



Prometna mobilnost i suvremeni načini povezivanja u prostoru

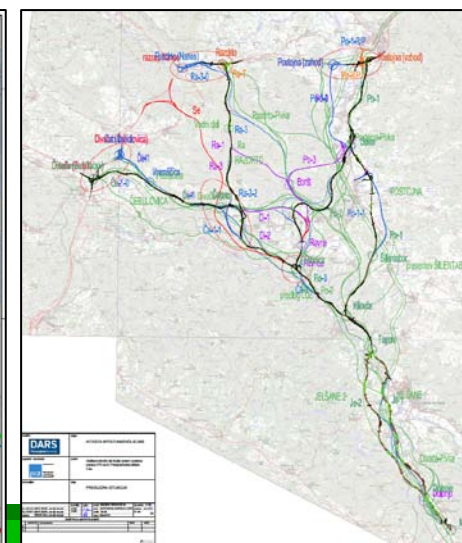
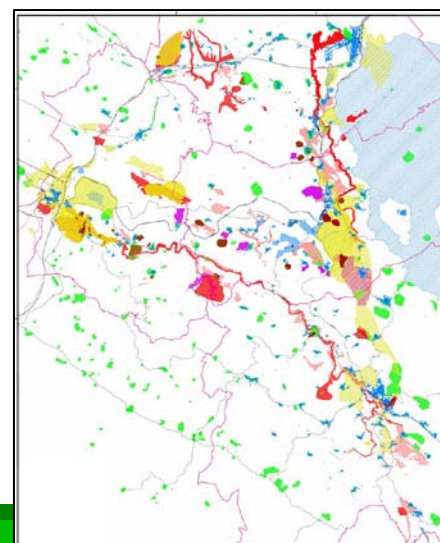
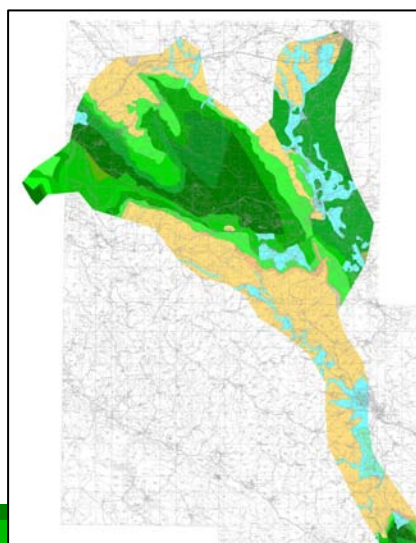
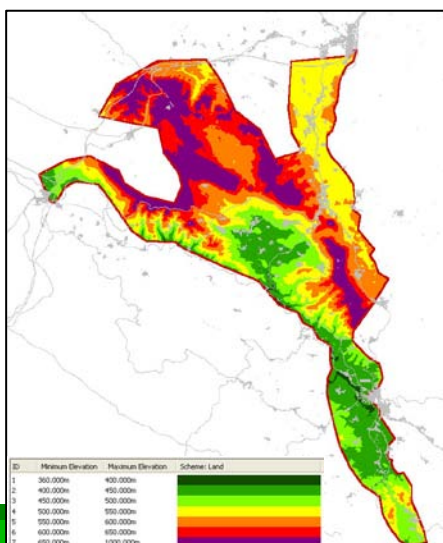
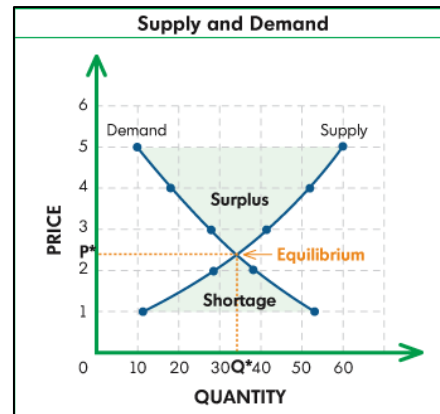
- dileme planiranja prometne infrastrukture
- razvoj željezničke infrastrukture na području Trsta Kopra i Istre



