

# OUTPUT FACT SHEET

**Pilot actions (including investment, if applicable)**

Project index number and acronym	SMART COMMUTING CE1161
Output number and title	O.T3.1 - Pilot Action
Investment number and title (if applicable)	/
Responsible partner (PP name and number)	REGIONAL DEVELOPMENT CENTRE KOPER
Project website	<a href="https://www.interreg-central.eu/Content.Node/SMART-COMMUTING.html">https://www.interreg-central.eu/Content.Node/SMART-COMMUTING.html</a>
Delivery date	11 2020

**Summary description of the pilot action (including investment, if applicable) explaining its experimental nature, demonstration character and transnational added value**

In Functional urban area (FUA) Koper, the mode of travel is unsustainable, strongly tied to the use of a passenger car. 77,2 % of all journeys are made by car, while 10 % of them use a car as a co-driver. 17,5 % of the route is by foot, 2,4 % of the route is by bicycle and 2,4 % by bus, and 0,4 % of the route by train. Sustainable intermodal solutions (bike share system) will contribute to the change of modal split in favor of more sustainable modes of transport in FUA.

The objective of the pilot project was preparation of a feasibility study for sustainable intermodal solutions for commuter and tourist flows, including coastal settlements in municipalities Piran, Izola, Koper and Ankaran, plus more hilly/rural areas of the FUA. Focus is being put on a bike share system, on cycling networks in the coastal area, on cycling connections with hinterland.

External expert has prepared a study, which has been presented and discussed with stakeholders at different stages of preparation of the study.

The international added value lies in the fact that the feasibility study addresses the FUA in coastal area and identifies solutions that are useful for the local population in their daily travels as well as for tourists and weekend visitors. Thus, the feasibility study is also applicable to other similar coastal areas.

#### **NUTS region(s) concerned by the pilot action (relevant NUTS level)**

FUA Koper is part of the Obalno-Kraška statistical region (NUTS III) with four coastal municipalities (Ankaran, Koper, Izola and Piran) and the municipality of Hrpelje-Kozina. The size of the area is 579 km<sup>2</sup>. There are important urban centers - settlements/ cities of Koper, Izola, Piran, Portorož and Lucija. FUA has around 92,000 inhabitants.

#### **Investment costs (EUR), if applicable**

Investments were not implemented in the pilot action.

#### **Expected impact and benefits of the pilot action for the concerned territory and target groups and leverage of additional funds (if applicable)**

The expected result of the pilot study is an increase of political support for sustainable mobility and the establishment of conditions for the realization of the project in the programming period 2021-2027. The bike share system in conjunction with other modes of travel, is a very good solution for changing the share of modal split. For this reason, it is essential to connect the bike share system to multimodal points that connect different modes of travel.

The local population will benefit from the introduction of the system, especially during daily trips to work, as well as tourists and weekend visitors to the coastal area in Slovenia.

The study results were included in the Regional Development Program (RDP) for the Coastal-Karst Planning Region (NUTS III) for the period 2021-2027. The proposed RDP is now in consultation phase with the ministries and is expected to be adopted by the middle of the year.

The feasibility study is an important step towards setting up the bike share system, which will require financial resources. The project was included in the Regional Development Programme 2021-2027 as one of the priority projects in the field of sustainable mobility, which provides a basis for obtaining available EU funds for its implementation.

### Sustainability of the pilot action results and transferability to other territories and stakeholders

The results of the study will be the basis for the preparation of the tender of FUA municipalities for the implementation of the bike share system. The system will be gradually upgraded in other elements as well (establishment of multimodal points, improvement of the cycling network, etc.)

The results of the study can be used in other similar territories, by transferring the approach and solutions, as an example of good practice.

Potentially interested stakeholders are mainly representatives of municipal administrations in other parts of Slovenia and in comparable environments elsewhere in Europe.

The main lessons learned are the following: in FUA areas, where daily traffic flows are intense and distances are relatively short, the use of bicycles in everyday travel has great potential. In tourist areas, the potential is even more pronounced. The bike share system is a good answer for these needs. It is important, however, that the system is compatible between different municipalities, which increases the usability and attractiveness of the system.

If applicable, contribution to/ compliance with:

- relevant regulatory requirements
- sustainable development - environmental effects. In case of risk of negative effects, mitigation measures introduced
- horizontal principles such as equal opportunities and non-discrimination

The contribution to sustainable development of the pilot project's share bike system is as follows:

- lower energy consumption in transport, lower greenhouse gas emissions;
- lower pollution of the environment with other exhaust gases and noise,
- increased physical activity of the population and consequently a healthier population,
- higher quality of urban ambiances and landscapes, due to lower pressure of car traffic (less roads, parking lots, more shared traffic areas).

During the whole implementation of the project non-discrimination principles were implemented, including not only women and men, but any discrimination based on racial or ethnic origin, religion or belief, disability, age or sexual orientation.

**References to relevant deliverables (e.g. pilot action report, studies), investment factsheet and web-links**

If applicable, additional documentation, pictures or images to be provided as annex

Please describe the relevant reference documents by addressing the following guiding questions:

- What are the main relevant related project deliverables (deliverable number and title)?
- Where can the relevant deliverables be found (web-link to related deliverables, e.g. on project website)?
- Please add, if applicable, relevant pictures or images illustrating the output.

The reference documents of the pilot action which consists in the feasibility study on new services/solutions systems that RDC Koper designed accordingly to regional and local priorities and opportunities are the D.T3.41. - The feasibility study and spatial concept to find sustainable intermodal solutions for commuter and tourist flows affecting Koper, Portorož, Izola and Piran plus more internal and hilly/rural areas of the Region, which is also published on the project's web site, hosted on the programme's web page. The reference is also the D.T3.1.1. - the SUMP at FUA level of Koper, also published on the web page, while, specifically for this feasibility study, a video of presentation was created, which is also publicly available on the project's web site, the You Tube channel of the project and the FACEBOOK page of the project.