured depth of the lake is 51 m, which makes it one of the deepest natural lakes in Slovenia. The level of the lake doesn’t vary much, only periodic high waters overflow lake’s surroundings. The Lake is suitable for bathing during summer as well as angling.
5 Presentations of related projects

The Thursday sessions were chaired by Mr Andrej Klemenc (Regional Environmental Center Slovenia).

Presentation of the LUMASEC project (Didier Vancutsem, Vancutsem Stadtplaner Landschaftsarchitekten)

Different stakeholders have different perception of land use (for example, politicians are interested in tax revenues, the public in the quality of life, private sector strives after incomes, etc.). The main challenge is how to work together.

Nowadays, already 74% of European population live in cities; the estimates predict even higher percentage in 2020, 80%. In many countries urban and infrastructure land use is rising very rapidly on the annual basis, occupying mostly arable land and pastures.
Cooperation within Metropolitan areas - presentation of the EUROCITIES project (Peter Austin)

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.

Cooperation within the MR – the case of Oslo (Tor Bysveen)

Mr Tor Bysveen presented the institutional structure of the Oslo – Akershus metropolitan region and Planning and Building Act (2010) in relation to governance. He also mentioned the case of installing the airport and its impact on governance strengthening.
6 The results of the inventory

Mr. Marko Peterlin and Mr 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.

6.1 Lessons learned

Transport and land use planning
Population around transport intermodal nodes should become denser and disperse settlements prevented. Transport concepts (corridors and polycentric public transport network) should be more efficient. Land should be managed in a multifunctional way in order to avoid increased transport demand. Furthermore, the upgrade of so called soft infrastructure such as bicycle lanes is needed. Regions on the one hand need common vision and clear governance of different administrative levels and on the other common ownership of plans and actions by the stakeholders. Joint organisation is also important for encouraging creative and participative planning processes.

Encouraging more use of public transport
Metropolitan regions need high quality public transport services which assure intermodality, accessibility, flexibility, frequency, capacity, reliability, safety, etc. Tariffs and ticketing should be easy to use and understandable (few zones, few ticket types) and tickets for longer periods should be encouraged. Moreover, good information is essential; therefore a navigation or timetable system need to be established. P+R schemes should be critically reviewed and the proportion of costs and users harmonized. A strategic view of funding and management at the metropolitan region level is crucial. Joint management body and cost-sharing mechanisms have to be understood and negotiated. It is very important to change also behavioural patterns (regarding transport).

Substitution of fossil-based fuels
The visions and goals for introducing carbon free cars are mostly in place, but strategies to achieve these goals are lacking. Infrastructure for renewable energy in transport should be improved. The most potential for short-term increase of renewables in transport has public transport. Some conflict for public resources between two strategies are possible - shifting transport to more sustainable modes on the one hand, and making motorized transport more sustainable by increasing the use of renewable energy on the other. Experts and transport planners should be better prepared to support sound political decision making in this context.

6.2 Regional policy advice paper

The discursive planning system should be stronger and different stakeholders and the general public involved. The framework for common work of stakeholders in the metropolitan regions should be elaborated. Commonly agreed strategy should be implemented and cooperation between relevant stakeholders intensified. Another
important advice is that joint organisation for developing land use strategies in relation to transport should be introduced. The approach in energy sector should be more integrated.

6.3 Recommendations to European metropolitan regions
Metropolitan regions should organize constant cooperative actions (including cross-border) towards transport sustainability goals. They should also joint land use and (public) transport planning. The innovative system thinking should be supported which would contribute to having constant improvements in terms of technologically based transport challenges. Education is also important so metropolitan regions should act in a way to raise the awareness among people, of negative traffic impact on environment and the quality of life. Metropolitan regions consider toll ring system as a financial instrument with favourable environmental effects. They also need to strengthen the intermodal transport nodes, as driving force of economic, social and public transport development.

6.4 Common expectations towards EU
The expectations of the European metropolitan regions are based on the White paper (Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system), which is the key document concerning efficient transport system. European metropolitan regions are the centres of economic, transport, political and other flows, so they should enjoy greater attention by the EU. Financial incentives should also adjust to this status. Strategic approach to implementing toll-ring systems in metropolitan regions should be developed.

