

TEMPLATE

Output factsheet: Pilot actions

Version 1

Project index number and acronym	CE25 MOVECIT
Lead partner	LP –Development agency Sinergija, Slovenia
Output number and title	O.T3.2: Pilot actions implementation of mobility plans' measures for low carbon mobility planning in functional urban area
Responsible partner (PP name and number)	Municipality of Banska Bystrica, PP10
Project website	http://www.interreg-central.eu/Content.Node/MOVECIT.htm
Delivery date	May 2019

Summary description of the pilot action explaining its experimental nature and demonstration character

Pilot Action is the bike point at the train and bus station in Banská Bystrica. The bike point is supposed to serve mainly for commuters and general public who are coming to and out from the city by train or bus. A well-equipped shelter shall serve as a model solution (no comparable bike point with high quality standards exists in the city nor in the region so far).

From the usability point of view, the bike point is located in very appropriate place to demonstrate utilization of non-motorized transportation - main bus station and railway are in its proximity. Thus, the bike parking point contributes to better infrastructure for commuters from the surroundings of the city. In addition, it is just next to newly built shopping center, what makes the space even more suitable for demonstration as far not only travelers/commuters pass&see it but also inhabitants of the city who are visiting the shopping mall (and are coming mostly by car).

The construction of the bike point has been completed by end of May 2019, and it was received by very positive reaction from the public and future users.

The final technical solution of the bike point includes:

18 lockable spaces for bikes, out of this 12 in bike boxes equipped with e-bike chargers and 6 roofed bike stands
10 boxes for helmets and other smaller luggage
self-service stand;

informational map of town and its walkability;

The broader objective of the pilot action is to contribute to development of the infrastructure for more sustainable mobility in the city of Banská Bystrica. The infrastructure for biking in the city is so far only very limited. On the other side the demand from the public increases as the city suffers from traffic jams and lack of parking space. Thus, the pilot action is part of the strategy to motivate people to switch from cars to other transport modes. By placing the modern bike point in the frequently used location, the pilot project will constitute an important contribution to gradually built infrastructure for better mobility in the City of Banská Bystrica.

NUTS region(s) concerned by the pilot action (relevant NUTS level)

SK032 Banská Bystrica Region

Expected impact and benefits of the pilot action for the concerned territory and target groups

The main benefit in of the pilot action in a broader context is its contribution to long term effort of the municipality to enhance conditions for biking infrastructure in the city and to develop better conditions for sustainability in general. The exclusive location at the train and bus station of the bike point gives all the good preconditions to become an integrated part of the transport hub in the city.

The city as such does not have a long-term tradition of extensive use of bikes and it is obvious that until the substantial change will take place, it can take many years.

Target group of the pilot action is mainly adult commuters coming to and out from the city by train or bus. The separate target group are visitors of the city, who wish to park their bike or also charge the e-bike on the safe place. The area offers various services including shopping, eating, cafe, etc. therefore possible group is really wide. Thus, for this target group the pilot action will provide the new, so far not existing service and make the area more attractive.

On the process level, one of the main achievements of the pilot action is that it was a joint initiative of the municipality and the local NGO.

Sustainability of the pilot action results and transferability to other territories and stakeholders

Bike point is in the ownership and under operational responsibility of the Municipality of Banska Bystrica. As such it is the municipality of Banska Bystrica that will be responsible for the operation, maintenance and further development of the bike point. It has got incorporated maintenance of the bike point in its operations and budgets. There are even further plans of the municipality in this direction, e.g. introduction of bike-sharing for which the bike point might also serve as a key destination. The bike point has been constructed as part of the step by step development of the infrastructure for biking infrastructure in the city. In general, it is in high interest of the municipality to maintain the bike point in good operational conditions. Transferability of this pilot action is high particularly in area of Central Slovakia where such infrastructure is not built yet. So, stakeholders from the region see it and their interest will be increased. In addition, the bike point was constructed by company from nearby town and it already started to promote it in wider region as a key-turn product.

Lessons learned from the implementation of the pilot action and added value of transnational cooperation

In summary the pilot action is an excellent contribution of the project to step by step change of the mobility patterns in the city. The experience and ideas for composition of services provided at the bike point was possible thanks to sharing international knowledge. For example, the walkability map was inspired by the partners from Modena, selection of possible bike boxes was consulted with Czech project partner.

