

KOPER FUA PILOT ACTION

D.T3.

VERSION FINAL

5 2020





DOCUMENT CONTROL SHEET

Work-package	WP T3
Deliverable	D.T3.
Version	Final

Classification - This report is:									
Draft	<input type="checkbox"/>	Final	<input checked="" type="checkbox"/>	Confidential	<input type="checkbox"/>	Restricted	<input type="checkbox"/>	Public	<input type="checkbox"/>

Partner owning	RRC Koper
Main editor/s	Slavko Mezek, David Trošt
Partners contributed	RRC Koper
Made available to	All partners





Table of Contents

1. Koper FUA.....	3
1.1. Description of FUA.....	3
1.2. Basic Mobility Situation.....	3
1.2.1. Modal split and target values	4
2. Pilot action.....	4
2.1. Description of pilot action	4
2.2. Implementation of pilot action	6
2.3. The results and effects of the pilot action.....	7
2.4. Sustainability and transferability of pilot action	7
2.5. Lessons learnt	7
2.6. The facts	7
3. Conclusion.....	8
4. Photos.....	9

List of Tables

Table 1: Modal split for Koper FUA.....	4
Table 2: Activities implemented	6
Table 3: Facts about Koper pilot action.....	8



1. Koper FUA

1.1. Description of FUA

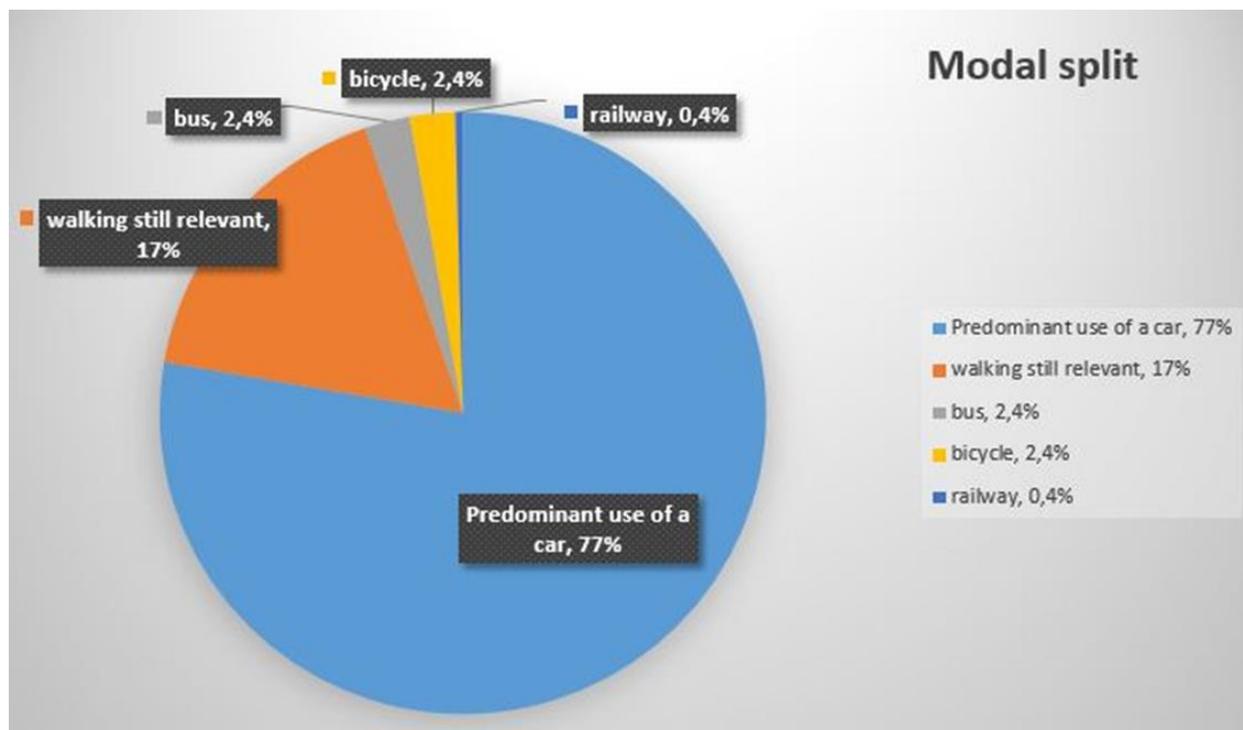
Four coastal municipalities of Ankaran, Koper, Izola and Piran and the municipality of Hrpelje-Kozina are in the functional urban area. The size of the area is 579 km². FUA is a conurbation of five municipalities, and within the conurbation there are important urban centers, which consist of settlements / cities of Koper, Izola, Piran, Portorož and Lucija. Spatially and functionally, their services are of general and economic importance and complement each other.