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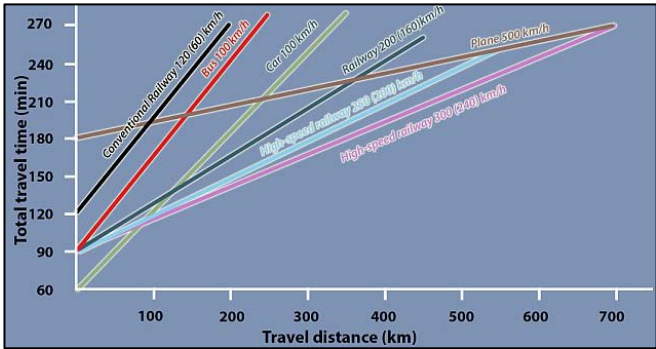


Prostorno planiranje prometne infrastrukture je kompleksno.





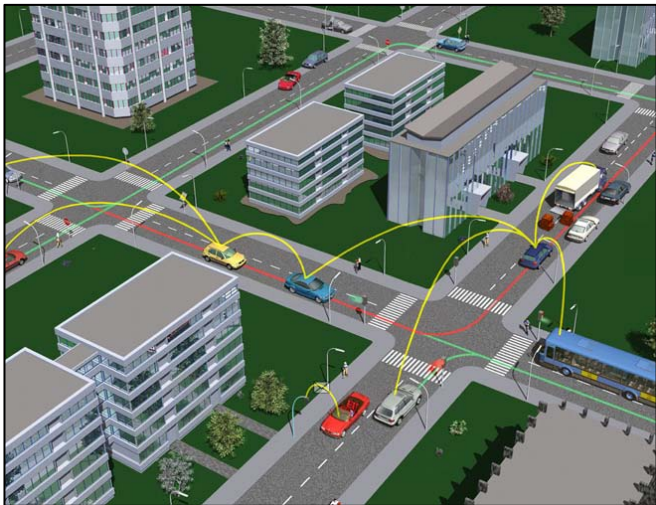
Budući razvoj prijevoznih sredstava je nepredvidljiv.



Nikola Tesla describing a cell phone back in 1926...

"When wireless is perfectly applied the whole earth will be converted into a huge brain, which in fact it is, all things being particles of a real and rhythmic whole. We shall be able to communicate with one another instantly, irrespective of distance. Not only this, but through television and telephony we shall see and hear one another as perfectly as though we were face to face, despite intervening distances of thousands of miles, and the instruments through which we shall be able to do all of this, will fit in our vest pockets."

