

Impacts of a SUMP measure – neighbourhood-wide street redesign in Ljutomer, Slovenia

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- Measure from the SUMP action plan
(Pilot “people-friendly travel zone” = comprehensive traffic calming approach)



AKCIJSKI NAČRT ZA CELOVITO PROMOCIJO HOJE

Ukrep	Strošek	Zahtevnost	Odgovornost	Rok izvedbe
Pilotno območje umirjenega prometa v Ljutomeru	10.000 € projekt 150.000 € izvedba	zahtevna	OL in zunanji izvajalec	2013 projekt 2014 izvedba
Pilotno območje umirjenega prometa v izbranem manjšem naselju	10.000 € projekt 150.000 € izvedba	zahtevna	OL in zunanji izvajalec	2015 projekt 2016 izvedba
Dopolnitev varnih poti v šolo in ureditev problematičnih prečkanj (prednostno OŠ–Glavni trg–avtobusna postaja)	20.000 € letno	srednja	OL, OŠ, SPVCP in zunanji izvajalec	2014
Vzpostavitev pešpovezave Gimnazija–železniška postaja (nova brv)	60.000 €	srednja	OL in zunanji izvajalec	2014
Prilagoditev infrastrukture gibalno oviranim osebam v ožjem središču in zaledju	8.000 € letno	srednja	OL in zunanji izvajalec	Od 2012

