

General Information	
Project	Cyclewalk
Partner organisation(s) concerned	EGTC GO (European Grouping for Territorial Cooperation of Gorizia, Nova Gorica, Sempeter Vrtojba) is legally based in Italy. The actions take place in the transnational territory of EGTC GO
Nuts 2	Italy - ITH4 Friuli-Venezia Giulia Slovenia - SI02 Western Slovenia (Zahodna Slovenija)
Authors of the Final report	Giulia Cortesi, Tomaž Konrad, Giulia Bonn, Bogdan Birnbaum, Lara Devetak



REPORT 2

Author: Giulia Cortesi



AUDIT ON INTERMODALITY – SURVEY REPORT

USAGE MONITORING PILOT - REPORT



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1. Introduction
 - 1.1 The context
 - 1.2 The spots monitored
2. Counter data: Nova Gorica
3. Counter data: Gorizia
4. Counter data: Solkan
5. Suggested actions



The ITI Project Isonzo-Soča cross-border cycle network and the usage monitoring sites

1. INTRODUCTION

Knowing users, their needs, their satisfaction is best practice to enable evidence-based decision making concerning promotional strategies of cycling infrastructure. To Therefore, while developing the new cross-border cycle network of Isonzo-Soča park EGTCGO implemented this usage monitoring pilot to complement the ITI governance document *Strategic plan for the promotion of the Isonzo-Soča crossborder natural park*. The results of this monitoring action are to integrate the ITI policy tool.

The goal of the monitoring is to provide a first picture of the users of the cycle network under construction and to monitor the effects of the new infrastructures being built.

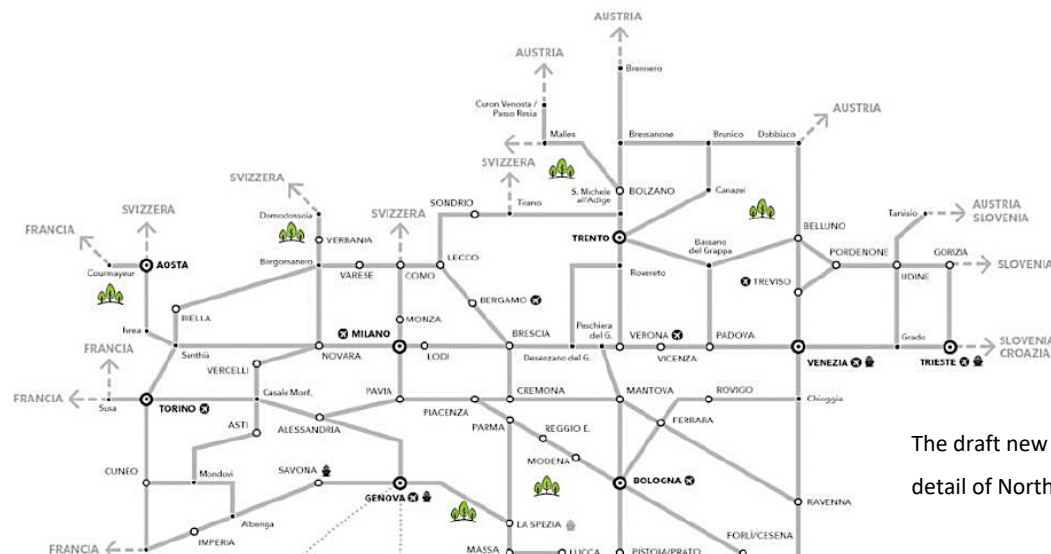
Three key spots of the Isonzo-Soča network were identified by the action plan to be monitored to collect quantitative data with automatic counters, located in positions apt to capture the change, picturing the impact of the new infrastructure.

1.1 THE CONTEXT

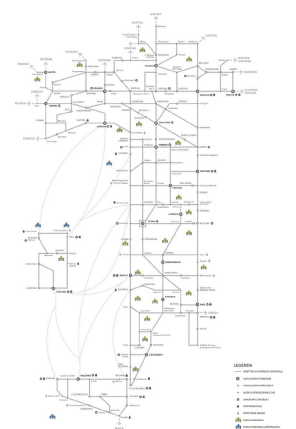
The cycle network of Isonzo-Soča is integrated into two cycle routes of the Friuli Venezia Giulia regional cycle network, updated in 2021 (PREMOCI, Piano Regionale della Mobilità Ciclistica), which in turn are part of the new national network under definition by the Italian cycling master plan (Piano Generale della Mobilità Ciclistica) that is being drafted.

The two regional routes that cross the EGTCGO territory are:

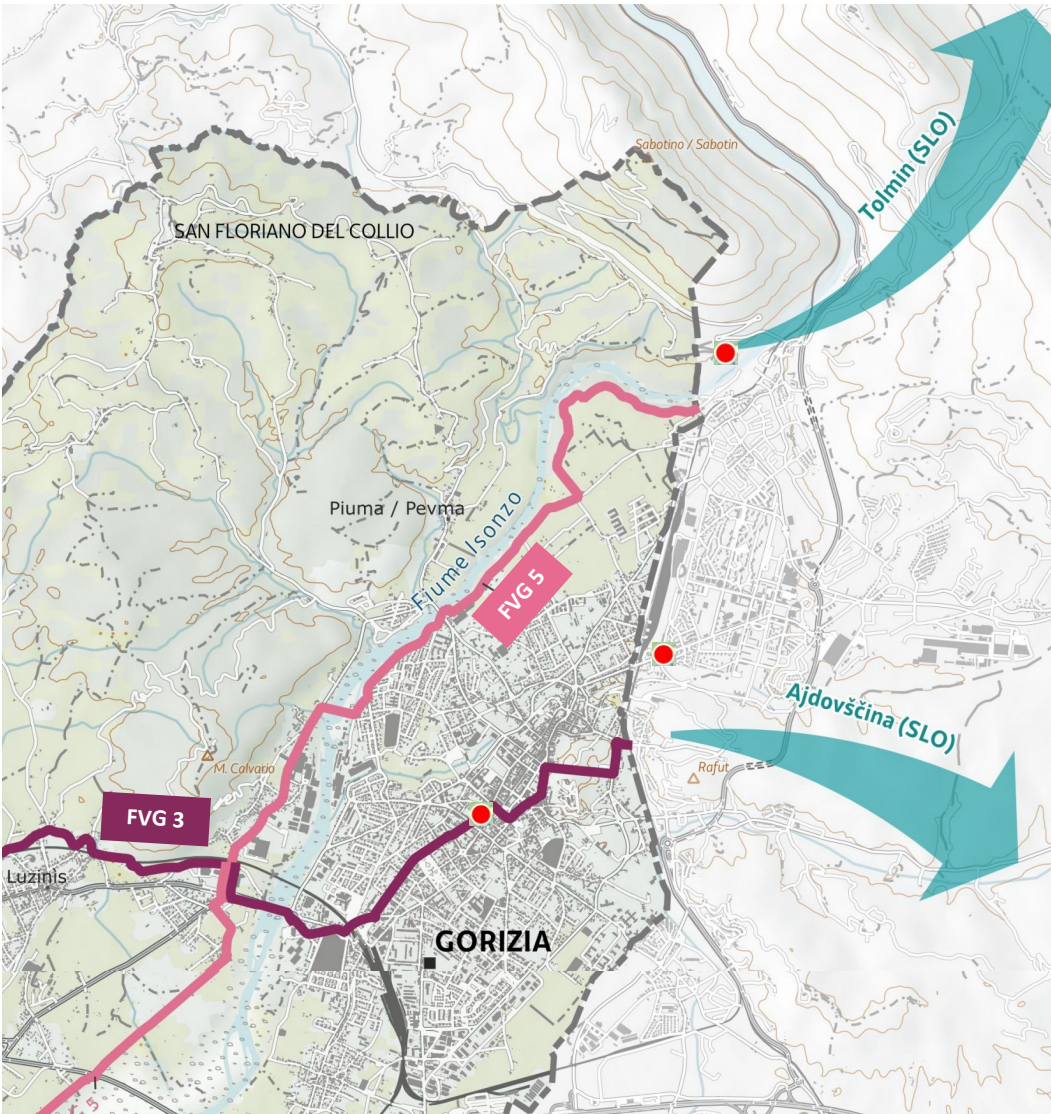
- FVG5 Ciclovía dell'Isonzo - from near Solkan to where it meets the FVG2 Ciclovía del Mare Adriatico (part of EuroVelo 8 Mediterranean Route), not far from the river mouth.
- FVG3 Ciclovía Pedemontana - from Polcenigo to Gorizia Europa Square/Piazza Transalpina (with the 2021 the square replaced the Rafut pass as the end point of the route)