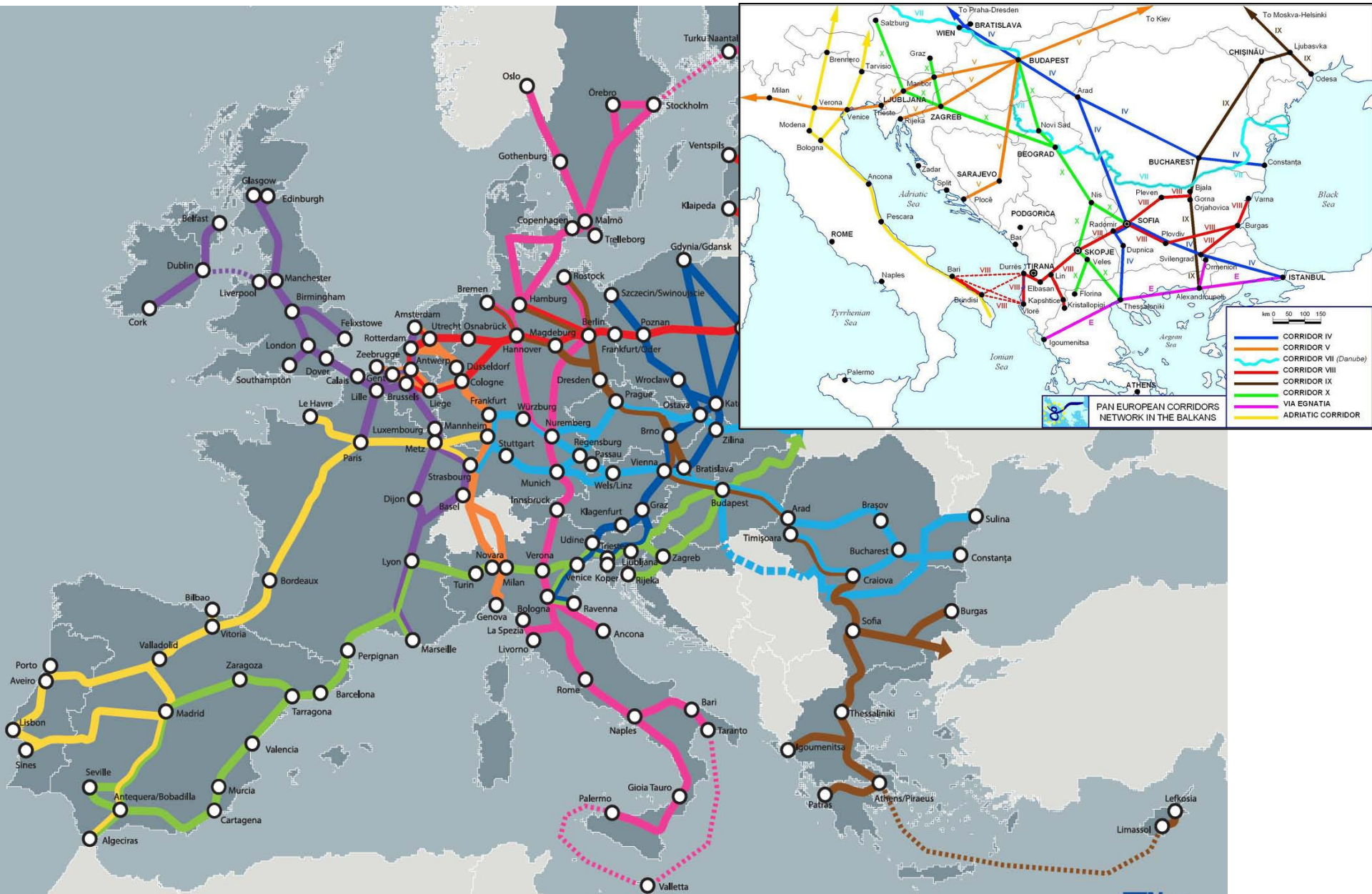
Nikola Tesla 1926



Dali će javni putnički promet nestati?

„If the customer used the technology in an inappropriate way then the user is still liable.“

