



REPUBLIKA SLOVENIJA
 SLUŽBA VLADE REPUBLIKE SLOVENIJE ZA RAZVOJ
 IN EVROPSKO KOHEZIJSKO POLITIKO



“IN (SEA)SIDE ISTRIA”



Spatial development concept – hinterland and coastal regions of Istria
 Prostorno uređenje teritorija – unutrašnjost i priobalje Istre /Prostorska uređitev območja – notranjost in primorje Istre

<http://put-up-istre.eu>

Naložba v vašo prihodnost
 Operacijo delno financira Evropska unija
 Evropski sklad za regionalni razvoj



Ulaganje u vašu budućnost
 Operaciju dijelomično financira Evropska unija
 Evropski fond za regionalni razvoj



Javna ustanova
 Zavod za prostorno uređenje Istarske županije
 Ente per l'assetto territoriale della Regione Istriana



PUT-UP Istre:
guidelines for balanced and sustainable development of Istria

Foreword

The area of Croatian and Slovenian Istria features common geological, climatic, demographic, social economic, natural, historical and cultural characteristics. Today, the state (administrative) borders hinder a comprehensive perception of the space, development planning, spatial management and protection of common resources in the distinctive area of the Istrian peninsula.

The main task of the project “PUT UP Istre – Spatial Planning of the Interior and Coastal Areas of Istria” was to establish the guidelines for balanced and sustainable development of Istria (developed coastal region versus the underdeveloped interior of the border area). A common concept of spatial development of Istria was drawn up, based on shared development resources (transport, tourism, agriculture, economy and nature). The project also identified joint spatial guidelines and platforms for determining the key development capacities of coastal and border regions in Istria and the development contents of the cities of Pula, Koper and Buzet, as the three important drivers of development in the Istrian peninsula.

The project was implemented in the period from 2 February 2015 to 1 May 2016; it was co-financed by the European Regional Development Fund (ERDF) in the amount of EUR 577,343.00 (85%), while the total project budget was EUR 679,277.07.

The project contributed to the achievement of three strategic objectives of the Operational Programme Slovenia-Croatia 2007-2013, which are the effective management of space and resources and the provision of efficient public services and infrastructure.

Let me take this opportunity to express thanks on my behalf and on behalf of the Leading Partner, the Spatial Planning Institute of the Istrian County, to all project partners who participated in the successful implementation of the project, namely the Municipality of Koper, City of Pula, Regional Development Centre of Koper, University of Ljubljana – Faculty of Architecture and the City of Buzet.

I sincerely hope that we will continue to strive for successful cross-border cooperation in our future projects.

Project Leader
Ingrid Paljar, MSc (Arch)

Foreword

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THE SPATIAL DEVELOPMENT CONCEPT OF ISTRIA (TRANSPORT, TOURISM, AGRICULTURE, ECONOMY AND PROTECTED AREAS)

Introduction

Within the PUT-UP Istre project, a study on “The Spatial Development Concept of Istria” was prepared, which contains:

the spatial development concept of Istria (Istria County – URBING d.o.o. Zagreb) – a study of five topics: transport, tourism, agriculture, economy and protected areas, which was carried out on the basis of:

- (1) Spatial Plan for the Istrian County – Institute for Physical Planning of the Istrian County; Pula 2002-2012 (Plan 2002); Harmonisation with the Regulation on the Protected Coastal Areas, 2004; First amendments and supplements, 2005; Second amendments and supplements, 2008; Third amendments and supplements, 2010; Fourth amendments and supplements, 2012);
- (2) Proposal for amendments and supplements to the Spatial Plan for the Istrian County – Institute for Physical Planning of the Istrian County; Pula, 2015;
- (3) Spatial Arrangement Plans for Cities and Municipalities in the Border Region of Istria (in total 8 local government units: Buje, Umag, Brtonigla, Novigrad, Grožnjan, Oprtalj, Buzet, Lanišće), a number of spatial planning companies and institutions, period of the plan (and amendments and supplements) preparation 2002-2014;
- (4) Spatial Arrangement Plans for Cities and Municipalities (in total 33 local government units, of which the more important are Pulj, Rovinj, Poreč, Labin, Pazin, Vodnjan, Tar-Vabriga, Raša, Lupoglav, Kanfanar, Žminj, Motovun), a number of spatial planning companies and institutions, period of the plan (and amendments and supplements) preparation 2002-2014, **and spatial development concept of the Slovenian part of Istria** (University of Ljubljana – Faculty of Architecture), prepared on the basis of:

- (1) Study on Tourism in the Slovenian Istria – (Razvojni center PLANIRANJE d.o.o.);
- (2) Study on Transport in the Slovenian Istria – (PNZ svetovanje projektiranje d.o.o., Ljubljana);
- (3) Study on Natural Resources and Population in the Slovenian Istria – (Acer Novo mesto d.o.o., Novo mesto);
- (4) Study on Agriculture, Population and Development Trends in the Slovenian Istria (Municipalities of Ankaran, Izola, Koper and Piran) – (URBANISTI, d.o.o.);
- (5) Study on Economic Activities and Development Trends in the Slovenian Istria – (Inštitut za ekonomska raziskovanja (IER) Ljubljana).

All general and specific objectives of the study were achieved through individual work of experts/authors in accordance with the agreed methodology, coordination and cooperation of experts and other participants in the project who contributed in the preparation of the study, as well as through the meetings of working groups; the results were verified in public debates.

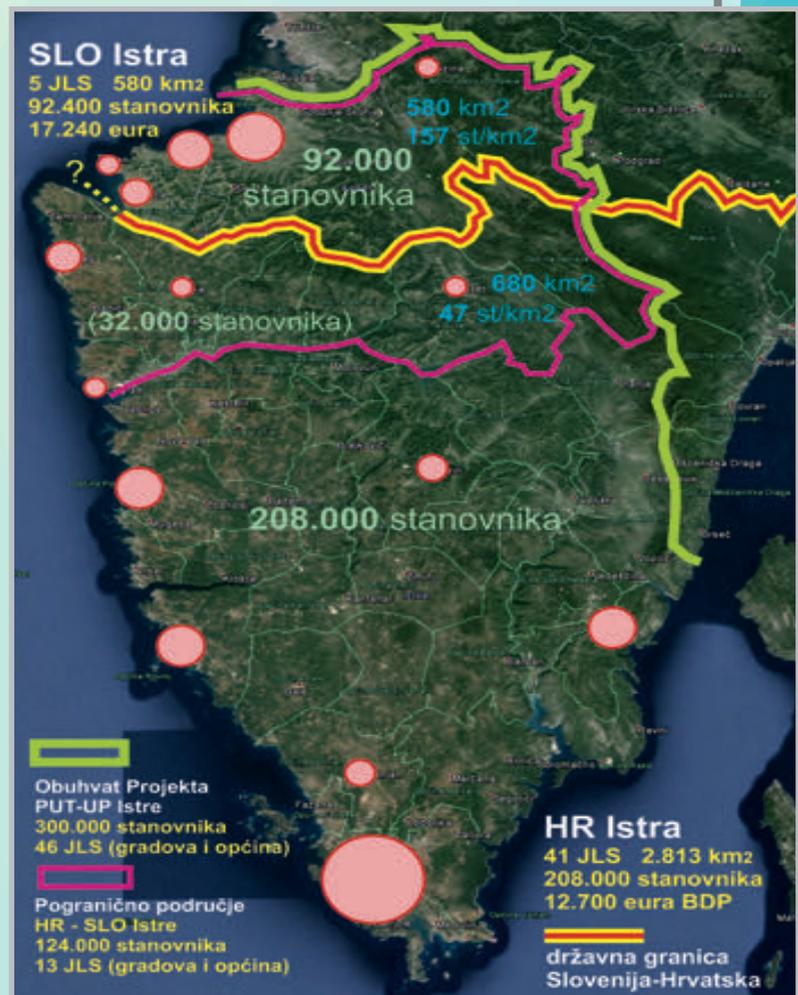


FIGURE 1: PUT-UP Istre project research area

Transport

ROAD TRANSPORT

The so-called Istrian Y motorway, which represents the backbone of road connections in the Istrian County, should be completed by the construction of a full profile. The system should be linked with the Croatian motorway network (second tube of the Učka Tunnel) and the system of express roads in the Republic of Slovenia in the Kaštel-Dragonja area (construction of the Dragonja-Koper express way).

Reconstruction and modernization of national roads in some parts of Istria have to be planned in accordance with the intensity of traffic and economic capacities. The principle of removing traffic from the coast and linking the coastal area through minor roads should be taken into account.

The network of regional and local roads should be well maintained, only the necessary by-passes in some settlements may be planned, and some critical road sections and crossroads should be reconstructed in order to increase the road safety and optimise the traffic flow.

It is necessary to establish better bus connections, especially in border areas, while within urban areas and large tourism development areas, it is essential to promote non-motorized transport (construction of footpaths and cycle paths) and ensure adequate parking space (seasonal character of parking needs should be taken into account and, therefore, double use of land would be beneficial).

