



URBACT



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Interreg

INTEGRATED ACTION PLAN

NOVA GORICA - GORIZIA



REGIONAL DEVELOPMENT AGENCY OF NORTHERN PRIMORSKA LTD.

NOVA GORICA



RRA severne Primorske
Regijska razvojna agencija d.o.o. Nova Gorica
Regional development agency of northern primorska L.t.d. Nova Gorica

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Nova Gorica Integrated Action Plan is aligned with the URBACT IV Action Planning Network Guidelines and cross-border strategic ambitions of GO! 2025

Introduction

The Integrated Action Plan (IAP) for Nova Gorica has been developed within the framework of the URBACT IV Action Planning Network “PUMA – Planning Urban Mobility Actions”, in close collaboration with the twin city of Gorizia and eight other European partner cities. This transnational cooperation provided a unique opportunity to jointly address local mobility challenges, while learning from good practices across Europe.

This Integrated Action Plan (IAP) provides a framework for Nova Gorica and Gorizia to transform their shared urban territory into a sustainable, inclusive, and culturally vibrant cross-border city-region. Built on inputs from the URBACT Local Group (ULG), PUMA network learning, and strategic priorities from both cities, the IAP identifies key challenges, shared goals, and coordinated actions. With GO! 2025 as a catalytic driver, the plan emphasizes sustainable mobility, cross-border public space transformation, digital innovation, and inclusive governance. The town strategically manages its energy and space, and by redeveloping unused and degraded areas, it opens new possibilities for the development of sustainable industries. The vision of Nova Gorica is focused on openness, multiculturalism, knowledge, and creativity, positioning it as an attractive study and business destination.

Today, Nova Gorica is no longer just a border town – it is a town of opportunities, connection, and co-creation of the future at the heart of Europe. As part of the URBACT project and the preparation of the Integrated Action Plan (IAP), Nova Gorica aims to continue strengthening cross-border cooperation, sustainable mobility, and urban renewal, ensuring long-term resilience, inclusive development, and quality living for all generations.

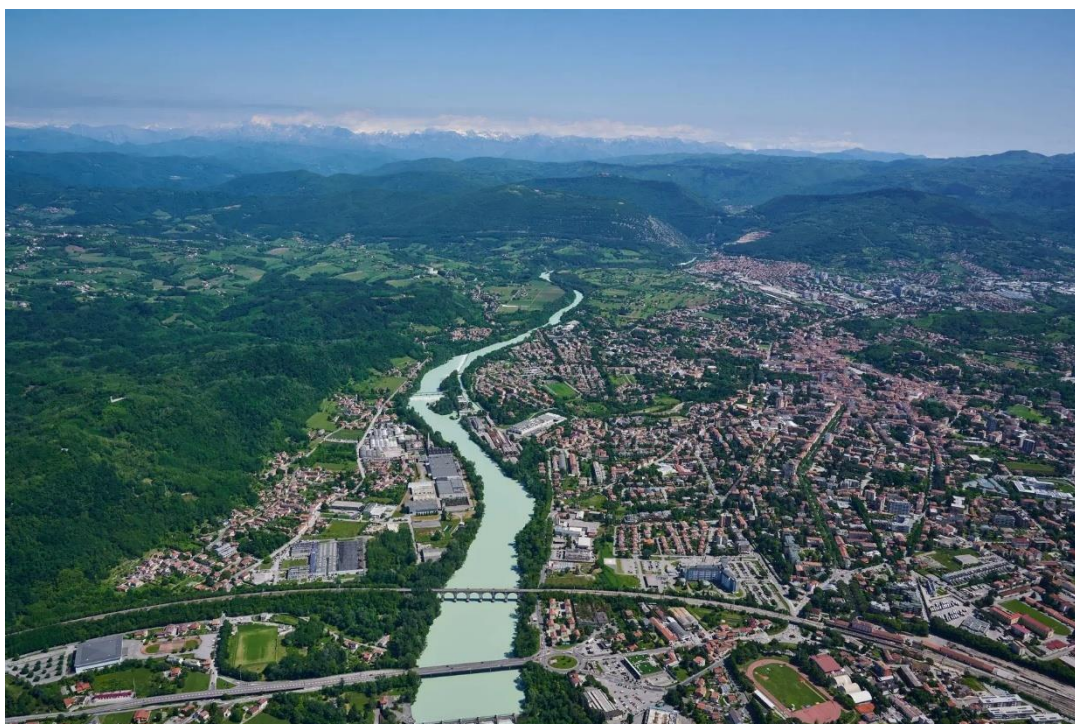
The municipalities of Nova Gorica and Gorizia have committed to long-term collaboration through this IAP, aiming to leverage the momentum of GO! 2025 and EU Green Deal objectives. This document has political backing from both cities, reflects joint development strategies, and provides a roadmap for attracting EU funding, engaging residents, and ensuring that the cross-border urban area thrives well beyond 2025.

By embedding these lessons into both the structure and content of the IAP, Nova Gorica ensures that its mobility planning is not only grounded in the local context but also aligned with European standards of innovation, inclusiveness, and integration.

Section 1: Context, Needs, and Vision

Location, territorial context

The Municipality of Nova Gorica, located in western Slovenia on the border with Italy, forms together with its twin city Gorizia (Italy) a unique cross-border urban area that acts as a central hub for economic, cultural, and social activities in the wider region of Northern Primorska and Friuli Venezia Giulia. The combined urban area is home to around 60,000 residents, with Nova Gorica accounting for approximately 32,000 inhabitants and Gorizia for around 31,000.



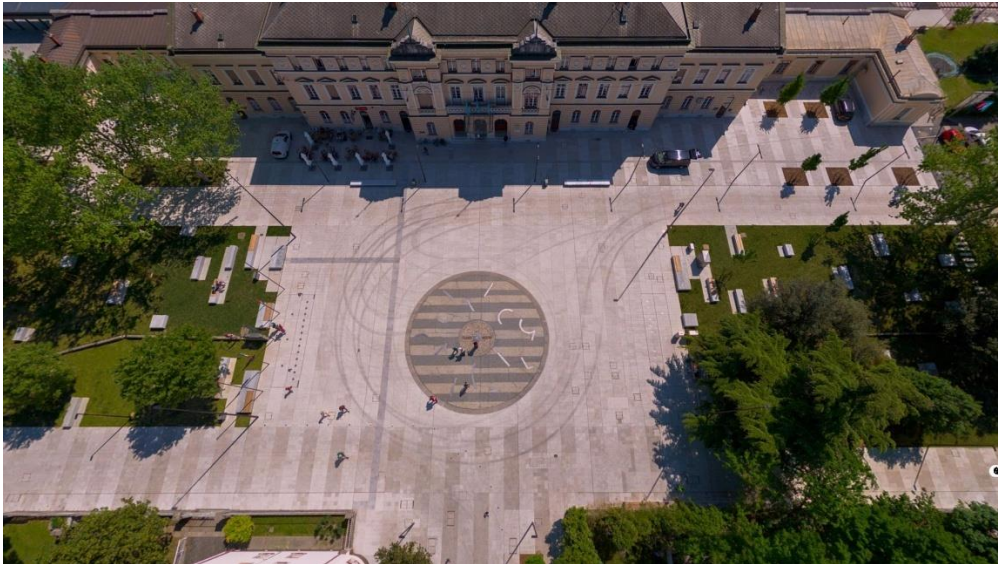
Nova Gorica and Gorizia

Nova Gorica's population structure reflects broader demographic trends in Slovenia, with a moderate aging rate (about 22% over 65 years) and a growing share of foreign residents, primarily from the Western Balkans and EU countries, contributing to its multicultural profile. The city has a balanced gender distribution and a relatively high concentration of tertiary-educated residents, linked to the presence of the University of Nova Gorica and several research institutions.

