

Lipar Peter short CV

Peter Lipar has more than 40 years' experience with road design and road network planning. In the last 30 years he is involved with road and traffic environmental impact assessment. He is also one of the creators of the Slovene Transport Policy. He was day to day coordinator and road and environmental expert in an EU/ PHARE and EBRD study Strategic Environmental Assessment of the Slovene Transport Sector. He was deputy team leader in EU/PHARE project Transport Policy Advisor for Slovenia and a team leader for the project Transport Policy in Republic of Slovenia. He was a team leader for the Elaboration of guidelines for bicycle facilities. In He was a Regional Manager in PHARE project Transport and Environment and local partner in PHARE project Evaluation of the Competitiveness of the Slovenian Transport Companies within EU. He was one of the two team and project leaders in EU/PHARE project Integrated Transport Demand Management. He is a member of the Council of the Slovenian Traffic Safety Agency, responsible for the Road Safety Audit. In the last five years he was the team leader for Technical Specifications for Bicycle and Pedestrian Traffic, Design Standards for Intersections, Transport Studies and Guardrails.

Title: The impact of public transport on changing travel habits - the case of Ljubljana

Short abstract:

Ljubljana lies at the crossroads of two European corridors, which has a strong impact on the traffic situation in the city itself. The modal split has been in favor of the private car for years, but we are trying in every way to turn this in favor of public transport. By 2027, the share of trips by public transport in Ljubljana will increase, so that 66 percent of trips will be by buses, bicycles or on foot, and 34 percent by private vehicles. This is evident from the Ljubljana strategic document for the period 2022-2027. And what should public transport be like in the capital so that more and more residents choose this type of travel? "Time competitive, predictable, so frequent and reliable, affordable and comfortable. This can be achieved by the fact that driving by bus is faster than driving by car, the fleet is better, and the price is favorable.