The lesson learned showed that the planning and permissions obtaining process was yet more complicated than originally expected. In this way the project also contributes to capacity building at the level of the administration on how to cope with this kind of projects in the future. The lesson learned is that the National Railway Operator, even though the plan is well in line with their intentions has far complicated decision-making structures and it would be less complicated to find location which is not in its ownership.

Despite of all process-related and practical obstacles, a unique bike shelter has been constructed and given to use of commuters and city visitors.

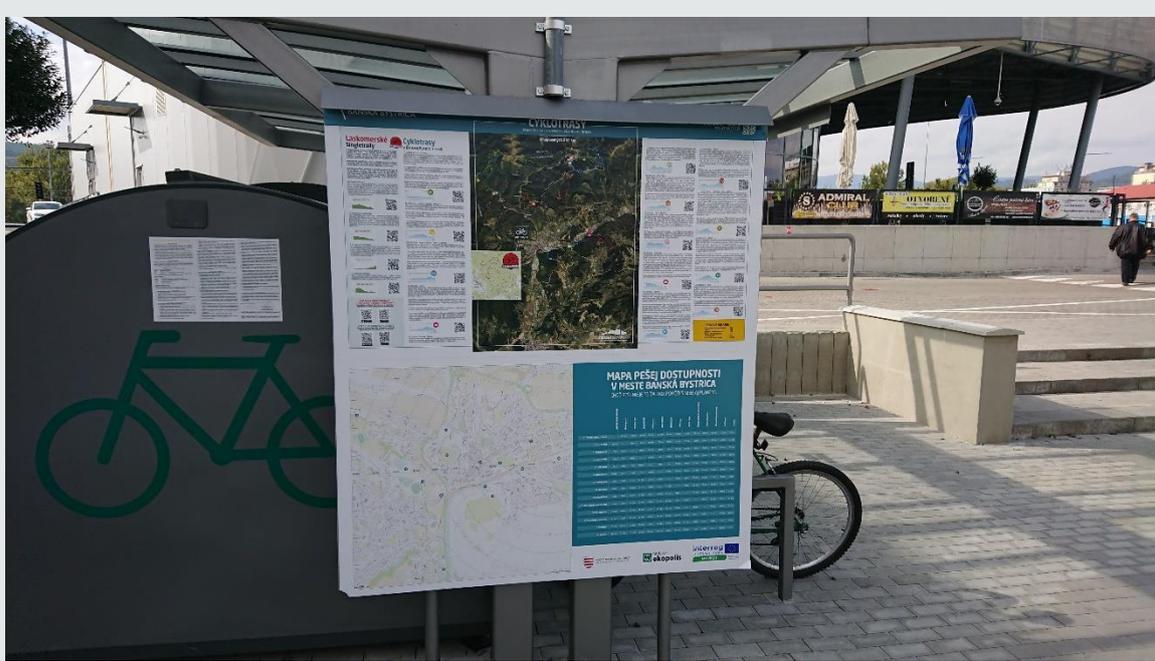
References to relevant deliverables and web-links If applicable, pictures or images to be provided as annex

<https://www.banskabystrica.sk/projekty/movecit/>

It is also related to the: D.T.3.3.4: Report on Implementation of pilot action 4 in SK.

The deliverables can be found at the project website under menu Publication: <https://www.interreg-central.eu/Content.Node/MOVECIT.html>

Pictures:





MAPA PEŠÍ DOSTUPNOSTI V MĚSTE BANSKÁ BYSTRICA

CHŮD PEŠI, NIJE JE TO DÁLEKO. POMŮŽEŠ SEBE A J PLANĚTĚ.

Městská část / zastávka	100m	200m	300m	400m	500m	600m	700m	800m	900m	1000m
11. Václavská, Štefánik	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
12. Hrnčířská, Lada	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
13. Pukáčikova, DTP	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
14. Armádní, DTP	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
15. Banská, DTP	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
16. Banská, DTP	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
17. Banská, DTP	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
18. Banská, DTP	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
19. Banská, DTP	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
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22. Banská, DTP	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
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27. Banská, DTP	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
28. Banská, DTP	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
29. Banská, DTP	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
30. Banská, DTP	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