Indicator	Nova Gorica (2021)
Total population	32,000
% under 16 years	14.5%
% over 64 years	22%
Unemployment rate	6.9%
Urban area (Nova Gorica–Gorizia)	~60,000 residents

The local economy is characterized by a mix of services, light industry, tourism, and creative sectors, with growing emphasis on cross-border cooperation and innovation. Key employers include small and medium-sized enterprises in manufacturing, green technologies, and digital services, as well as public institutions, hospitality, and education. Despite a relatively low unemployment rate compared to the national average, the area faces challenges related to youth outmigration and the need for better integration of sustainable mobility solutions across the border.

The geographical setting of Nova Gorica and Gorizia strongly influences urban development and mobility patterns. The twin cities are divided by a historical border that today functions as an open and symbolic space — the Europe Square (Trg Evrope / Piazza Transalpina) — representing European integration. However, remnants of different urban layouts, railway infrastructure, and fragmented cycling and pedestrian networks still affect the ease of cross-border movement.



Europe Square

Both municipalities are actively working on overcoming these spatial and infrastructural discontinuities through joint planning frameworks such as the Cross-Border Integrated Mobility Plan (PUMA Project), the Integrated Traffic Strategy of Nova Gorica, and the Sustainable Urban Mobility Plan (SUMP). These efforts aim to harmonize public transport, promote active mobility, and develop shared digital tools for accessibility and information.

Defining the Local Context

Nova Gorica, together with Gorizia, forms a unique cross-border urban area serving as the European Capital of Culture 2025. With a legacy of division and a future of unity, the cities now face shared urban mobility challenges. Urban sprawl, dependency on private vehicles,

disconnected cycling and pedestrian paths, and fragmented public transport hinder seamless mobility.

To provide a concise overview, the following table compares the key aspects of both cities:

Topic	Nova Gorica	Gorizia
Urban Structure	Established post-World War II as Slovenia's youngest city. A planned modernist city with grid-like layout, wide boulevards, and green spaces. Designed under architect Edvard Ravnikar.	Historic town with medieval roots, narrow streets, and piazzas. Urban structure integrates historical heritage with peri-urban expansion.
Population Trends	~31,800 inhabitants; trend shows gradual decline and aging population.	~33,500 residents; population is stable but aging.
Topography & Climate	Flat terrain; Mediterranean climate favourable for walking and cycling.	Similar flat terrain and Mediterranean conditions.
Modal Split	69% car, 18% walking, 8% public transport, 5% cycling	Car-dominant; modal share data pending, but similar pattern observed.
Public Transport	Free city bus system with 4 urban lines and 1 international route to Gorizia (operated by NOMAGO). Connects nearby settlements and cultural nodes.	7 regular lines operated by APT Gorizia, with 785,000 trips/year; lacks integration with Nova Gorica's network.
Cycling	Favourable terrain and climate; growing but fragmented cycling infrastructure; safety and connectivity improvements needed.	Infrastructure in development; aims for cross-border integration with Nova Gorica.
Walking	Pedestrian-friendly areas in the city center; outskirts are car-centric; infrastructure gaps at intersections.	Walkable historic center; new districts need improved pedestrian accessibility.
Car Ownership	590 cars per 1,000 inhabitants; above national average (523); cultural car reliance.	Similar reliance on private vehicles; further data to be collected.
Zero-Emission Mobility	Limited EV infrastructure and shared policy; pilot initiatives planned.	Comparable stage; future opportunity for joint EV corridors.

Nova Gorica is a planned modernist city, characterized by its grid-like structure, wide boulevards, and green spaces, which are integral to its urban identity. The city is known for its pedestrian-friendly zones and well-organized public spaces. Sustainable urban planning is evident in its development strategies, which prioritize green mobility, efficient energy use, and the revitalization of public spaces.



From a mobility perspective, Nova Gorica has embraced sustainable transportation as a key pillar of its development. The city promotes cycling, walking, and public transportation as primary modes of transit. Key strategies include the Sustainable Urban Mobility Plan (SUMP) and the Integrated Traffic Strategy, which aim to reduce car dependency, promote eco-friendly transport solutions, and enhance cross-border connectivity.

Gorizia, located just across the border in Italy, complements Nova Gorica with its historical charm and well-preserved architecture. Unlike the modernist design of Nova Gorica, Gorizia boasts medieval streets, historic piazzas, and a distinct European old-town character. The city has been progressively modernizing its urban landscape while maintaining its historical roots.



Via Rastello, Gorizia

In terms of mobility, Gorizia focuses on sustainable urban development through its Piano Urbano della Mobilità Sostenibile (PUMS), the Italian equivalent of SUMP, which aligns with European guidelines for sustainable urban mobility. Gorizia has also been working on projects to improve pedestrian accessibility, expand cycling infrastructure, and enhance public transportation networks that connect seamlessly with Nova Gorica.

- GO! 2025: Use cultural programming to promote sustainable and inclusive access to events and sites.
- Interreg Projects: Shared cycling, digital tools, integrated ticketing, bike-sharing systems.
- PUMA Network Exchange: Action design inspired by Larissa, Zadar, and Panevėžys practices.

Main Challenges and Causes

- High car dependency due to cultural habits, infrastructure gaps, and lack of incentives
- Poor intermodality and weak connections for cycling/walking between both cities
- Low quality of public space, especially outside core areas

Common Strategies and Baselines

Both Nova Gorica and Gorizia have developed strong individual mobility strategies, but they have also built a growing portfolio of joint initiatives supported through the Interreg Italy–Slovenia programme. These collaborative projects demonstrate how cross-border cooperation on sustainable mobility contributes to deeper urban integration and lays the foundation for the long-term vision of GO! 2025.

Key Joint Projects and Initiatives (Interreg V-A Italia-Slovenia)

- ADRIABIKE & INTERBIKE: Developed foundational cross-border cycling infrastructure and signage. The INTERBIKE project initiated the concept of a cycling corridor from Bovec through Nova Gorica to Ravenna, envisioned as a future EuroVelo route over the next decade.
- MUSE: Focused on mobility management in the cultural sector. It included the setup of a bike-sharing system and promoted non-motorized access to cultural venues and events.
- CYCLEPROMOTION: Strengthened cycling culture through infrastructure pilots, cross-border awareness campaigns, and the development of four cyclist hubs that provide information on public transport, accommodation, and cultural and leisure activities. These hubs are currently being set up across the cross-border area.

- GREEN2GO (Small Project Fund): Supports the installation of secure city bike boxes to promote intermodality and last-mile cycling.



Cycling and pedestrian bridge over Soča/Isonzo river

Cyclist-Oriented Infrastructure and Services

- City bike boxes: Secure bicycle storage is being introduced as part of the GREEN2GO project.
- Cyclist hubs: Four new hubs (under CycleProMotion) are being developed across Nova Gorica and Gorizia, providing integrated information services for cyclists.
- Long-distance cycling corridor: The Bovec–Nova Gorica–Ravenna cycling route was originally planned through the INTERBIKE project and remains a long-term cross-border development priority.

These projects not only improve baseline infrastructure and services for sustainable urban mobility but also position the Nova Gorica–Gorizia area as a model for eco-conscious and integrated cross-border transport in Europe.



GO2GO bike sharing system

The ULG setting

The URBACT Local Group (ULG) played a central role in the co-creation of the Integrated Action Plan (IAP) for Nova Gorica and Gorizia. Reflecting the cross-border nature of the city-region, the ULG was jointly coordinated by the municipalities of Nova Gorica and Gorizia, with facilitation support from EGTC GO.



