

Interreg
Danube Region



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Active2Public Transport

Better combining cycling, walking and public transport in the Danube Region

EU-Interreg Danube Region project

Gregor Steklačič

Ministry of Environment, Climate and Energy

December 3rd, 2024 – Ljubljana



REPUBLIC OF SLOVENIA
MINISTRY OF THE ENVIRONMENT,
CLIMATE AND ENERGY

This project is supported by the Interreg Danube Region Programme project co-funded by the European Union



Learning...

... from practice and
through study visits



Hradec Králové, Main Station, CZ

Lienz – Multimodality Hub, AT

© Gergely Barta



Munich – Allach Interchange Hub, DE

© Irene Bittner





**Vienna, Interchange Regional to urban transport,
Westbahnhof, AT**

Pilote Activities

testing innovative solutions





Bike Carriages| Study Trip 2

ČD – Olomouc Region – A2PT Study Trip, July



Temporary Street Design / Tactical

Urbanism

Pop-Up Cycling Lane, Vienna (AT)

Shared-Space at Train Station,

© Mette Bittner
Goetzi (AT)

© Besch und Partner: <https://verkehrsingenieure.com/projekte/begegnungszone-bahnhof-goetzi>

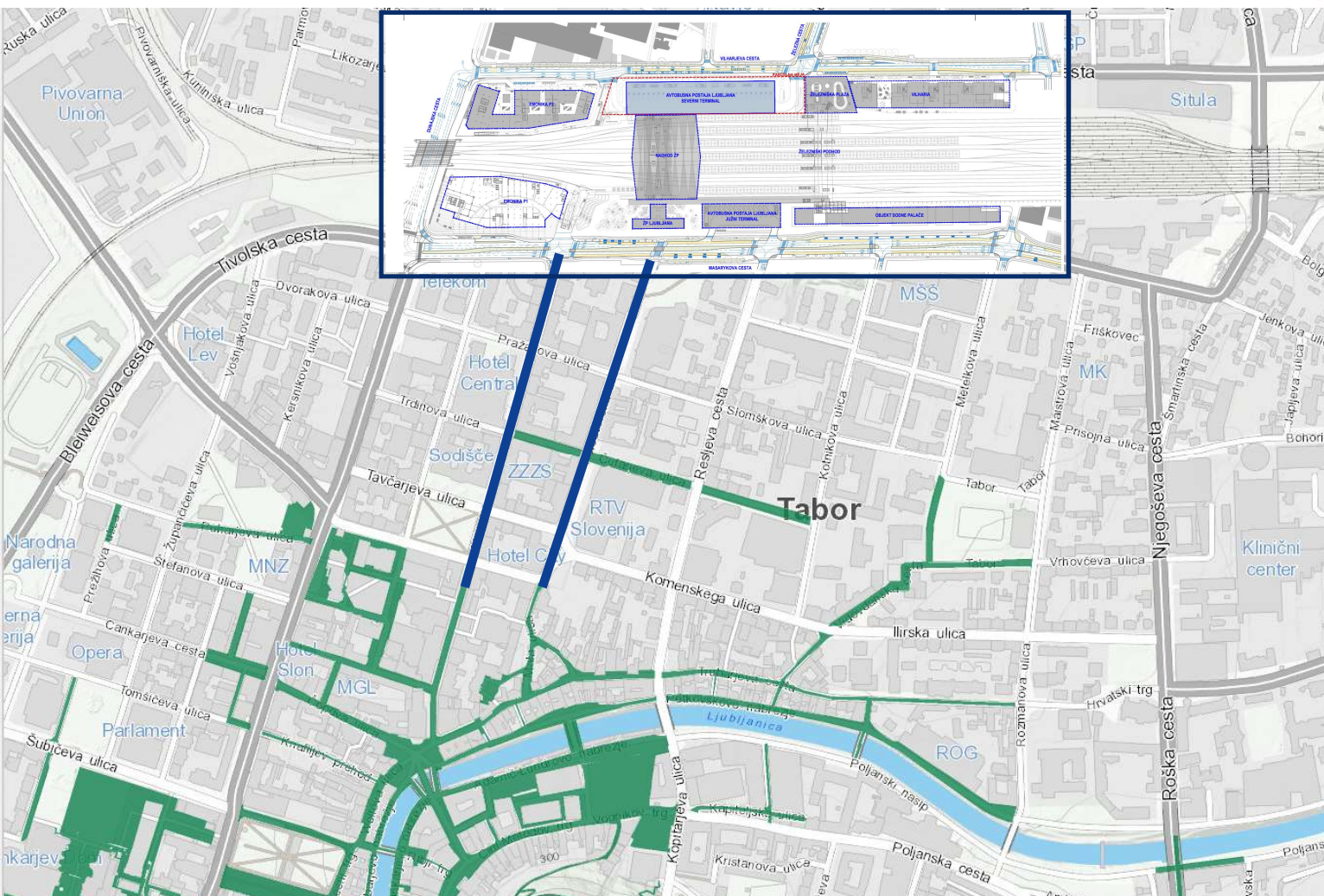
Pilot project area Slovenia

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Project Description

2,856,023.50 €

Project Budget

2,284,818.80 €

Interreg Funds

1/2024-6/2026

Project duration

EU-Interreg Danube Region Project

interreg-danube.eu/projects/active2public-transport

2024 January – 2026 June (30 months)

- 2024 Analysis
- 2025 Pilote activities in 9 regions
- 2026 A2PT Action Plan & A2PT Online Toolbox
- 2026 Final Conference & Public event (Ljubljana, SI)

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Project Partnership

11 Project Partners from 9 countries (PP)

23 Associated, Strategic Partners (ASP)

- Ministries
- Mobility Agencies
- Public Transport Providers
- Research Organisations

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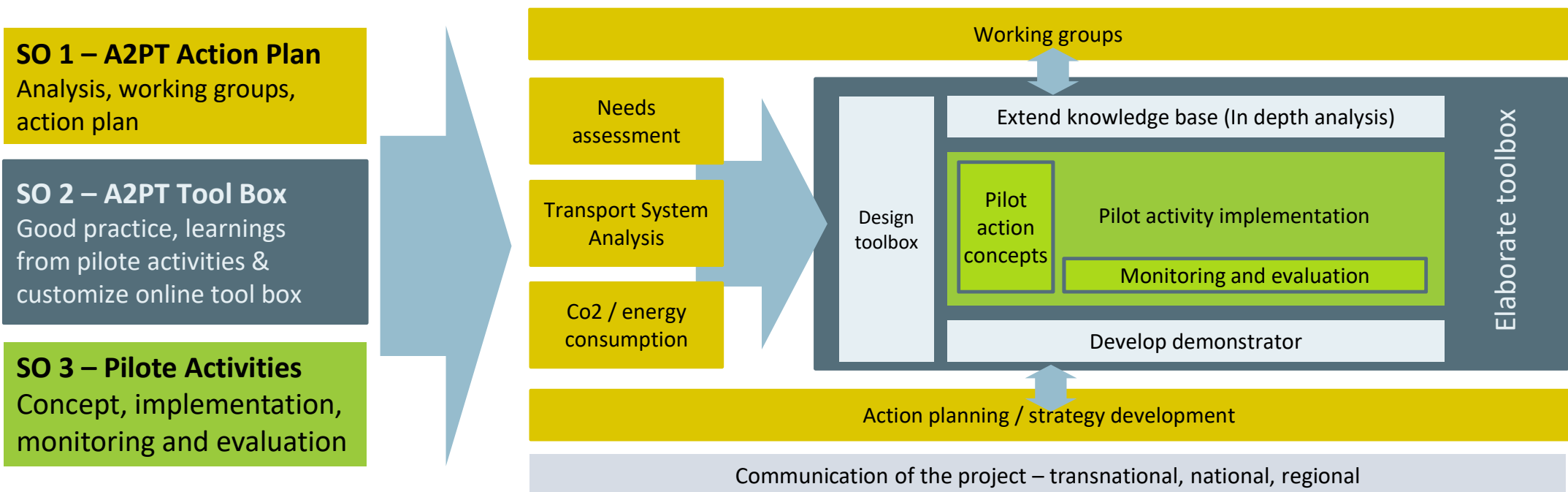
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Work Programme - Overview