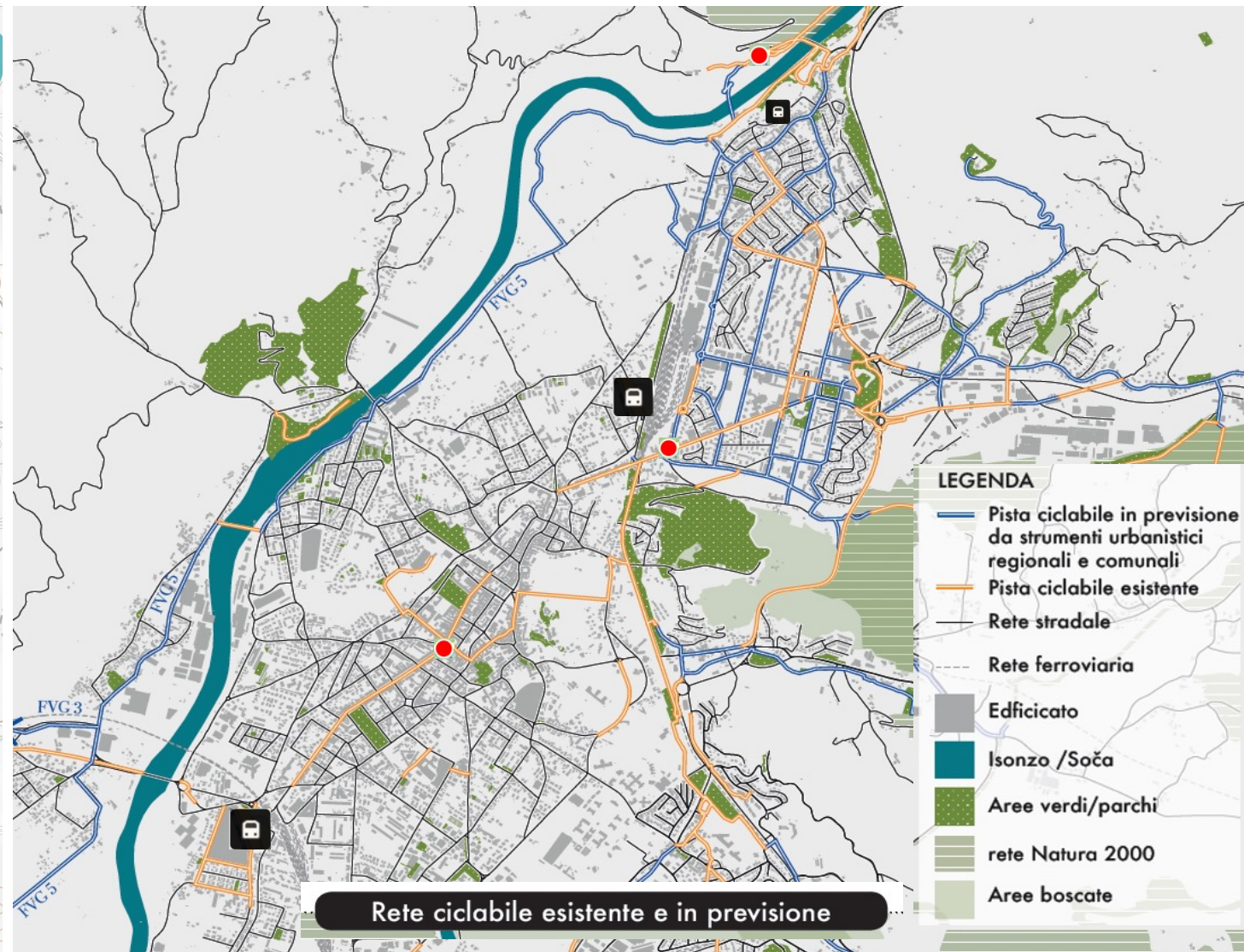
The draft new national Italian Cycle Network:
detail of North-Eastern Italy



FVG Regional cycle routes: FVG3 Ciclovía Pedemontana* FVG5 Ciclovía dell'Isonzo



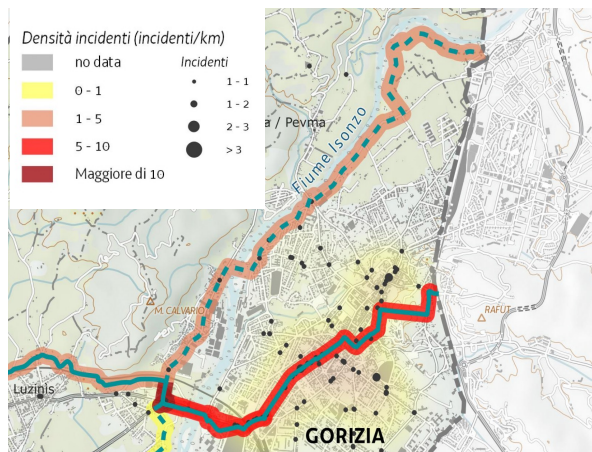
The EGTCGO cross-border cycle network of the Isonzo-Soča park



* According to the most recent planning by PREMOCI FVG3 will end in Europe square/Transalpina (not at Rafut). This map is not updated.