U MEASURE BACKGROUND

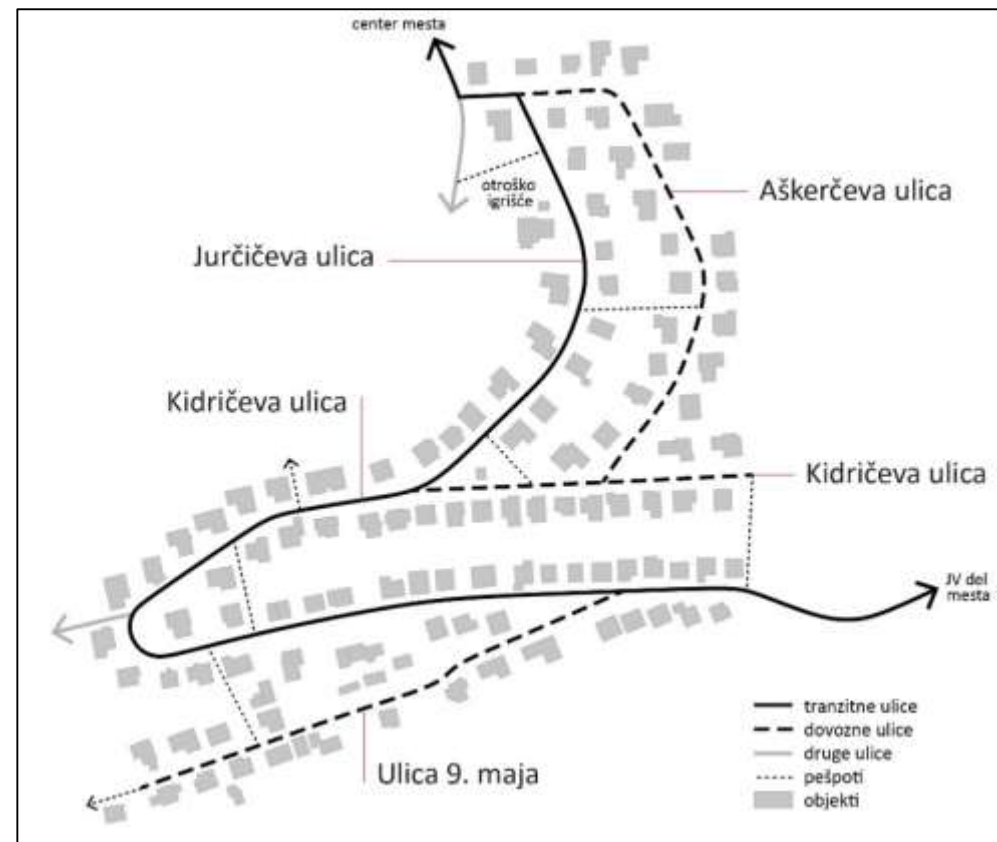
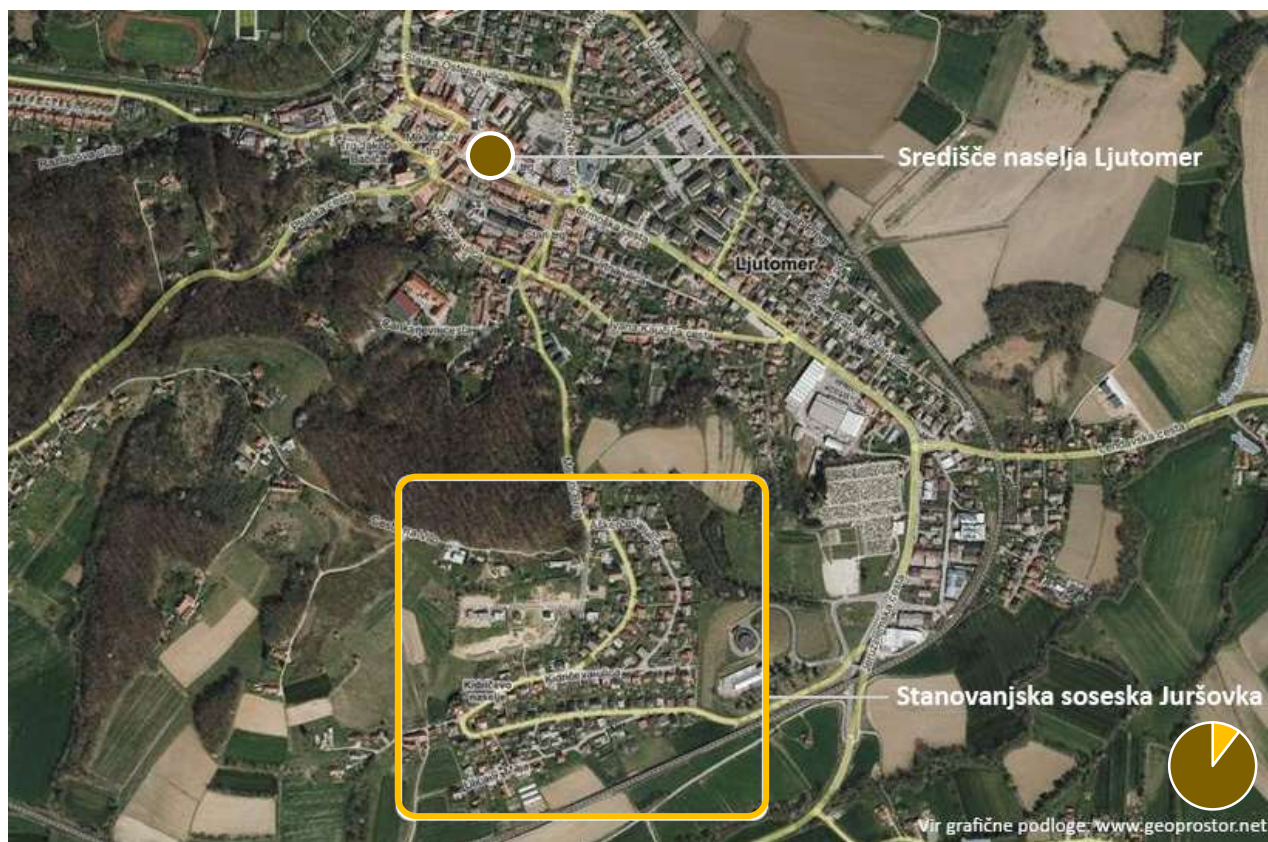
- Adoption of SUMP's vision and goals
- Does the SUMP methodology work on a micro scale?



