

Institutionalize mobility revolution in Slovenia



**Blaž Lokar, City Council Board for Urban Planning of Ljubljana
Civitas Forum 2015, Ljubljana, 08.10.2015**

There are a lot of best-practice examples



Implementing sustainable mobility feels like a bumpy road



"The topic is transportation, but our real business is change management. 90% of people need to see things to believe." @gabe_klein #CityLab

07.10.13 20:02

How to institutionalize mobility change?

Action 1 – Have the vision in mind

Action 2 – Be result driven

Action 3 – Focus on root cause and not its effect

Action 4 – Cooperate with Mobility stakeholders

Action 5 – Focus on smart ideas within limits

Action 6 – Encourage competition

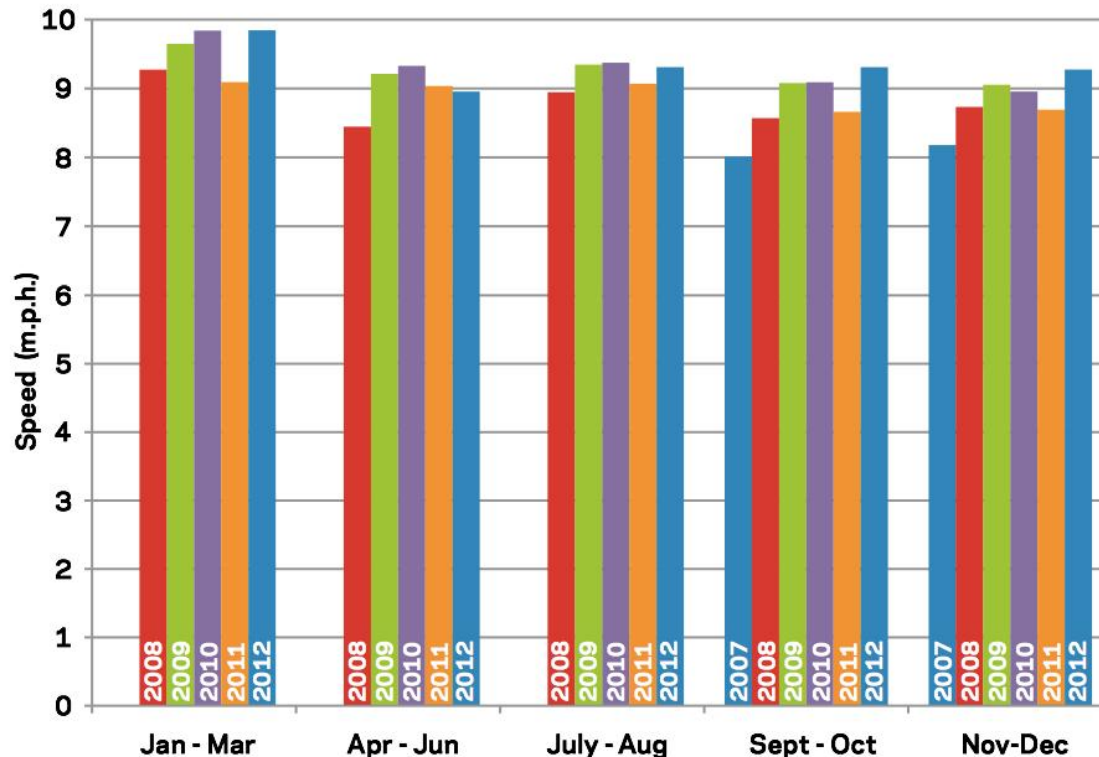
1 – Have the vision in mind



2: Be result driven

Weekday CBD Taxi Speeds from 8:00 a.m. - 6:00 p.m.

- Average taxi speeds in the Manhattan CBD were 9.3 m.p.h. in 2012, up from 8.9 m.p.h. in 2011.
- CBD speeds have increased 6.7% since 2008.



