Sustainable mobility in the Alps

Špela Berlot, CIPRA Slovenija
CIPRA is ...

• an autonomous non-governmental, non-profit umbrella organization.
• Our goal is protection and sustainable development of the Alps since 1952.
• Alpine Convention is a guiding principle for the way we think and the way we act.
From macro to micro level

- Mobility planning in protected areas
- Mobility planning at mass (sport) events
- School neighborhoods as a pillar for sustainable (urban and rural) mobility
Alpine valleys and protected areas

Protected areas have exclusive natural, cultural, landscape heritage and often have symbolic value.

Problems: overcrowding tourism, depopulation, quality of life, air quality, noise ...
PROTECT, PRESERVE NOW AND FOR THE FUTURE!
Carrying capacity ...

of a given area means the maximum number of species - humans (plants, animals) in an area that can be smoothly evolve (grow) and the supply of available natural resources, not to cause pollution of the environment, to the extent that it reduces the carrier the ability of the environment in the future (Hardin, 1977).

Carrying capacities in protected (mountain) areas are normally lower than in other less fragile ecosystems.

**BUT: PROTECTED AREAS HAVE ECONOMIC POTENTIAL >>> GENERATE TRAFFIC**
Mobility planning in protected areas (Ogrin, 2011)

Who generate traffic (all have different needs and demands and possible adaptations)?:
1. Local inhabitation
2. Visitors
3. Managers
4. Suppliers

How do we manage their mobility?
1. Infrastructure
2. Mobility means
3. Mobility needs
4. Object, events which generate traffic demands
How to retain visitors in the areas while managing traffic pressures?

1. Define **carrying capacities** of the area – where are the limits (safety, number of parking spaces) ... and possibilities for sustainable mobility – public transport, cycle infrastructure, walkability.

2. **Suitable distribution** of activities, services, objects in protected areas (role of spatial planning).

3. **Legislation** should regulate traffic in protected areas.

4. **Road status** – ownership, management, regulatory powers, duties.

5. Define areas where you have specific goals in traffic management. → **zoning**

6. **Seasonal traffic limitation** – for example parking prohibition in July and August

7. **Alternatives** – JPP, cycling, walking.

8. **Informing, rising awareness, promoting** sustainable mobility.

9. **Thinking and reacting** in advance! What will happen in Bohinj in summer 2018?

10. To make **compromises** with all stakeholders.

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**ALL MEASURES SHOULD BE HARMONIZED WITH LOCAL INHABITANTS, OTHERWISE POSSIBILITES FOR SUCCES ARE REDUCED.**
Zoning in Bohinj

1. Define carrying capacities of the area – where are the limits (safety, number of parking spaces) … and possibilities for sustainable mobility – public transport, cycle infrastructure, walk ability

2. Suitable distribution of activities, services, objects in protection

3. Legislation should regulate traffic in protected areas.

4. Road status – ownership, management, regulatory powers, duties

5. Define areas for different categories.
In highly protected areas measures are more strict, with a goal of traffic pressure limitation.
Good pratice – Logarska Valley

• Landscape park (1987)
• 90’s daily tourism – pressures (wild camping, parking ...), tourism development of the area was at risk.
• In 1992 group of local inhabitants got concession for the main road in Logar valley (from the municipality) – first goal was to establish infrastructure for daily tourist.
• Information panels, parking spaces, sparse tourist offer, entrance fee for vehicles, establishing new 7km long walking route in the valley.
• Both infrastructural and management measures were accepted and number of visitors increased (in 2011 - 114.000 visitors, in 2015 around 90.000),
• Entrance fee represented 1/3 of park’s budget.
• Story of success, but - stakeholders conflicts, infrastructural costs etc. – the future of the park is not so bright.
What does CIPRA do for promotion of sustainable mobility in protected areas?
10. Koča pri Savici - Planota Komna (1520 m)