Today live in FUA around 92,000 people, who are at risk of becoming less healthy and spending even more on mobility - for transport and health - due to the low level of active mobility.

1.2. Basic Mobility Situation

Transport and mobility are crucial for society. Socio-economic relations require the physical movement of people and goods, which in turn affects the quality of life of people. Despite its indispensability, traffic has many negative impacts. We need to ensure, through transport policy measures, that everyone's need to move, but at lower cost and with fewer side effects, risk and consumption of natural resources.

In FUA, the mode of travel is 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.





The average travel time is 22,9 minutes, which means one hour a day for 3 completed routes. The data is only available for the total travel time of each route and does not exist at the level of each route destination separately. Most of the trips are made for shopping, work and personal reasons.

In 2018, there were 39.217 employees in the FUA, the most in the Municipality of Koper (22.051) which represents more than half of all employees in the FUA. Employees from the municipalities of Piran and Izola represent approximately 35 %, while the rest fall on the municipalities of Hrpolje-Kozina and Ankaran. Labor migrations to other municipalities are pronounced, but as many as 31.000 or 81% of them work within the FUA. The largest share of labor migrations of citizens is in the municipality of Ankaran, as just under half (46 %) are employed in the Municipality of Koper, and 24 % travel outside the FUA. The municipality of Koper has the lowest share of labor migrants to other municipalities and municipalities outside the FUA (17 %). Otherwise, the Municipality of Koper is a very large municipality in terms of area, and just under half of the population lives outside the area of the settlement of Koper, where less than 40 % of jobs are located. The result is typical daily trips from hinterland settlements to the city of Koper. As noted earlier, most of these trips are done by car.

1.2.1. Modal split and target values

	2016	2025
The share of pedestrians	17,5%	25%
The share of bikes	2,4%	5%
The share of public transport	2,8%	5%
The share of cars	77,3 %	65%

Table 1: Modal split for Koper FUA

2. Pilot action

2.1. Description of pilot action

Cycling is becoming more and more attractive. In developed European countries, the bicycle is gaining ground as a popular alternative for transport to work. Compared to a pedestrian, a cyclist is much faster and can cover greater distances. Especially in cities, the bike is a worthy competitor to the car, because with the increase of motor traffic and consequently longer travel times by car, the bike pays off more in terms of time.

One of the specific objectives of the SUMP is to change the modal split, reduce the use of passenger cars for transport to the workplace at the expense of increasing integrated multimodal transport, and consequently reduce CO2 emissions and air pollution.

In the pilot action, 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 was prepared.

In order to verify the feasibility of the measures is establishing the uniform bicycle rental system at the level of the FUA. Focus is being put on cycling networks in the coastal area, cycling connections with hinterland and a share bike system.



A successful bicycle rental system must be:

- safe, reliable, affordable and physically accessible to all potential users
- adaptable to changes in technology, trends and operational models,
- meaningfully linked to public transport and other modes of mobility,
- able to encourage and generate wider investment and direct land use for cycling purposes,
- a tool to help achieve the broader goals set by the city.

The following issues were elaborated:

- definition of a system and its elements,
- definition of the area,
- number of bicycles,
- number and equipment of stops,
- type of users,
- intermodal points,
- financial plan.

The pilot project proposes the design of a hybrid system, is a combination of a classic system with parking stands and virtual parking lots.

Locations of stops are determined based on population density and workplace. The choice of location in more urban areas is based on the criterion of accessibility of the stop within a radius of 250 m.

In the settlements and in the hinterland of the municipality, the locations of the stations of the bicycle rental system are part of a multimodal point, where parking for vehicles and the transition to public transport or bicycle rental is possible.

120 locations have been designated for regular stops, and 34 locations are multimodal points that allow switching to other transport systems. The system allows bicycle rental for users who cycle only occasionally and for everyday users.