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Project Time Plan

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SO 1 – A2PT Action Plan

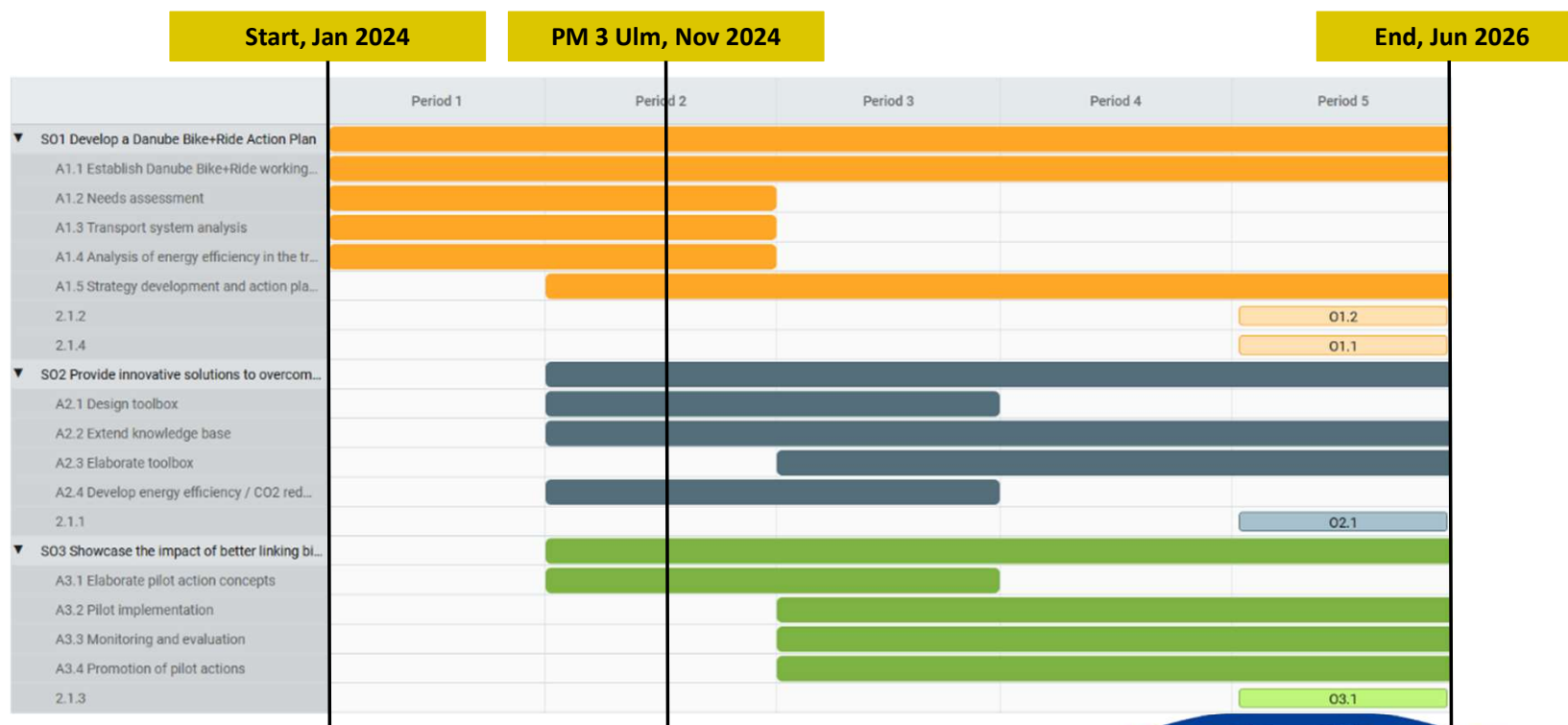
Analysis, working groups,
action plan

SO 2 – A2PT Tool Box

Good practice, learnings
from pilote activities &
customize online tool box

SO 3 – Pilote Activities

Concept, implementation,
monitoring and evaluation



Activity 1.2

Analysis of Status Quo

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(A) Mobility Data

ENERGY AND GHG EMISSIONS

Energy consumption (transport)

- o Vkm on different transport modes
- o Pkm on different transport modes
- o Energy consumption (per Vkm) on transport mode

GHG emissions (passenger transport)