Collect data and use it to actively steer your goals

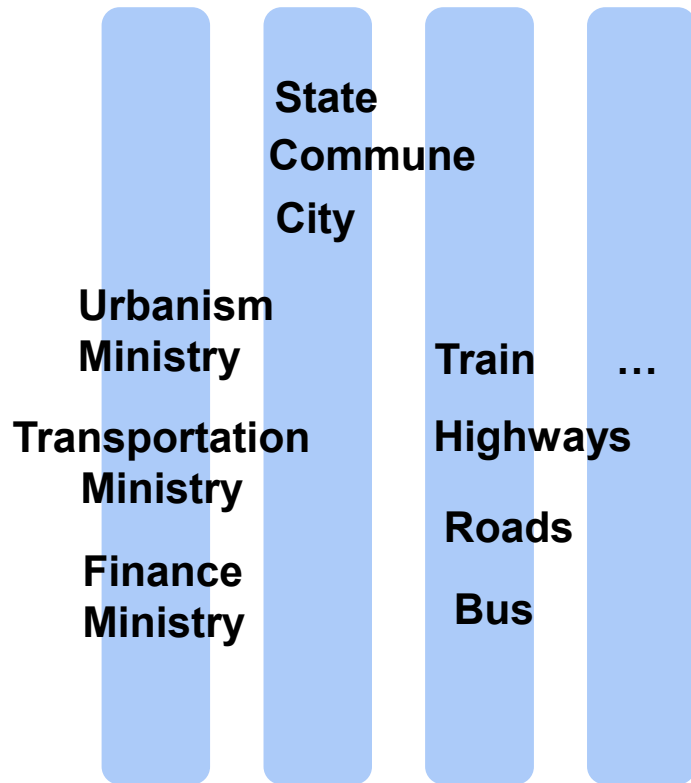
3: Focus on root cause and not its effect



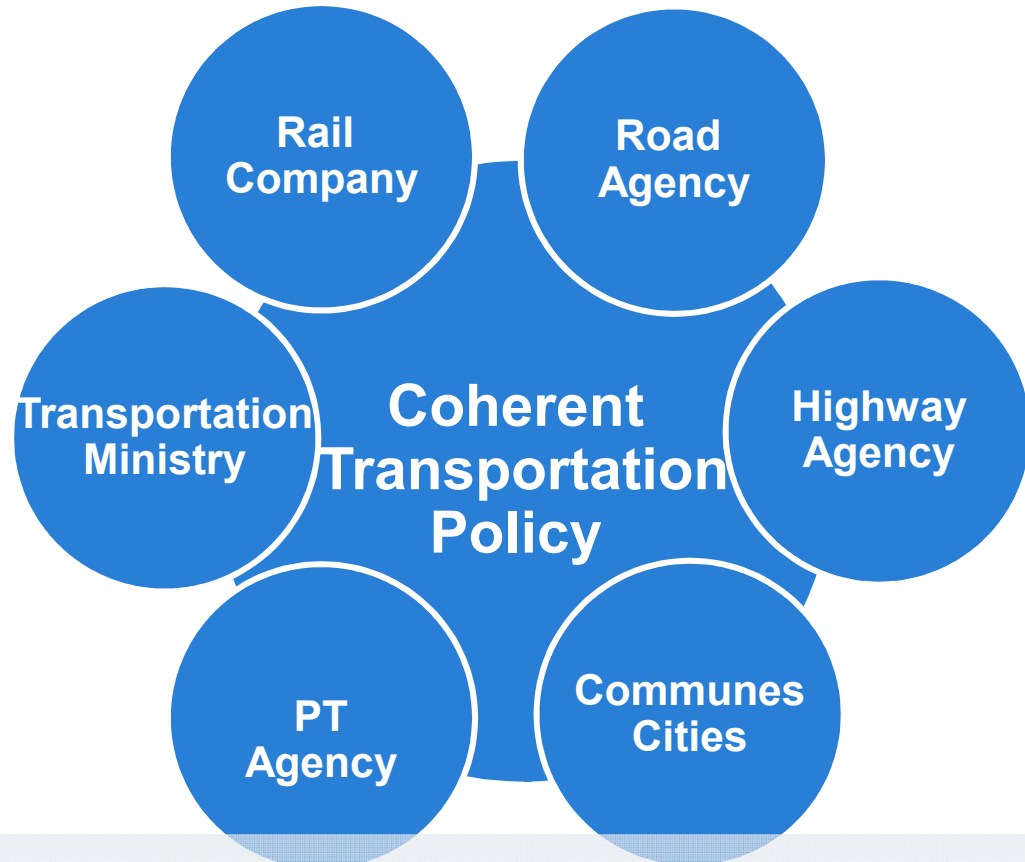
Think about how to move people from A to B