6.5 Follow ups
Mr Peterlin and Mr Gabrovec concluded that cooperation and contributions of the Catch MR project were highly valuable and that interest for further cooperation exists. In the future more attention should be drawn to the implementation of the project. They also exposed some ideas for the project in the future, such as:
- planning solutions and standards for new technologies/sources of energy,
- alternative modes of public transportation in sparsely populated areas,
- promote involvement and campaigns for the general public that foster adoption of sustainable lifestyles,
- try/apply innovative technologies already available to reduce CO₂ emissions and render public/private transport more sustainable,
- co-plan and identify logistical solutions (goods loading/unloading) in the urban environment and
- question: shifting traffic to more sustainable modes or making motorized transport more sustainable by increasing the use of renewable energy?
7 Regional policy advice papers

7.1 Berlin-Brandenburg
- Stronger discursive planning system
- Sustainable and efficient public transport
- Integrated navigation and timetable system
- Regional energy partnership
- Integrated approach in the energy sector

7.2 Budapest
Theoretical recommendations:
- Common understanding and language of sustainable, cost-efficient urban mobility planning and implementation also on political level
- Informal metropolitan cooperation
Concrete recommendations:
- Park & ride and bike & ride sites
- Bike sharing
- Bus tendering
- Congestion charging

7.3 Gothenburg
- Traffic and land use planning (integration, common regional vision, clear governance, etc.)
- Encouraging public transport

- Substitute fossil fuel in public transport and private transport
- Advice to metropolitan regions:
  - Focus on joint visions/agreements
  - Strategies in collaborations
  - Underline AND
  - Holistic process and creative solutions
  - Multilevel actions
  - Incentive from the democratically elected politicians

7.4 Ljubljana
Ljubljana urban region suggests:
- Land use and traffic planning should be connected, even if this cooperation is informal
- Participation during planning
- Improvement of efficiency in transport
- Politicians’ support
- Joint public transport planning on a national level
- Smaller park and ride sites
- Special lanes for public transport in the city
- Encouraging people for using public transport
7.5 Oslo

Advice from Oslo:
- Joint organisation for land use, traffic, etc. planning
- Toll ring system which needs to be understood in a broader, EU frame
- Facilities that support soft modes of transport (walking, cycling, etc.)
- Network of seven Catch MR project metropolitan regions is very important for the future, it needs to be continued and spread.

7.6 Rome

Advice for metropolitan region:
- displacement/condensation of functions and creation of multifunctional “cities/towns” in order to eliminate transport demand in the city centres,
- no further consumption of land,
- application of innovative technologies,
- improvement of rail infrastructure,
- joint action between “transport companies”, stakeholders and local communities,
- educating the public through initiatives to boost awareness of lifestyles that reduce the use of private cars.

7.7 Vienna

The Vienna metropolitan region presented two recommendations:
- Work together on developing public transport visions and strategies. The result needs to be a common policy for all modes of transport. It is very recommendable to introduce a platform supporting this common policy.
- Stakeholders within the metropolitan region cooperate voluntarily and such cooperation is of temporary character. Therefore, cooperation should be more institutionalized within one organization with greater power to make decisions.
8 Working Groups (World Café)
Participants of the workshop in Ljubljana were divided into four working groups on policy advice papers. Each group had its own topic and a moderator. Participants changed the group every 20 minutes, so that they participated in all four topics. Due to different methods of moderating the groups, results that follow are not given in unified form for all four groups/topics.

8.1 Joint spatial and traffic planning (Moderator: Mr Gregory Telepak)
Participants discussed about joint spatial and traffic planning, which is in their opinion necessary. They emphasised the definition of a common goal, holistic approach during planning and the importance of recommendations which should be very general, simple and understandable.
For urban sprawl prevention the awareness of a problem should be raised through education and marketing. Furthermore, the impact of hidden costs of some locations should be presented to people more obviously (for example: some living locations require two cars in opposite to another, where only one is enough and similar). The densification of urban sprawl areas should be encouraged as well as the use of public transport.

8.2 Encouraging the use of public transport (Moderator: Mr Peter Austin)
Through discussion participants were encouraged to answer the questions, such as:

- Which measures are most important to attract more passengers to public transport?
- Could road user charging system be recommended to all metropolitan regions?
- Where intermodal nodes should be located?