The ITI Project Isonzo-Soča cross-border cycle network and the usage monitoring sites

The detailed route of the FVG5 Isonzo and the FVG3 Pedemontana is being designed by the Gorizia Biciplan. Crossing the urban centre of Gorizia is currently defined a criticality by PREMOCI as the area has a high rate of road accidents. The goal is to put in place the entire FVG5, together with the FVG3 stretch Gorizia-Cividale by 2025.



As this is the context in which the usage monitoring took place, this report aims to provide useful data also for decision-making towards the completion of the EGTCGO sections of the regional cycle routes.

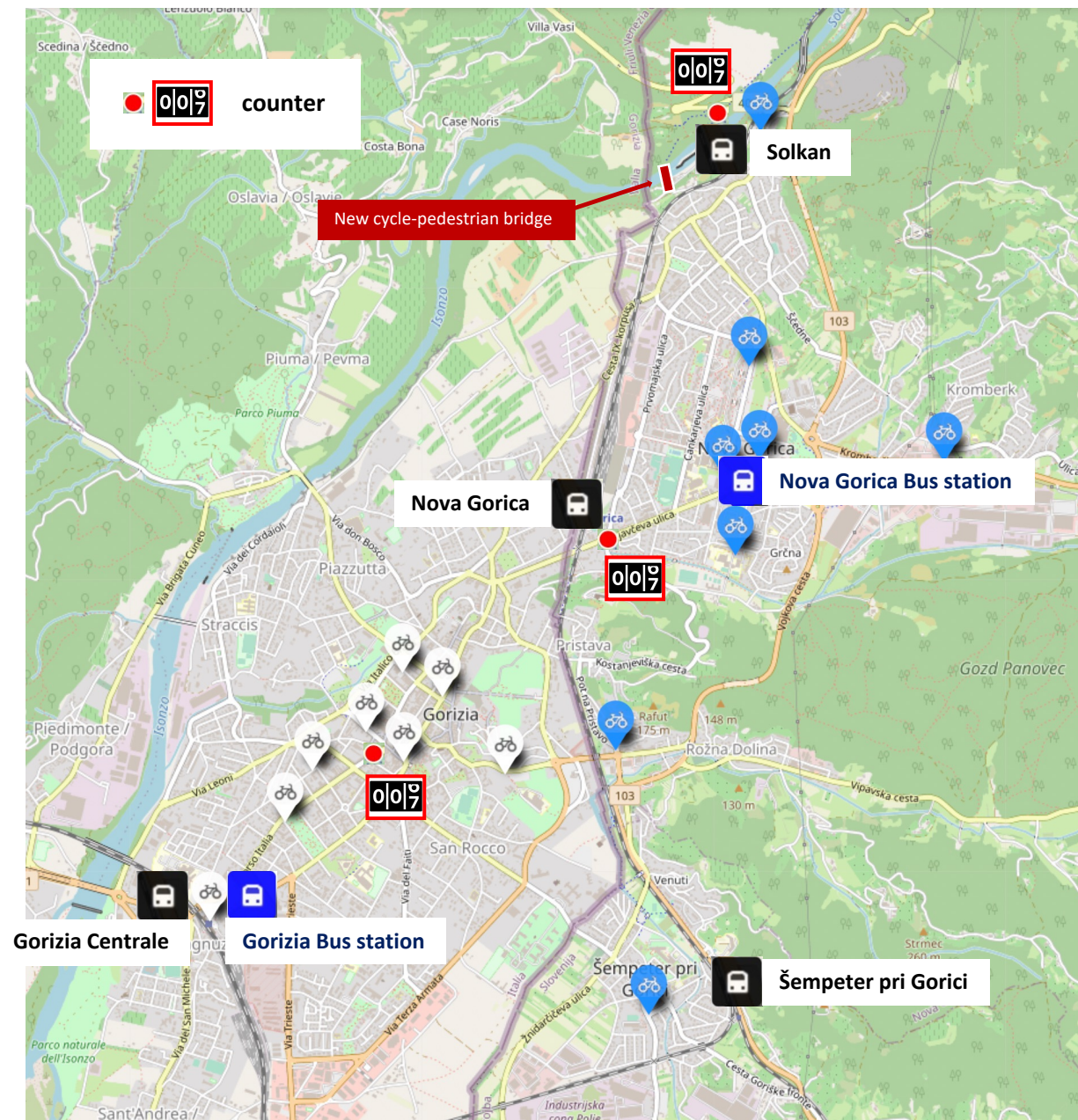
1.2 THE SPOTS MONITORED

Two of the spots monitored with automatic counters, that collected data on a temporary or permanent basis, are in an urban context, where also walking was measured, while the third is in a suburban area, on the right bank of river Isonzo.

They are:

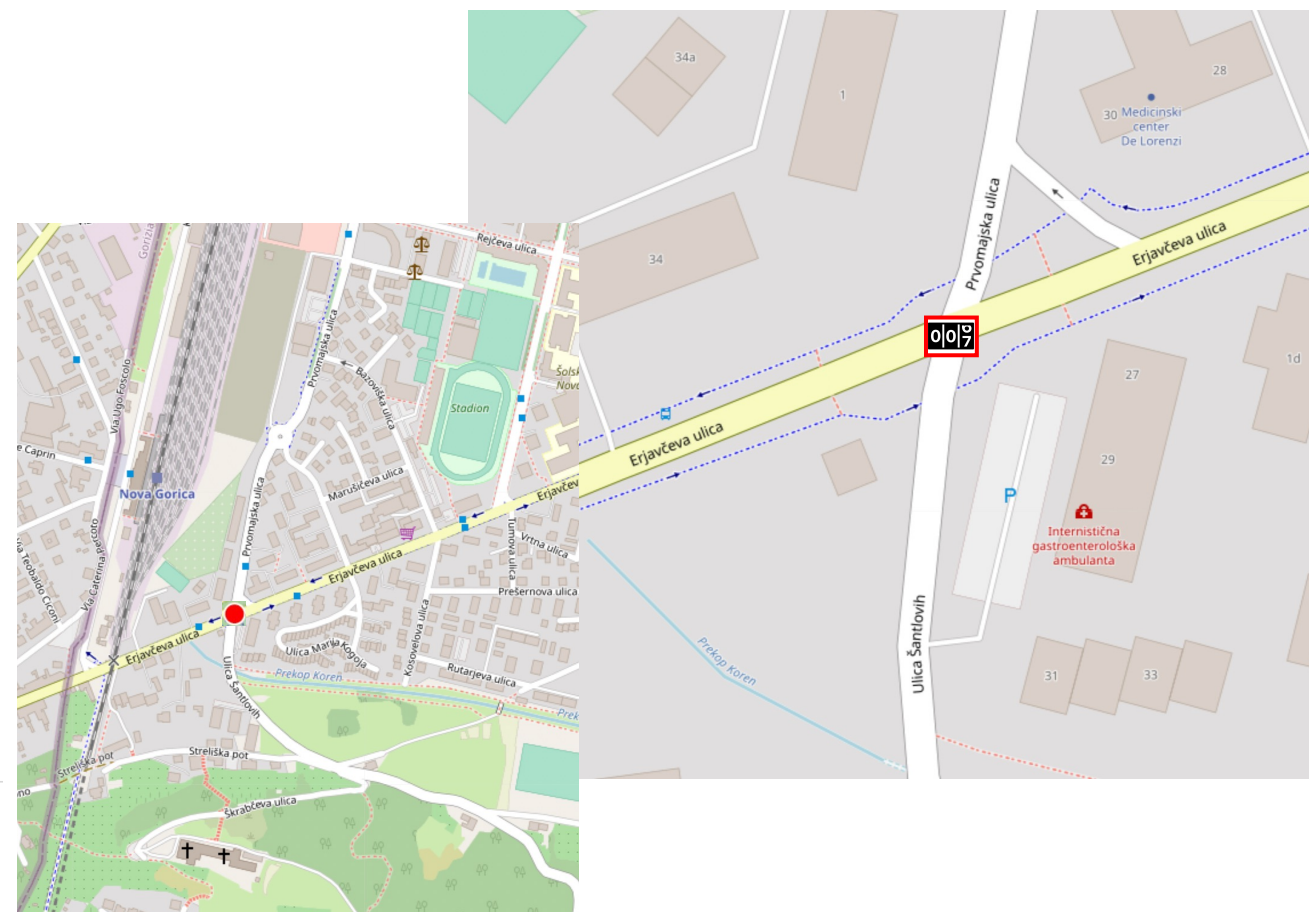
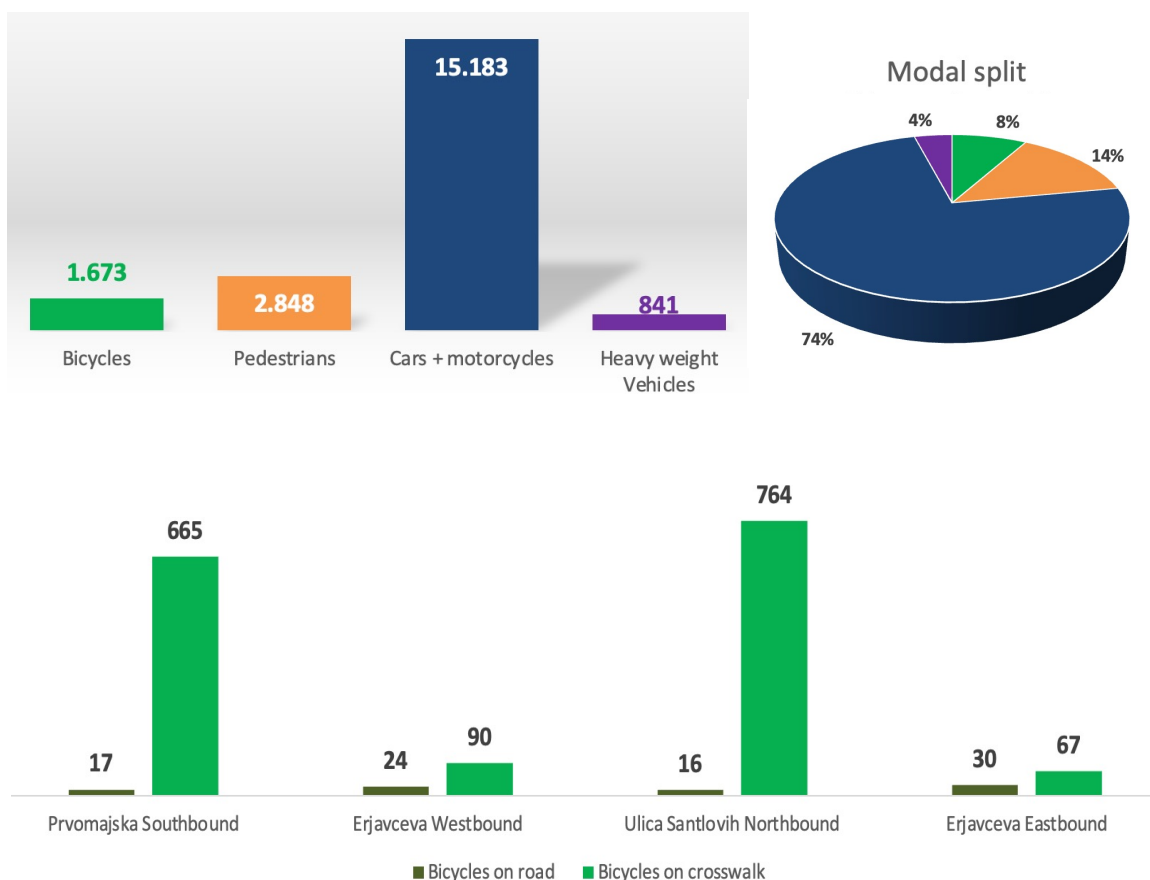
1. A cycle path close to the Solkan area where the new cycle-pedestrian bridge over the Isonzo-Soča river is being built by the ITI project.
2. A spot in Gorizia along Corso Italia, on the FVG3, that is also the main axis of the cross-border network connecting Nova Gorica and Gorizia
3. A spot in Nova Gorica along same main cross-border axis, nearby the hotspot of Europe square/Piazza Transalpina (the railway station).

The data collected were: number of passages, direction, time, possibly the modal split.

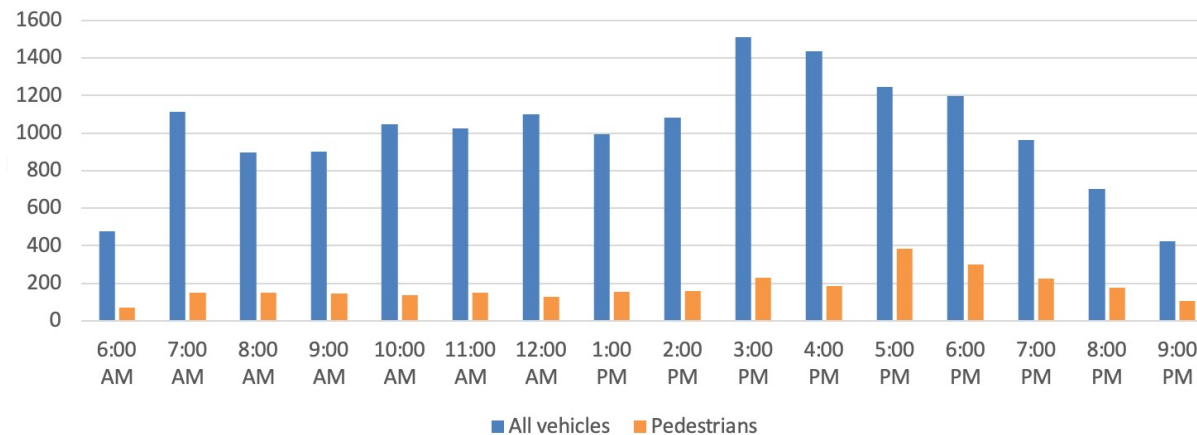


2. COUNTER DATA: NOVA GORICA, crossing Erjavceva ulica-Prvomajska ulica

The data of a temporary counter positioned at the crossing Erjavceva ulica-Prvomajska ulica were kindly provided by MONG, the municipality of Nova Gorica. The monitoring of the traffic flow took place on Tuesday May 16, 2017, from 6 am to 9 pm. Two monodirectional cycle paths run along Erjavceva ulica. As the modal split shows, on a weekday in mid May 2017 the share of active mobility (walking and cycling) was 22%, and there were twice as many pedestrians as cyclists. It will be useful to compare this 2017 data with new counts repeated on the same spot, to see the change, especially after the many planned cycling infrastructures will be built in Nova Gorica, as planned (see map above). MONG developed an ambitious plan to invert the mobility hierarchy.