ULG meeting Nova Gorica

Composition

The ULG brought together a broad range of local stakeholders from both sides of the border, ensuring a balanced representation of sectors, interests, and user groups:

- Municipal Departments: Mobility, spatial planning, public works, and culture (Nova Gorica and Gorizia)
- Public Transport Operators: NOMAGO (Slovenia) and APT Gorizia (Italy)
- Cross-Border Entities: EGTC GO (lead coordination role)
- Education & Youth: Primary and secondary schools, youth councils
- Cultural Institutions: GO! 2025 Foundation, local museums, and creative hubs
- Civil Society and NGOs: Environmental groups, cycling and pedestrian advocacy organisations, disability inclusion groups
- Experts: Urban planners, architects, and IT developers
- Business Sector: Representatives from local commerce and tourism

Operation

- The ULG met every 2 months (in person and online), alternating between the two cities to foster balanced participation.
- Meetings were structured around co-creation workshops, idea validation sessions, and joint review of proposals and pilot ideas.
- Key tasks of the ULG included:
 - Identifying mobility and public space challenges,
 - Co-developing action concepts and priorities,
 - Reviewing pilot outcomes and giving feedback,
 - Supporting community engagement and outreach.

To ensure inclusiveness, the ULG also conducted targeted focus groups with underrepresented communities (e.g. people with disabilities, elderly citizens, youth) and collected feedback through short surveys during public events.

Transition into Implementation Phase

The current ULG will transition into a cross-border Implementation & Monitoring Committee. Most members will remain involved, particularly:

- Technical staff from municipalities,

- RRA and EGTC GO as lead body,
- Civil society reps for co-monitoring,
- New additions from finance and project implementation teams.

This will ensure continuity of knowledge, shared ownership, and stakeholder engagement throughout the lifecycle of the IAP.

Main Challenges Identified Through the ULG Process

Through a series of URBACT Local Group (ULG) meetings, which brought together municipal departments, mobility providers, civil society organisations, cultural institutions, and the EGTC GO, four core challenges were identified. These represent the most urgent barriers to achieving sustainable urban development and integrated mobility in the twin-city area. They also form the foundation for the IAP's strategic objectives.

1. Poor Interconnectivity of Soft Mobility Routes

- Challenge: Disconnected cycling lanes, fragmented pedestrian infrastructure, and a lack of cross-border continuity.
- Main Causes: Legacy of separate planning systems, lack of continuous investment, and absence of joint design standards.

2. Lack of Incentives for Sustainable Travel

- Challenge: Residents and visitors lack motivation and support to shift from car use to more sustainable modes.
- Main Causes: Inadequate financial or behavioural incentives, free or convenient car parking, and low visibility of sustainable alternatives.

3. Cultural Events Overburden Transport Infrastructure

- Challenge: Large-scale events linked to GO! 2025 often overwhelm public transport and limit access for pedestrians and cyclists.
- Main Causes: Insufficient temporary transport planning, lack of coordination between event logistics and mobility operators.

4. Need for Inclusive Design of Public Spaces

- Challenge: Urban spaces are not always accessible or welcoming, particularly for persons with disabilities and non-local visitors.

- Main Causes: Outdated infrastructure, absence of universal design principles, lack of user co-creation in planning.

These four challenges form the basis for defining the main challenge of this IAP:

Main Challenge: The city-region of Nova Gorica and Gorizia faces high car dependency, fragmented soft mobility infrastructure, and low quality of inclusive public space — limiting the shift toward sustainable and integrated cross-border mobility.

SWOT Analysis: Cross-Border Area

This SWOT analysis was jointly developed through a participatory process within the URBACT Local Group (ULG), which includes stakeholders from both Nova Gorica and Gorizia. Representatives from municipal departments, transport operators, civil society, cultural institutions, and the EGTC GO collaborated in workshops and structured sessions to assess the current conditions and future potential of the twin-city cross-border urban area. The analysis focuses on the strengths, weaknesses, opportunities, and threats related to joint urban mobility, spatial development, and governance.

Strengths

- Geostrategic Location: Positioned at the crossroads of Slovenia and Italy, connecting Central and Western Europe.
- Cross-Border Collaboration: The cooperation between Nova Gorica and Gorizia is well established and has evolved over time. While initially based on individual projects and strategic initiatives (e.g. Interreg programmes, GO! 2025), it is now increasingly formalised through the EGTC GO (European Grouping of Territorial Cooperation). This institutional structure enables regular coordination, supports joint planning, and facilitates cross-border implementation. However, some aspects of collaboration — especially operational mobility services — are still shaped on a project-by-project basis rather than through permanent integrated governance.
- Integrated Public Transport: in 2025, the cross-border public transport system between Nova Gorica and Gorizia is functioning in a more integrated and visible way thanks to the momentum of the GO! 2025 European Capital of Culture and the support of a dedicated Interreg project. This includes increased service frequency, coordinated event-related mobility, and communication efforts targeting cross-border users. However, this level of integration remains temporary and project-based. Outside of such initiatives, the system lacks permanent harmonisation in terms of schedules, ticketing, and long-term service agreements — revealing a structural weakness that needs to be addressed to ensure continuity and daily usability beyond 2025.
- Cultural and Historical Heritage: Gorizia's medieval architecture complements Nova Gorica's modernist urban planning.

- Sustainable Mobility Plans: Both cities have strong sustainable mobility policies (SUMP in Nova Gorica, PUMS in Gorizia).

Weaknesses

- Fragmented Infrastructure: Disconnected cycling paths and inconsistent public transport schedules between the two cities.
- Car Dependency: Both cities exhibit high levels of car dependency. Nova Gorica has approximately 590 cars per 1,000 inhabitants, while Gorizia has a comparable figure of around 620 cars per 1,000 inhabitants. This reflects a shared urban mobility pattern shaped by several factors: limited cross-border public transport options, fragmented cycling and pedestrian infrastructure, suburban expansion, and cultural preferences that favor car use for daily trips. In both cases, car ownership is perceived as a necessity rather than a choice, especially for access to work, services, and cross-border destinations.
- Border Bureaucracy: Despite the physical openness of the Schengen border, cross-border initiatives often face delays due to administrative and regulatory fragmentation. These challenges mainly stem from differences in national and regional legal frameworks, such as transport regulations, procurement rules, and planning procedures in Slovenia and Italy. While local administrations are generally cooperative, they are often constrained by these broader legal systems, which can complicate joint project implementation, service integration, and long-term coordination.
- Limited Awareness of Shared Identity: Although many cross-border initiatives promote integration, a significant portion of residents in both Nova Gorica and Gorizia still perceive the two cities as separate communities rather than parts of a unified urban area. This is visible in daily mobility habits (e.g. low levels of regular commuting across the border by public transport), language and media consumption, and municipal event participation, which often remains city-specific despite joint promotion. There is also limited recognition of shared services or urban planning goals. While symbolic events like GO! 2025 foster cross-border awareness, everyday interactions often remain within national boundaries — revealing a gap between institutional cooperation and lived experience.

Opportunities

- GO! 2025 Capital of Culture: A unique opportunity to boost urban regeneration, tourism, and cultural cooperation.
- European Green Deal Alignment: The cross-border area benefits from strategic alignment with EU priorities, particularly through the European Green Deal, which opens access to funding for urban renewal, green infrastructure, and sustainable mobility. A key opportunity is the ongoing initiative for climate-neutral cities in the Goriška region, led by a partnership of 13 Slovenian municipalities, including Nova

Gorica. This initiative explicitly includes Gorizia as part of a broader functional urban area and aims to develop joint actions for decarbonisation, low-emission mobility, and climate resilience — reinforcing the twin-city's long-term environmental agenda.

