

»Let's make this permanent!« Temporary transport measures as a street lab

Case of Rudarska street in Velenje, Slovenia



Nela Halilović, IPoP

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IPoP
Inštitut za politike prostora
Institute for Spatial Policies
ipop.si

IPoP – Institute for Spatial Policies

Advocacy, consulting & research NGO

Sustainable mobility
Public participation
Placemaking
Urban policy

Supporting communities towards
sustainable urban development.

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Foto: Aljoša Videtič

Life IP Care4Climate

Promoting walking and cycling on short distances

Baseline studies

6 national campaigns

Changing travel habits

OPEN STREET & SCHOOL STREET
CAMPAIGN

Temporary street regulation

5 Slovenian towns from 2020 to
2022



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Foto Nela Halilović

OPEN STREET CAMPAIGN

- A street lab for car-free measures – What happens when we close a road?
- New infrastructure for cycling and walking – restricting cars
- Big infrastructure investments – expensive, stressful, not suitable for needs of city users
- Three Slovenian municipalities

IPoP coordinates local partnership (Municipality, NGOs, experts) and measures effects (participation, parking beat, traffic counting, COMMUNICATION)



SCHOOL STREET CAMPAIGN

- A street closed for cars in the morning rush hour around school
- KIDS SAFETY IN A FIRST PLACE
- Reduces the political risk of redesigning the street into a more pedestrian friendly and safe one
- Two Slovenian municipalities – currently active in Most na Soči

IPoP coordinates local partnership (Municipality, NGOs, experts) and measures effects (participation, parking beat, traffic counting, COMMUNICATION)



OPEN STREET CAMPAIGN IN VELENJE, SLOVENIA



<https://www.youtube.com/watch?v=nZRjGCPQI4I>

RUDARSKA STREET, VELENJE, SLOVENIA

- 6th biggest town in Slovenia (35.000 inhabitants).
- Industry and mining tradition.
- Very short distances, flat terrain.
- ‚Sustainable mobility champions‘ for more than a decade.
- 60 % cars, 10 % public transport, 10 % cycling, 20 % walking.



RUDARSKA STREET – CAR FRIENDLY STREET

- An important city street in need of renovation.
- Between 600 and 700 cars at peak times.
- Speeds up to 89 km/h.
- The parking spaces are occupied by employees in the area (71% average occupancy).
- Lack of areas for pedestrians and cyclists, lack of urban equipment.

Measuring effects – parking beat, speed measuring, car counting, participation activities.



RUDARSKA CESTA – TWO WEEKS FRIENDLIER FOR PEOPLE

- Shared space and speed limit 20 km/h.
- Two-day street closure for transit traffic.
- Cycling lane.
- Eliminating 53 parking spaces with free parking in the garage.
- New bus stop for city bus.
- Kiss and ride.
- Bicycle racks.
- Extended walking area.
- Extended bar terrace area.
- Seating areas.
- Simulation of green areas.
- Children play area.
- Program.



EFFECTS OF TEMPORARY MEASURES: TRAFFIC

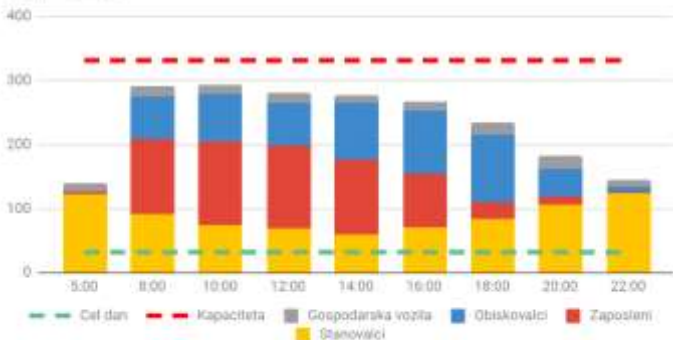
- Elimination of 53 parking spaces – **reduction of vehicles in peak hours by 21%.**
- Rudarska street lost its role as a transit road due to the two day closure. **More than 60% of vehicles use the road as a "shortcut" to the rest of the city.**
- Lowering the maximum permitted speed from 30 km/h to 20 km/h had a **positive effect on the average speed.** V85% speed decreased by 4.0 km/h.
- The **maximum speed has increased from 88.9 to 97.5** – the width of the road