4: Cooperate with Mobility Stakeholders

Silo thinking

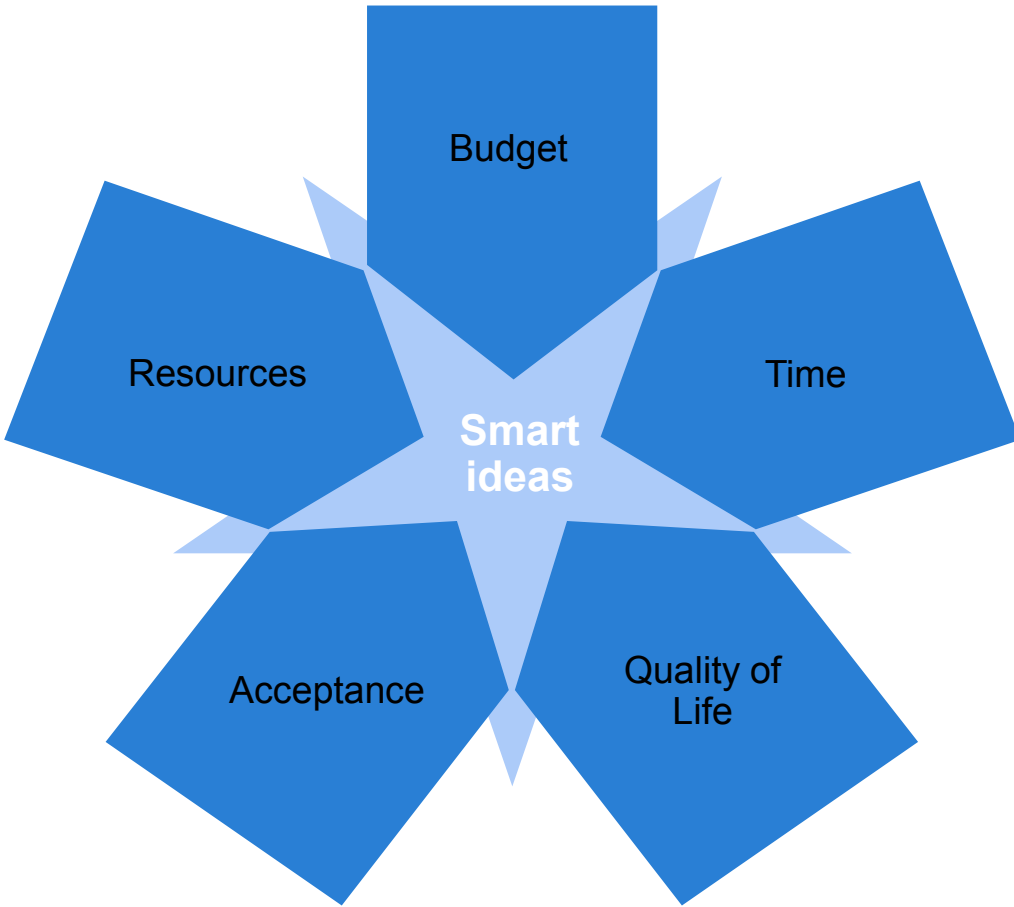


Collaborating by topic



Involve local, regional and state stakeholders to get a holistic mobility solution