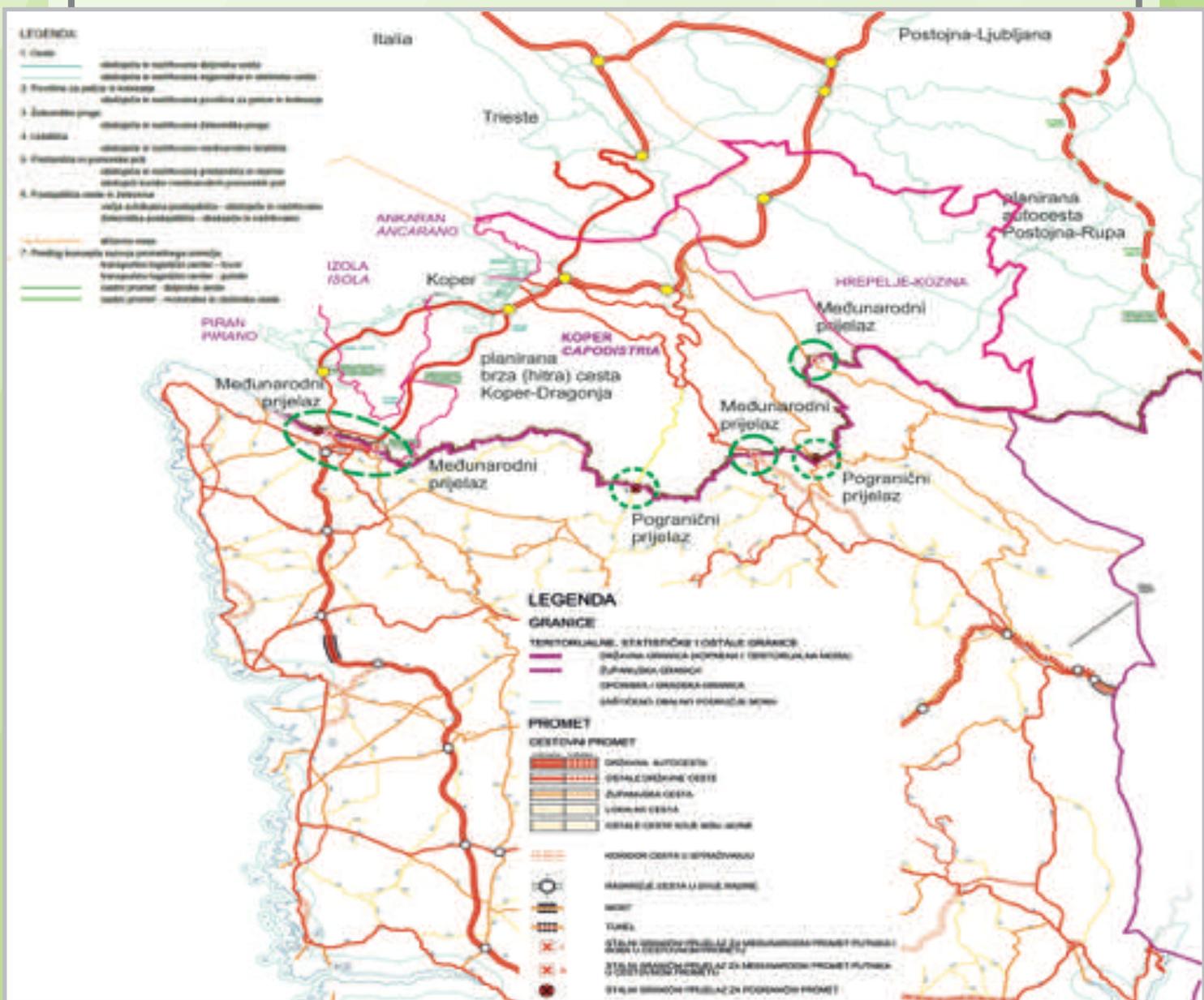


FIGURE 2: Road transport

Transport

RAIL TRANSPORT

The quality and quantity of rail transport is significantly different in the Croatian and Slovenian parts of Istria. The role of railway transport in the overall transport sector in the Istrian County is almost negligible, while the rail network in the Slovenian Istria is associated with a modern port of Koper.

Nevertheless, it is possible to maintain or even improve the rail transport in Croatian Istria by better integration with the European railway network. Such a venture would be possible only if the geostrategic position of Istria changed significantly and the EU funds were available for the construction of rail links.

In the Slovenian part of Istria, the possibility is being considered of building a more up-to-date Koper-Divača railway line with higher permeability, for which a building permit has already been issued. It is also planned to construct a highly efficient line on the Italy-Slovenia-Croatia corridor.

For the coastal part of the border area, a possibility is being examined of building a light railway from Trieste through Koper to Portorož (and further to Umag).

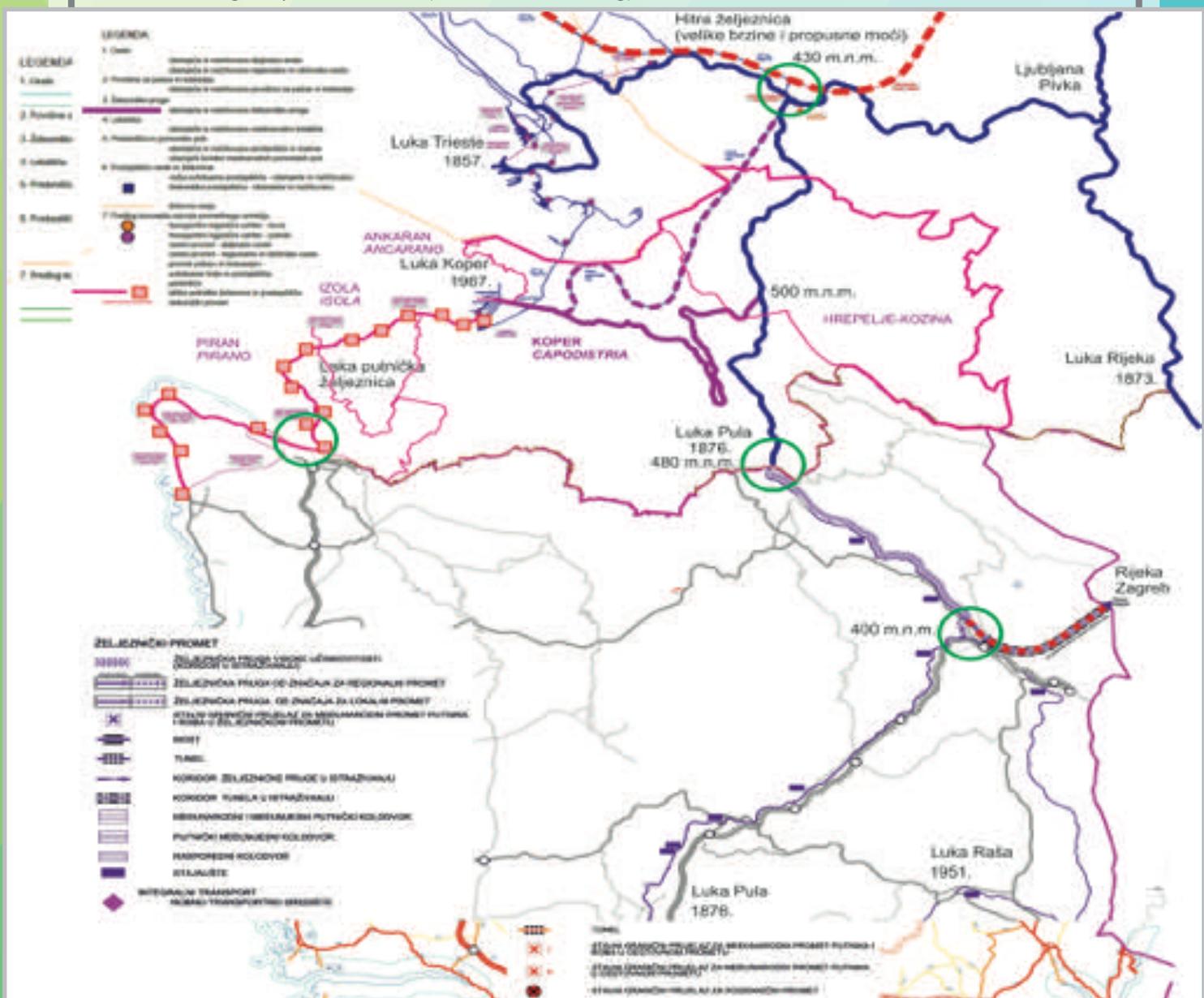


FIGURE 3: Rail transport

Transport

MARITIME TRANSPORT

The Port of Koper is the only Slovenian harbour for the international transport of goods. It is connected with the interior of the country by a highway and railway line, which is poorly permeable and therefore a construction of the second track is needed. In the Croatian part of Istria, the port at Pula has a spatial capacity for a medium-sized cargo port; however, it is necessary to upgrade the road and rail infrastructure, which requires significant investment into the port of Raša-Bršica to become a logistics centre, integrated in the multimodal transport links.

To encourage the development of international and domestic passenger shipping, it is planned to build passenger terminals for international passenger cruise ships in the ports of Koper and Pula and anchorages for passenger cruise ships as separate port areas at Rovinj and Poreč.