EFFECTS OF TEMPORARY MEASURES: PARKING

Before Open street

Analiza parkirnega utripa - vsa parkirišča

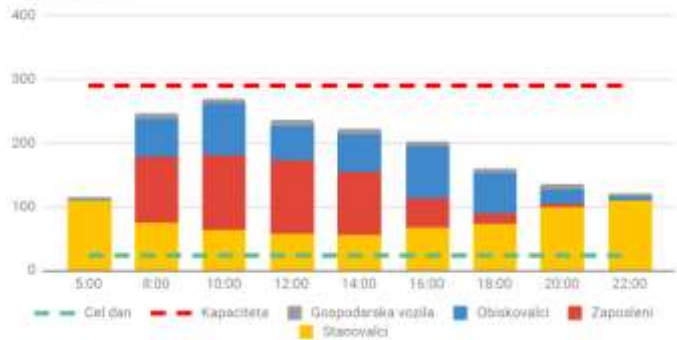
Kapaciteta: 331



During Open street

Analiza parkirnega utripa - vsa parkirišča

Kapaciteta: 290



	Before	During	Difference
Residents	38 %	41 %	+3 %
Employees	30 %	30 %	0 %
City users	26 %	25 %	-1 %
Comercial vehicles	6 %	4 %	-2 %

EFFECTS OF TEMPORARY MEASURES: PARKING

Occupancy in the garage under the Mercator shopping center did not change significantly.

On the ground floor, the average occupancy increased by 4% (from 27% to 31%, the biggest difference in the evening: from 6% to 12%), while in the basement, the average occupancy remained the same: 12% (the biggest difference at 10 o'clock: from 13 % to 16%).



COMMUNICATION



Ulice pločevini ali ljudem? Spreminjanje prometnega režima s premislekom



Rozmari Petek

28.05.2022

PROMET

V Velenju preizkušajo nove ureditve ulic

Inštitut za politike prostora je skupaj z velenjsko občino in drugimi lokalnimi organizacijami za dva tedna Rudarsko cesto spremenil v sodobno mestno ulico. Cesta, ki je sicer zelo prometno obremenjena, je postala začasno bolj varna za pešce in kolesarje.

Sodelujte pri predlogih za novo ureditev Rudarske ceste!

Ljudje pozdravljajo urbano opremo in več zelenja – Stanovalci se zavedajo, da je treba sklepati kompromise, kljub temu pa si želijo več varnosti in zavarovanja – Čutijo se ogrožene zaradi pomanjkanja parkirnih prostorov

Sodelovanje z ljudmi
je zelo pomembno za
ustrezen razvoj mesta.



»Ogroženi smo zaradi pomanjkanja parkirnih prostorov, ki jih je že tako premalo.«

Od »bravo« do »užas«

Spodbujanje **aktivne mobilnosti** je težaški, dolgotrajen, a nujen proces



RUDARSKA STREET – USERS KNOW THE BEST

- Stand on a street – 400 responses
- Online survey – 1255 responses
- Film viewing and discussion – 33 participants
- Workshop with residents– 18 participants
- Urban walk – 13 participants
- Interviews with young people – 60 talks
- Walk with primary pupils – 11 pupils
- Street Public hearing – 23 participants
- Other – informal 😊



Izveden in <i>predlagan ukrep</i>	Pojasnilo	Stroka - projektna skupina	Splošna javnost - ankete, stojnica, posebni dogodki	Stanovalci - dogodki in anketa	Pešci, kolesarji - anketa	Mladi, šolarji
Območje za igro	Mesta, prijazna otrokom so mesta prijazna in dostopna vsem					
Kolesarska stojala in varovane kolesarnice	Za spodbujanje manj voženj z avtomobilom je pomembna tudi dodatna kolesarska infrastruktura					
<i>Osvetlitev ponoči</i>	Osvetlitev ponoči izboljša občutek varnosti še posebej mlajšim, ki velikokrat potujejo peš po Rudarski.					

PROPOSED MEASURES – PARTICIPATION

- Slowly, gradually.
- Inclusive.
- Data driven.



PROPOSED MEASURES – TRAFFIC

- Renovation should be urban regeneration.
- Restricting cars and making street friendlier for pedestrians and cyclists.
- Mixing different users of the street.
- Restricting e-scooters and fast cyclists.
- Better infrastructure for ppt.
- Business owners as placemakers – improving storefronts.
- Different ,dormat' for residents.



PROPOSED MEASURES – PARKING POLICY

- Improving the implementation of current regimes (monitoring, reducing fragmentation, parking hours).
- Improve the attractiveness of the garage (price of long-term parking, feeling in the garage, etc.).
- Measures for better acceptance of parking regimes by the public (revenues from fines and parking fees for the development of TM, public space).
- Advanced measures (progressive fines, P&O or short-term parking).
- Long-term adjustment of parking standards in OPN.

WHAT DID THE MUNICIPALITY LEARN?

- Broad public participation is a good and challenging process.
- Caution in implementation.
- The influence of social networks.
- It is necessary to continue for the set direction.
- Small steps with a clear goal.



WHAT IS THE NEXT STEP?

- Parking policy change,
- PT stop.
- Permanent kiss&ride..



Questions?

Nela Halilović nela.halilovic@ipop.si

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