U MEASURE BACKGROUND

Pilot neighbourhood

- 4 streets – one transit and three access streets
- 120 households / 350 inhabitants



U IMPLEMENTATION



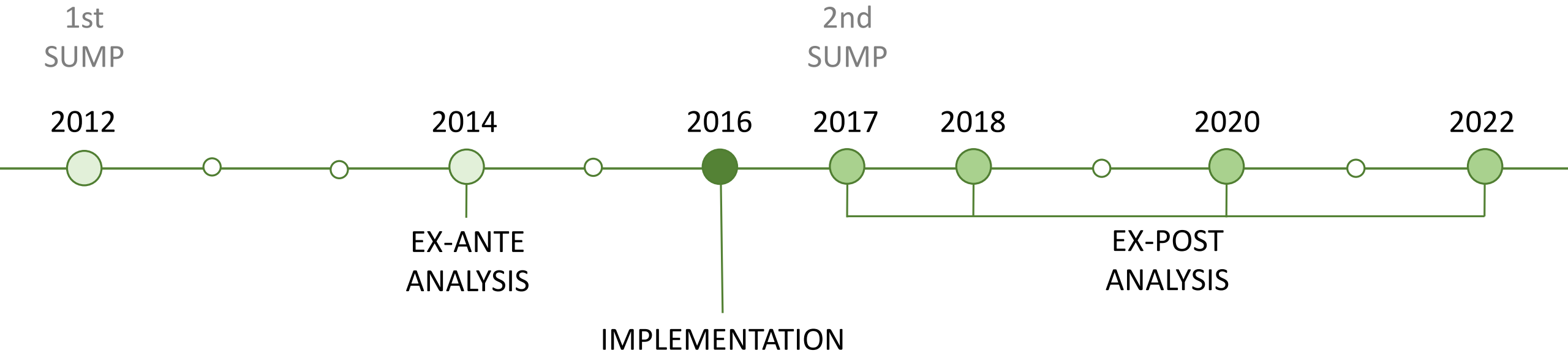
U IMPLEMENTATION

12 types of interventions:

- 2 x speed limit (30 kph and 10 kph) – supports cycling on streets
- 2 x walking (sidewalk and segregated pathways)
- 1 x parking management – now defined on-street spaces
- 4 x traffic calming measures (raised road surface, one- and two-sided narrowings and mini-roundabouts)
- 1 x socializing and play – smaller and bigger areas
- 1 x plantings – mostly in combination with other interventions