<table>
<thead>
<tr>
<th>Ležalnost</th>
<th>Čas</th>
<th>VK; različka</th>
<th>Informacije o koči</th>
</tr>
</thead>
<tbody>
<tr>
<td>neznačljiva označena pot</td>
<td>2 uri 30 minut</td>
<td>867 m</td>
<td>koča je odprta ves čas, 040 620 794 <a href="mailto:komna@pd-ljubljana.si">komna@pd-ljubljana.si</a></td>
</tr>
</tbody>
</table>

Komna je obsežna planota, ki se razprostrira med začetkom Spodnjih Bohinjskih gora in Doline Triglavskih jezer na višini med 1500 m in 1800 m. Parašutna je ruševna, v ledu pa je obkroža vsaj sedem vrhov z značilno južno kuliso, katere glavni štiri so Vrh nad Škrbinjo, Podruta gora in Tolminski Kuk. Po stari legendi je bila Komna z Doline Triglavskih jezer v davnih časih kraljestvo Zlatoroga, danes pa je poznan pretek v kraljestvo tornih smučarjev.

Zimski čati Komne privabljajo tudi »maračarje«. Ob primernih pogojih se namreč temperature v posameznih vrtačah spustijo več kot 20°C, kar se dobi različna najnižja zimskih temperatur v Sloveniji.

Izhodišče (koča pri Savici) je dostopno z avtobusom ali pa se lahko odpravite s postajali Zlatorog Hotel (kaj iz leta č. 9).

DOSTOPNOST

Izhodišče je dostopno tako z vlakom kot avtobusom. Na voljo je tudi "hop on-hop off" avtobus, ki križa po Bohinju. Več informacij o mobilnosti v Julijskih Alpah: [https://mobility.julian-alps.eu/].

**Vlak (Ljubljana - Jesenice (Ljubljana) - Vrška vas):**
- Vrška vas Alpah se nalazi v: 11, 10

**Vlak (Jesenice - Bohinjska Bistrica - Nova Gorica - Jesenice):**
- Vrška vas Alpah se nalazi v: 12, 13

**Avtobus (Ljubljana - Jesenice - Bohinjska Bistrica):**
- Vrška vas Alpah se nalazi v: 34, 32

**Avtobus (Bohinj):**
- Vrška vas Alpah se nalazi v: 30, 31

**Hop on-hop off bus Bohinj:**
- Vrška vas Alpah se nalazi v: 30, 31
Different studies for alpine valleys and protected areas regarding mobility planning.
Mobility planning and mass sport events

• Mass events are logistically and organizationally extraordinary situations.

• Logistic challenges: high number of visitors in short period of time with the use of infrastructure which was not build for such demands.

• Solutions: public transport, change of traffic regimes, increased number of parking spaces, awareness, promotion, informing.

• If organization is good this kind of events promote sustainable mobility and a successful business model.
Finals of World Cup Ski Jumps - Planica
What can we learn?

• Event is traditional so organizers have more than 60 years of experience.
• In 4 days between 40.000 – 110.000 people visit Planica.
• Sustainable organization has been their goal for more than 6 years. Cooperation with NGO Umanotera: project Čista zmaga.
• Trains, tourist buses, local buses, car sharing, organized walks from accommodations (Podkoren, Kranjska Gora, Rateče), free or discounted tickets for public transport.
• Key notes: communication, cooperation with NGOs, interest and strategy of organizators, social media, cooperation with firms: Slovenian railways, touristic agencies ...
GREMO PEŠ V PLANICO!
LET'S WALK TO PLANICA!
Sustainable mobility in the school

• In the past: walk, learn, play, walk, sleep.
• In the present: sitting life.
• Urban and rural school.
• Analyze of the area – field work, counting traffic, interviews with stakeholders.
• Workshops with locals, parents, teachers, kids.

RESULT: Mobility plan for the schools – our goal is to increase share of children and teachers who actively arrive to school.
Organizational and promotional measures
Infrastructural measures
Literature

I have two doctors, my left and my right foot.

Trevelyan