- o GHG emissions per year on transport modes
- o Renewable energy source in transport (share)
- o Vehicle stock numbers of passenger cars over time period
- o Vehicle stock numbers of busses over time period

MOBILITY BEHAVIOUR

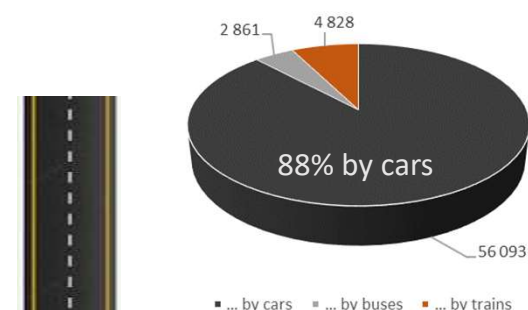
Transport performance indicators

- o Modal split on passenger kilometres | o Mobility opportunities - per 1.000 inhabitants

INFRASTRUCTURE

Net length by type of infrastructure net - currently

Energy in Kilogram Oil Equivalents consumed per Infrastructure Kilometre in the Danube Region



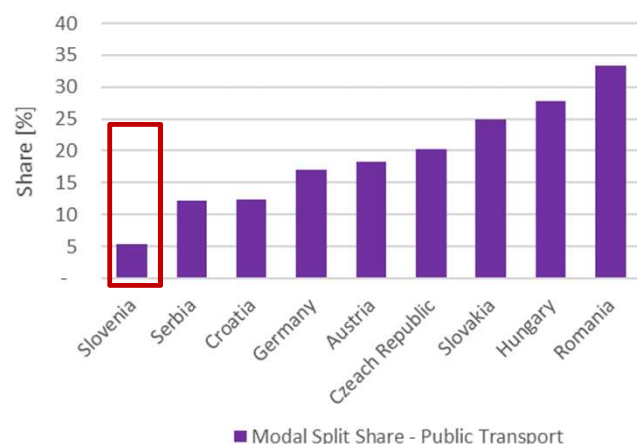
Activity 1.2

Analysis of Status Quo

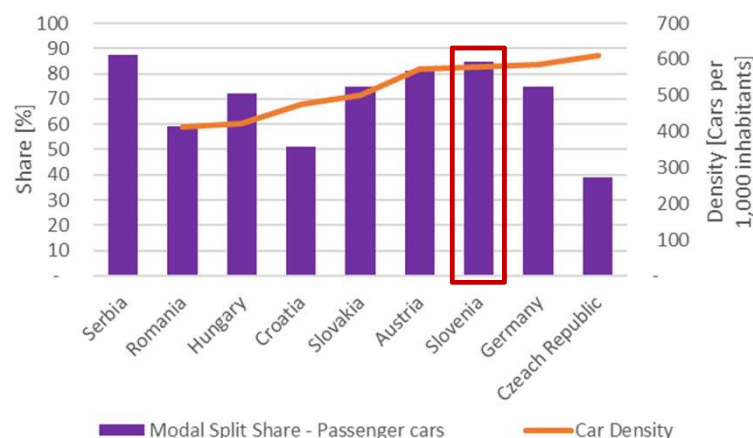
(A) Mobility Data: Comparison of modal split and motorisation