It is essential to establish coastal public transport in the border area, which would represent an attractive addition to the land-based public transport.



FIGURE 4: Maritime transport

Transport

AIR TRANSPORT

Development of air transport is mainly based on the expansion and reconstruction (technical, technological and safety improvements) of the existing air transport infrastructure (airports, landing places), while due to the interest it is also possible to open new airports and heliports.

It is necessary to support and promote the development of enterprises offering a range of sports, taxi, panoramic, commercial and business flights in domestic and international traffic because they contribute to the development of air traffic and also improve the tourist offer of Istria.

Tourism and Agriculture

TOURISM

Tourism is one of the main industries in Istria. The types of tourism in Istria include wellness and spa tourism, business and congress tourism, cruises and nautical tourism, cultural, gastronomic, sports and recreational tourism, rural tourism and eco-tourism.

In the planning of tourism development it should be noted that the coastal area of western Istria is more or less saturated, so that development should be planned in southern and eastern Istria and the hinterland, while also taking into account the protection regimes of natural and cultural resources in these areas.

Degraded areas (quarries, industrial areas, military areas, etc.) represent a special segment of the development potential that could provide new spatial capabilities for the development of high-quality tourism.

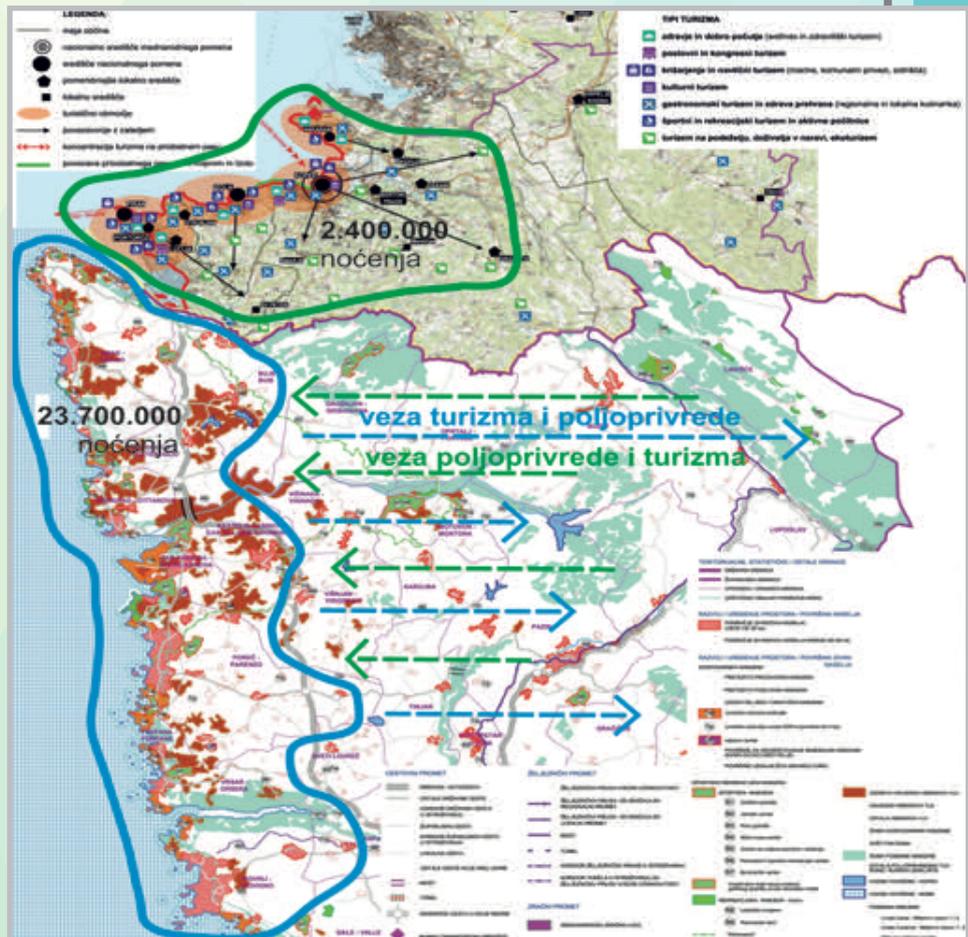


FIGURE 5: Tourism and agriculture

AGRICULTURE

In Istria, agriculture is an important economic activity with development potential, particularly in the western and central Istria. Due to this fact, the rural areas should be adequately revitalized.

In addition to the basic principle of sustainable use of land and resources, preservation of traditional identity is very important in Istria. It is therefore necessary to protect the areas of high-quality cultural landscape and the areas of preserved nature.

There are also opportunities for the development of organic agriculture and the development of tourism (agritourism, ecological and ethnological tourism), based on natural features and traditional values.

Economy

ECONOMY

The concept of spatial development in Istria envisages the preservation of important sites of economic zones, while improving the quality of operations.

In order to achieve the strategic orientations of the two countries in the area of Istria towards a more rational use of space and the necessity of relocation of production facilities from urban centres and valuable coastal areas, it is necessary to direct large operators, intending to expand their activities, to consider the locations in the hinterland.

The existing sites of economic zones in the coastal area should shift from production to non-productive activities (not only tourism).

Protected areas

PROTECTED AREAS

Protected areas in Istria represent an important source and potential for economic development and the creation of new and suitable contents to expand and enrich the tourist offer and extend the tourist season (spring, autumn).

Although protected, the areas of exceptional natural values should become the focal points for the development of rural areas in Istria.

Opportunities for exchange of experiences and good practices between the neighbouring countries should be exploited in order to create synergies in the field of spatial planning of protected areas in the whole Istria.

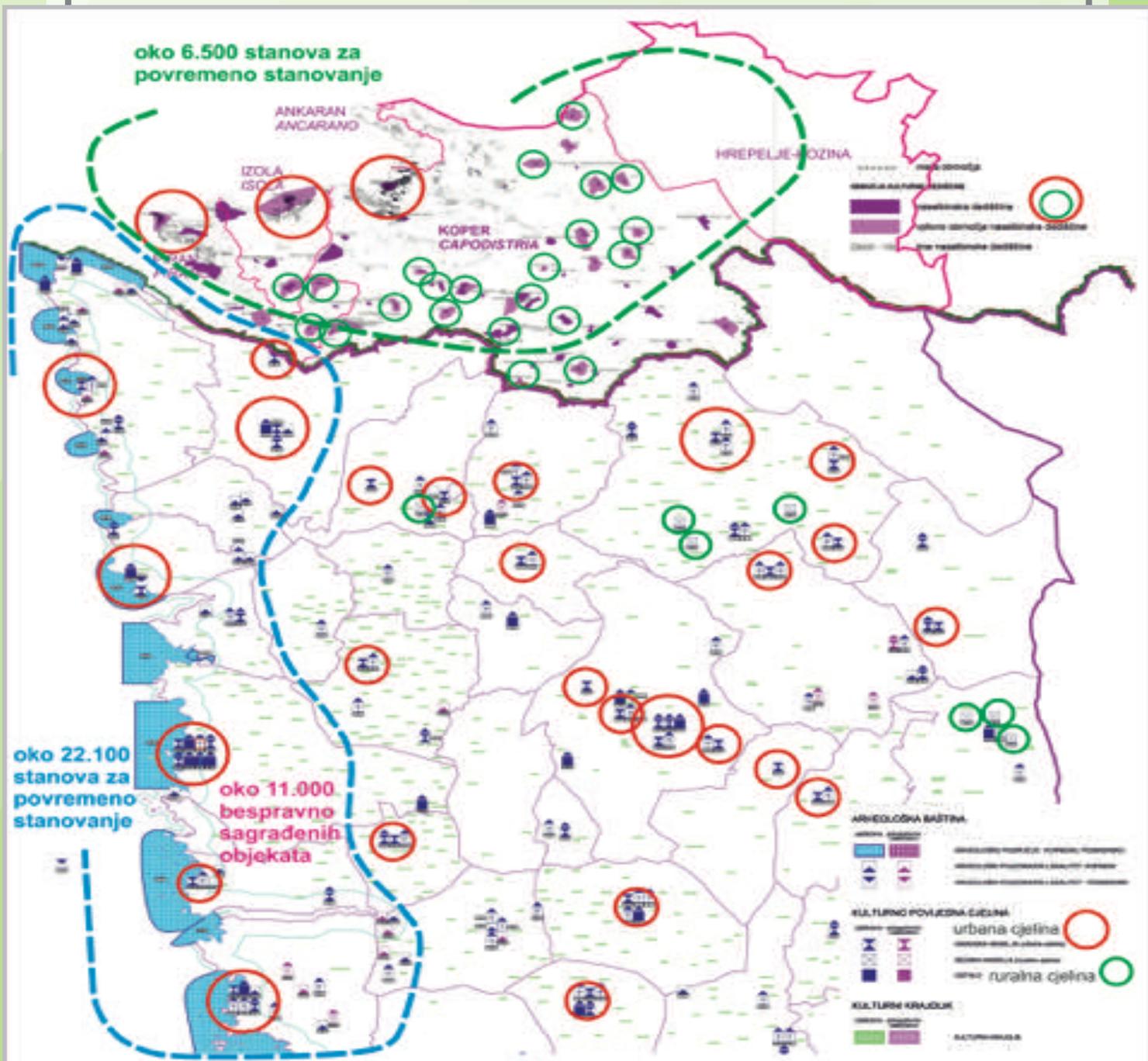


FIGURE 6: Cultural heritage

SPATIAL GUIDELINES AND A PLATFORM FOR THE DETERMINATION OF THE KEY DEVELOPMENT ELEMENTS FOR THE COASTAL AND HINTERLAND BORDER REGIONS

Background, objectives and methodology

The studies are focused on the “strategic level” of providing general and detailed guidelines for spatial development.