Areas with higher inflows or daily users during the day need a higher coefficient of the number of bicycles per 1000 inhabitants. The system provides 700 bicycles, of which 200 are electric.

In addition to investment costs, operating costs are also very important.

A graphic representation of the entire bicycle rental system has been made. Multimodal points are shown separately, where it is also possible to rent a bike. At least one electric bike will be available on each stand.



2.2. Implementation of pilot action

The proposal to change the pilot project was rejected in September 2019. This was followed by the preparation of term of references. At the end of December 2019, an external expert with the necessary reference requirements was selected. From January 2020 to April, activities were carried out to implement a pilot project with key stakeholders and potential investors. The public presentation of the results of the pilot project has been postponed due to Corona.

Activity	P4	P5	P6
Name the activity	Dec 2018 - May 2019	June 2019 - Nov 2019	Dec 2019 - May 2020
	Check x when it was implemented	Check x when it was implemented	Check x when it was implemented
3/2019 Preparation of proposal for Pilot changes	x		
9/2019 Proposal for Pilot changes refused		x	
10/2019 Preparation of TOR for PP		x	
11/2019 Preparation of TOR for PP		x	
12/2019 Selection of external expert			x
1/2020 PP implementation			x
2/2020 PP implementation			x
3/2020 PP implementation			x
4/2020 Finalisation of PP			x
5/2020 Public presentation of results			Postponed due to Corona restrictions

Table 2: Activities implemented



2.3. The results and effects of the pilot action

The result of the pilot project is the development of a plan for the construction of a comprehensive bike share system in the FUA area. The focus of the pilot project is on building a cycling network in the coastal area, cycling connections to the hinterland and setting up a bike share system. The bike share system also includes electric bicycles. Electric bikes are also suitable for overcoming longer distances, even in the hinterland.

The establishment of such a system will encourage greater use of bicycles for various travel purposes, especially go to work and during tourist season.

The effects of the pilot project are evident, as all four municipalities have joined to unique tender to set up a bike share system.

2.4. Sustainability and transferability of pilot action

The impact of the pilot project increases the choosing to travel with one of the sustainable mobility modes.

The measure (bike share system) is particularly suitable for reducing share of trips to work, especially to the city of Koper. The city of Koper is a major employment generator in the FUA area. Due to car addiction, there is a high demand for trip by cars.

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 share bike system to multimodal points that connect different modes of travel. Multimodal points have to be located on the outskirts of the city, so they can also be reached by car. Last miles to the final destination should be done by bike or electric bike.

Establishing a share bike system is also the basis for the development of a multimodal scheme of sustainable urban mobility plans in the FUA region. The establishment of a uniform share bike system in the entire FUA area enables the use of the system also during the summer tourist season. Thus, for the needs of tourism or recreation, the user can take the bike in one municipality and return it to another. This offer makes an extraordinary experience that cannot be done by car.

2.5. Lessons learnt

In the past, the municipality of Koper already had a bicycle rental system, which failed due to inadequate comprehensive planning. Therefore, when planning, it is necessary to check the weaknesses as well as the opportunities. The bike share system must be intended for a wide range of users and must be prepared for upgrades. It is necessary to use the latest technologies, but it must also be attractive and convenient to users.

In order to make a bike share system really useful, a suitable infrastructure must also be available, so users can ride safely and with pleasure.

2.6. The facts

Location of pilot action	Koper FUA
The cost for implementing pilot action	14.950,00
Partner contribution	2.242,50



EU co-financing	12.707,50
The result	Feasibility study for introduction a FUA rent a bike system
Duration of pilot action (temporary or permanent)	Start of a permanent action
Contact for further information	Heidi.Olenik@rrc-kp.si ,

Table 3: Facts about Koper pilot action

3. Conclusion

Transport and mobility are crucial for society. Socio-economic relations require the physical movement of people and goods, which in turn affects the quality of life of people. In FUA, the mode of travel is strongly tied to the use of a passenger car.

Cycling is becoming more and more attractive. In developed European countries, the bicycle is gaining ground as a popular alternative for transport to work. Compared to a pedestrian, a cyclist is much faster and can cover greater distances.

The main goal of the pilot project is the development of a plan for the construction of a comprehensive bike share system in the FUA area. The focus of the pilot project is on building a cycling network in the coastal area, cycling connections to the hinterland and setting up a bike share system.