- Digital Transformation: Enhancing cross-border digital services for seamless connectivity and smart city applications.
- Expansion of Cross-Border Mobility Solutions: The cross-border area has significant potential to expand sustainable mobility services, including bike-sharing systems, electric vehicle charging networks, and low-emission public transport. A key asset is the existing and planned cross-border cycling network, developed through projects like ADRIABIKE, INTERBIKE, and CYCLEPROMOTION, which aims to connect the urban core with surrounding rural areas and regional destinations. Continued investment in these networks could position the area as a model for active cross-border commuting and eco-tourism mobility.

Threats

- Economic Disparities: Differences in economic policies and regulations between Slovenia and Italy may hinder joint projects.
- Climate Change Risks: Increased flooding and extreme weather could impact urban infrastructure.
- Political Instability or Policy Shifts: Changes in local or national governments might deprioritize cross-border initiatives.
- Population Decline: Both cities face challenges of an aging population and youth migration to larger urban centers.

Section 2: Integrated Strategy and Action Plan

Intervention Logic

The Integrated Action Plan (IAP) for Nova Gorica and Gorizia addresses the main urban mobility and public space challenges of a growing cross-border city-region. These challenges are shaped by historical divisions, car-dominant infrastructure, and fragmented planning systems—yet they are also counterbalanced by a strong potential for cultural integration, sustainable development, and European cooperation.

Main Challenge

The city-region of Nova Gorica and Gorizia faces a high level of car use and low quality of public space, particularly in cross-border connections.

Main Causes

- Fragmented soft mobility infrastructure and public transport systems,
- Cultural habits favouring private car use,
- Limited incentives for behavioural change,
- Underuse or poor accessibility of shared urban spaces.

Vision

The cross-border area of Nova Gorica and Gorizia is a connected, sustainable, and inclusive European twin-city, where active mobility, culture, and community co-shape the urban future.

Main Goal

By 2030, Nova Gorica and Gorizia are a model for inclusive, sustainable, and culturally-driven urban mobility in Europe, reducing car dependency and enhancing quality of life through cross-border cooperation.

Strategic Objectives and Supporting Actions

Strategic Objective	Key Actions
1. Increase use of sustainable mobility options	- Harmonized Public Transport - Mobility & Accessibility App - Cross-Border Cycling Loop
2. Improve accessibility and inclusiveness of public spaces	- Tactical Urbanism for Inclusion - Trg Evrope as a Symbolic & Functional Hub - Family-Friendly Urban Mobility
3. Reduce carbon footprint of transport	- Cross-Border Cycling Loop - Mobility & Accessibility App - Harmonized Public Transport
4. Increase cultural and economic cross-border activities	- Car-Free Culture Days - Harmonized Public Transport

This logic ensures that each action directly responds to one or more strategic objectives, and that all objectives contribute to a clear, measurable improvement of mobility, accessibility, and cross-border cohesion.

Strategic Objectives

- 1. Increase use of sustainable mobility options within and between Nova Gorica and Gorizia**
 - Enhance cross-border public transport and bike-sharing systems.
 - Promote seamless pedestrian and cycling connectivity.
 - Introduce financial, behavioural, and infrastructural incentives for modal shift.
 - *Result Indicator:* % of walking, cycling, and public transport modes in the modal split (cross-border data if available).
- 2. Improve accessibility and inclusiveness of public spaces for the population, visitors, and tourists**
 - Redesign key spaces using universal design principles.
 - Improve infrastructure for persons with reduced mobility and diverse user needs.
 - Support co-creation and tactical urbanism to activate spaces.
 - *Result Indicator:* % of users rating public spaces as accessible and inclusive.
- 3. Reduce the carbon footprint of transport**
 - Invest in low-emission transport infrastructure and green urban corridors.
 - Increase the uptake of renewable energy sources in mobility systems.
 - Expand emission-free or low-emission zones.
 - *Result Indicator:* Total GHG emissions from the transport sector in both cities (or shared).
- 4. Increase cultural and economic cross-border activities between Nova Gorica and Gorizia**

- Improve access to cultural events, education, and job opportunities across the border.
 - Support cross-border entrepreneurship, tourism, and innovation.
 - Reinforce GO! 2025 legacy with integrated infrastructure and programming.
 - *Result Indicators*: Number of visitors to cross-border cultural activities; volume of joint cross-border economic investments.
5. **Increase sustainable mobility within and between both cities**
Indicators: % modal shift; number of cross-border PT/bike trips
 6. **Improve accessibility and inclusiveness of public spaces**
Indicators: % of residents rating public space as inclusive; accessible km² of redesigned areas
 7. **Reduce carbon footprint of urban mobility**
Indicators: tCO₂/year per capita from transport
 8. **Increase cultural and economic cross-border activities**
Indicators: # of joint events; € in joint tourism/economic initiatives

Priority Areas for Intervention

1. **Urban Public Space Transformation**
 - Redevelopment and modernization of key urban areas to promote inclusivity, accessibility, and sustainability.
 - Creation of multi-functional public spaces that serve as community hubs, fostering cross-border interaction.
 - Green urban planning to enhance walkability, improve air quality, and provide more recreational spaces.
2. **Active Mobility Infrastructure and Behavior**
 - Expansion and improvement of cycling paths and pedestrian walkways to ensure seamless and safe connectivity.
 - Promotion of active travel modes (walking, cycling) through awareness campaigns and better infrastructure.
 - Incentives for residents to adopt active mobility solutions as part of everyday transport.
3. **Cross-Border Public Transport Integration**
 - Development of synchronized and user-friendly public transport schedules between Nova Gorica and Gorizia.
 - Introduction of unified ticketing systems and integrated digital platforms for seamless travel.
 - Enhancement of cross-border transport corridors to support cultural, educational, and economic exchange.
4. **Awareness, Education, and Digital Tools for Mobility**
 - Implementation of community-driven awareness programs to promote sustainable travel habits.

- Integration of digital tools such as mobility apps, real-time data, and smart ticketing to simplify transport use.
- Educational programs aimed at schools and communities to encourage eco-friendly travel choices.

Strategic Objective to Action Linkage

To ensure clarity and coherence in the intervention logic, the actions in this IAP are structured directly under the four strategic objectives outlined in Section 2.1.

Contribution of Key Actions to Strategic Objectives

The Integrated Action Plan (IAP) outlines four strategic objectives aimed at transforming Nova Gorica and Gorizia into a more sustainable, accessible, and culturally connected cross-border region. Each objective is supported by one or more key actions that operationalize these goals.

1. Increase the Use of Sustainable Mobility Options

To promote a shift away from car dependency and toward active and public transport, the IAP introduces:

- **Harmonized Public Transport:** By aligning schedules, improving cross-border coordination, and integrating ticketing systems, this action simplifies and incentivizes the use of public transport between Nova Gorica and Gorizia.
- **Mobility & Accessibility App:** A joint digital tool offering real-time transport information, multimodal route planning, and accessibility features, making sustainable mobility easier and more intuitive for all users.

2. Improve Accessibility and Inclusiveness of Public Spaces

To ensure that all citizens—regardless of age, mobility level, or background—can safely and comfortably use public spaces:

- **Tactical Urbanism for Inclusion:** This action tests low-cost, community-driven redesigns of urban areas to improve safety, accessibility, and inclusivity. It directly addresses physical and social barriers by co-creating spaces with the community.

3. Reduce the Carbon Footprint of Transport

In alignment with EU climate targets and the regional goal of achieving climate neutrality, the IAP includes:

- **Mobility & Accessibility App:** By promoting low-emission transport choices through real-time information and trip planning, the app encourages modal shift and reduces private car use.

- **Harmonized Public Transport:** Increased use of efficient, coordinated public transport helps lower emissions across the border area.
- **Cross-Border Cycling Loop:** The development of safe, continuous cycling infrastructure promotes zero-emission travel for daily commutes and tourism, reducing the need for car-based mobility.