The results presented are intended for the preparation of spatial planning and implementing documents both at regional and local levels (county plans, municipal plans).

Background, objectives and methodology

The study provides a synthesis of platforms, objectives and planning solutions developed by the Slovenian and Croatian partners. In composing the synthesis, it was necessary to consider the following analytical and methodological facts:

- A different approach of the authors of expert materials; for the Slovenian partners, the analytical work, in the first phase, was performed by five external subcontractors (field work, analysis of various literature, technical bases, interviews, etc.); for the Croatian partners, the analytical and methodological materials were produced by an expert group and their results were based mainly on the survey of existing planning documents. Therefore, we proceeded from “very” different information, both in terms of the description of contents, graphic designations, scope and the processing criteria.
- Different legislation: the two countries have different levels of spatial planning documents (Croatia – counties, towns/municipalities; Slovenia – national and municipal levels only).
- Although there are two separate studies (coastal region and border region), some thematic areas (e.g. transport) are so complexly related to the broader spatial framework that cannot be addressed partially. Therefore, comprehensive policies have been developed, while the results are shown territorially in two separate graphic representations.

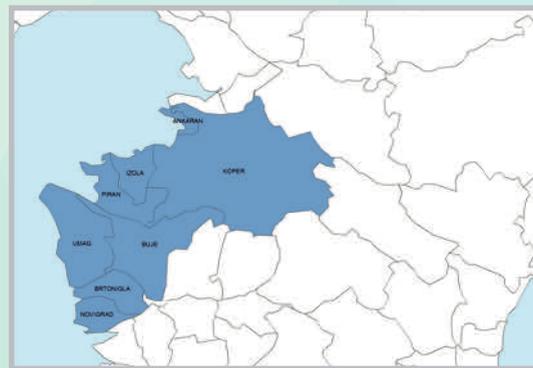


FIGURE 7: Coastal region (Slovenia: Piran, Koper, Izola, Ankaran; Croatia: Umag, Buje, Brtonigla, Novigrad)



FIGURE 8: Border region (Slovenia: Piran, Koper, Hrpelje-Kozina; Croatia: Buje, Grožnjan, Oprtalj, Buzet, Lanišće).

Transport

ROAD TRANSPORT

1. General guidelines: traffic on the roads in the coastal area shall be limited and the roads shall become coastal boulevards, long-range connections (transit) shall be redirected to the interior of Istria.
2. The road network is relatively well developed, some local reconstructions are needed.
3. The study supports the idea of transforming the Rupa-Pivka road to an expressway.
4. The study supports the idea of the development of the Koper-Dragonja expressway, namely, on the inner side (eastern route) in the area of Koper and connection with the Istrian motorway in the area of Dragonja (also the eastern route).
5. In the hinterland (border area), it is recommended to divert the main traffic flow to local border crossings – easing the strain on the roads during the tourist season (Brezovica pri Gradinu, Sočerga, Rakitovec, etc.).

Transport

RAIL TRANSPORT

1. The study supports the idea of reconstruction of the railway lines to Pula and Rijeka (Divača-Pula and Divača-Rijeka).
2. The study supports the Labin-Rijeka connection route (under study) and the reconstruction of the Kanfanar-Rovinj route.

CYCLE TRANSPORT

1. General guideline: diversion of transit traffic to the hinterlands shall open the coastal corridor for the development of sustainable mobility.
2. The study supports the development of EUROVELO 6 (Baltic-Adriatic long-range connection); it is necessary to draw up a detailed study for the Croatian part of Istria.

AIR TRANSPORT

1. New constructions or expansion of existing airports are not foreseen.

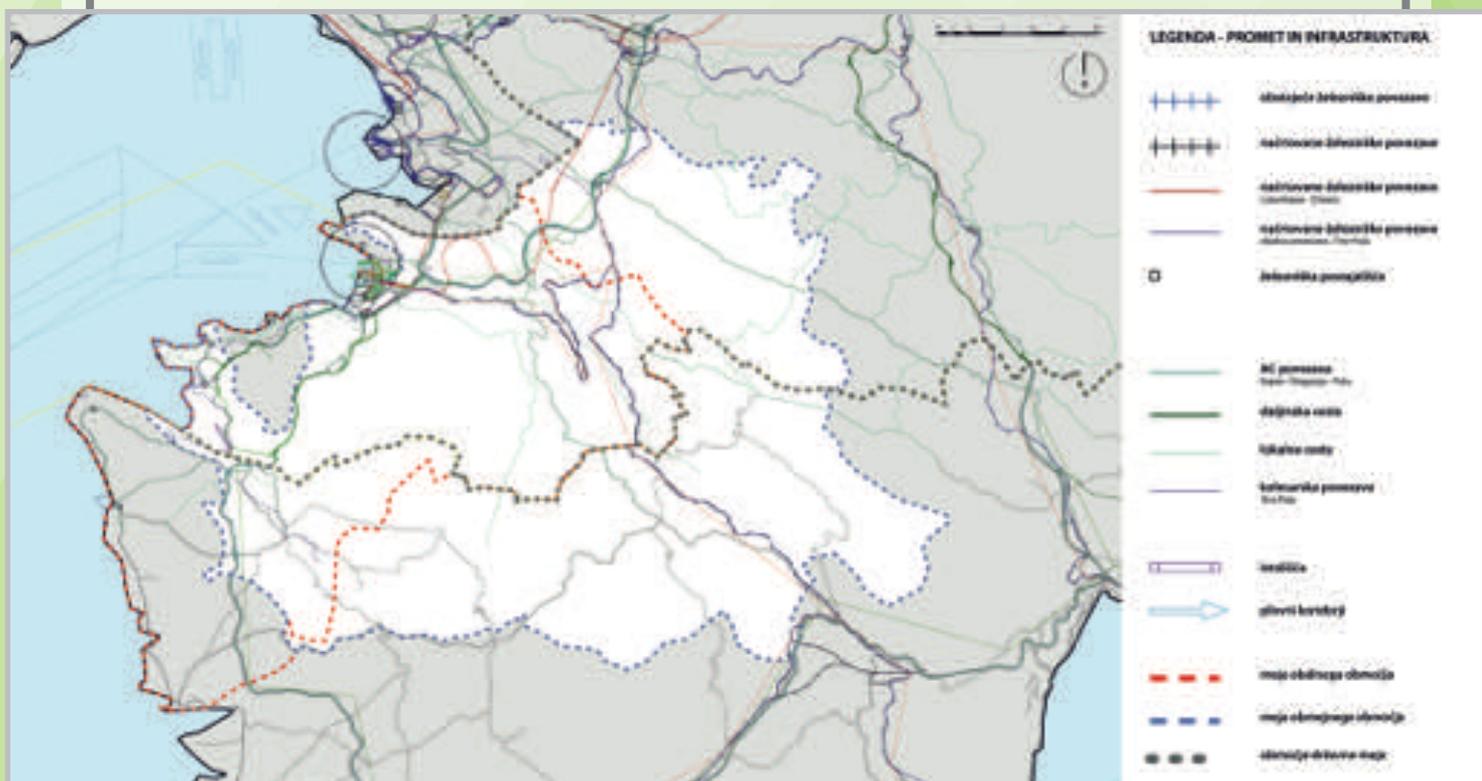


FIGURE 9: Synthesis of spatial development concept for Istria – transport in the border region.

Tourism

The essential objective of the spatial development concept is a systematic reorganization of the tourism industry as a whole. From a quantitative oriented system, tourism should become a quality-based one. Luxury tourist offer within the coastal zone would therefore relieve the burden imposed on infrastructure and generally improve the situation in the area. Interbranch and transnational integration represents a key momentum, allowing the tourism industry to achieve the objectives within a different, modern and more efficient system.

Joint guidelines:

1. Tourism shall develop under the strategy which clearly defines the regimes of land use in the areas related to tourism capacities and typology. It is necessary to provide answers to regulate the tourist system, which was designed for the masses, and transform it so that the restricted coastal zone could sustain it.
2. The hinterland shall be activated to take over the types of tourism that overburden the coastal zone and are not necessarily tied to it.
3. Protective measures and arrangements shall be taken into account regarding the land use in the areas of natural or cultural value.
4. Tourist areas, tourist offer and related facilities shall be defined in terms of protecting the values that actually enable the development of tourism industry.
5. Infrastructure and transport accessibility of the coast shall improve.
6. Advantage shall be taken of development potential of the area between the borders.