Share of PT Modal Split of the countries



Share of Car Modal Split of the countries by
Car Density



Slovenia (example)



Modal-split - share of
mode of transport

- PT = lowest use
- Car = high usage

Motorisation
= high car density

Activity 1.2

Analysis of Status Quo

Policy review (strategies & regulations)

| LEVEL | NAME |
|--------------------|---|
| EU & Danube Region | Green Deal & Fit-for-55 + specific policies + other EUSDR Action Plan - (PA 1B - Rail-Road-Air Mobility) |
| National | NECPs – National Energy and Climate Plans National strategies, master plans, action plans... on mobility / transport, cycling, walking (and other relevant strategies) Regulations |
| Regional | Regional transport strategies e.g. „Gesamtverkehrsstrategie 2021“ (Burgenland, AT) |

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over 110
documents
analysed

AT – AEA
HU – KTI
SK – BID
SR – DCC
DE – DOU
HR – MMP
CZ – PUM
SI – MOP
RO – VNC



NACIONALNI PLAN
RAZVOJA BICIKLISTIČKOG PROMETA
ZA RAZDOBLJE OD 2023. DO 2027. GODINE

burgenland

GVS21

Gesamtverkehrsstrategie Burgenland
Zukunftsthemen der Mobilität

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Analysis of Status Quo

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Overview – number of quotes per keywords

| NECP | AT | SK | RS | DE | HR | CZ | SI | RO | HU |
|----------------------------------|-----------|------|-----|----------|------|-----|----------|-----|----|
| Walking | 6 (+ PT) | 0 | 1 | 2 | 1 | 0 | 3 (+ PT) | 1 | 1 |
| Cycling | 6 (+ PT) | 2 | 1 | 5 (+ PT) | 1 | 1 | 3 (+ PT) | 2 | 2 |
| Active Mobility | 8 (+ PT) | 0,5* | 1 | 0 | 0,5* | 1 | 0,5* | 0 | 1 |
| Public Transport | 17 (+ AM) | 1 | 1 | 20 | 3 | 8 | 3 | 1 | 4 |
| Sustainable Transport | 4 | 1 | 2-3 | 1 | 5 | 5** | 1-2 | 4-5 | 1 |
| Intermodality / Multimodality | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |

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Overview

National Strategies, Master Plans, Action Plans and other

| National Strategies | AT | SK | RS | DE | HR | CZ | SI | RO | HU |
|----------------------------------|-----|--------------------------------|-----|-----|----|--------------------------------------|----|----|----|
| Walking | ✓ | X | X | (✓) | X | Concept of Urban and Active Mobility | X | X | X |
| Cycling | ✓ | outdated (see ECF study, 2021) | X | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Mobility / Transport | ✓ | ✓ | (✓) | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| other strategies mentiones by PP | tbc | 3 | 6 | 4 | 4 | 4 | 0 | 4 | 2 |

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NECPs – Examples for concrete solutions on A2PT

| Germany - NECP – p 98 | Austria – NECP – p 125 |
|--|--|
| <ul style="list-style-type: none">- bicycle parking at railway stations- upgrading structures at junctions between railway lines and roads in favour of cycling (support under railway crossing law) | <ul style="list-style-type: none">- multimodal sustainable forms of mobility (bike & ride, bike sharing)- organisational and planning frameworks in local and urban spatial planning for active mobility;- fast-cycling-paths between villages / in regions |

solutions
in NECPs

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NECPs – Examples for general goals on sustainable transport