EU prometna infrastruktura - Mediteranski koridor



EU prometna infrastruktura - Mediteranski koridor

Lyon



Torino



Benetke



Trst



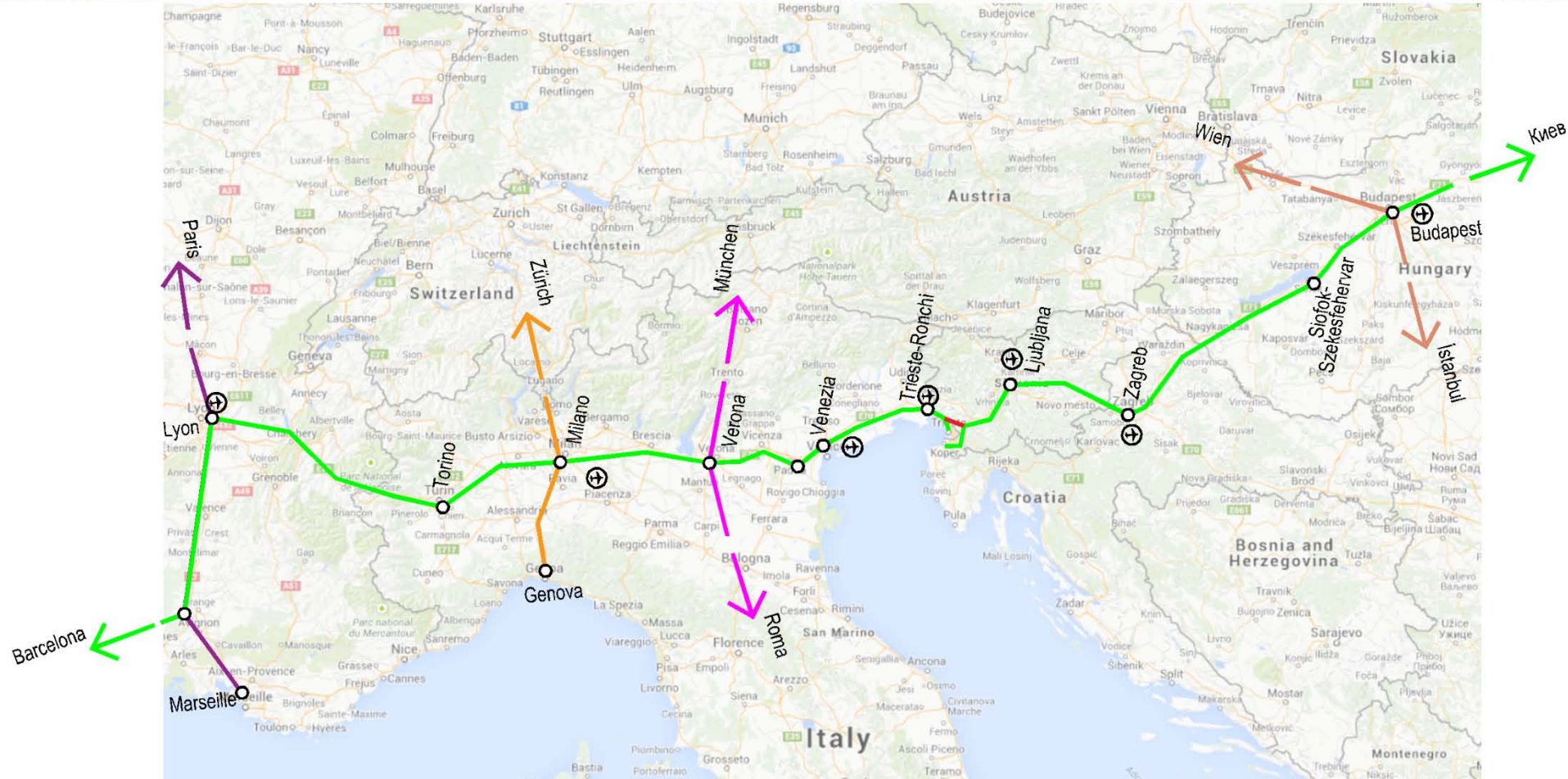
Ljubljana



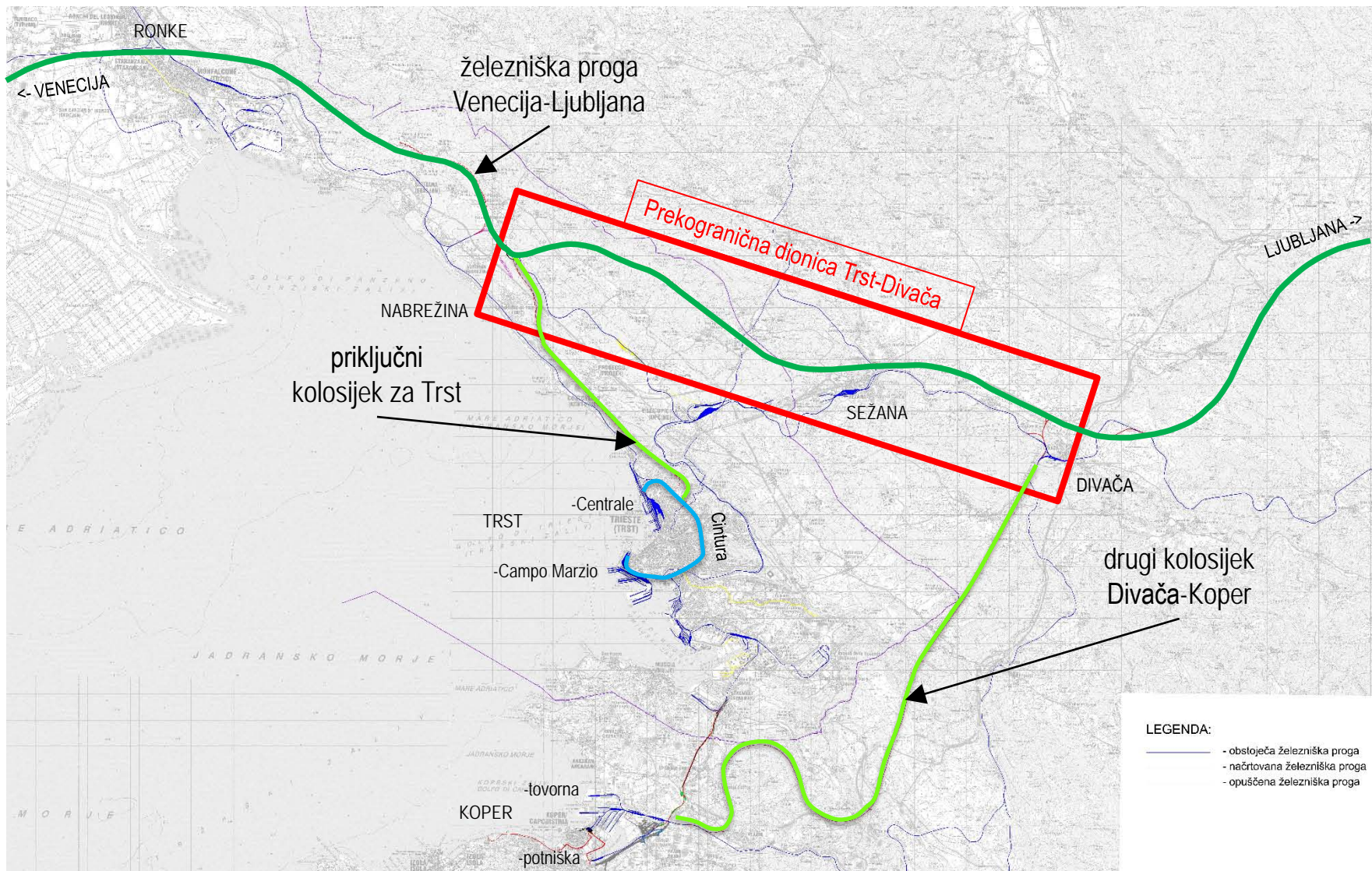
Budimpešta