4. Increase Cultural and Economic Cross-Border Activities

To strengthen the urban area's cultural identity and economic potential:

- **Car-Free Culture Days:** These cross-border public events create shared experiences while temporarily prioritizing pedestrians and cyclists, promoting active travel and shared space.
- **Harmonized Public Transport:** By making it easier to access cultural venues and economic hubs across the border, this action directly supports mobility for events, workers, and tourists.

Each action is further detailed in Section 2.3 and contributes to one or more objectives, ensuring a strategic and measurable approach to implementation.

Actions

Action Title	Description	Cost	Timeline	Lead	Indicator	Risk
Cross-Border Cycling Loop	Design + construct green, connected cycling infrastructure	€1.2M	2025–2028	NG + GZ	km built, usage	Coordination, permits
Car-Free Culture Days	Public events & awareness campaigns linked to GO! 2025	€150k	2025–2026	GO! 2025, NGOs	participants, CO ₂ avoided	Public buy-in
Mobility & Accessibility App	Joint real-time tool with trip planner and accessibility features	€250k	2025–2027	EGTC GO + Tech Partner	app usage, cross-border trips	Data privacy, system upkeep
Harmonized Public Transport	Cross-border PT route harmonization and	€600k	2026–2028	Transit Operators	ridership, delay reduction	System integration

	integrated ticketing					
Tactical Urbanism for Inclusion	Pilot projects for inclusive street/public space re-design	€80k	2025–2026	Urban Planners, Artists	feedback scores, design adopted	Temporary nature, impact

Integration Approach

Sectoral Priorities

1. Culture

Culture plays a central role in this IAP, particularly through GO! 2025, which serves as a catalyst for cross-border cooperation, spatial regeneration, and civic engagement. Cultural programming is used as a tool to promote active citizenship, sustainable mobility, and shared identity across the twin city area.

2. Mobility

Sustainable mobility is both a strategic objective and a sectoral driver of urban transformation. The project focuses on improving cross-border cycling, public transport, and pedestrian accessibility, while reducing car dependency through coordinated infrastructure and behavioural change efforts.

3. Digitalisation

Digital tools are being developed to enable integrated cross-border mobility, such as mobility and accessibility apps, real-time public transport information, and digital wayfinding. These interventions support both functional and inclusive use of services, and are aligned with smart city strategies.

4. Inclusion

Inclusion is a cross-cutting theme embedded throughout the IAP. The plan promotes universal design, accessibility for persons with disabilities, gender-sensitive planning, and co-creation of public space. Inclusive principles are applied in physical infrastructure, governance, and digital innovation.

Cross-Cutting Themes

- **Green Transition:** Focused on CO₂ reduction, promoting low-carbon transport solutions, and encouraging modal shifts towards walking, cycling, and public transport.
- **Digital Transformation:** Emphasizing the integration of smart mobility solutions, real-time data for efficient transport, and enhanced digital connectivity.
- **Gender & Inclusion:** Committing to universal design standards, accessible public spaces, and gender-sensitive urban planning to ensure mobility equity for all citizens.

Spatial Dimension: Trg Evrope as a Symbolic and Functional Hub

Trg Evrope (Piazza Transalpina) represents the physical and symbolic centre of the twin-city relationship between Nova Gorica and Gorizia. It functions as a shared space for interaction between residents, visitors, and institutions across the border. The IAP recognises Trg Evrope not only as a spatial intervention site but also as a process-driven example of joint governance and planning.

Its transformation reflects a co-created vision that combines heritage conservation with forward-looking uses—such as hosting cultural events, supporting cross-border mobility, and serving as a testbed for inclusive and accessible urban design. The integration process involves urban planners, cultural actors, and mobility stakeholders from both cities, coordinated by EGTC GO.

This shared approach to the redesign and management of Trg Evrope underpins the IAP's broader goals of spatial integration, symbolic unification, and inclusive urban regeneration.



Vision

The cross-border area of Nova Gorica and Gorizia is a seamless, sustainable, and vibrant European metropolis, shaped by strengthened cooperation, inclusive urban design, and integrated cultural and economic life. It offers high-quality public spaces, efficient cross-border mobility, and an environment that supports well-being, creativity, and connectivity.

Vision Statement

In 2030, Nova Gorica and Gorizia are a model for inclusive, sustainable, and culturally-driven urban mobility in a unified European cross-border city.

Initial Pilot Ideas and Lessons Learned

During the preparation of the Integrated Action Plan, several pilot ideas were explored and tested to assess their feasibility, citizen response, and potential for scale-up. These early interventions played a key role in shaping the final selection of actions and confirmed both the relevance and urgency of cross-border cooperation in mobility.

Cross-Border Bike-Sharing Pilot

A pilot extension of the bike-sharing system, building on previous Interreg experiences (e.g. MUSE), was proposed to connect both city centres with nearby rural areas and underused transport nodes. While implementation is still forthcoming, the preparatory work, including demand mapping and technical interoperability assessments, revealed:

- A strong interest from rural municipalities to connect with urban cores,
- The need for standardised docking systems on both sides of the border,
- The challenge of coordinated maintenance and financing models across jurisdictions.

Conclusion: These insights directly informed the Cross-Border Cycling Loop action and highlighted the importance of aligning physical infrastructure with shared governance and promotion strategies.

Tactical Urbanism During GO! 2025

Tactical urbanism concepts were introduced through co-design workshops and temporary interventions planned for the GO! 2025 cultural programme. While most installations are still upcoming, early design sessions and citizen feedback sessions revealed:

- **A high level of community interest in testing ideas before making them permanent,**
- **The need for flexible public space regulations, especially for temporary cross-border installations,**
- **Valuable experience in participatory methods and placemaking with artists, planners, and citizens.**

Conclusion: This confirmed the importance of including Tactical Urbanism for Inclusion as a stand-alone action and inspired the commitment to embedding participatory design in long-term urban transformation efforts.

Integrated Mobility App Testing

Initial user testing of digital mobility platforms (building on previous MUSE experience) helped identify the needs of diverse user groups in the Nova Gorica–Gorizia area. Although the app is still in development, early mock-ups and cross-border consultation showed:

- The importance of real-time multilingual navigation tools for tourists and commuters,
- Gaps in accessibility data (e.g. barrier-free routes),
- The preference for apps that integrate bike-sharing, PT info, and event access in one system.

Conclusion: These findings directly shaped the Mobility & Accessibility App action and highlighted the need to prioritise universal design and real-time integration from the start.

Pilot Status:

All three pilots are either in the early stages of development or are scheduled for rollout in 2026, aligned with the GO! 2025 activities and infrastructure readiness. Their preparatory phases have provided critical insights into user needs, technical feasibility, and cross-border coordination — all of which have been reflected in the action design of this IAP.

Section 3: Action Planning Details

	Action Title	Key Activities	Lead Entity	Est. Cost	Funding Sources	Indicators	Risks
1	Cross-Border Cycling Loop	Feasibility study → Design → Construction	Municipality NG & GZ	€1.2M	Interreg, ERDF	Km built, daily users	Regulatory barriers
2	Car-Free Culture Days	Campaign planning → Community engagement → Events	GO! 2025, NGOs, Schools	€150k	Local, Erasmus+	Participation, CO ₂ saved	Public resistance
3	Mobility & Accessibility App	Development → Beta test → Public launch	GECT GO, tech provider	€250k	Digital Europe, Horizon	Downloads, user satisfaction	Interoperability challenges
4	Harmonized Public Transport Routes	Data sharing → Timetable alignment → Ticket integration	Public Transit Operators	€600k	GECT GO, local funds	Ridership, reduced wait time	Cross-border coordination
5	Tactical Urbanism for Inclusion	Community co-design → Pilot temporary changes → Evaluation	Urban planners, local artists	€80k	Municipal, Creative Europe	Engagement rate, feedback	Limited impact

Action 3.1 – Cross-Border Cycling Loop

Short Description

This action involves the joint planning, design, and construction of a cross-border cycling loop connecting Nova Gorica and Gorizia with surrounding settlements, cultural landmarks, and mobility nodes. It aims to enable safe, sustainable daily commuting and leisure travel by bicycle, across the twin city region.