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 share bike system to multimodal points that connect different modes of travel. In order to make a bike share system really useful, a suitable infrastructure must also be available, so users can ride safely and with pleasure.



4. Photos

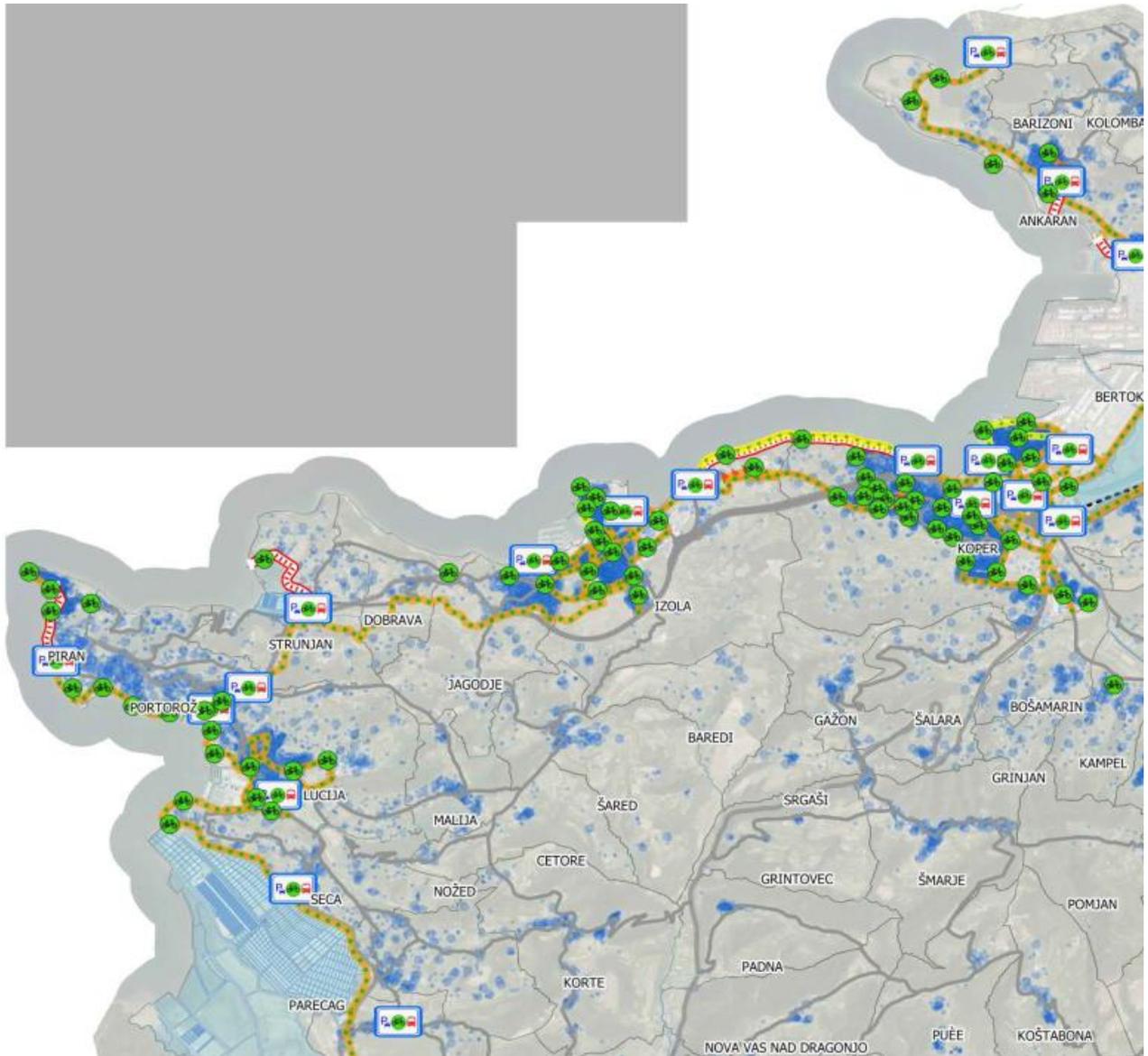


Figure 1: Scheme of share bike system in FUA area (multimodal points and ordinary bike share points)