5: Focus on smart ideas within limits



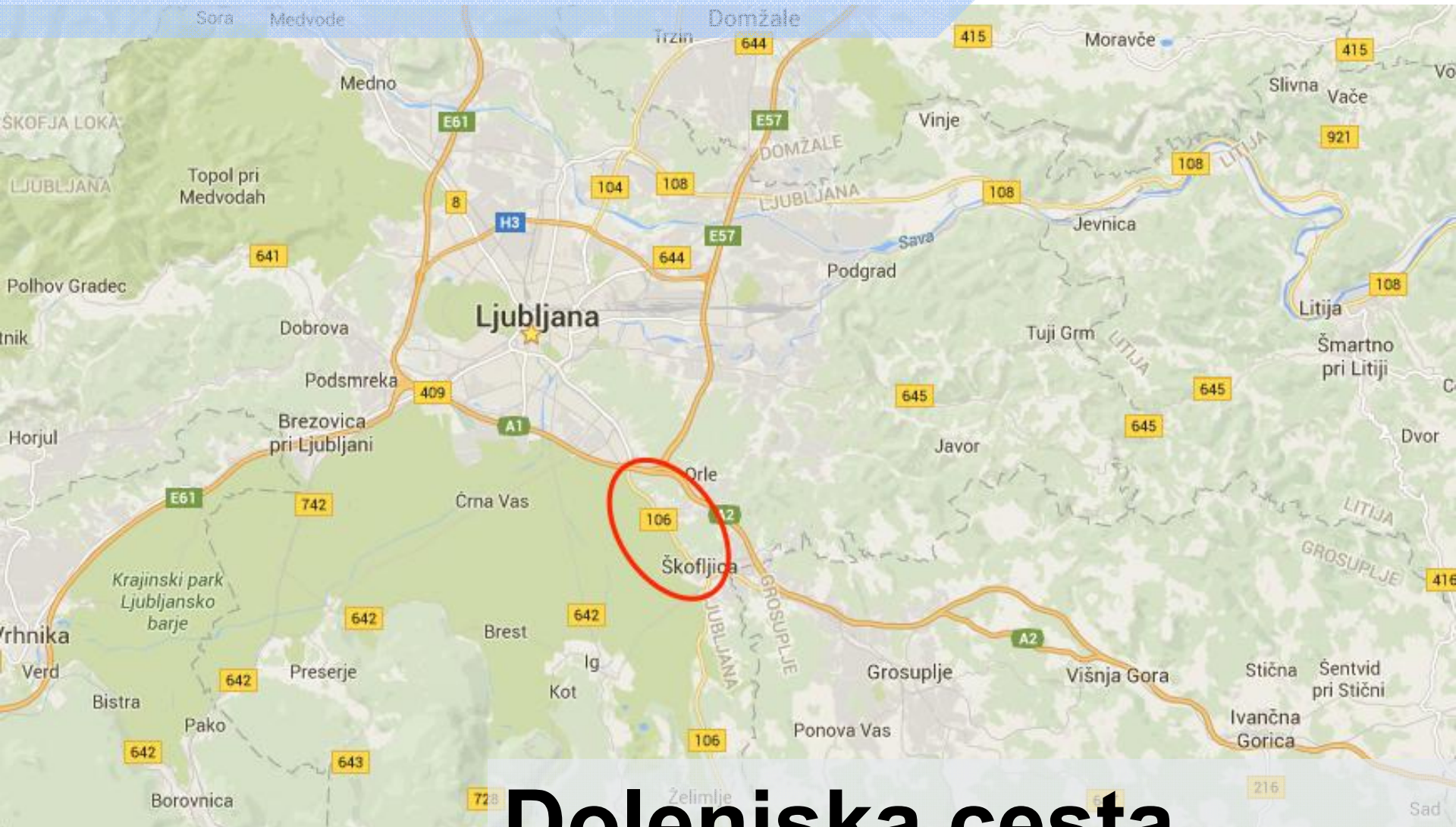
Search for realistic, pragmatic and timely solutions

6: Encourage competition



Organize idea competitions to get the smartest solutions

Example of mobility change



Dolenjska cesta

How to solve the traffic issue in a sustainable way?



- Heavy truck traffic through urban areas
- High morning and afternoon work commute
- Urban sprawl
- No train connections, slow bus routes

1 – Have the vision in mind

The vision of transport policy in Slovenia in the next 15 years looks to secure sustainable mobility of people and supply of the economy, ensure transport safety, reduce energy consumption and costs for users and operators and cut environmental impact.

The main guideline pursued by the strategy is that the capacities of the existing infrastructure are utilised first to the greatest possible extent along with solutions that do not require major financial investments.