Kijev



Navezovalne proge na Mediteranski koridor



Tršćanski željeznički obruč

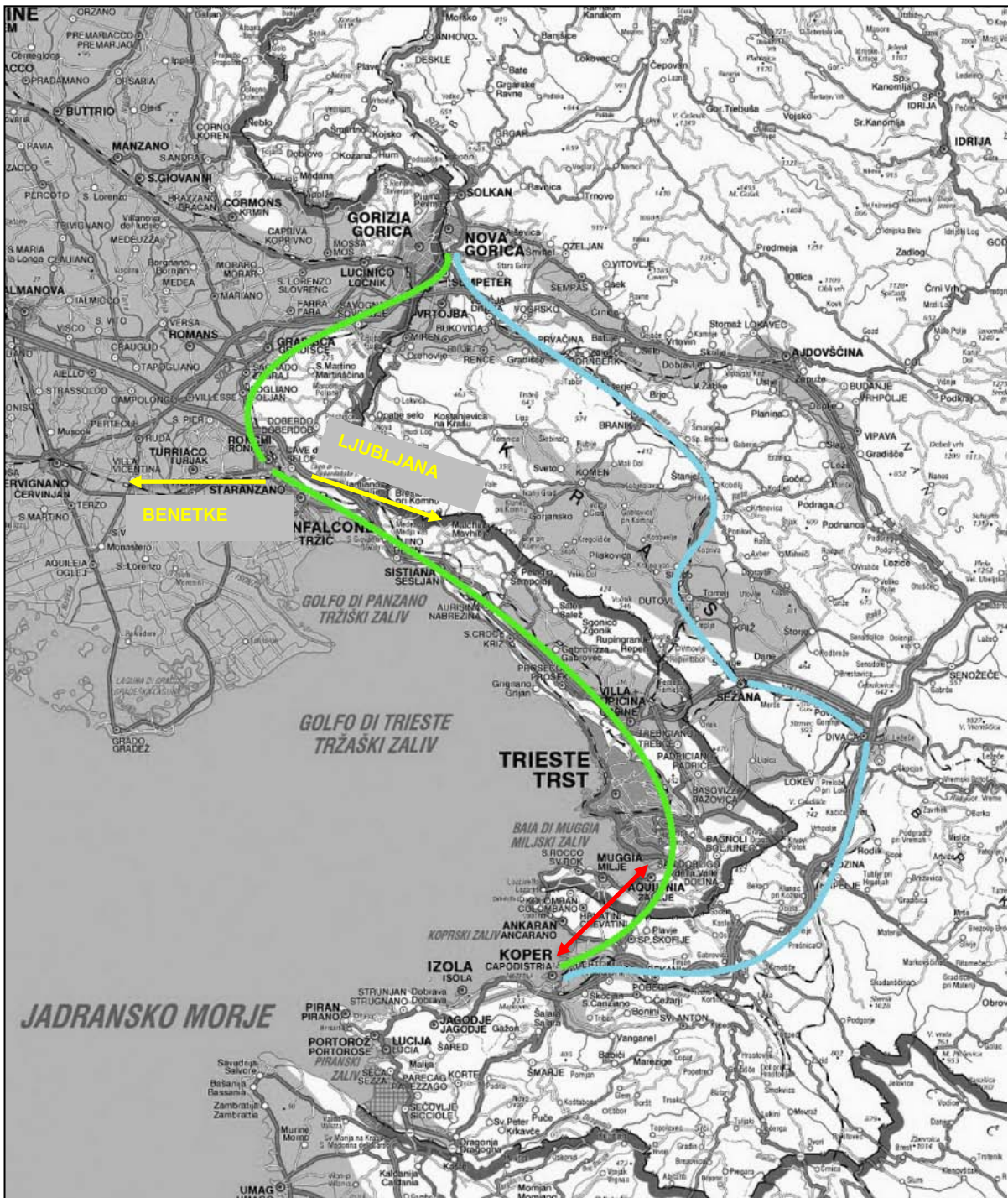
Prolazi između Nove Gorice i Kopra na dvije strane:

- Nova Gorica-Ronke-Trst-Koper (zeleno)
- Nova Gorica-Sežana-Divača-Koper (modro)
- Navezava na **buduće** brzo progo Venecija-Ljubljana kod Ronchi

Geografska enota	Prebivalcev
Trieste	236.520
Gorizia	142.035
Udine	150.000
Notranjsko-kraška	52.517
Goriška	118.335
Obalno-kraška	112.728
Istra	208.055
SKUPAJ OBALA	1.020.190