Hourly distribution



The hourly distribution can be generated only for motorized vehicles and for pedestrians (not for cyclists), unfortunately.

The two peaks of the vehicles are typical of commuting mobility.

There was more walking in the evening, later than the typical commuting peak time.

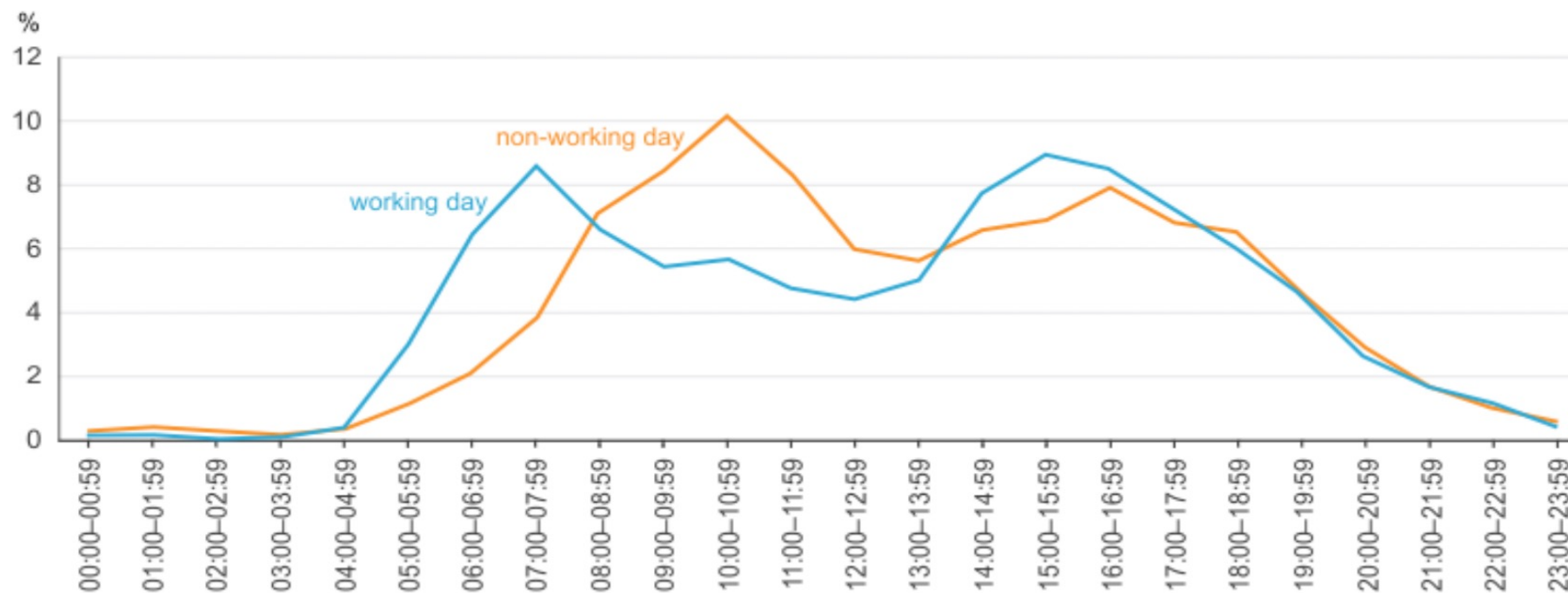
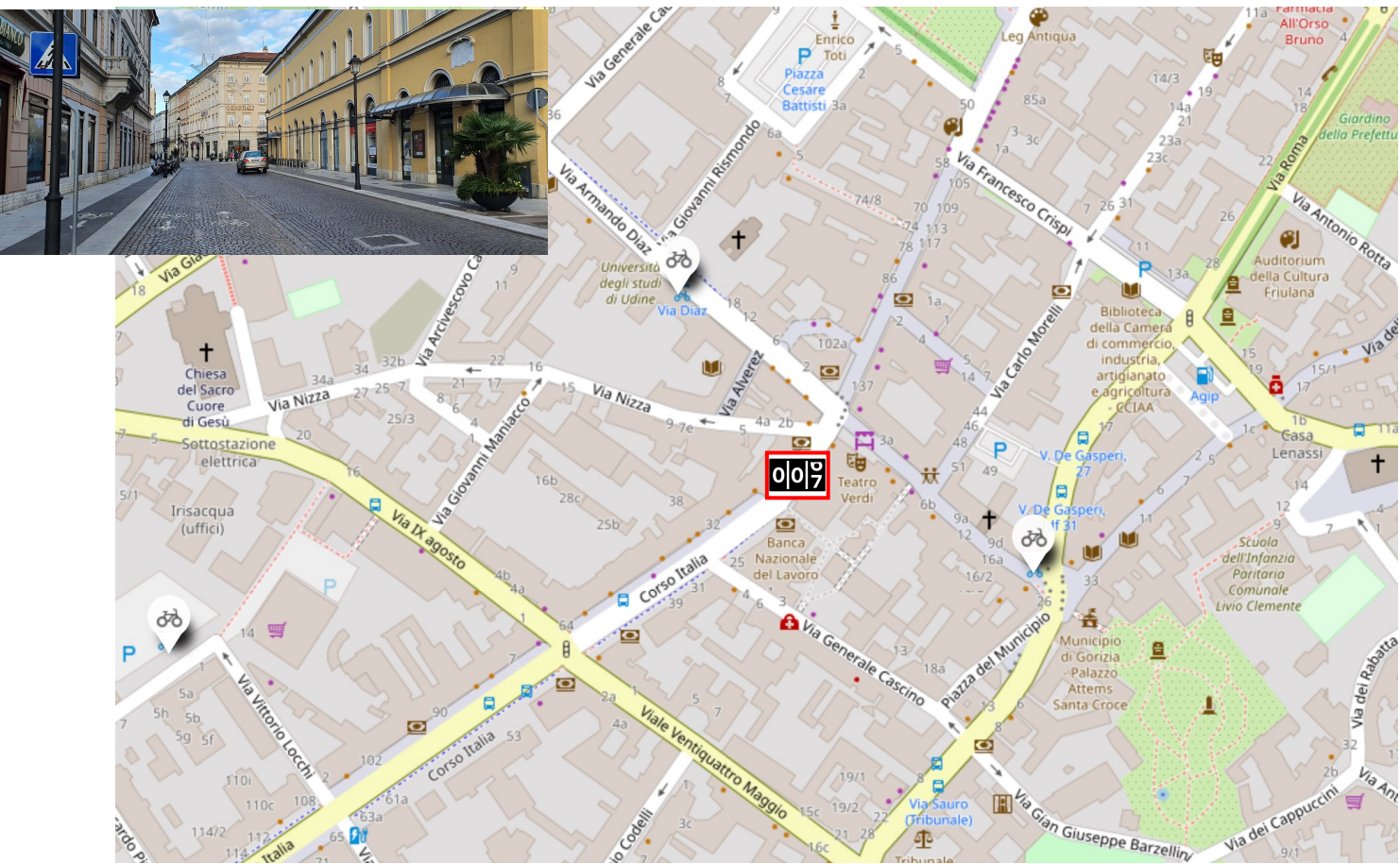


