

OUTPUT FACT SHEET

Pilot actions (including investment, if applicable)

Project index number and acronym	SMART COMMUTING CE1161
Output number and title	D.T3.1.1.
Investment number and title (if applicable)	/
Responsible partner (PP name and number)	REGIONAL DEVELOPMENT CENTRE KOPER
Project website	https://www.interreg-central.eu/Content.Node/SMART-COMMUTING.html
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 the FUA Koper (part of NUTS III region), modal split of inhabitants is currently car oriented. Traffic infrastructure and services do not offer sustainable alternatives. Five municipalities in the NUTS III region have adopted municipal SUMPs. Mobility pattern in present form represents a threat quality of life and to urban and Mediterranean environments. Extensive land use for transportation infrastructure, and car oriented environment, currently make it questionable to reach some objectives of Sustainable Development Goals 2030 on local level, especially those related to health, air quality, traffic safety, and energy consumption.

Modal split of FUA Koper (data are based on a national survey of mobility) is unsustainable: 0,4 % commute by railway, 2,4 % by bus, 77,2 % by car (from those 10 % as co-drivers), 2,4 % by bicycle, and 17,5 % by foot as pedestrians. Due to dispersedly populated areas in Slovenia, we could assess that share of commuters by car is higher in smaller urban settlements; densely populated urban centres make more trips by foot, bicycle or public transport. Most of the trips are done for shopping, going to work, and for private purposes.

The main objective of SUMP for functional urban areas (FUA) is to solve the problem of day trips to the workplace in a sustainable way.

The entire preparation process of SUMP was led by an external expert, with the participation of key stakeholders in all major stages of preparation.

The most relevant experimental (innovative) aspect was the fact that the document was prepared at the FUA area and not just for an individual municipality. So far, there have been only a few such cases in Slovenia. We integrated 3 municipal SUMPs into the document on FUA level and upgraded them with topics that go beyond the local level.

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

Functional urban area (FUA) Koper is part of the Obalno-Kraška statistical region (NUTS III). Four coastal municipalities: Ankaran, Koper, Izola and Piran and the municipality of Hrpelje-Kozina are parts of the FUA. The size of the area is 579 km². FUA is a conurbation of five municipalities, and within the conurbation there are important urban centers, which consist of settlements / cities of Koper, Izola, Piran, Portorož and Lucija. Today the FUA has around 92,000 inhabitants.

Investment costs (EUR), if applicable

Investments were not implemented in the SUMP preparation.

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 SUMP prepared for FUA area is to 1/ to prioritize sustainable mobility in Regional development programme, 2/to upgrade inter-municipal cooperation in the field of mobility and 3/to facilitate fundraising for sustainable mobility in the programming period 2021-2027.

Benefits from the implementation of SUMP at the FUA level will be enjoyed by residents (greater choice of transport options, better environment, lower mobility costs), business sector (new business opportunities for business), municipalities (less investment in transport infrastructure).

The SUMP at FUA has been 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 SUMP is important step towards the change in mobility scheme in the region, which require considerable financial resources. The SUMP was included in the Regional Development Programme 2021-2027 as one of the priority sub-programmes, which is the bases for financing, from national, municipal and EU funds.

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

The SUMP results, included in the RDP for Obalno-Kraška region 2021-2027, will be the basis for the preparation of mobility projects in the region and their implementation with the support of different financing sources (national, local, EU).

The results of the study can be used in other NUTS III FUAs in Slovenia, by transfer the methodology and solutions, as an example of good practice.

In FUA areas, which are administratively divided into different administrative units (municipalities), it is necessary to establish a common approach to mobility planning. In this way we achieve many synergies: better coordination between projects of regional importance, joint mobility management (planning, project implementation, monitoring, promotion), common policies (eg parking policy, spatial policy - eg relief of the coastal strip of large parking areas), better integration with spatial planning, more rational use of human and financial resources.

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

In Slovenia, the Integrated Transport Planning Act is under public discussion, which also introduces regional SUMPs at the level of the transport or problem region (FUAs). With FUA SUMPs, the state and municipalities in the FUA agree on the goals and priorities for the development of mobility in each region. With the preparation of the SUMP FUA within the SmartCommuting project, we tested in practice many of the provisions that the new law brings and gained valuable knowledge and experience for the tasks that the new law brings.

The main strategic goal of FUA SUMP is formulated as: **Healthy and environmentally friendly commuting** with the following **objectives**: Increase share of walking; Increase share of biking; Increase share of public transport; Cooperation, professional capacity.

The contribution to sustainable development of the FUA SUMP is as follows:

- lower energy consumption and 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.

D.T3.4.1. - 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, alias the pilot action of RDC Koper is published also on the project's web site, hosted on the programme's web page. The document SUMP D.T3.1.1. is publicly published as well.