| Slovenia – NECP – p. 37 | Slovakia – NECP – p. 125 |
|--|--|
| <ul style="list-style-type: none">- ... upgrade existing railway infrastructure, develop cycling and walking infrastructure, develop integrated public transport, promote sustainable modes of transport, improve the integration of spatial and transport planning, and develop a supportive environment for increased efficiency and use of alternative fuels in transport. | <p>The use of monitoring and communication technologies is expected to improve inter-modal connectivity within integrated transport systems as well as the accessibility of public transport stations and stops, especially by environmentally friendly modes of transport.</p> |

general goals on
sustainable transport

Activity 1.3

Catchment area

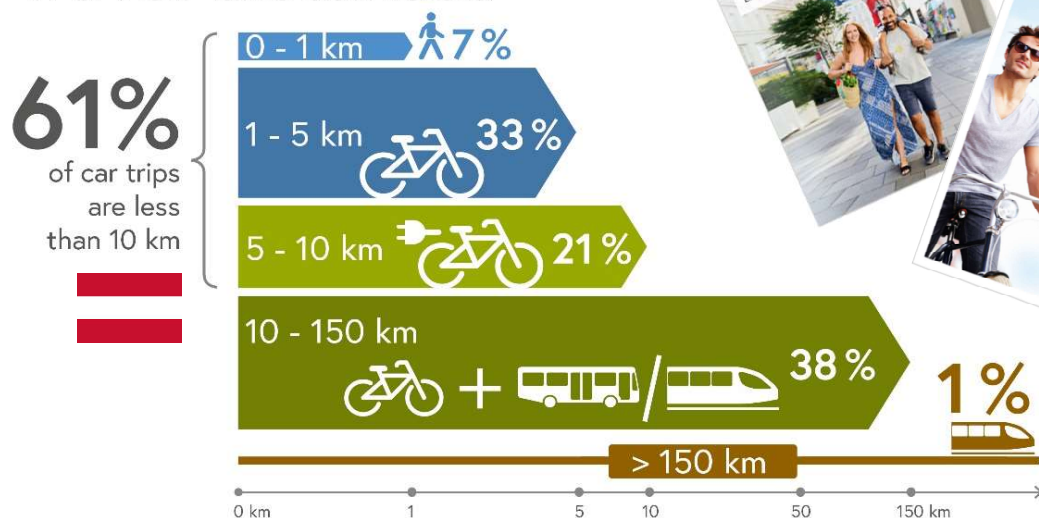
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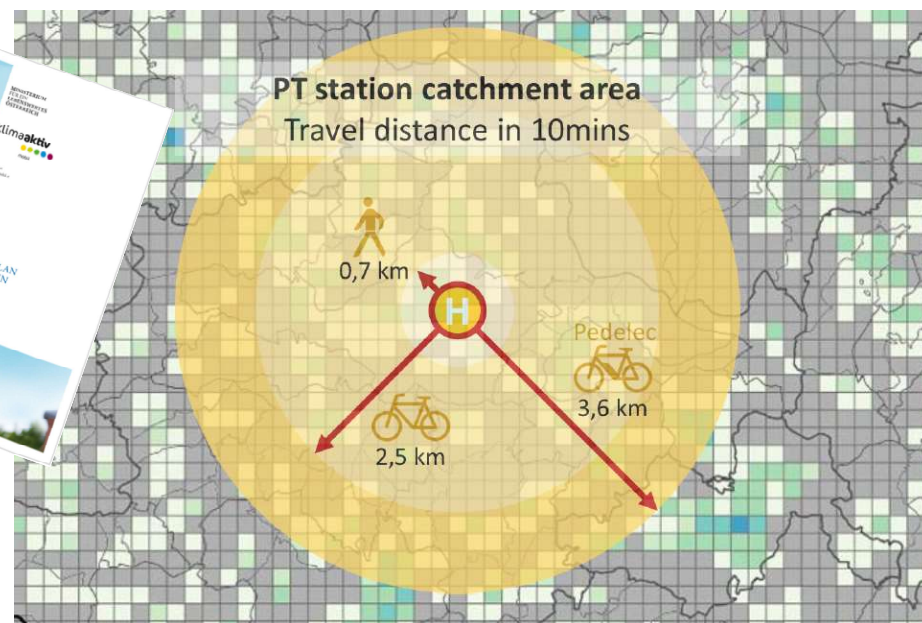
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Travel distances