- Monitoring and evaluation timeline



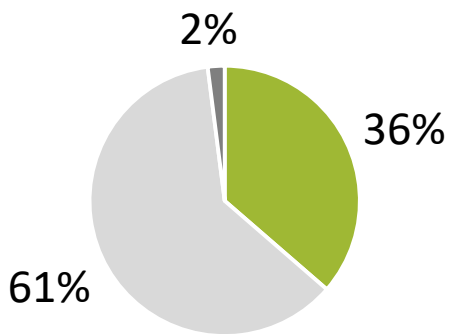


RESULTS AND IMPACTS – BEHAVIOUR CHANGE

TRAVEL HABITS AND ATMOSPHERE

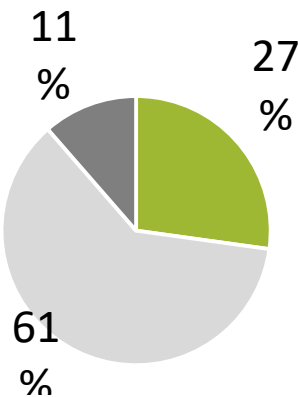


WALKING

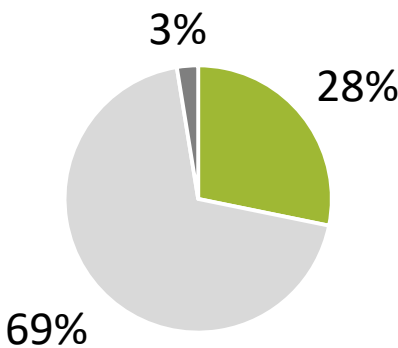


2017
+1 yr

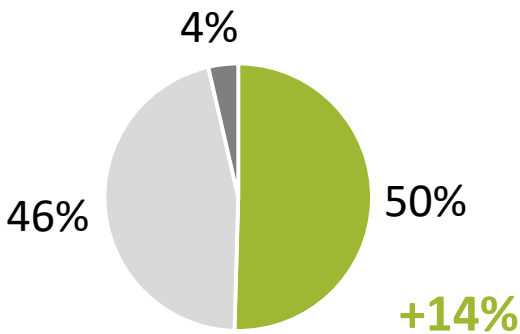
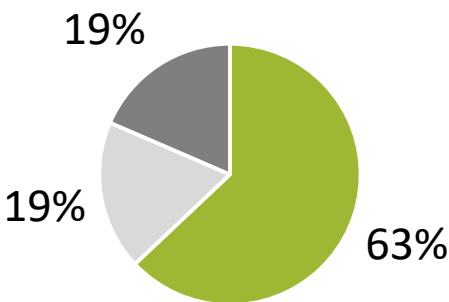
CYCLING



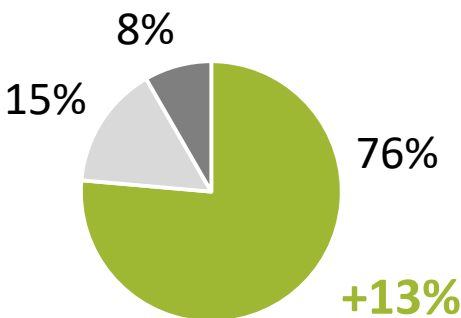
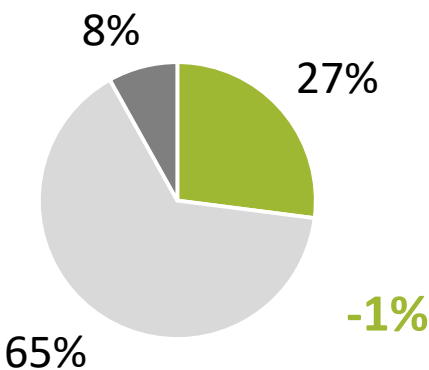
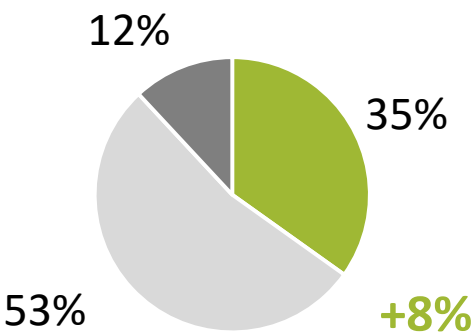
MEETING OUTSIDE



