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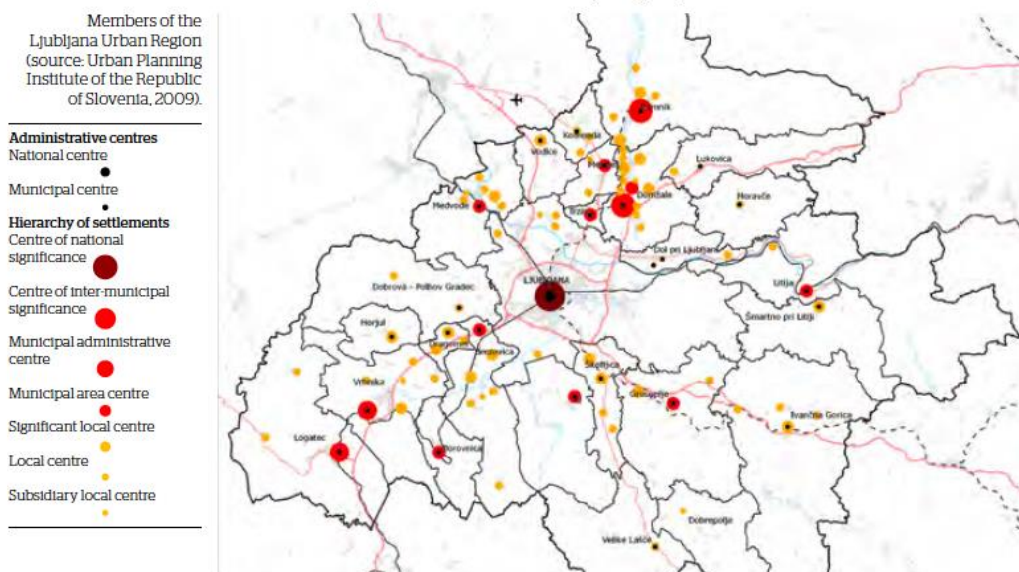
Rural-Urban Governance Arrangements and Planning Instruments

Public transport in the Ljubljana Urban Region

Ljubljana urban region, Slovenia

1. Overview

The public transport instrument was developed and designed to first improve the external transport links of the Ljubljana urban region and its internal transport links. As the automobile is still the dominant means of transport in Slovenia, the region is affected by the large numbers of cars coming to the region every day, which decreases its potential for growth and degrades living conditions in the region. Transport in the region is mainly 'travel-to-work' but also several public services (national functional area) are being operated in the nation's capital. To preserve the positive qualities of past development, promote the advantages of the inherited settlement network and to respond to future challenges, the 27 municipalities of the region joined with the Regional Development Agency (RDA) to address both regional and national public transport issues. The system being developed is aims to preserve and strengthen the network of interdependent and autonomous local centres.



2. Main Challenges

- > Daily transport to the national centre and region

Ljubljana is a capital city and a significant link of the four cohesion areas of the European Union. It receives around 140,000 daily commuters to work and school from other municipalities in the region and the country. In addition, a substantial share of peri-urban journeys for other reasons (business trips, shopping and leisure) are being done to Ljubljana.

- > Regulation and coordination

Coordinating and organising transport is a national jurisdiction, which makes it complicated and resistant to change. To achieve better results, the region recommended new structures to the public transport management to enable development of more-efficient transport system. This means coordination of the national and local authorities in the regional agency for transport or the regional regulatory body to be responsible for the regulation, executive and supervising/coordinating.

- > Weak internal links in the region

The regional transport system needs to cover also the quality and management of the internal regional links to improve the accessibility and interoperability of villages, towns and municipal centres, and improve the services along the transport lines. This needs to integrate different means of transport and develop services to motivate public transport use.

3. Main Insights

3.1. Insights related to the broad area of “network governance”

National level stakeholders are seen in the Ministry of Transport which have a coordination role for public bus and train networks. Apart from them, there is a railway company and the train company that have their own plans and coordination principles. At the regional level there is practically no governance structure as the regional development agency is a voluntary institution and there is no coordination of transport at this level. At the local level there are several stakeholders from municipalities, including local bus companies, taxi associations, bike associations and different representatives of users and association for safety in transport. Agendas for each of the players in this multilevel and multi-stakeholder structure are different and so are the legal powers of these bodies.