Source: BMK, Österreich unterwegs 2013/2014



Activity 1.3

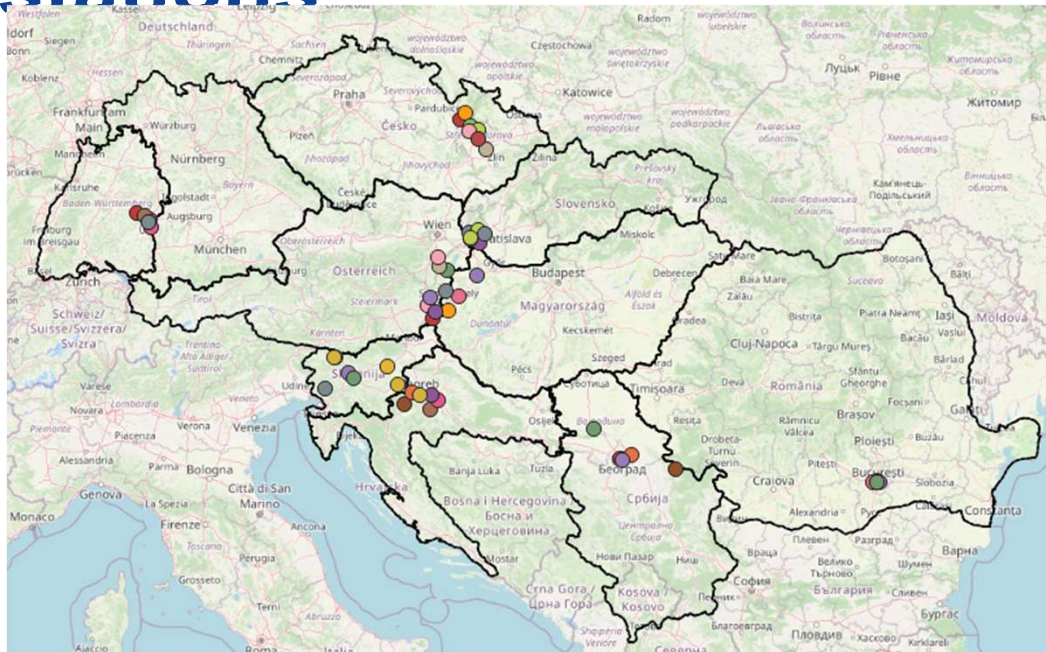
Quality assessment of pilot stations

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Catchment area:

- Accessibility Routes
 - cycling
 - walking
 - Handicapped
 - crossings
- Bike&Ride, Park&Ride

Station:

- Information and costumer service
- Amenities
- Signposting



Activity 1.3

Recommendations

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General facilities

- Ensure high-capacity, secure and accessible bike parking at all major stations, including covered and weather-protected ones.
- Major hubs should offer additional amenities like bike rentals and repair stations.
- Improve signage systems across stations, integrating clear, consistent, and high-quality directional signs for cyclists and pedestrians.
- Make paths to and from stations fully accessible, with ramps, tactile markings, and elevators for mobility-impaired users and cyclists.
- Install continuous lighting along routes and provide shaded or sheltered waiting areas, especially in high-traffic areas of tourist-centric stations.
- Implement digital boards at stations with real-time information on train/bus schedules, bike rentals, and route availability.
- Utilize apps or platforms for seamless access to real-time route and transport information.
- Enhance security through surveillance cameras (around bike storage areas, pedestrian paths).

