



Parking Policy and the Implementation of the core funding mechanism

Country:	Slovenia
City:	Ljubljana
Number of inhabitants:	279,826 (year 2013)
Area:	163.8 km ²
Population density:	1,678/km ²

Legal circumstances/constraints and how the City resolved these

Faculties in Ljubljana

Paid parking was foreseen in the investment plan for the new facilities to which the faculties moved in 2014. The new location is further away from the city centre than before and there are currently more parking spaces than employees, so the conditions for car use are perfect and there are no parking problems. However, accessibility by other travel modes is not on the same level. With Push&Pull project an important opportunity window has opened and the project was an important incentive to implement paid parking – otherwise it would not have happened yet.

Within the project, a parking policy was developed and adopted. It defines basic rules, rates, enforcement measures and earmarks revenues from paid parking to finance sustainable mobility measures which are stated in faculties' Travel Plan (also prepared within the project). The amount of earmarked

revenues from parking that is dedicated to finance sustainable mobility is a fixed minimum of 15% per year.

For the implementation of paid parking, rates were set to a minimum in order to avoid too strong opposition from employees. Each employee who applied for a parking permit had to sign a statement that the sum can be deduct-

ed from his or her salary and that they have read and understood the Parking Policy. Violation of the latter can be sanctioned by taking away the parking permit (temporarily or permanently) or by charging a fine, depending on the severity and/or repetition of the violation.



Enforcement

For employees there was no enforcement in place until 2016 since they all had a permit to access faculties' grounds and park on faculties' parking spaces. In the

process of development and adoption of the Parking Policy, enforcement methods were also agreed upon. Violation of the Parking Policy can be sanctioned by taking away the

parking permit (temporarily or permanently) or by charging a fine, depending on the severity and/or repetition of the violation.

How many paid for parking – where and how much?

All 411 parking spaces belonging to the faculties are part of the paid parking scheme (mostly underground parking, some spaces also around the buildings; there are currently 373 employees). There were debates at first on the

differentiation of the parking fee but in the end the faculties rather decided for a lower fee (8 € per month) that is the same for all users. However, they charge it in different ways. One faculty charges 0,5 € daily for each day that

the employee uses the parking but no more than 8 € per month. The other faculty charges a flat rate of 8 € per month regardless of use.

What are the objectives of your mobility policy and how are they supported by parking regulations?

There are three key objectives of faculties' Parking Policy: to gain funds for the maintenance and management of parking spaces and for implementing measures that will improve accessibility by sus-

tainable travel modes as well as to stimulate travel behavior change in the direction of sustainable travel modes.



Expected income and (planned) spending from the core funding mechanism

Since the parking fee is rather low, not a lot of income is expected from parking revenues. Still the faculties are happy to acquire additional budget. During the test period during summer 2016, one of the faculties reported first 1000 euro gained through the scheme. Extrapolating this to twelve months it can be as-

sumed that both faculties will gain at least 10.000 euro per year. This means that at least 1.500 euro per year is guaranteed to be invested into sustainable mobility. Even though these numbers are not very high, they mean an additional and dedicated funding that would not be available otherwise. Further-

more, the faculties can decide at any moment to set a new (higher) parking fee and increase their income from parking revenues. Revenues will be used for maintenance and management of parking spaces and for implementing measures that will improve accessibility by and the use of sustainable travel modes.

Who decides on how the money in the mobility fund are spent?

The Dean's Office in coordination with the Management Board decides upon the percentage of the yearly revenues (but not less than 15%) and

the measures that will be implemented by this fund. Suggested measures are listed in the Travel Plan but employees and students are invited to

add new suggestions and express their further needs.

What projects / measures did you finance since the implementation of the core funding mechanism and which ones are you going to finance in the next 1-2 years?

The core funding mechanism was only set in place in summer 2016 so nothing was yet financed from that account. The faculties have implemented some measures using their own funding, such as a toolbox with small spare parts that can be used by the employees for quick repairs of their bicycles, an improvement of the walking and cycling path towards bus No. 14, and a charging station for electric cars. In next 1-2 years some measures from the Travel Plan will be implemented. At least 15 % of the yearly amount of revenues will be used for the implementation of these measures but faculties can also decide to dedicate other available funding for the implementation of these measures. A selection of measures from the Travel Plan that will be implemented in next 1-2 years include:

Local travel information package

The local travel information package will consist of thematic information sheets that can be combined into tailored information packages for selected user groups (employees, students, visitors). It will be prepared in both print

and digital formats. The digital version will be published on faculties' websites while printed versions will be distributed by faculties' administration offices primarily to new employees and first-year students.

Promotional activities to encourage the use of sustainable travel modes

A selection of promotional activities will be implemented in the years to come. These include breakfast for cyclists and pedestrians, bicycle and walking trips, participation in national bike to work campaign, lectures about benefits of active travel. Employees

that do not cycle yet will be encouraged to test out company bicycles.

Improvement of site accessibility on foot and by bike

Several locations in the area and connections to the faculties need improvements in order to allow better site accessibility on foot and by bike. Activities for improving connections towards bus stations have already started and will continue during the following years. They include new paths or improvement of existing ones, pedestrian bridges, lighting and similar interventions.



Bike service

Bike service days will be implemented at the faculties once a year to help employees with small repairs of their bicycles and encourage bicycle use. A toolbox for students will be purchased and a janitor will attend a bicycle maintenance course so that he will be able to help employees and students with small repairs.

Signage

Signs with directions for locations and distances will be set up to help visiting professors, other visitors and first year students to find their way around the faculties' premises.

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