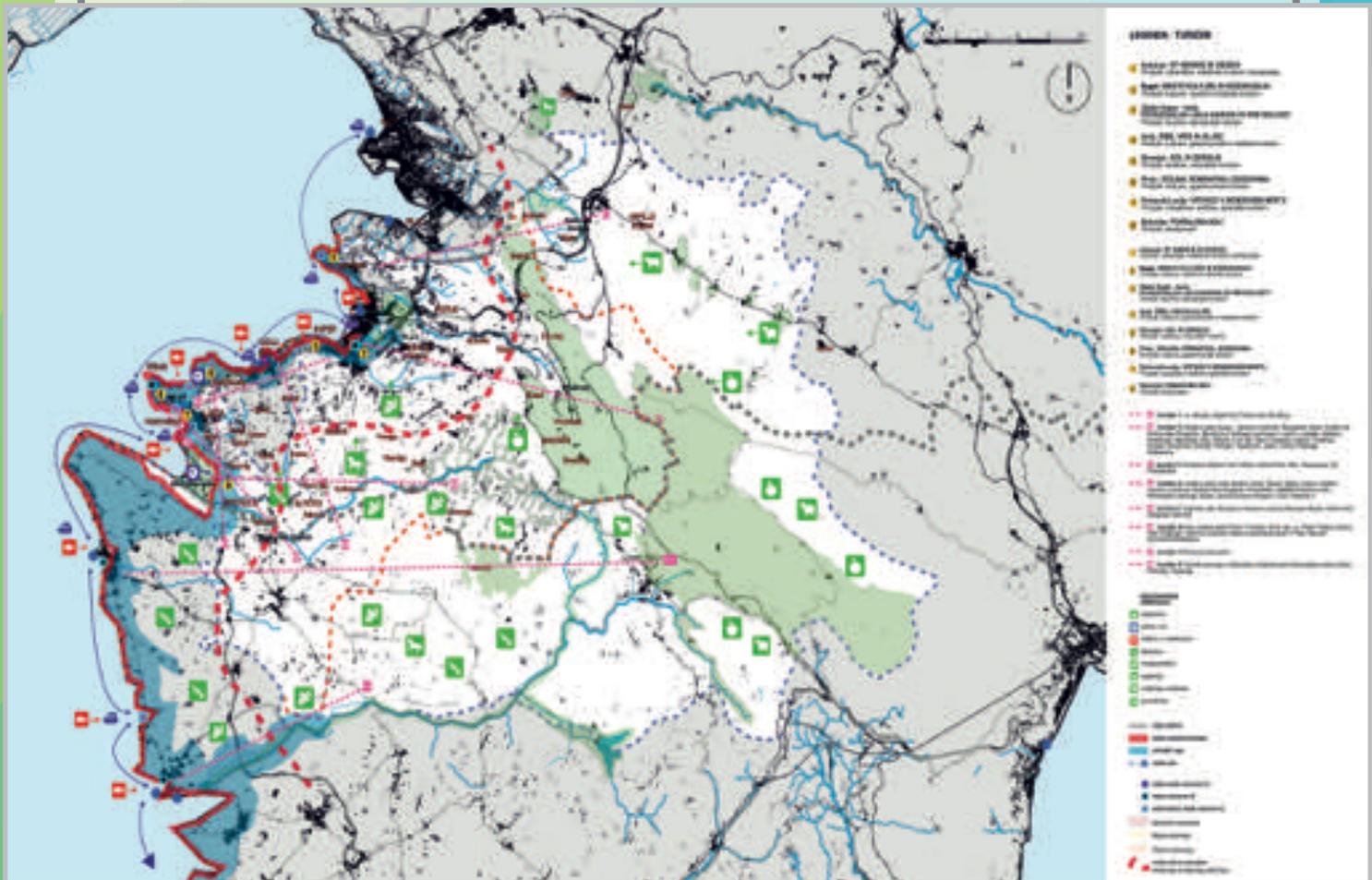


FIGURE 10: Synthesis of spatial development concept for Istria – tourism in the border region.

Agriculture

AGRICULTURE

The entire area under consideration is divided into three zones, namely the spatial areas relative to the role of agricultural industries with different development orientations and platforms.

Zone 1: AGRICULTURE IN THE COASTAL ZONE –

acting as the custodian of cultural landscape, visual rehabilitation, fisheries and mariculture.

Zone 2: INTENSIVE ECOLOGICAL AGRICULTURE IN THE SUBURBANIZATION AREA –

in the role of a strong industry.

Zone 3: ECOLOGICAL AND CONVENTIONAL AGRICULTURE IN THE HINTERLAND ZONE –

acting as the preserver of cultural landscape identity.

Zone 3 (ecological and conventional agriculture) prevails in the hinterland border area and it is linked with the Zone 2 (intensive ecological agriculture).

ZONE 1: AGRICULTURE IN THE COASTAL ZONE (the westernmost part) – acting as the custodian of cultural landscape, visual rehabilitation fisheries and mariculture.

1. Agriculture in the westernmost part has accommodated to other activities in the area and lost the primary role in the landscape identity; it is subordinated to other activities in its role of providing visual rehabilitation of dispersed settlement and mitigation of degraded areas. Green areas in the form of recreational, ecological and landscape parks provide natural and visual censorship.
2. Fisheries and mariculture are important industries.
3. Mariculture is primarily intended for the growing of shellfish in the Bay of Piran, Strunjan and Debelirtič.
4. With new infrastructure projects (wholesale markets, trade stations, storage facilities, areas for the maintenance of fishing vessels), a new economic model and a system of joint processing, sales and distribution shall be established.
5. Integrated management of the 100 metres wide coastal zone and a 200 metres wide marine zone offers new possibilities for coherent planning of the coast and the sea (ICZM Protocol).
6. In a 1,000 metres wide coastal zone, intensive urbanisation shall be restricted and the conversion of high-quality agricultural land into building land shall be impossible (Croatia).
7. Development potential of traditional agricultural sectors shall be increased by setting up sustainable vineyards, olive groves and orchards.
8. Agricultural infrastructure shall be developed in accordance with the visual image of the landscape.

ZONE 2: INTENSIVE ECOLOGICAL AGRICULTURE IN THE SUBURBANIZATION ZONE (central and partly the western part) – in the role of a strong industry.

1. The development potential of ecological farming shall be strengthened in the areas with the best conditions for the development of agriculture on the basis of sustainable vineyards and olive groves.
2. Fruit and vegetable production shall be promoted by modified agrarian and ownership structures of farms, improvement of productive potential by land reclamation and irrigation, and by providing better farmland space capacities.
3. Production of high-quality food shall ensure tourist supply, local supply and gastronomic offer in the hinterland and the coast.
4. Regional cooperative model with the necessary infrastructure (warehouses, food processing plants, distribution and sale facilities) shall offer a new sustainable economic, educational, environmental, cultural and social potential.

ZONE 3: ECOLOGICAL AND CONVENTIONAL AGRICULTURE IN THE HINTERLAND ZONE (eastern and southern parts) – acting as the preserver of cultural landscape identity.

1. The priorities of the concept of agricultural development in the hinterland shall be above all the preservation of the cultural landscape identity and the conservation and protection of natural and water resources as well as cultural and architectural heritage.
2. Promotion of traditional organic farming, protection of indigenous varieties in olive growing, viticulture, arboriculture, vegetable growing, livestock breeding, raising of sheep and goats, bee-keeping and herbalism, which all are the industries related to tourism, shall create new development potentials.
3. Cooperatives with common processing and sales policies for milk, cheese, spirits, wild fruit and meat, and a common regional brand (e.g. Istria, Čičarija), with a focus on the production of local varieties, shall establish economic models of subsistence and supply of the local population.
4. New infrastructure system, IT technology and redefined transport links via the existing capillary road system in the hinterland shall create a “competitive business environment” or mini zones preventing further depopulation of rural areas (liberal conditions for home working), and have a positive impact on small-scale entrepreneurship (catering, trade, agritourism, etc.).
5. Quality revitalization of rural centres and architectural typologies, arranged agricultural and forestry areas and access roads shall establish a system of outstanding natural and cultural landscape, intended for individual tourism as an alternative to mass tourism in the coastal area.
6. High-class tourism (luxury tourism) and the organization of sports, recreational and cultural events, thematic routes, protection of high-quality landscape areas and nature conservation (joint hunting grounds, a cross-border regional park with joint integrated management (e.g. Karst Edge) shall represent the development potential of natural and cultural landscape identity.