Cycling and walking routes

- Ensure safe crossings and lowered curbs where pedestrian and cycling paths intersect with traffic.
- Provide longer intervals at traffic lights allowing pedestrians and cyclists to cross.
- Develop and maintain dedicated, continuous, and well-marked cycling and walking routes connecting stations with key destinations.
- Ensure paths are wide, safe, and separate from pedestrian traffic to reduce conflicts.
- Ensure paths and stations are comfortable regardless of weather conditions.
- Develop scenic accessible cycling paths and walking routes linked to nearby attractions.
- Invest in green urban development around stations, enhancing aesthetic appeal with greenery and creating traffic-calmed zones for a better user experience.

Policy and campaigns

- promote policies encouraging cycling and walking over motorized traffic.
- Integrate cycling and pedestrian infrastructure in urban planning and prioritize it with local government agendas.
- Allocate dedicated budgets for cycling and pedestrian infrastructure and reduce reliance on external subsidies.
- Encourage local service providers to open repair and rental facilities at or near stations.
- Define uniform standards for station equipment and infrastructure design, ensuring consistent quality in amenities, such as bike parking, seating, lighting, accessibility features.
- Conduct campaigns in schools, community centers, and workplaces to promote the benefits of active mobility.
- Host events and workshops to engage the community in sustainable transportation practices.

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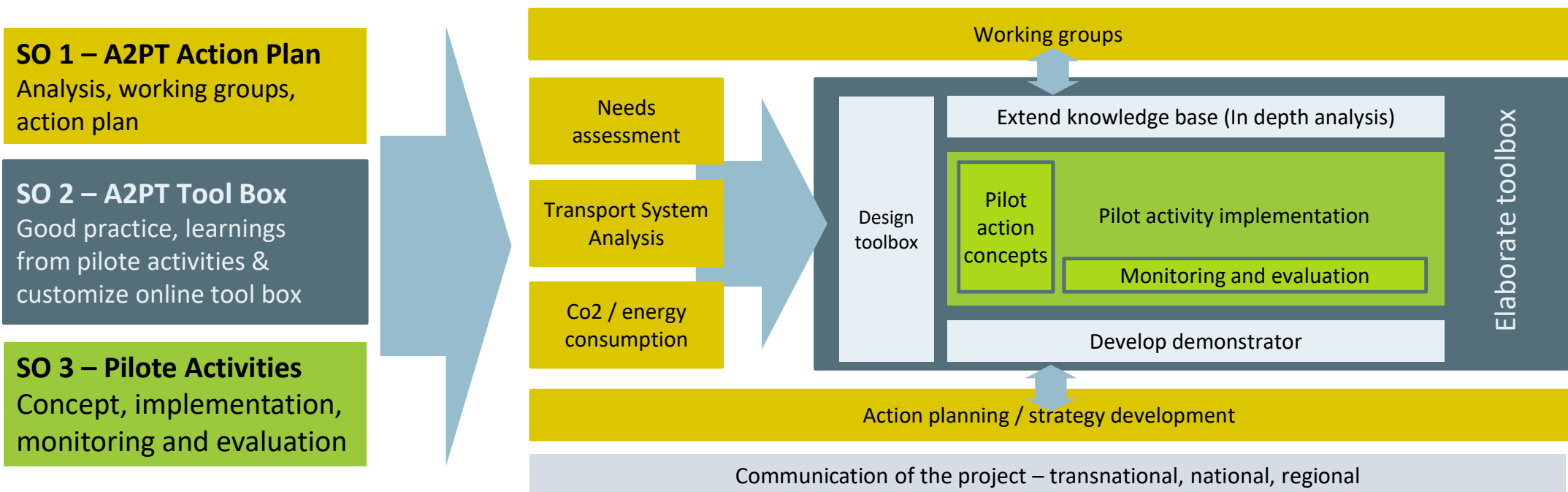
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Work Programme - Overview



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REPUBLIC OF SLOVENIA
MINISTRY OF THE ENVIRONMENT,
CLIMATE AND ENERGY



website

interreg-danube.eu/projects/active2public-transport



email

gregor.steklacic@gov.si



phone

+386-1-478 81 45