3.2. Insights related to mechanisms of cross-sectoral coordination and cooperation

The RDA developed the project based on the needs of municipalities and calls of the NGOs for action. As the RDA is not a governance structure, it played a coordination role while municipalities were able to form a working group to help them design the idea for the public transport system and start negotiation with the national line ministries necessary for the coordination. Given the size of the country, the national level is not keen on developing regional coordination for transport in each of the regions and the coordination effort mostly failed. The key improvements were further development of the Park and Ride system and internal coordination of the bus lines in the region among local bus companies.

3.3. Insights related to the role of (actual, potential) social, organizational, institutional innovations

After failed negotiations with the state on the public transport system consisting of several subsystems, municipalities decided to go on with local systems and integrate them at the regional level. Several sub-projects were developed from here; the park and ride system is being developed, bus lines are being integrated, and recreational and cycle/walking trails are being developed (which is coordinated by the regional development agency). This approach proved to be efficient. This approach is connecting villages and cities of the region to the municipal centres and to the capital.

4. Effectiveness Indicators

The weakness of the developed system is that there is no integration between the local and national transport systems. There are several needs for local public transport lines to feed the national public transport lines (bus and train), but national legislation does not allow the municipalities to regulate local transport lines. The whole system is being developed slower than planned, as the national level is not motivated to participate in local and regional discussions and project development. On the other hand, there are funds available for several projects in the region for P+R, bike and walking trails. Rural – urban interactions are still weak as there is no push for optimizing local transport lines and enabling more flexibility and focus to needs. Functional integration of transport means and other business and public services needs to be further improved to enable development of smaller centres and villages.

5. Illustration and further information

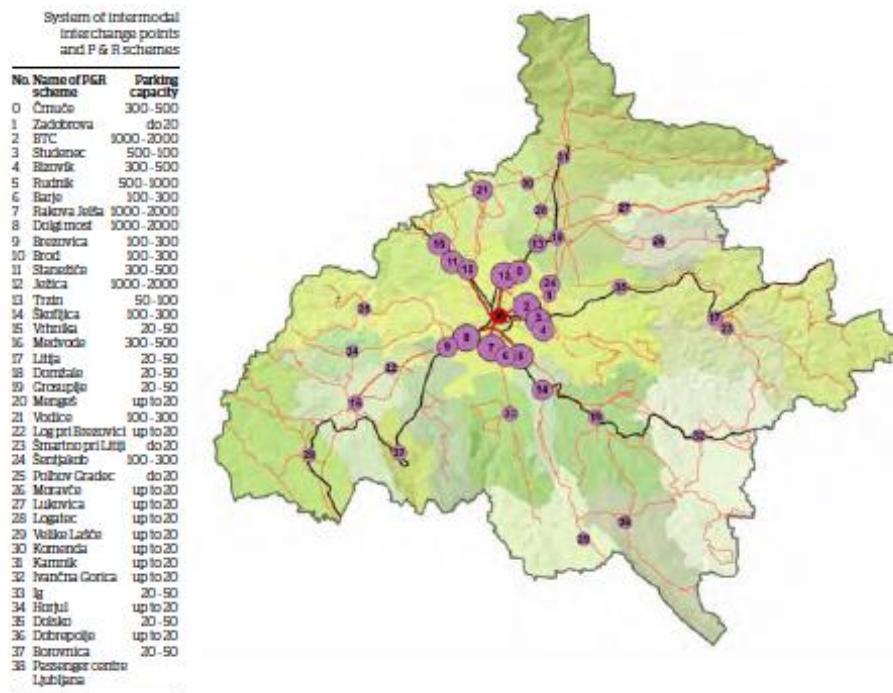


Figure 1: Park and ride system of the region from Public Transport in the Ljubljana Urban Region, Regional Development Agency of the Ljubljana Urban Region (RDA LUR), Ljubljana, April 2010



Figure 2: Bike portal of the region from Public Transport in the Ljubljana Urban Region, Regional Development Agency of the Ljubljana Urban Region (RDA LUR), Ljubljana, April 2010

Links:

Main page of the project: <http://www.rralur.si/en/node/97>

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