QUALITY OF LIFE



2022
+6 yrs





RESULTS AND IMPACTS – BEHAVIOUR CHANGE

- CHILDREN < 18 years
- ADULTS 18-65 years
- ELDERLY > 65 years

TRAVEL HABITS

MORE WALKING

MORE CYCLING

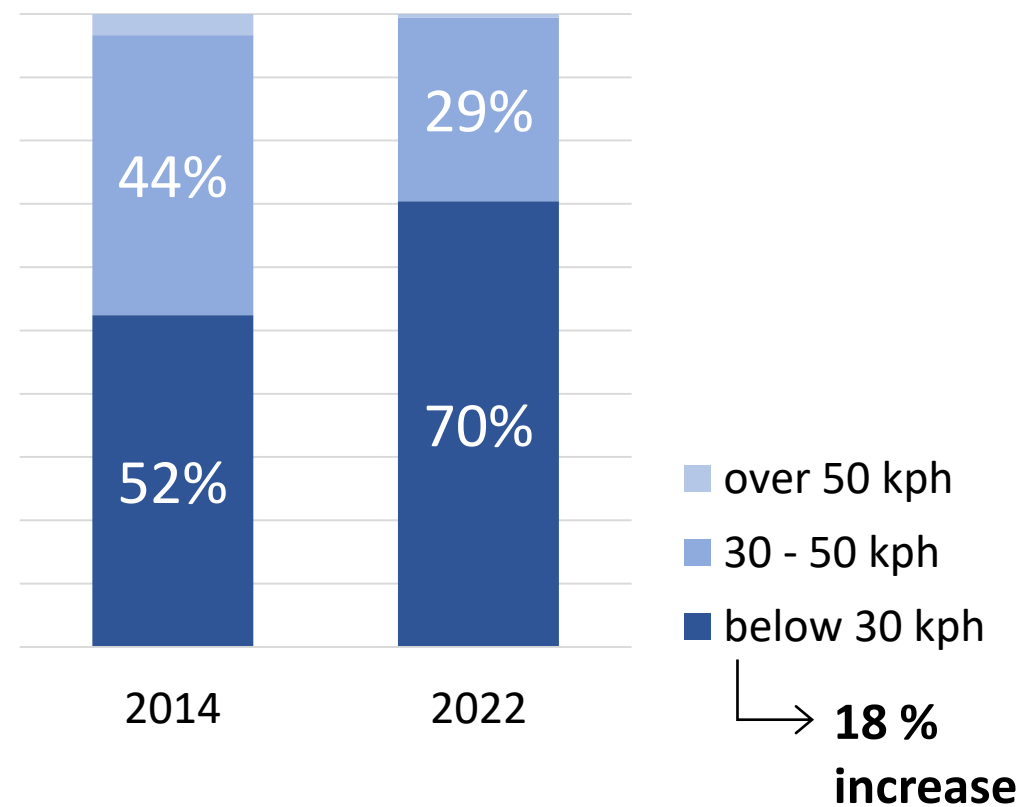
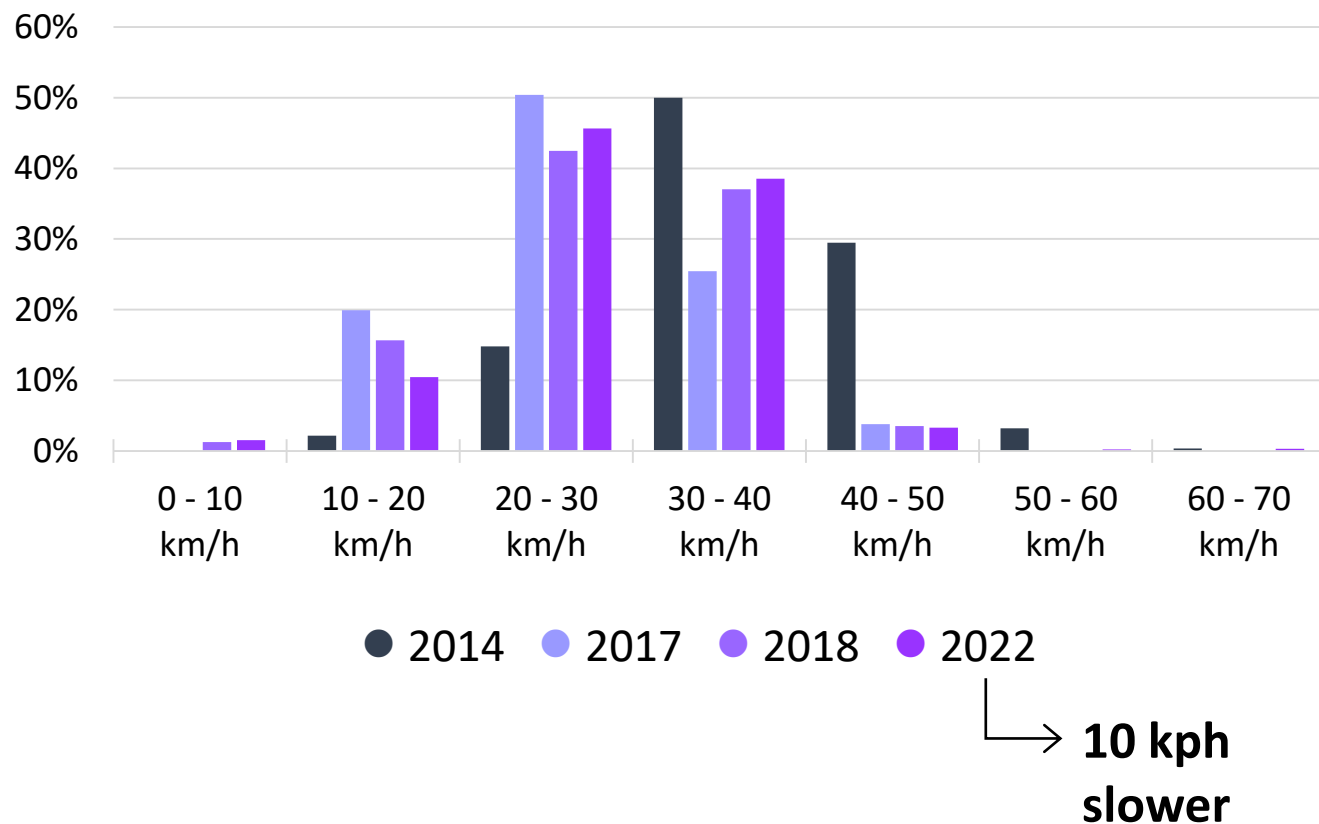
2017
+1 yr