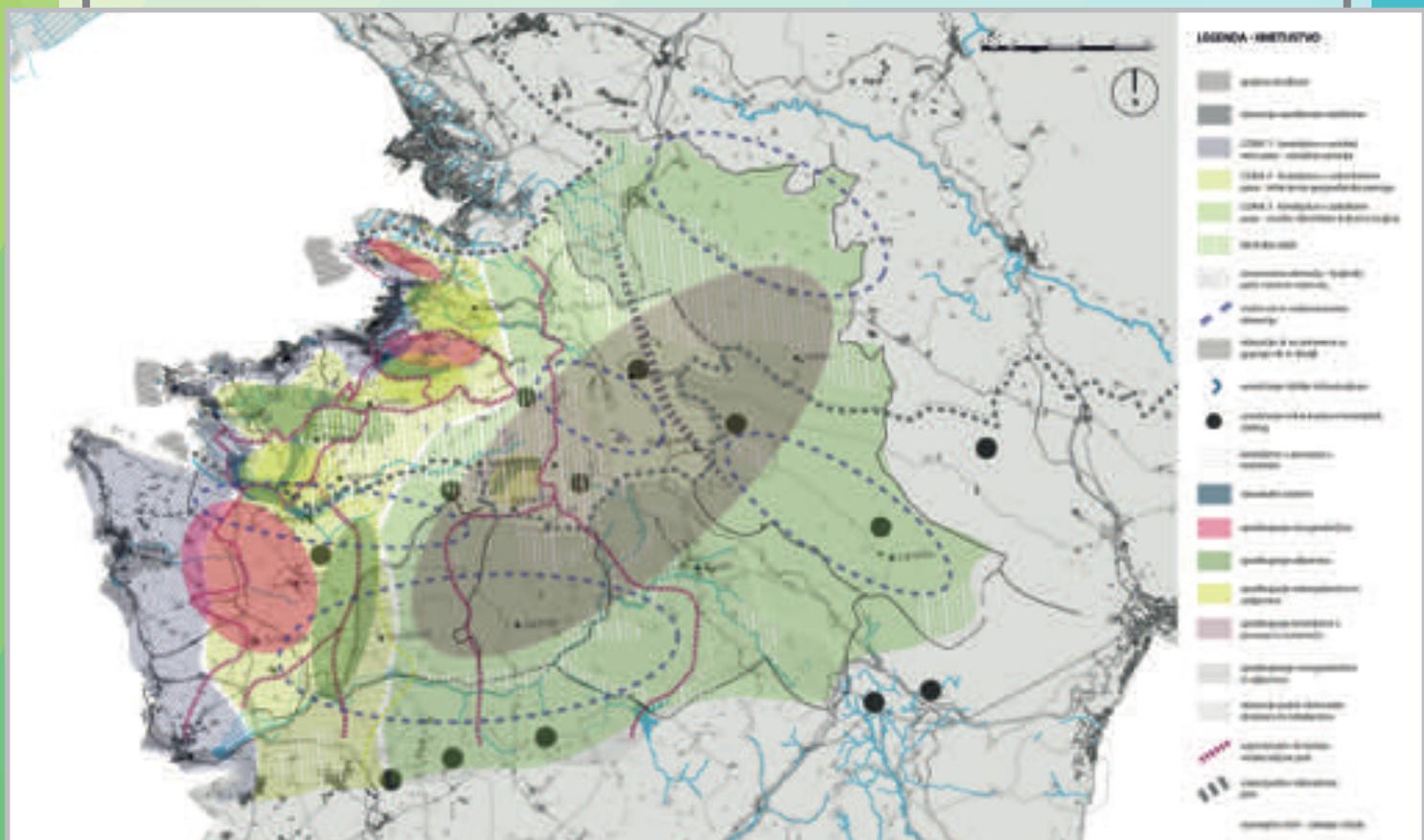


FIGURE 11: *Synthesis of spatial development concept for Istria – agriculture and settlement in the border region.*

Economy

In the Slovenian part of Istria, there is a lack of development areas (zones and other forms), while in Croatia there is an excess number of locations and sizes of economic zones.

In Slovenia, practically all zones are located in the conurbation of Koper, Izola and Piran. In the Croatian part of Istria, the economic zones are located in the hinterland to support a balanced regional development.

Development guidelines:

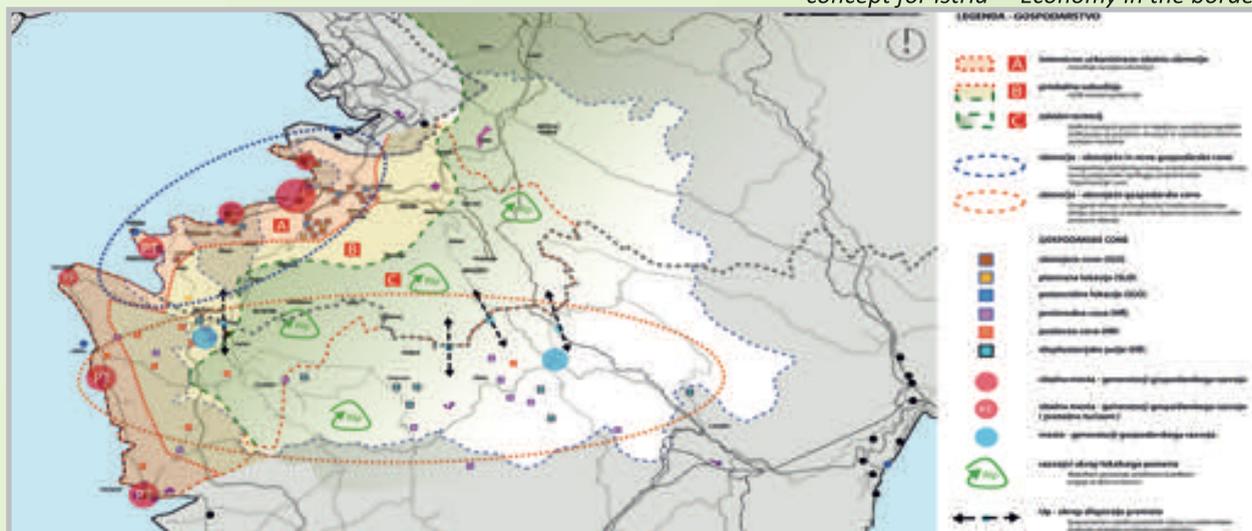
COASTAL AREA:

1. Ensure the continued existence and strengthening of the existing centres of economic power (zones) (Slovenia and Croatia).
2. Development of other forms of the siting of economic activities (mini zones, residential and commercial zones, etc. at the level of Spatial Implementing Act, especially in suburban areas) (Slovenia and Croatia).
3. Establishment of the programme typology of zones (mainly commercial, production, storage, etc.), which will prevent further construction of shopping facilities and placement of conflicting programmes (Slovenia).
4. Development of measures for the rehabilitation and management of complex ownership and administrative situation at the locations of the existing zones (Slovenia and Croatia).
5. Strengthening of the development ties with neighbouring centres (Karst, Italy, Croatia) (Slovenia and Croatia).
6. Tourism industry as a key economic activity (ensuring the spatial conditions for supportive activities – in zones or for home working) (Slovenia and Croatia).
7. Transport infrastructure as a key criterion for spatial planning of existing and new zones (Slovenia and Croatia).
8. Positioning of large economic players on the locations with sufficient spatial potentials (outside the coastal area) (Slovenia and Croatia).
9. Greater use of existing infrastructure (internal and capillary transport links) and degraded areas (transformation of brownfield land) (Slovenia and Croatia).

BORDER AREA:

10. Provide business conditions for various development initiatives at a community level (Slovenia and Croatia).
11. Redefinition of the existing connections with Croatia, dispersion of traffic flow to other border crossings (Brezovica pri Gradinu, Sočerga, Rakitovec, etc.) (Slovenia and Croatia).
12. Strengthen the links between the hinterland and the coast, as the fundamental economic, social and cultural axes (Slovenia and Croatia).
13. When planning the zones, develop in parallel also the supporting activities (incubators, business centres, etc.) (Slovenia and Croatia).
14. Criteria for planning the zones should in future be based on: the size of labour force (at the level of city or municipality), respective percentage of employment in industry, service industries and other businesses, assessment of optimal and minimum density of employees in a zone, namely 30% of those employed in industry and services (optimally 70 workers/ha, a minimum being 30 workers/ha) (Croatia).
15. Spatial rationalization within real needs. Planning processes should include checking the possibility of successful realization of business and production zones (issues of land ownership, real market value of the land, etc.) (Croatia).
16. Locations and size of mineral resources exploitation areas should be planned on the basis of appropriate locational criteria (distance from settlements, tourist zones, recreation zones, etc.) (Croatia).

FIGURE 12: Synthesis of spatial development concept for Istria – Economy in the border



Natural conditions and population

The study has identified some areas with specific development needs. The whole region under consideration has been divided into (1) the sea and the coast, (2) urbanised coastal zone, (3) suburban areas and (4) green hinterland, for which separate guidelines and platforms have been set.

Scheme 01: Division of the entire territory into four areas with different development platforms.



1. THE SEA AND THE COAST

1. Integrated management of a 100 metres wide coastal and 200 metres wide marine zone (ICZM Protocol). Exploitation of marine natural resources for the purposes of tourism development, agricultural activities, fisheries and shellfish farms.

2. URBANISED COSTAL ZONE

1. Spatial development needs shall be met by filling of vacant land within settlements through concentration and renewal.
2. Conservation of protected areas and exceptional landscapes, which are important green islands in the urbanised coastal area.