Figure 1. Trips on working and non-working days by hour of their beginning-
Source: Republic of Slovenia Statistical office, 2018

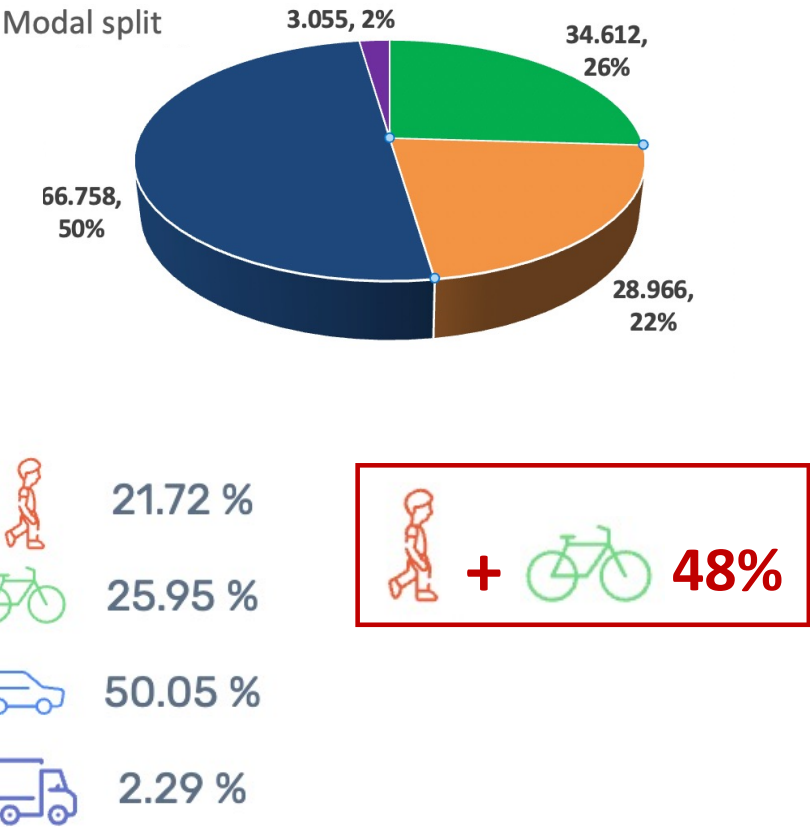
3. COUNTER DATA: GORIZIA, Corso Italia (via G. Cascino - Via Garibaldi)

A temporary counter was positioned in December 2021 in Corso Italia between via G. Cascino and Via Garibaldi. The counter is active in daylight time 7.30 - 16.30. The location is in the centre, close to a pedestrian zone, and it is not a surprise to find a cycling share higher than that estimated for inner-city mobility in the whole municipality, (10% according to PREMOCI 2021). It is noticeable to see such a high share of active mobility in December: overall cycling and walking equal 48%, and the proportion of cyclists and pedestrian is inverted compared to Nova Gorica. A range of 1600-1800 bike passages per day is significant.

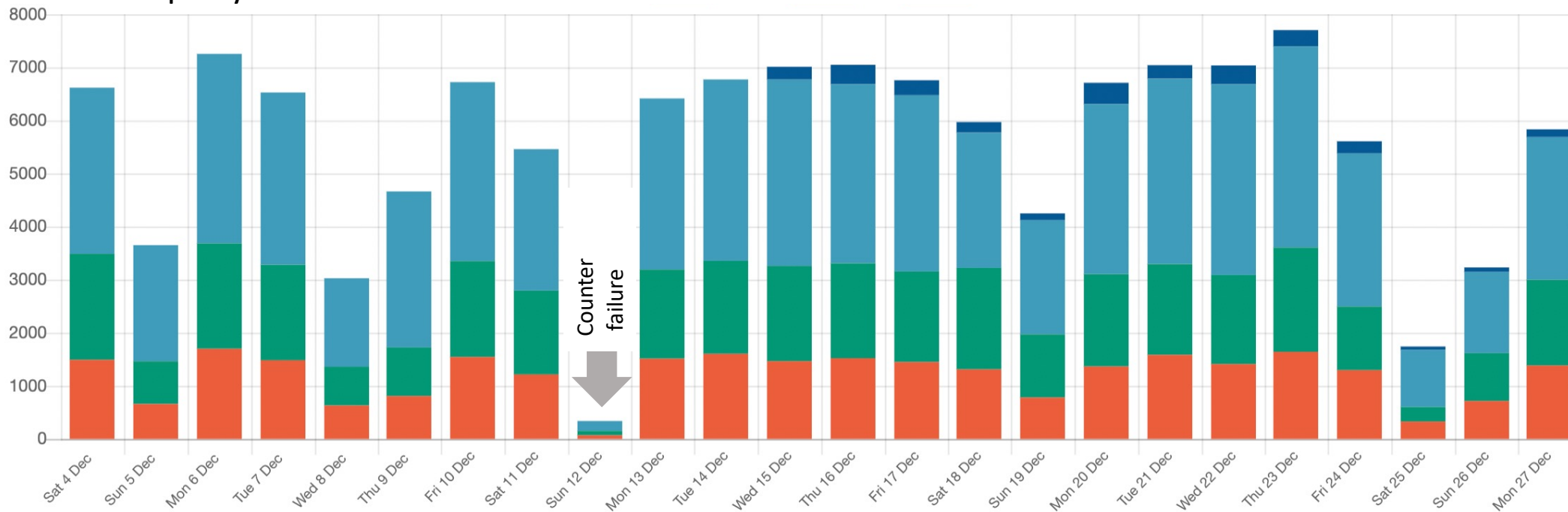
Checking the hourly distribution of the passages (see below), it can be observed that, unlike in Nova Gorica, the peak time is late morning, suggesting that the trip motivation