Stakeholders

- Municipality of Nova Gorica
- Municipality of Gorizia
- EGTC GO

- Regional cycling organisations and advocacy groups
- Local tourism boards
- Urban planning and infrastructure departments

Intervention Area

Strategic Objective 1 – Increase use of sustainable mobility options

Links to Strategy

- Nova Gorica SUMP
- Gorizia PUMS
- Interbike, Adriabike, CyclePromotion project frameworks
- GO! 2025 mobility vision

Action Summary

The cross-border cycling loop will connect key urban, cultural, and natural destinations in both cities. The project will close current network gaps, integrate signage, and enable cross-border continuity. It will serve as a physical and symbolic link between the two cities and reinforce active tourism opportunities.

Risks

- Regulatory barriers across national planning frameworks
- Land ownership and permit procedures
- Resistance from car-focused stakeholders or businesses

Barriers

- Integration of Slovenian and Italian standards for cycling infrastructure
- Coordination between two procurement processes
- Weather-dependent construction windows

Action Readiness

Feasibility study partially completed (Interbike legacy). Design phase ready to launch in 2025.

Outputs – Results

- Construction of X km of safe, continuous, cross-border cycling paths
- Installation of signage and resting points
- Increased usage of bike-sharing stations and cyclist hubs along the route

Indicators (Output)

- Km of cycling infrastructure built
- Number of cyclists/day using the cross-border segment
- Number of integrated hubs or nodes connected

Timescale

2025–2028

Budget

€1.2 million

Financing

- Interreg Italy–Slovenia
- ERDF
- Municipal co-funding
- Possible private sponsorship (event-linked signage or services)

Monitoring and Governance

Led by the municipalities of Nova Gorica and Gorizia with coordination through EGTC GO. Progress monitored via URBACT Implementation framework, with reporting to the ULG every 6 months.



Action 3.2 – Car-Free Culture Days (EMW)

Short Description

This action promotes sustainable and inclusive mobility by organising car-free cultural events in both Nova Gorica and Gorizia. It links cultural programming (especially within GO! 2025) to mobility awareness through the temporary pedestrianisation of key streets and squares, encouraging citizens and visitors to experience the city differently.

Stakeholders

- GO! 2025 team
- Local NGOs
- Primary and secondary schools
- Cultural institutions and artists
- Municipal mobility and event departments
- EGTC GO

Intervention Area

Strategic Objective 4 – Increase cultural and economic cross-border activities
Strategic Objective 1 – Increase use of sustainable mobility options

Links to Strategy

- GO! 2025 cultural programme
- Local SUMP / PUMS event accessibility goals
- URBACT PUMA learnings on behaviour change and event-based mobility

Action Summary

Car-Free Culture Days will be scheduled throughout the GO! 2025 year and beyond, aligned with major cultural festivals and seasonal programming. These days include educational workshops, performances, street activations, and mobility pop-ups promoting cycling, walking, and public transport. They serve as both awareness-raising campaigns and testbeds for future urban design changes.

Risks

- Public resistance or low participation
- Perceived disruption to daily life and commerce
- Safety and logistics for large crowds in repurposed spaces

Barriers

- Need for strong interdepartmental coordination (culture, mobility, police, logistics)

- Limited communication resources for large-scale campaigns
- Language and outreach challenges for cross-border audiences

Action Readiness

Fully ready for pilot implementation. Events are in the planning phase for 2025 as part of the GO! 2025 calendar.

Outputs – Results

- Number of car-free days successfully delivered
- Public participation in events
- Visibility of sustainable mobility themes in media and online
- Short-term reductions in motorised traffic in targeted areas

Indicators (Output)

- Number of car-free events
- Attendance per event
- CO₂ savings (estimated) during event days

Timescale

2025–2026 (aligned with GO! 2025 activities, potential continuation as legacy)

Budget

€150,000

Financing

- Local municipal funds
- Erasmus+ or Creative Europe (for cultural and youth participation elements)
- GO! 2025 cultural budget
- Potential private sponsorship for programme or logistics

Monitoring and Governance

Led by the GO! 2025 coordination team with implementation support from NGOs, schools, and cultural partners. Evaluation to be carried out after each event cycle, with input from the ULG and municipal services.



Action 3.3 – Mobility & Accessibility App

Short Description

This action entails the design and deployment of a cross-border digital mobility application that enables users to plan accessible and sustainable travel in Nova Gorica and Gorizia. The app will include real-time public transport data, pedestrian and cycling route mapping, accessibility features, and integrated ticketing services where possible.

Stakeholders

- EGTC GO
- Municipal IT and mobility departments
- Public transport operators (NOMAGO, APT Gorizia)
- Local disability and accessibility organisations
- Private tech provider(s)
- Tourism offices and cultural institutions

Intervention Area

Strategic Objective 1 – Increase use of sustainable mobility options

Strategic Objective 2 – Improve accessibility and inclusiveness of public spaces

Links to Strategy

- SUMP/PUMS digital innovation goals
- Digital Europe strategy
- Interreg Smart Mobility pilots
- URBACT PUMA – good practices on data-driven urban mobility

Action Summary

The app will be designed for cross-border users and include accessible route information, public transport schedules, bike-sharing availability, wayfinding for GO! 2025 venues, and live event mobility updates. It will support inclusive use by offering language options, audio and visual navigation tools, and open data architecture for future scaling.

Risks

- Technical delays or failures in integration
- Low adoption by target groups
- Limited digital skills among some residents

Barriers

- Differences in national digital infrastructure and privacy regulations
- Coordination across two public transport networks
- Ongoing app maintenance and data management

Action Readiness

Conceptual framework developed; co-design with users planned for 2025. Pilot version expected by late 2025.

Outputs – Results

- Public launch of app (Android/iOS)
- Real-time data integration for both cities
- Number of users and feedback ratings
- Use of app for cultural event planning and daily commuting

Indicators (Output)

- App downloads (monthly/yearly)
- Number of route searches
- User satisfaction rate (via in-app survey)

Timescale

2025–2027 (beta version in 2025, full launch by 2026, updates through 2027)

Budget

€250,000

Financing

- Digital Europe programme
- Horizon Europe (mobility/digital accessibility calls)
- Municipal co-funding
- EGTC GO coordination budget

Monitoring and Governance

The app development will be led by EGTC GO in collaboration with a selected tech provider and supported by both city administrations. Regular testing will be done with diverse user groups (seniors, students, persons with disabilities). The ULG will support evaluation and future improvement.



Action 3.4 – Harmonized Public Transport Routes

Short Description

This action focuses on the integration of public transport services between Nova Gorica and Gorizia to improve cross-border connectivity, reduce waiting times, and enhance the user experience. Key elements include schedule coordination, shared ticketing options, and the harmonisation of information systems and branding.

Stakeholders

- Public transport operators (NOMAGO – SI, APT Gorizia – IT)
- EGTC GO
- Municipal and regional transport authorities
- IT system integrators
- Local commuters and civil society groups
- Tourism and cultural event organisers

Intervention Area

Strategic Objective 1 – Increase use of sustainable mobility options
Strategic Objective 4 – Increase cultural and economic cross-border activities

Links to Strategy

- SUMP (Nova Gorica) and PUMS (Gorizia) priorities for public transport improvement
- GO! 2025 accessibility strategy
- Previous Interreg mobility pilot projects
- EGTC GO mobility coordination role

Action Summary

The action will align existing urban and regional bus services across the border. This includes developing a synchronised timetable, a shared route map, and a feasibility study for integrated digital ticketing (or at minimum, reciprocal recognition of tickets). The system will support residents, cross-border workers, students, and cultural tourists.