One of the general guidelines was also the selection of environmentally-friendly means of transportation, such as railways, and sustainable mobility in accordance with the domestic policies and EU policies and relevant legislation.

The Slovenian transportation vision is to increase PT, further utilize existing infrastructure

2: Be result driven

- Traffic data – 21.000 v/d 2011, 17.000 v/d 2014
- Highway connection would reduce car traffic by 20%
- Faster bus routes would attract xx car passengers
- Rail completion would attract xx car passengers

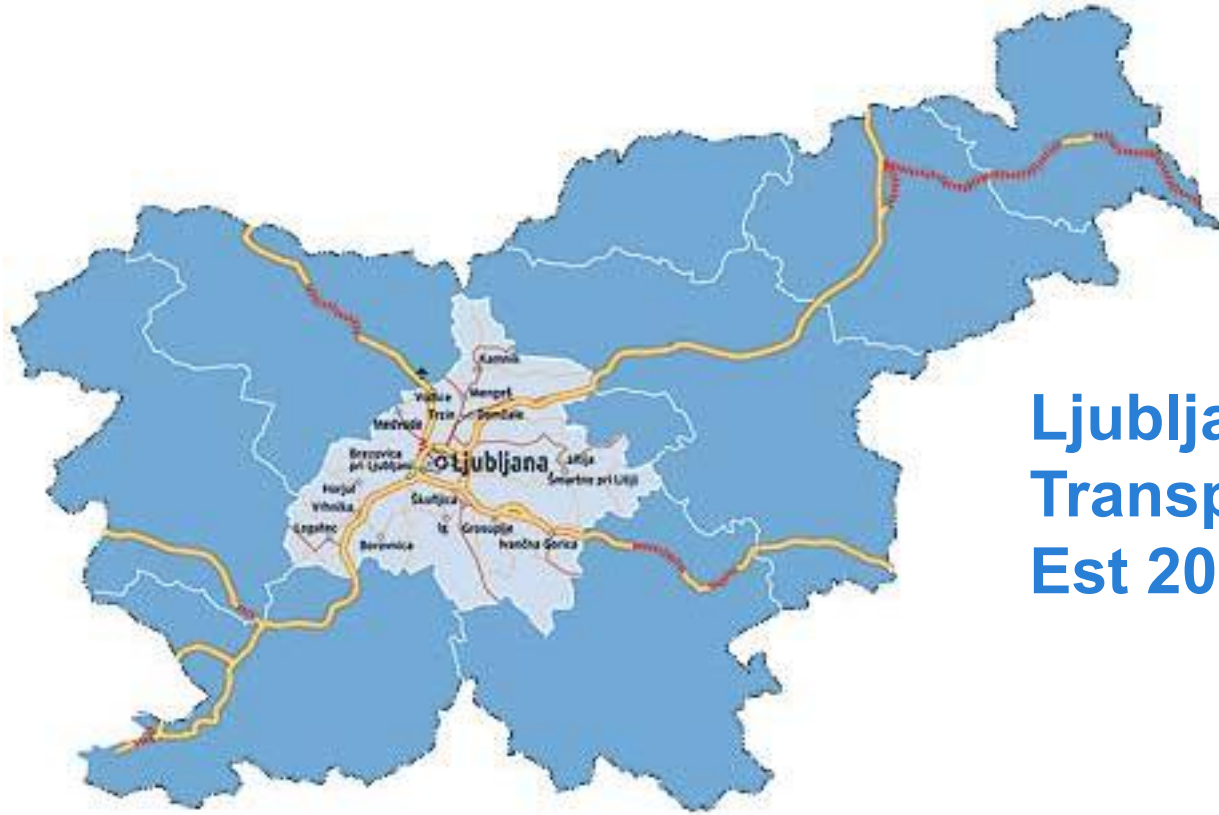
Through data collection actively search for actions which contribute to your vision

3: Focus on cause and not consequence

	Cause Actions	Consequence Actions
Car congestion	Invest in alternative means of transportation	Add car lanes
Bus passengers low	Increase attractiveness by adding buses and bus lanes	Cost reduction – less buses
Low bike trips	Improve bike safety	Give space to other means of transport
Decarbonization	Change the modal split	Make car traffic more fluent
Local business	Improve the access to local businesses for pedestrians	Make the access to distant shopping areas faster accessible