The most important recommendations in the field of “encouraging more use of public transport” are:

- **Full regional integration.** By that is meant joint traffic and land use planning. These two aspects are co-dependent, which means that traffic cannot be planned properly without connection to land use and vice versa. Such service should be organized on regional level, while all municipalities need to cooperate, not only institutionally but also financially. Strategies are supposed to be obligatory for all regions and made on the long term, with the involvement of all stakeholders. Public transport should not be just a social service any more but should have high political priority. Thus, well-planned transport should be considered a priority in urbanism.

- **Public transport should be attractive and popular.** It should be comfortable, frequent, fast and easy to use (common platform, integrated ticketing, well-planned intermodal nodes etc.). Public transport should be also better promoted.
- **P+R – small is beautiful.** Participants agreed that regions need greater number of smaller P+R sites, located as close to settlements (the sources of traffic) as possible. They also should be free of charge.
- **Costs for cars in cities should be high.** Any kind of charging (congestion, parking, toll ring, etc.) dissuades people from using cars in city centers. Prerequisite for charging is of course competitive and efficient public transport system. Participants suggest charging system in all metropolitan regions, at least in some parts of the city. They recommend also higher fares in peak hours and car parking in the city centre restriction.

In addition, many participants are favorable to behavioral studies. People’s behavior is claimed underrated in connection with public transport. Therefore it should be better researched in order to improve public transport planning.

### 8.3 The use of sustainable modes of energy in transport (Moderator: Mr Frank Segebade)

In a discussion, moderated by Mr Segebade, participants debated several questions, regarding the use of sustainable modes of energy in transport, such as:

- Which are the most important recommendations in the field of “substitution of fossil-based fuel in public and private transport”?

In both, private and public transport sector several changes are needed. Participants agree that further researches, investments, analysis of market and more knowledge are needed for improvements in transport itself as well as in technology. Furthermore, this transition process towards more use of renewable energy needs strong political support and cooperation with the energy sector. Predominantly in private transportation sector the high prices of environmental friendly vehicles remains problematic. According to the participants every region should enable efficient public transport before they restrain private cars usage.

- Which are the main potentials in short term?

A lot of work has to be done in the field of awareness rising, education, marketing, education and to pass knowledge between generations. Short-term solutions can sometimes have negative long-term consequences. Decisions should stem from thorough deliberation.

- Which are the main potentials in long term?

People need to change their lifestyles and the perception of mobility. Using public transport or sharing a car with others should become a way of life.

- How could the use of regionally produced energy in transport be increased?
Participants agree that locally produced energy is necessary. Since the technology in this field is not yet developed enough, innovations should be promoted more. However, they warn that different regions have unequal potentials for energy production and therefore the exchange is questionable. Some are also concerned about national security.

8.4 Connecting policies (Moderator: Mr Janez Nared)

Within this topic participants discussed topics / questions such as

- What are the most important recommendations in the field of “connecting regional and metropolitan transport policies: governance, financing, and implementation”?
- How could common regional vision be achieved?
- Which are the most important regional financial instruments in the transport sector?
- How could better (in)formal cooperation between metropolis and region be achieved?

The conclusions of the group discussions could be summarized in the following to do list:

1. Define common interest, issue and problem.
2. Define functional area for specific field of cooperation.
3. Include all relevant stakeholders.
4. Build proper communication platform/channel for exchange of information.
5. Lead and inclusive participation process to achieve consensus.
6. Create joint vision/common understanding.
7. Focus on topics that are easy to implement.
8. Focus on the elements that could lead to joint ownership/joint commitments, identification.
9. Establish joint financing as proof of joint commitment.
9 Site visit 2 - City walk

Pedestrian zones
First streets in the historic core of the city were closed for traffic already in the 1970s and around 1980 the historic parts of Stari trg, Mestni trg, Gornji trg and parts of Novi trg were dedicated to pedestrians. This enabled the revitalisation of historic centre, mainly through cultural programmes organised by civil society initiatives, and made this part of the city the centre of social life during late 1980s. Early in 1980s the Prešeren square was also changed into an early example of shared space, where pedestrians shared the space with buses and taxis. In the 1990s first embankments of the Ljubljanica River were also completely closed for traffic and very soon the core of the social life moved here and started to flourish. Not much has changed from mid 1990s to 2007, when the then new mayor decided to completely close the Prešeren square and the streets around it for traffic. What followed was an extensive programme of new pedestrian streets. Since 2006 more than 20 streets in the city centre and several squares, including the large Congress square, were closed for traffic and renovated.