Risks

- Legal/regulatory misalignment between Italian and Slovenian transit laws
- Cost-sharing disagreements between operators or municipalities
- Low ridership due to limited service awareness

Barriers

- Language and branding differences

- Integration of scheduling and ticketing software systems
- Limited frequency on some routes affecting usefulness

Action Readiness

Early coordination meetings already held via EGTC GO; data collection and route mapping underway.

Outputs – Results

- Joint public transport route map
- Coordinated schedule for at least two major cross-border lines
- Feasibility plan for joint or interoperable ticketing system
- Improved visibility and usage of existing services

Indicators (Output)

- Number of harmonised lines/routes
- Change in cross-border PT ridership
- Average wait time reduction at transfer points

Timescale

2026–2028 (coordination and pilot testing in 2026, implementation and promotion in 2027–28)

Budget

€600,000

Financing

- Interreg Italy–Slovenia
- Municipal and regional mobility budgets
- EGTC GO operational funding
- Potential private IT or transport service contributions

Monitoring and Governance

Coordinated by EGTC GO with a technical working group of both transport operators. Governance includes regular service reviews, user feedback surveys, and reporting to the ULG and mobility councils of both cities.



Action 3.5 – Tactical Urbanism for Inclusion

Short Description

This action applies low-cost, high-impact tactical urbanism techniques to temporarily redesign and activate public spaces in Nova Gorica and Gorizia. These interventions are co-designed with residents and tested in real-world conditions to evaluate their inclusiveness, accessibility, and community value before permanent investments are made.

Stakeholders

- Municipal urban planning departments (Nova Gorica and Gorizia)
- Local artists, architects, and designers
- Civil society organisations and schools
- EGTC GO (coordination)
- Residents, youth groups, and seniors
- Disability and accessibility advocacy groups

Intervention Area

Strategic Objective 2 – Improve accessibility and inclusiveness of public spaces

Links to Strategy

- Local SUMP and PUMS goals for inclusive design
- URBACT PUMA network inspiration (e.g. Larissa tactical interventions)
- Creative Europe and GO! 2025 cultural activation of public space

Action Summary

Temporary interventions (e.g. pop-up plazas, painted crossings, modular seating, shade structures) will be co-designed with communities and tested in high-footfall or underused areas. Events will be organised to activate these spaces, gather public feedback, and assess impact on behaviour, accessibility, and cross-border interaction.

Risks

- Temporary installations not taken seriously or respected by public
- Difficulties securing permissions for interventions
- Low engagement from harder-to-reach groups

Barriers

- Limited in-house capacity for iterative design
- Short funding cycles may limit scale or duration
- Visual/language accessibility for diverse users

Action Readiness

Planning toolkit and community engagement methods are in place. Locations under assessment in both cities.

Outputs – Results

- 3–5 tactical public space interventions delivered
- Active participation of diverse local groups
- Increased short-term use of public spaces
- Feedback collected for permanent redesign proposals

Indicators (Output)

- Number of interventions implemented
- Number of participants engaged
- Public feedback scores (via surveys/interviews)

Timescale

2025–2026 (design and implementation across multiple seasonal rounds)

Budget

€80,000

Financing

- Municipal culture and urban planning budgets
- Creative Europe (for cultural/creative-led components)
- GO! 2025 (for activation and public programme elements)

Monitoring and Governance

Managed jointly by the urban planning departments and EGTC GO. Participatory evaluation conducted after each intervention round, with monitoring support from the URBACT Local Group and user surveys.



Cyclists Hub – CycleProMotion

Section 4: Implementation Framework

Governance and Oversight

Lead Coordinator

- RDA Nova Gorica as the lead body for the coordination of for the municipalities of Goriška region and EGTC GO as the lead body for the overall cross-border coordination, implementation, and monitoring of the Integrated Action Plan (IAP). Both bodies facilitate cross-border alignment and ensure that both municipalities are represented equally in strategic and operational decisions.

Transition of the URBACT Local Group (ULG)

- The existing ULG, which was instrumental during the planning phase, will transition into the Implementation & Monitoring Committee.
- This transition retains core members (e.g. municipal departments, transport operators, accessibility and cycling organisations, schools, cultural institutions), while expanding to include:
 - Technical departments (infrastructure, digital, procurement),
 - Finance and EU funds officers,
 - Monitoring and evaluation experts.
- The committee meets bi-annually, with task forces assigned to specific work areas (e.g. cycling infrastructure, digital tools, inclusive design).
- Its role includes:
 - Oversight of project progress,
 - Verification of indicators and outputs,
 - Coordination across sectors and borders,
 - Liaising with external evaluators and funding bodies.

Decision-Making Structure

- Municipal administrations of Nova Gorica and Gorizia, represented through their Mayors or appointed deputy leaders, are the political decision-making bodies.
- Major implementation milestones or strategy adjustments are validated by both City Councils in joint sessions, facilitated by RDA and EGTC GO.

Implementation Entities

- Each action has an assigned Action Owner, typically a municipal department, RDA, EGTC GO, or public transport operator.

- Cross-cutting actions (e.g. the Mobility App) involve joint technical teams and external service providers.
- Implementation teams report to RDA and EGTC GO for cross-border coordination and budget tracking.

Monitoring and Evaluation

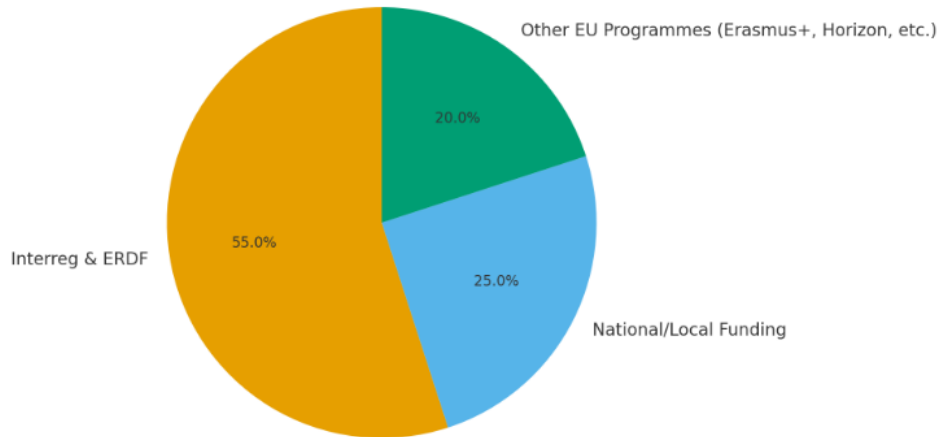
- A dedicated Monitoring Team under RDA and EGTC GO compiles:
 - Progress reports from Action Owners,
 - Indicator data (in cooperation with mobility providers and planners),
 - Community feedback (in collaboration with ULG).
- Annual reports are presented to the ULG and City Councils, and published for public review.
- Mid-term and final evaluations are foreseen in line with URBACT recommendations.

Funding Strategy

The IAP funding strategy is based on a blended approach, combining core EU programmes with local co-financing and targeted opportunities for public-private partnerships. Each action is matched with appropriate sources and assessed for funding readiness.