3. SUBURBANIZATION ZONE

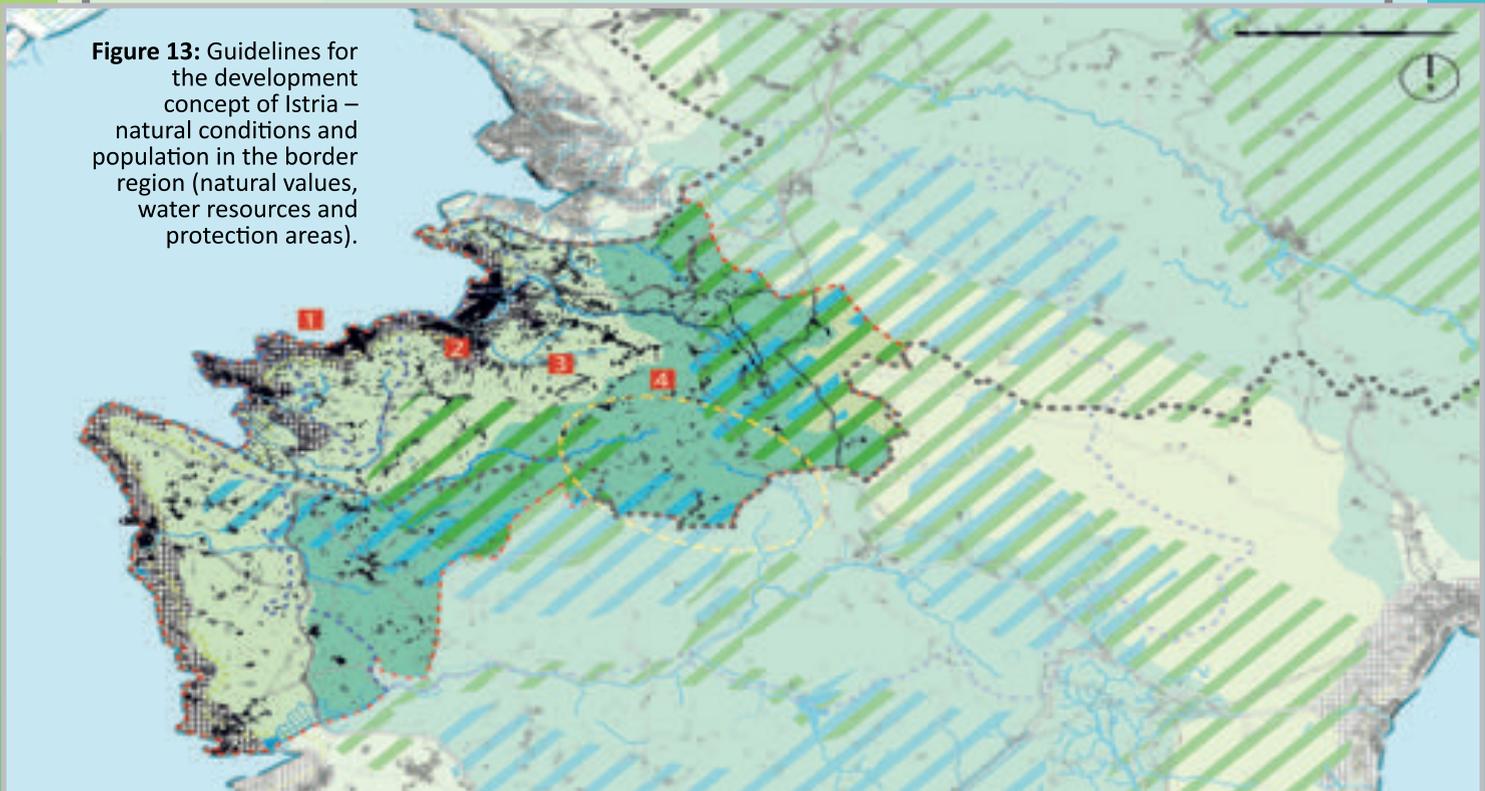
1. Prevention of further spreading of dispersed building pattern and rehabilitation of inappropriate facilities.
2. Preservation of architectural typology with maritime and karst features.

1. Establishment of a system of garden cities – agglomerations in a green environment.
2. Preservation of the cultural landscape as an important element of the visibility of Istria.
3. Maintenance of the existing connections to the hinterland, the not yet exploited spatial potential of preserved nature and cultural heritage.

4. GREEN HINTERLAND

1. It is necessary to exploit the spatial potential, hidden in the hinterland, as reflected in extensive areas of natural values, protected areas and rich cultural heritage.
2. Construction of new park infrastructure.
3. Conservation and protection of nature is a priority task.
4. Protection of water resources and drinking water, establishment of a system of cycling and hiking trails, which would connect the coast and the interior as also represent the basic infrastructure for the development of a tourist-accessible and attractive hinterland.

Figure 13: Guidelines for the development concept of Istria – natural conditions and population in the border region (natural values, water resources and protection areas).



CITY OF PULA:

DEVELOPMENT THEMES OF THE CITY OF PULA

Conceptual plan for the urban coastline

The main activity of the City of Pula within the PUT-UP Istre Project was the preparation of the conceptual plan for the urban coastline on the basis of the concept drawn up for the urbanistic contest.

A spatial development plan is under preparation for a more integrated planning of the urban coastline, while the conceptual plan represents the first concrete activity that leads to the realization of the plan and may serve as a basis for future project application for European funds.

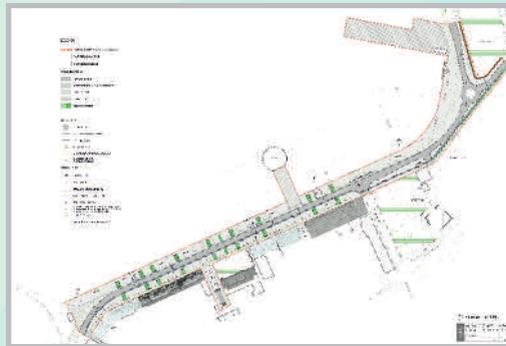
The preparatory stage of the conceptual plan was preceded by a study on the environmental impacts of the planned project. After this procedure, following the decision of the competent ministry, the environmental impact assessment was not necessary.

The conceptual plan contains an architectural design, engineering design, water and electrical installations, public lightning, park facilities and the relocation of the railway line.

A licence was acquired for ArcGIS, which provides a lot of tools that enable advanced management of spatial data. Two employees were trained to operate the application.

Activities of the City of Pula and their effect on the achievement of the final results and specific objectives of the PUT-UP Istre Project cover in particular the analysis and final concept of spatial planning of the urban coastline. The conceptual plan sets out the development concept which aims to revitalise the urban coastline with new contents and thereby create new values that will increase the efficiency and effectiveness of public services and thus represents a possible arrangement of the coastline.

Given the fact that the spatial intervention, which also foresees an extension of the coast, will be performed in the area of cultural heritage, the preparatory activities provide a positive experience which impact is very important for the planning of coastal zones that often include formally and informally protected areas of cultural and natural heritage. At a later stage, preparation of technical bases will allow the placement of projects and their implementation in accordance with the vision and development concept of the whole area.



MUNICIPALITY OF KOPER:

GUIDELINES FOR TRANSPORT POLICIES IN THE MUNICIPALITY OF KOPER (MOK)

Sustainable Urban Mobility Strategy for the MOK and Key development elements for linking Koper and Buzet

2. Proposal of spatial guidelines and a platform to determine the key development elements for linking the cities of Koper and Buzet

The municipalities of Koper and Buzet became twinned towns already in 1987. The cooperation has particularly intensified in recent years when the municipalities worked together in a number of European projects, such as REVITAS and REVITAS II (cultural heritage in connection with the promotion of tourism), DIVA (rehabilitation of wild dumps) and GROW EU (Europe for Citizens programme).

In the study, the opportunities for cooperation between the cities of Koper and Buzet were analysed. Economic development of border areas and open borders are often the factors that promote the economic growth, and thereby the economic development, and generate common synergy developmental effects on both sides of the border. We have identified the economic development potential and the opportunities of sustainable tourism development in the border areas between Croatia and Slovenia, with the emphasis on the connectivity of the cities of Koper and Buzet.

The connections between the cities of Koper and Buzet should be based primarily on:

- joint municipal infrastructure (water supply, sewage system);
- joint public utilities;
- industrial and trade zone;
- joint promotion of tourism (cycling and walking trails, sports tourism, scattered hotels, common events etc.).

The following activities are needed to achieve these objectives:

- harmonisation of the municipal spatial plans of Koper and Buzet;
- arrangement of various thematic tourist routes;
- protection of particular areas and determination of land-use patterns;
- improvement or expansion of accommodation capacities;
- encouragement of individuals, businesses and associations to participate in the preparation and implementation;
- preparation of a joint or harmonisation of the existing tourism strategy.

2. Sustainable Urban Mobility Strategy for the MOK

The European Union (EU) encourages the development of **sustainable strategic planning** to achieve the European climate and energy objectives. The European Commission promotes **Sustainable Urban Mobility Planning (SUMP)**, which leads to a more sustainable and integrated way.