Source: http://www.flickr.com/photos/santi_rf/3879046228/

Bicike(lj) - City bike
A year ago Ljubljana got its city bike system similar to the famous Velib’ in Paris or the similar systems in Vienna, Lyon or Dublin. There are 300 bikes operating between 31 stations, mostly in the city centre. The system has been an instant success and it has reached ca. 600.000 rentals (more than on a much larger system in Vienna) and more than 30.000 registered users in the first year. There is also virtually no vandalism, as known e.g. in Paris.
Kavalir electric vehicles
Two electric vehicles operate in the pedestrian zones of the city centre to help especially elderly inhabitants do their errands through the streets otherwise closed for traffic.

Electric filling stations
Along with growing popularity of electric vehicles, primarily e-bikes, the network of public electric filling stations is also expanding in Ljubljana and its surroundings. Currently there are 26 filling stations in the city.
Source: http://www.elektro-cralke.si
10 Summary session

Mr Andrej Klemenc presented challenges of sustainable transport systems in metropolitan regions from the personal perspective and reflection of his daily commuting from Borovnica - the smallest and less developed LUR municipality – to Ljubljana. By describing his home municipality he pointed out its mixed yet multifunctional rural and urban character and relatively bad road but quite convenient railway connections to Ljubljana that makes the municipality one of the most sustainable in the country in terms of the modal split. On the example of new large (for the size of the settlement) residential neighbourhood he pointed out the importance of the detailed spatial planning and communication on sustainable transport with the new residents. In spite of its vicinity to the railway station the urban planning at micro scale is indeed inviting the residents to use cars for both commuting to the metropolis and for shopping in the town by wide and direct access from the underground garages to the main (yet narrow and already overburdened) road whereas no pedestrian bridge across the local creek was planned to provide most direct access to the railway station although this would request only a minor investment.

In his opinion urban planners and architects in recent decades took over the view of car driver as a “natural” perception of the space which is also reflected in the structure and design of the neighbourhood in question. If this issue will not be properly addressed and also improved, large scale of sustainable urban and mobility plans as well as improved capacities for coordination between spatial planning and transport master plans at the level of regions, metropolises and municipalities will not prevent from substantial and decisive failures of inviting people to use cars by design of urban space at micro level. In his opinion this should not be neglected since once people sit in a car it is mission impossible to get them out and use alternatives.

For giving the priority to non-motorised and public transport and the combination (co-modality) of the two also at micro level the planning process should actively seek and support the involvement of those marginal groups that does not (want to) depend on car mobility exclusively since this is one of the few tools that actually help against “natural” perception of the majority of nowadays architects and urban planners. By showing photos of very poor (both in terms of number of bicycle racks as well as in terms of bicycle safety) bike and ride (B+R) facilities on the railway intersection Borovnica – Ljubljana and at Ljubljana central railway station and the pictures of B+R capacities from the Netherlands Mr Klemenc pointed out large but in case of Slovenia very neglected potential of sustainable commuting from periphery to the metropolitan centre. He suggested that Transport plan of LUR should be upgraded by B+R options that can be in present economic situation much quicker deployed since they are much less demanding in space and money as P+R facilities that now dominates in the transport strategy of LUR. In his opinion the combination of cycling and
public transport is by far better alternative to use of private car than focusing on public transport only and deployment of P+R facilities. The real obstacles in developing B+R as an alternative are however next to missing facilities for safe parking of the bicycles at the point of origin and point of destination also inadequate traffic regimes and cycling infrastructure in the city of Ljubljana. However, the proposal of new transport strategy of the city is calling to give priority to walking, cycling, and public transport and is providing detailed schemes to improve cycling infrastructure in the city as well as detailed guidelines how to plan this infrastructure to give the priority to bicycle also in practice. As far as train and bike co-modality is concerned the other big barrier is general political ignorance on development of railroad passengers’ transport in the country and an inadequate organisation structures within railway sector that cannot grasp positive synergies between different departments.

Mr Klemenc also pointed out the importance of communication with end users in order to make them a part of solution rather than a part of the problem in development of sustainable urban transport systems. Next of being honest (and not only “objective”) the communication also needs to be based on storytelling principle, should cover both emotional and rational components and should be tailored to address specific needs of targeted groups rather than persuading general public with general environmental and other arguments. He stressed that as any other habits also the mobility habits are “iron shirt” and therefore hard to change but there are certain windows of opportunities like changes of the place of residence, getting children, retirement etc.