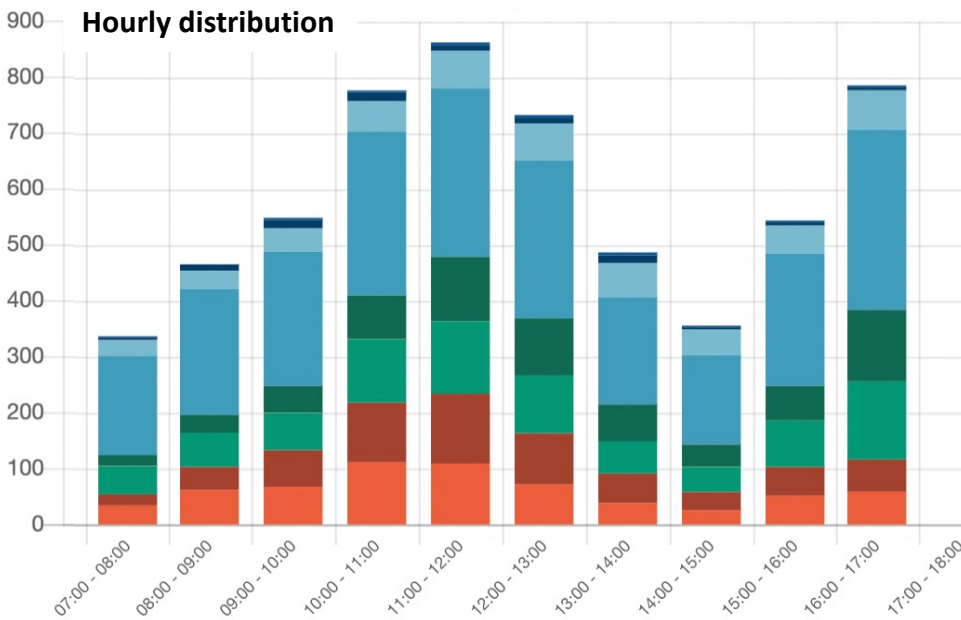
Modal split



Overview per day



Hourly distribution



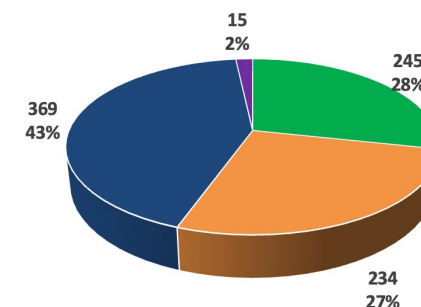
is not commuting to to work but more likely shopping or family care. In certain time slots, such as in peak hours 11-12, the share of active mobility is even 55%, higher than that of cars and vans, while the car share is much higher early in the morning and in the time slot 14-15.

This can be seen as a confirmation of the relevance of this axis for the 'city of proximity'.

About the direction, there is a prevalence at all times in heading towards the centre, as if different route are chosen to return from the centre.

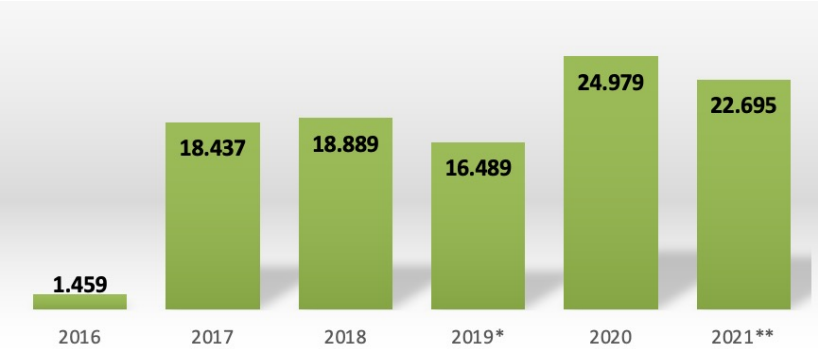
11:00 - 12:00

A > B	Pedestrians: 109
B > A	Pedestrians: 125
A > B	Bicycles: 130
B > A	Bicycles: 115
A > B	Cars: 302
B > A	Cars: 67
A > B	Heavy vehicles : 10
B > A	Heavy vehicles : 5

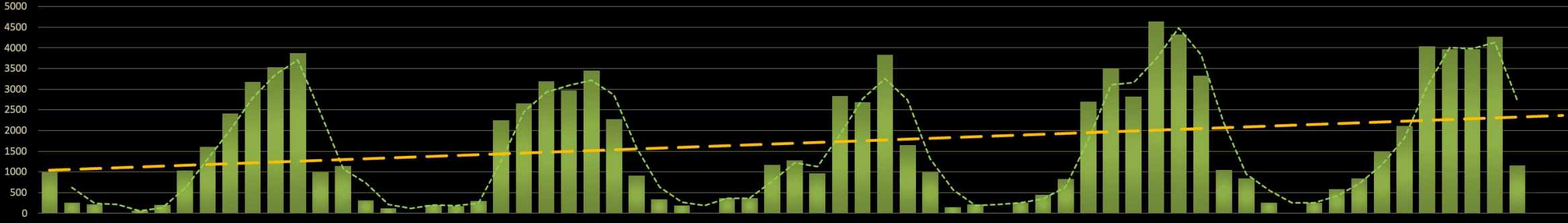


3. COUNTER DATA: SOLKAN

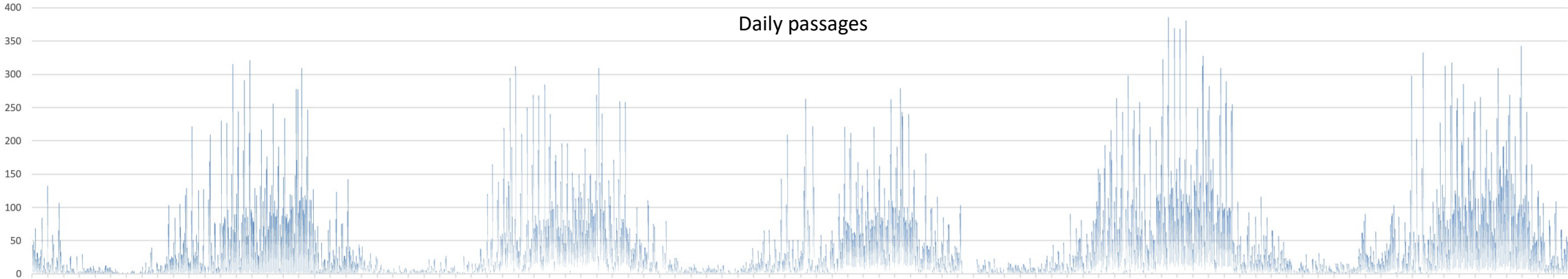
The only permanent counter of cyclists existing in the whole EGTCGO territory is in Solkan, installed in October 2016. The data were made kindly available by the Direction for Infrastructure of the Slovenian Republic. The counter is positioned at the start of the cycling connection from the main road Strada di Osimo to access the Slovenian cycle path along Isonzo-Soča river, that reaches Plave. There were more passages heading from Nova Gorica to Plave than viceversa and the difference is higher May to August. (In October and November 2019 there was a counter failure and the data for the whole 2019 are therefore affected. Additionally, the rain in 2019 was higher than average). Nevertheless, a positive trend of growth can be identified.