How to move more people from A to B on the existing road

4: Cooperate with Mobility Stakeholders

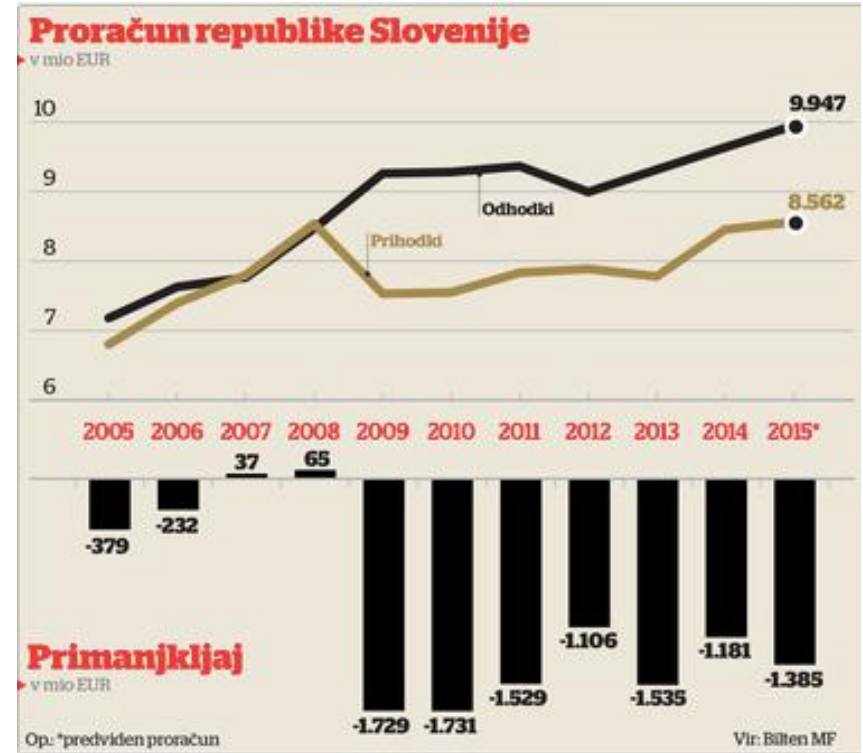
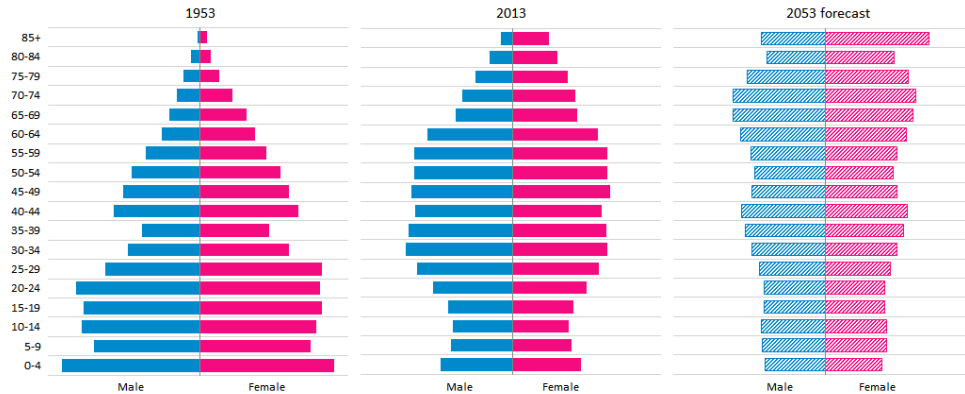


**Ljubljana Urban Area
Transportation Agency
Est 2016**

Give transportation competencies to a regional agency to foster collaboration with different stakeholders within the region

Smart ideas within limits

Population distribution in Slovenia, 1953, 2013, forecast for 2053
% of population by age



Search for pragmatic ideas which are cheap, within the time frame and contribute to higher quality of life

6: Encourage competition



Introducing reversible middle lane to manage the traffic flow and influence the modal split



We have a choice!



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