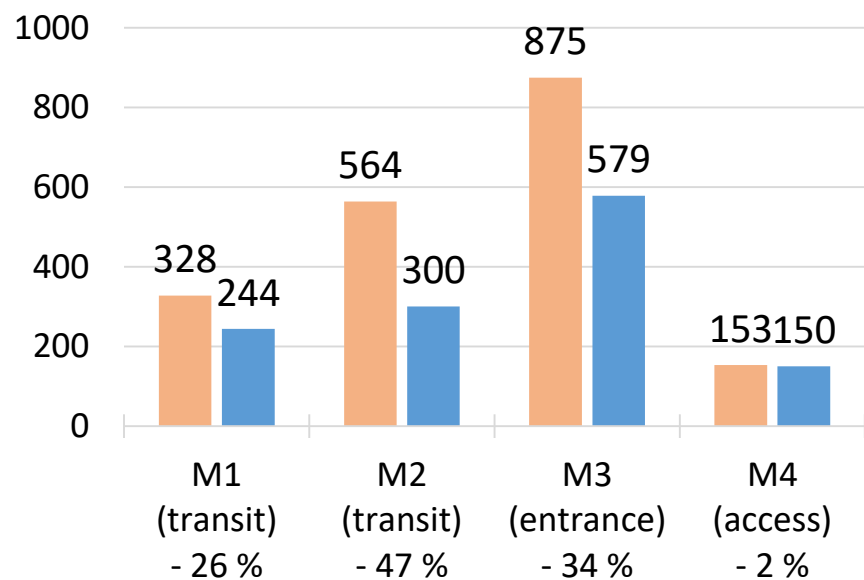
2022
+6 yrs



DRIVING SPEED