Action	Primary Sources	Funding	Complementary Sources	Readiness / Likelihood
Cross-Border Cycling Loop	Interreg Slovenia, ERDF	Italy–	Municipal co-funding, sponsorship	High – strong precedent (Interbike, CyclePromotion)
Car-Free Culture Days	Erasmus+, Europe	Creative	Local culture and education budgets, GO! 2025	Medium – linked to cultural programming, event-ready
Mobility & Accessibility App	Digital Horizon (mobility/digital)	Europe, Europe	Municipal tech funds, EGTC GO	Medium – concept mature, depends on IT procurement
Harmonized Public Transport Routes	Interreg Slovenia	Italy–	Municipal transport authorities, EGTC GO	Medium – political support strong, technical phase next
Tactical Urbanism for Inclusion	Creative Interreg Projects Fund	Europe, Small	Local planning/culture funds, community grants	High – low-cost actions, strong local ownership
Trg Evrope Hub (cross-cutting)	ERDF, Horizon (Green Cities or NEB calls)	Interreg,	GO! 2025 infrastructure legacy, co-investments	Medium – symbolic site, linked to multiple priorities

Funding Sources for IAP Actions - Nova Gorica & Gorizia

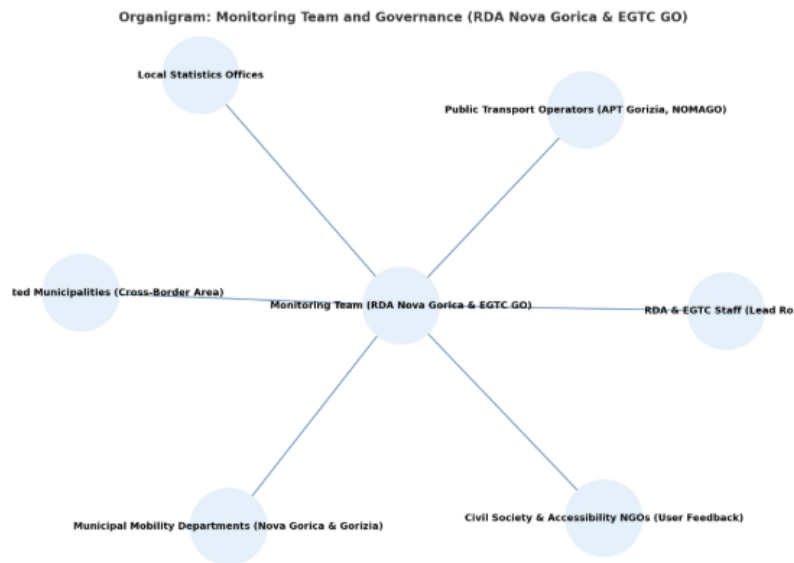


Monitoring and Indicators

Monitoring Team and Governance

Monitoring will be coordinated by a dedicated Monitoring Team under RDA Nova Gorica and EGTC GO, composed of:

- RDA and EGTC staff (lead role),
- Municipal mobility departments of Nova Gorica and Gorizia,
- Other interested municipalities in the cross-border area,
- Public transport operators (APT Gorizia, NOMAGO),
- Local statistics offices,
- Civil society and accessibility NGOs (in user feedback role).



The Monitoring Team will:

- Review progress biannually, using both quantitative and qualitative data,
- Report findings to the joint Implementation & Monitoring Committee (formerly ULG),
- Share a public annual progress report with both City Councils and communities,
- Recommend adjustments to actions if targets are not being met, including timeline revisions, redesign, or reallocation of resources.

Monitoring Table: Strategic Objectives and Indicators

Strategic Objective	Indicator (Result)	Baseline (2025)	Target (2030)	Data Source	Monitoring Frequency
SO1: Sustainable Mobility Use	% of walking, cycling, and public transport trips (modal split)	Nova Gorica: 31%, Gorizia: est. 28%	+15% increase in each city	Annual mobility surveys; transport operator data	Annual
	Number of cross-border public transport and bike trips	TBD	+30% (vs. 2025)	App data; ticketing systems	Biannual
SO2: Inclusive Public Spaces	% of residents and visitors rating spaces as accessible & inclusive	TBD via survey (2025)	80% positive responses	Community surveys, pilot feedback	Biannual

SO3: Carbon Footprint Reduction	tCO₂/year capita transport	per from	Nova Gorica: ~1.2t (est.), Gorizia: ~1.4t	–20% reduction	Regional environmental reports	Annual
SO4: Cultural & Economic Exchange	Number of cross- border cultural event visitors		50,000 (est. 2025)	+50%	GO! 2025 reporting & future cultural operators	Annual
	€ in cross-border economic/tourism initiatives		TBD	+30% (vs. 2025)	Business registry, tourism board reports	Annual

Gantt-Style Timeline: Action Overview and Milestones

Action	Phase	Timeline	Key Milestone
Cross-Border Cycling Loop	Design + Build	2025–2028	Feasibility complete & construction begins (2026)
Car-Free Culture Days	Planning + Events	2025–2026	First cross-border event held (Q2 2025)
Mobility & Accessibility App	Development	2025–2027	App public launch (2026)
Harmonized Public Transport Routes	Coordination + Pilot	2026–2028	Operational pilot lines in place (2027)
Tactical Urbanism for Inclusion	Pilot + Evaluation	2025–2026	First pilot area activated (Q3 2025)
Trg Evrope Hub	Design + Activation	2025–2027	Public activation phase (2026)

Risk Management Table

Category	Description of the Risks	Likelihood	Impact	Prevention	Mitigation
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Administrative	1. Slow approval of permits and documentation across departments.	Medium	High	Early coordination with relevant authorities.	Use pre-approved templates and political support.
	2. Lack of continuity due to political change or restructuring.	Medium	High	Institutionalise the IAP in city policy.	Maintain technical coordination team.
	3. Insufficient internal staffing or capacity.	High	Moderate	Internal training and staffing plans.	Outsource or involve external consultants.
Financial	1. Delays in EU funding disbursement.	Medium	High	Early application and follow-up with Managing Authorities.	Buffer time and contingency budget.
	2. Budget underestimation in infrastructure-heavy actions.	Medium	High	Feasibility and engineering studies.	Revise or phase implementation.
	3. Reduced municipal co-funding due to economic downturns.	Low	Moderate	Include low-cost actions.	Seek private sponsorship/national funding.
Operational	1. Tech malfunctions (apps, e-bikes, digital tools).	Medium	Moderate	Vendor evaluation and testing protocols.	Maintenance contracts and monitoring.
	2. Implementation delays due to utility conflicts.	High	Moderate	Utility mapping and early coordination.	Phased construction and supervision.
	3. Lack of experience in ITS/smart mobility tools.	Medium	Moderate	Staff training; peer learning from PUMA cities.	Engage external tech providers.
Other	1. Low citizen engagement.	Medium	Moderate	Early stakeholder involvement; promotion.	Gamification and digital feedback tools.

	2. Negative public reaction to restrictions (e.g. paid parking).	Medium	High	Clear messaging, pilot periods for residents.	Phased roll-out with exemptions.
	3. Extreme weather delaying outdoor actions.	Low	Moderate	Seasonal planning.	Indoor or rescheduled activities.

Conclusion

The Integrated Action Plan for Nova Gorica and Gorizia marks a pivotal step toward shaping a truly connected, sustainable, and inclusive European twin city. Rooted in collaboration, innovation, and cultural vitality, it transforms shared challenges into opportunities for long-term growth and unity.

By linking sustainable mobility, digital transformation, and participatory urban design, the plan establishes a strong foundation for a greener, more accessible, and culturally dynamic cross-border region. With GO! 2025 as its catalyst, and the continued commitment of both municipalities, stakeholders, and citizens, Nova Gorica and Gorizia are poised to become a living example of how European cooperation can redefine borders into bridges.

Together, these cities look confidently to the future — moving forward, side by side, toward a vibrant, climate-conscious, and inclusive 2030.