Potnički terminal Ronche



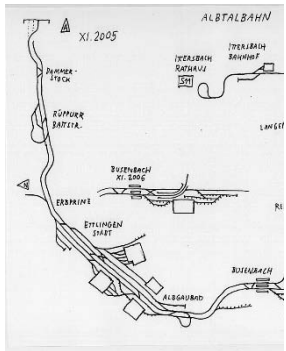
Laka željeznica

Potek u Općini Koper:

1. novogradnja od granice do Bertoka - 4,75 km (tunel 2,55 km)
2. Postojeća infrastruktura između Bertoka i Kopra - 2,55 km
3. Tramvajska gradska linija do granice s općinom Izola – 5,75 km



Model JPP Karlsruhe, Baden-Württemberg



Bombardier: FLEXITY Swift (Karlsruhe)

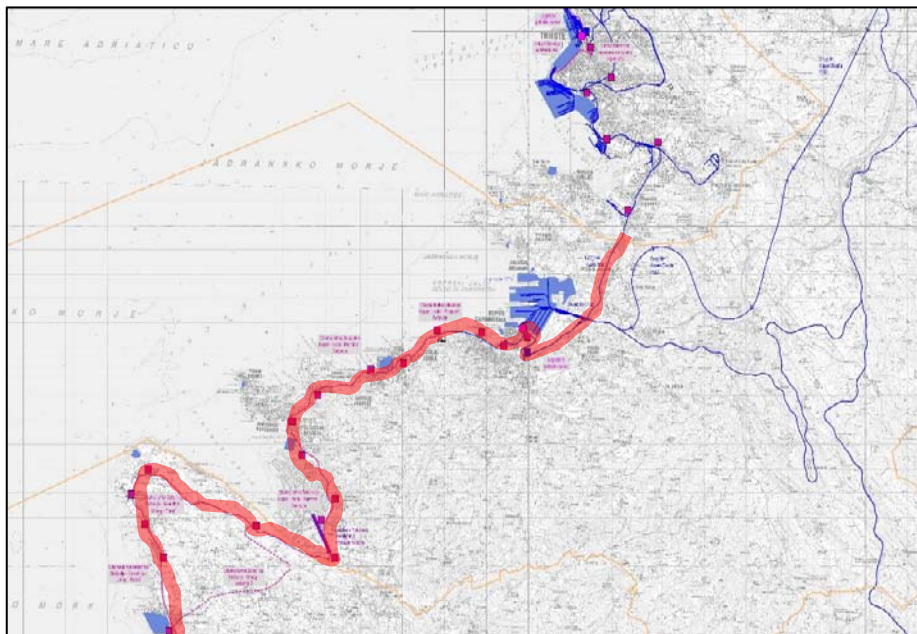
Dolžina	37.03 m
Širina	2.65 m
Hitrost	100 km/h
Hor. radij	23 m
Sedišča	93
Stojišča	151 (4 pot/m ²)



Zajedni koncept PUT-UP ISTRE

4. Laka željeznica (Ronche-)Trst-Koper-Umag-Pula – kralježnica JPP

IsTRAM



5. Na lagane željeznice priključe se autobusne linije, biciklističke sustave, pješačke staze i uspinjače



foto: Jan Jerina



Sažetak

- Prostorno planiranje prometne infrastrukture je iznimno kompleksno → **čuvanje koridorjev**
- Budući razvoj prijevoznih sredstava je nepredvidljiv
 - Unatoč tome: **još uvijek ima smisla razvijati javni putnički promet** (ne samo teretni)
- Stanje željezničke infrastrukture je loše i koridorji „bježe“ iz našog područja
 - **Povećati putne brzine putničkih vlakova & ponovo umjestiti koridore**
- Konkretni prijedlozi razvoja na području Trsta i Kopra te čitave Istre
 - Poboljšati uvjete na Mediteranskom koridoru (velik potencijal – 30 milijuna ljudi)
 - Uspostaviti **tršćanski željeznički obroč** i izgraditi laku željeznicu Trst-Kopar-Umag-Pula (1 milijun ljudi)