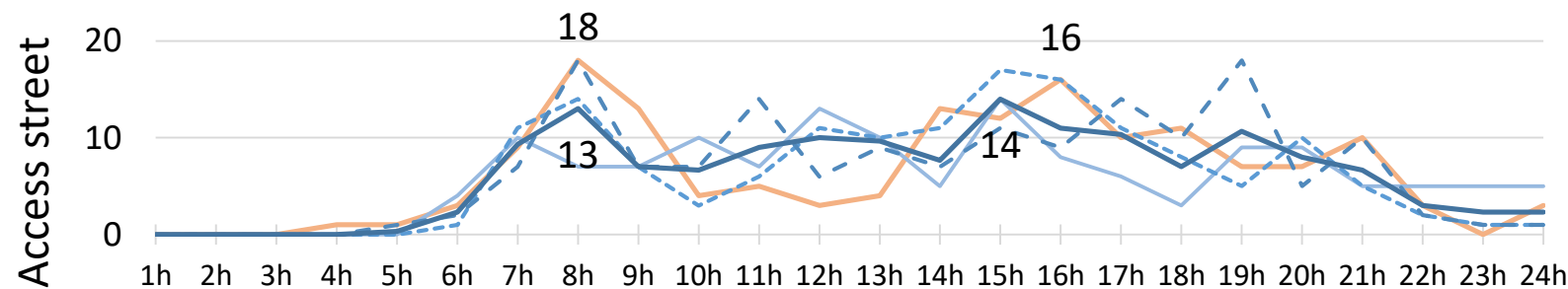
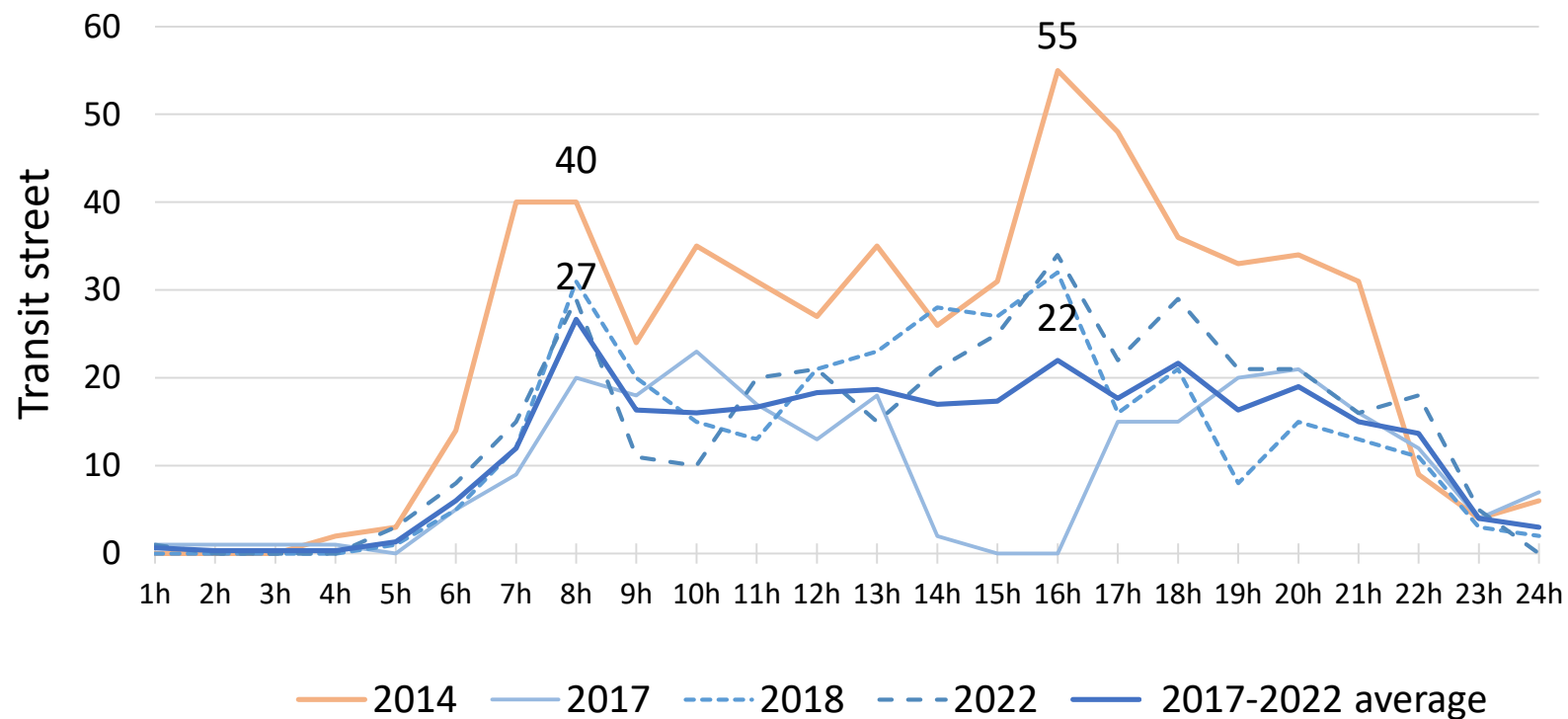