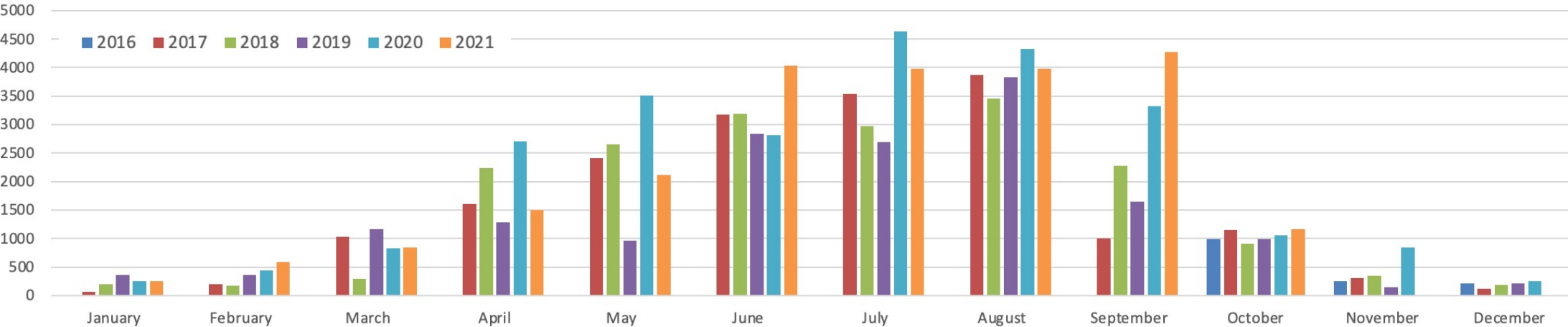
October 2016 - October 2021



Daily passages

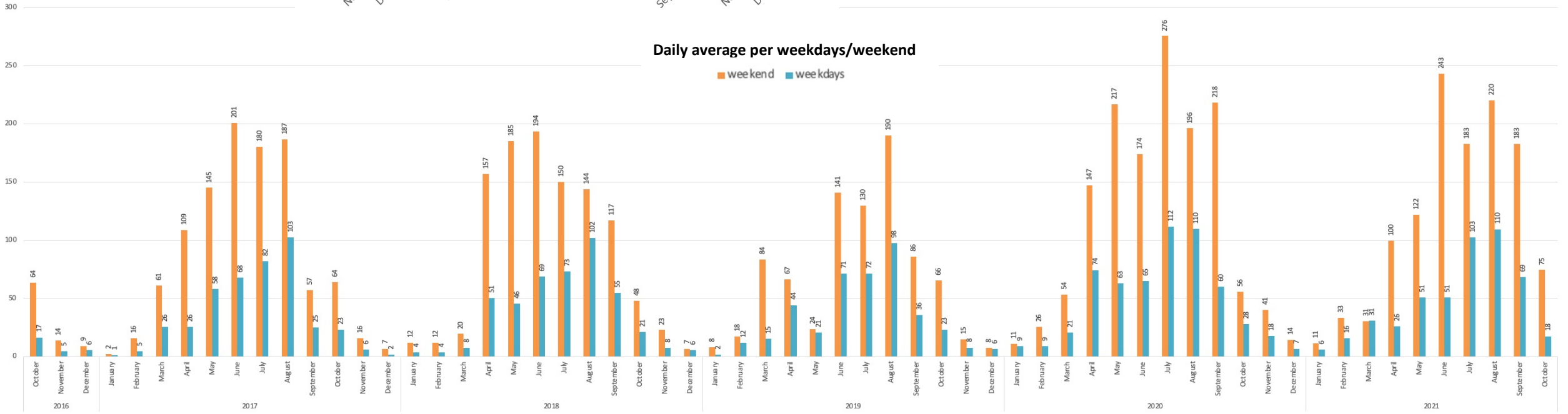
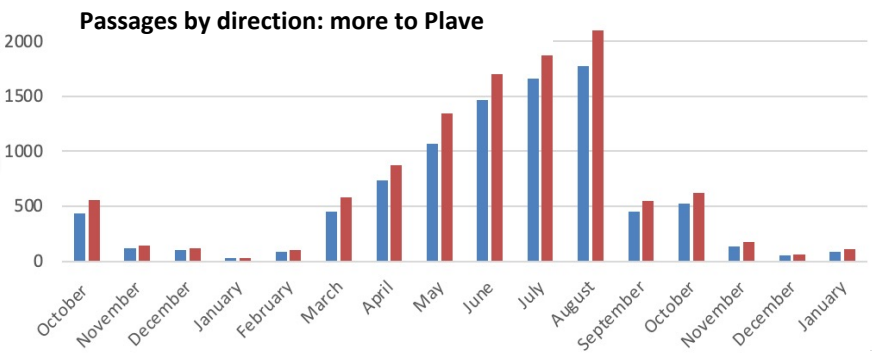


Monthly passages compared by year



3. COUNTER DATA: SOLKAN

In the pandemic years the users were more distributed within the cycling season, with striking increases in the weekends of May and September. The Isonzo-Soča Slovenian cycle route is reaching new highs even before the opening of the new bridge. Once opened, consider adding a new counter on the ramp to the bridge or repositioning the current counter.



6. SUGGESTED ACTIONS

1. There is a general lack of (systematic) data collection → Continue collecting available data and introduce **regular monitoring of the users**: invest in **cycling and walking data collection and analysis**
2. There is a new context of national and regional cycle routes (FVG5, FVG3) has emerged, FVG2/EuroVelo 8 (junction of FVG5 Ciclovía Isonzo) will be built in the next few years. The construction of FVG5 Ciclovía dell'Isonzo and the FVG3 stretch Gorizia – Cividale will be prioritized to be ready by 2025 when Gorizia and Nova Gorica will celebrate together as European Capital of Culture (GO2025). This is an opportunity for the Isonzo-Soča park to scale its reach in the longer term, on a longer distance → plan the extension of the current network along the whole river in the cross-border region, to **repositioning the EGTCGO territory as central** in a new vision and narrative: widen the frame with the reopening of the Transalpina railway, towards a new potential Transalpina cycle route to complement the Isonzo-Soča cycle route.
3. Consider embedding the Gorizia Biciplan, the Isonzo-Soča network plan, and their intermodality/multimodality perspectives into a wider **SUMP** (Sustainable Urban Mobility Plan), at the cross-border area (FUA), renewing the previous cross-border SUMP initiative. Though not required in Gorizia, having a SUMP is an opportunity to access national and European funding, also in the context of **the TEN-T urban nodes** ongoing developments in the framework of the European Green Deal.