In Istria, transport planning has been so far carried out in a traditional way, focusing on road infrastructure. Planning has been project rather than strategic and target oriented. Except when legally required in some procedures, the public was not involved in strategy devising. The central objective of transport planning has been to increase the fluidity and speed rather than the accessibility and quality of life. Such planning has resulted in costly and large infrastructure projects which, unfortunately, have not always had the corresponding effects.

In the framework of the project, MOK has prepared a study oriented towards strategic changes in the urban mobility in Koper (analysis of the current situation, definition of strategic priorities and objectives, determination of requirements and elaboration of elements for the Cycling Mobility Plan). The outcomes will be used in the preparation of the Sustainable Urban Mobility Strategy and Plan.

The following objectives have been exposed:

- provision of transport options and unhindered access to key destinations and services to all residents;
- improved safety; reduced pollution, greenhouse gas emissions and energy consumption;
- higher efficiency and lower cost of passenger and freight transport;
- increased attractiveness and quality of urban environment.

The strategic action pillars are: 1. Walking, 2. Cycling, 3. Public passenger transport, 4. Rational use of motorised transport (logistics), and 5. Sustainable planning.

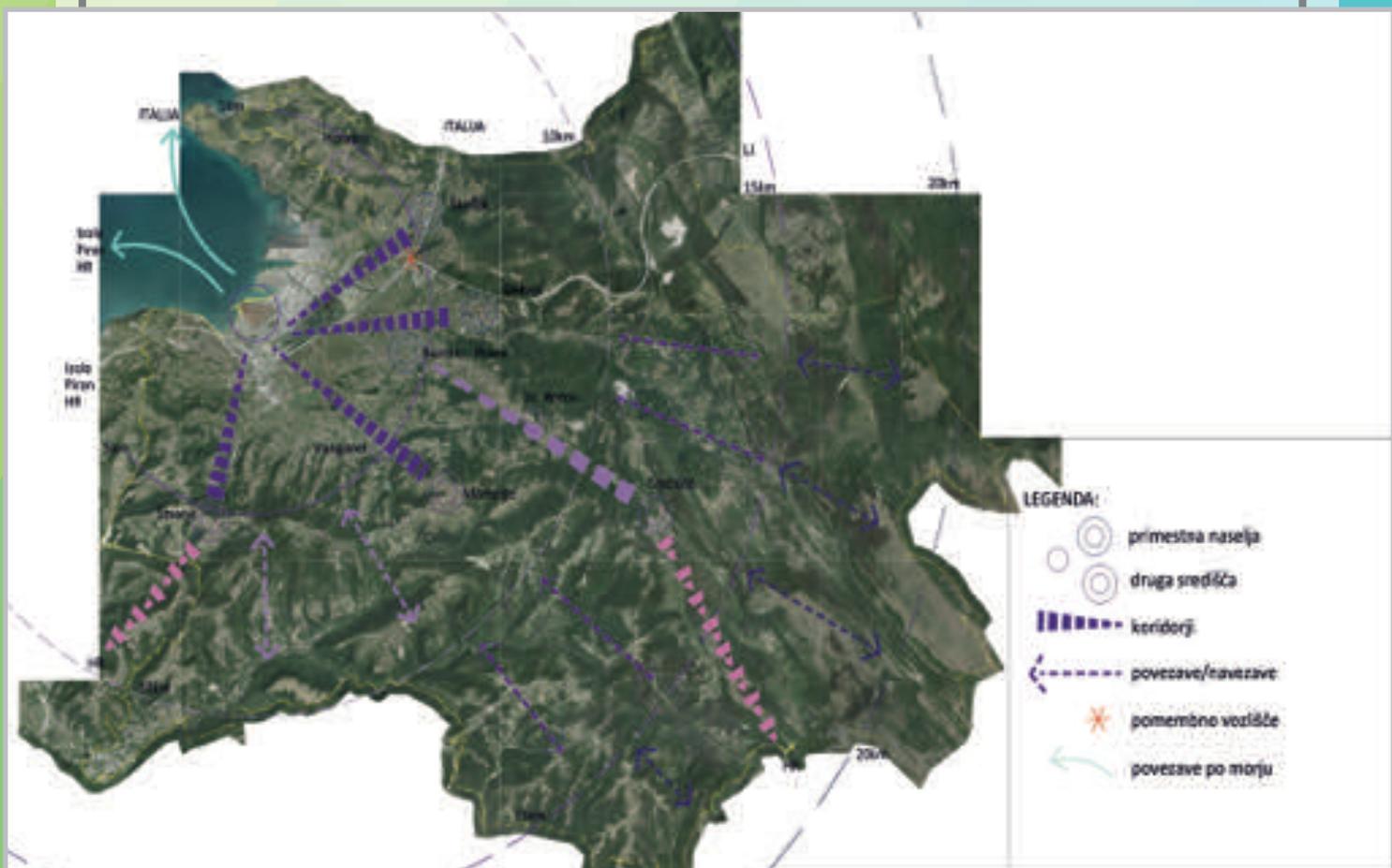


FIGURE 14: Graphic display of technical solutions

CITY OF BUZET :

PROPOSAL OF SPECIFIC GUIDELINES FOR TRANSPORT AND TOURISM DEVELOPMENT OF THE CITY OF BUZET

Proposal of specific guidelines for transport and tourism development of the City of Buzet

Description of external services

1. Preparation of the GIS database of transport network and technical basis for the preparation of a transport study

The main task of the City of Buzet within the PUT-UP Istre project was to produce a comprehensive register of all roads managed by the City of Buzet, with the aim of spatial identification and recording the current ownership status, all with the ultimate goal of obtaining a complete information as a technical basis for dealing with future transport solutions, with special emphasis on cross-border transport priorities, to be examined in a transport study.

The task included taking the photos of the current situation in the whole area of Buzet, field work, measurements and scientific research, a detailed database and complete record of all roads by the GIS spatial identification and a database of all relevant characteristics and ownership statuses, with a particular emphasis on cross-border transport priorities.

2. Proposal of specific guidelines for transport and tourism development of the City of Buzet

On the basis of the previously prepared comprehensive GIS database, a technical basis for the transport study was drawn up. The main objective of the study was to examine the connections of primary and capillary transport systems with major roads and other modes of transport in the border area of the Croatian and Slovenian Istria. A specific objective of the study was to provide concrete results, based on existing documents, maps, knowledge, etc., to show the impact of the proposed cross-border transport solutions on economic development, in particular the development of tourism in the border area, and the issues of economic development, closely linked to the cross-border transport infrastructure on micro and macro levels, including the areas of transport, tourism, agriculture and environmental protection.

ACROMNYM OF THE PROJECT

PUT-UP ISTRE

PROJECT

***Spatial development concept – hinterland
and coastal regions of Istria***

Prostorno uređenje teritorija – unutrašnjost i priobalje Istre /
Prostorska uređitev območja – notranjost in primorje Istre

DURATION OF THE PROJECT:

2.2.2015 – 1.5.2016

AUTORS:

Ingrid Paljar, dipl. ing. arh.,
Darko Martinec, dipl. ing. arh.,
Ratko Zimmermann, dipl. ing. arh.,
prof. mag. Peter Gabrijelčič, univ.dipl.inž.arh. (et al¹),
Ivana Štrkalj, univ. dipl. medn. polit.,
Karmela Maren, mag.arh.,
Anica Milković Grbac, dipl.inž.arh.

LEAD PARTNER:

Zavod za prostorno uređenje Istarske županije
Riva 8, 52100 Pula
Tel: +385 52351465
www.zpuiz.hr

PARTNERS:

Mestna Občina Koper
Verdijeva ulica 10, 6000 Koper
Tel: +386 56646400
www.koper.si

Grad Pula
Forum 1, 52100 Pula
Tel: +38552371710
www.pula.hr

Regionalni razvojni center Koper,
RRA Južna Primorska
Ulica 15 maja 19, 6000 Koper
Tel: +386 5 66 37 580
www.rrc-kp.si

SUBSCRIBER:

Regionalni razvojni center Koper
Centro regionale di sviluppo Capodistria
RRA Južna Primorska
Ulica 15. maja 19



Univerza v Ljubljani
Fakulteta za arhitekturo
Kongresni trg 12, 1000 Ljubljana
Tel: +386 12418532
www.uni-lj.si

Grad Buzet
II istarske brigade 11, 52420 Buzet
Tel: +385 52662726
www.buzet.hr

¹ Autors: doc. dr. ALENKA FIKFAK, doc. dr. ŠPELA HUDNIK, dr. GREGOR ČOK, doc. dr. ILKA ČERPES, JANEZ GROM, MIHA KONJAR, dr. BOŠTJAN BUGARIČ, TINA COTIČ, MARKO JELENC, IGOR TRDIN, DAVID TROŠT, MATIJA NOSE, mag. IRENA HOČEVAR, mag. JELKA HUDKLIN, TANJA JERIN JEVNIKAR, dr. MOJCA FURMAN OMAN, mag. GORAZD FURMAN OMAN, mag. KLEMEN KOMAN, dr. DAMJAN KAVAŠ