

Article Review

Transportation is the aspect of urban planning that not only requires an integrated approach, but also an excellent construction and engineering performance as infrastructure appears to be a highly time- and cost-consuming sphere. Ideally, the transportation network is aimed to be built to last and facilitate people's lives by providing an opportunity for prompt travelling instead of complicating it. This paper contains experiences of synthesis and integration of the transportation system in application to world's largest events and as a means of connection between the city and the region (the case of Ljubljana).

Currie and Shalaby analyzed the approaches, which were adopted in the sphere of the transport planning for the Summer Olympic Games, as well as those used during the Hajj/ Umrah Pilgrimage in Makkah, Saudi Arabia and outlined the lessons learnt from the organization of both events as opportunities for the further transportation system improvement. In this research, the authors took into consideration such factors as number of travellers, host city size, distribution of the places of interest, and success of strategies used to reduce the load on the transportation system during the Summer Olympic Games; as well as travellers' transportation demands for the Hajj and Umrah Pilgrimage. Both events are compared according to their duration, frequency, location, context, travel load, and luggage. Consequently, there are different relocation demands for each event, which predetermines the specifics of transportation planning strategies. Thus, for the Summer Olympic Games, the key tasks were to reduce the transportation demand and increase its capacity; reduce the travel or make it more efficient; comply with the demands of multiple locations; improve

the traffic flow and reduce delays; remove traffic to unload the road-space; encourage a more efficient public transportation network. These transportation policies are predetermined by the short duration of the event (around 2 weeks) and do not require a massive land use or considerable reorganization of the urban transportation network. The strategies that were used to provide the above-mentioned premises included retiming of school holidays, ban for driving cars, informational campaign as for the changes that occur in the transportation network, free public transportation for spectators, etc.

At the same time, the major transportation tasks to be solved during the Hajj and Umrah Pilgrimage were the management of crowd flow, limited road-space, concentration on the single location (Makkah), transit and pedestrian infrastructure, the need of being religious-sensitive in solving transportation tasks. Strategies used to reach this task included the motorway/rail/airport capacity increase, car parking and traffic bans, expanded public transportation system, banning of construction works during critical hours, pedestrian-focused site planning. The authors emphasize the differences between the two events under consideration and state the need to comply with the requirements of each event individually. However, best practices of the transportation planning might be applied to both events: creation of high-capacity public transportation system, integration of transport and business strategies to solve the specific tasks pertaining to each event, organizational development, risk management, etc. Furthermore, the authors point out the similarities and differences in the organization of both events, namely the Olympic and the non-Olympic one. A special attention is paid to "legacy" benefits or the investment applied to support the organization of each of the events in question. At the same time, the authors assert the "greater stability and resource-rich context" of the Hajj/ Umrah Pilgrimage in Makkah

organization and suggest the application of its best practices to the Summer Olympic Games transportation planning. In order to reach this goal, a better cooperation between the appropriate institutions as well as coordination between them is required. This field might also be considered as an area for further research.

Bole, Gabrovec, Nared and Viskovic consider the connection between the transport system and the settlement through the prism of integration of Ljubljana and Ljubljana Urban Region. With the purpose of solving this issue, the authors suggest a "polycentric layout" with definite centers, where the main urban planning functions are concentrated. The aim of the article is to define the suitable measures to improve the spatial exploration of Ljubljana Urban Region. The research period that was used for the statistical analysis ranged from 2002 to 2010 for new residential areas; 2005-2011 - for built-up areas; 2000-2009 - for traffic growth (excluding low-category roads and road sections, for which the information was missing). The authors state that the initial settlement development into the farmland had a negative effect on the transportation infrastructure. The traffic itself was in an unsustainable condition: the passenger rate dropped by 9% in city buses and by 40% in intercity buses; at the same time, the number of cars increased by 9%, and only 13% of passengers preferred public transport, while nearly 58% used cars for relocation. Consequently, the authors note the low level of public transportation services between 1980-1990s, with no attention paid to the sustainability and improvement of infrastructure; only recently, individual municipalities have made efforts to facilitate transportation in Ljubljana Urban Region, but their positive effect was minimal in view of the increased tariffs and insufficient funding. Subsequently, in 2009, a new public transportation plan was suggested with the emphasis put on connecting suburban areas with the city centre on account of the "sustainable mobility management", where P+R parking

areas are aimed at small settlements, where the public transportation network is not developed effectively.

The newest approach to the transportation system transformation adopted in 2012 is the integration of public passenger transport including tariffs at all levels. However, the problem that remains is to coordinate efforts of the national program with individual initiatives, so that both directions could be developed effectively. In particular, the frequency of public transport was increased and ticket price reduced in Ljubljana Urban Region; the extension of city traffic routes was reached on account of common efforts with separate municipalities. However, one of the negative outcomes of such policies was a longer travel time of city buses in comparison with the regional ones. The best example of the effect of such policies is Budapest, where the introduction of direct routes and cancellation of transfer stops significantly improved transportation services for the general public. The authors conclude by restating the tendency for centralization of the public transportation system in Ljubljana Urban Region at a national level. At the same time, the issue of the increased traffic in cities still remains unsolved at the presence of public transport, which enjoys a lower popularity than private cars. All this creates an unsustainable traffic in the Ljubljana Urban Region with the following negative outcomes in the form of ecological, spatial, healthcare and other problems. Finally, the authors insist that a new integrated approach should be adopted to address the current problems with the transportation system in Ljubljana Urban Region. For this purpose, the transportation system in the region should be planned in order to be less dispersed and more centralized around the key settlement roads to ensure proper economic activities and facilitate the urban planning organization. It is also stated that the new approach should be implemented in practice, instead of being declared on paper.

To conclude, this paper analyzed two examples of the transportation planning in Ljubljana Urban Region, Saudi Arabia, and during the Summer Olympic Games. Each of the cases has its peculiar tasks to be solved; however, all of them have one common requirement for the urban transportation planning – sustainability. Modern routes suffer from heavy traffic and low recognition of public transportation services. This situation can be solved mainly on account of common efforts of municipal and national institutions with a proper funding and practical approach to the projects' implementation.