DAILY TRAFFIC FLOW

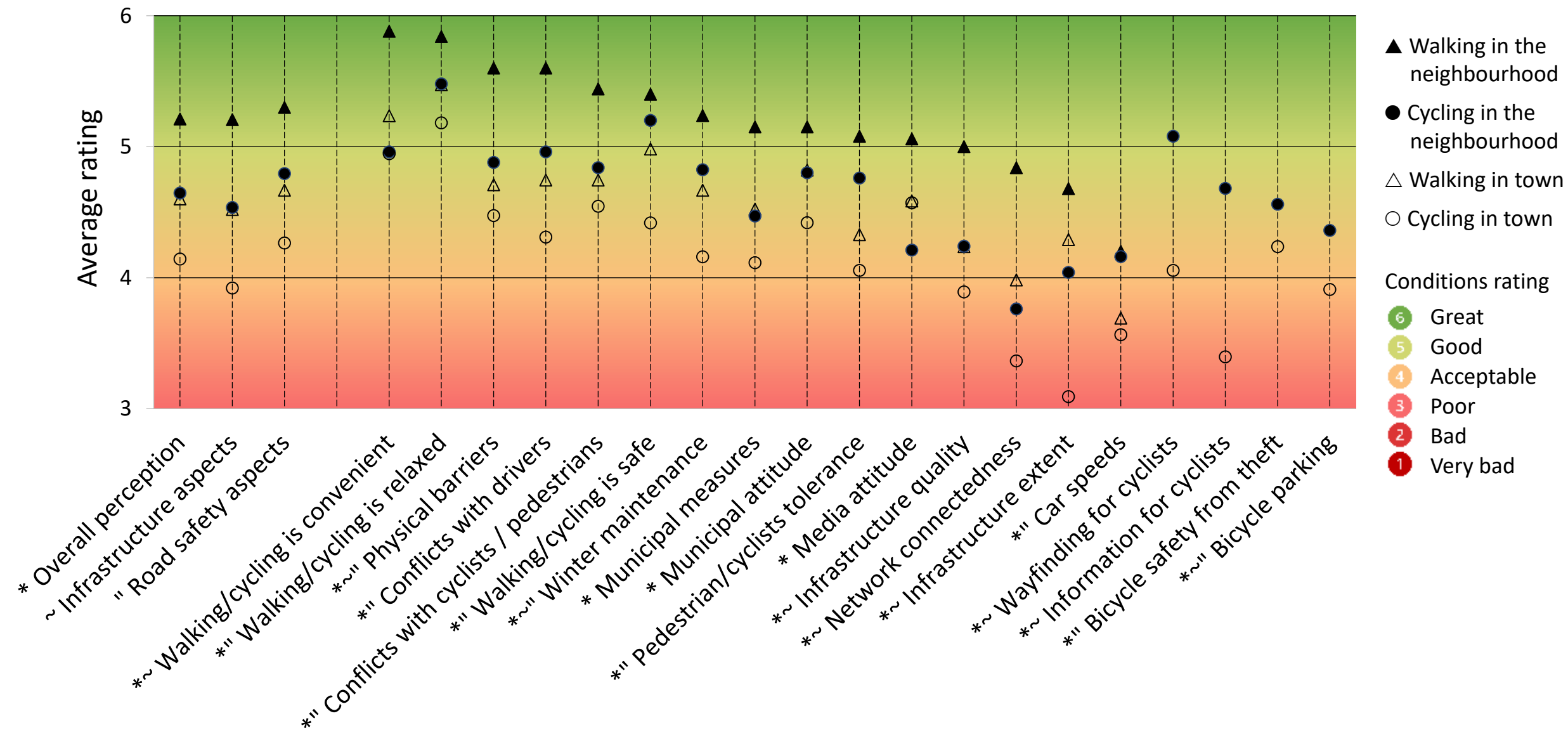


● 2014 ● Average 2017-2022

→ **644 less cars**



RESULTS AND IMPACTS – PERCEIVED CONDITIONS



Which interventions support active mobility the most?

- **Sidewalk**
 - **Segregated pathways**
 - New areas for socializing and play
 - New plantings
 - 10 kph speed limit on access streets
 - 30 kph speed limit on transit streets
 - Other interventions
- } Cycling on the street
- Worst performing intervention overall = mini roundabout

- **Significant behaviour change** → more active travel and less car use, big potential for change
- **Assess different aspects of impacts** → justification of more complex measures
 - Behaviour change (car use, walking, cycling, public space use)
 - Acceptance of measures
 - Perceived conditions for active mobility
- **Micro scale measures can benefit from SUMP methodology** → potential to develop a framework
 - Better quality of the pilot project
 - Consolidation of SUMP framework
 - Focus on participation activities → good response, positive attitude prevailed
 - Focus on M&E activities → knowledge on effectiveness & acceptance of measures

THANK YOU / HVALA

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