

# Ljubljana, Slovenia



## Population

agglomeration: 289,518  
city: 280,940

## Land area

275 km<sup>2</sup>

## Population density

1041 inhabitants/km<sup>2</sup>

Ljubljana is the capital city of Slovenia. It is centrally located and thus well connected via roads and railway. In the recent years it has also become a more popular tourist destination especially after the expansion on the pedestrian zone, which made the city centre safer and more attractive. The municipality has also made some moves to improve cycling culture in the city (bike sharing system, new bike paths, etc.) and public transport (greener bus fleet, designated bus lanes, on-call electric vehicle in the city centre). A P+R system has also been implemented.

Although Ljubljana has done a lot in the recent years to raise the level of sustainable means of mobility, cars are still a big issue and an important mode of transport. Due to big concentration of jobs in the city, commuter flow comes from the city and its surroundings as well as from the wider region and other parts of the country. This daily flow creates significant traffic congestion in the city. Public transport system (bus and railway) needs to be upgraded to meet the everyday needs of city inhabitants and daily commuters.

## Modal Split



# Contact person for Sustainable Urban Mobility Planning

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Political representative: Zoran Jankovič, Major

## Participation in previous and current EU transport related projects

- [MOBILIS \(2005 - 2009\)](#)  
MOBILIS aimed to demonstrate the added value of developing and implementing broad integrated packages of policies and measures. The exchange of experiences and good practice between the partners therefore played a crucial role. Ljubljana: testing biodiesel on buses, promotion of sustainable mobility
- [ELAN \(2008 - 2012\)](#)  
CIVITAS ELAN addresses topics of specific interest to Central and Eastern European cities. These cities face particular challenges such as fast motorisation, capacity problems in public transport, infrastructure renewal and rapidly changing cityscapes. These rapid changes create many opportunities for cities from both old and new Member States to learn from each other. Ljubljana: as the leading partner, Ljubljana implemented the biggest number of sustainable mobility measures (walking, cycling, PT, strategic planning). A draft SUMP was also prepared (and incorporated into the later adopted Transport policy mentioned above).
- [BIKE INTERMODAL \(2010 - 2013\)](#)  
The present FP7-SST research deals with the possible synergy of the bicycle and all other forms of transport, public and private, for a sort of \
- [CATCH-MR \(2010 - 2012\)](#)  
CATCH\_MR explored and adapted sustainable transport solutions for metropolises and their regions.
- [CHAMP \(2011 - 2014\)](#)  
The objective of the CHAMP-project was to bring together champion cities in the field of cycling policy. Ljubljana: Coexistence of pedestrians and cyclists in the pedestrian zone.
- [TIDE \(2012 - 2015\)](#)  
Project TIDE (Transport Innovation Deployment for Europe) enhances the broad transfer and take-up of 15 innovative urban transport and mobility measures and contributes to establish them as mainstream measures. The measures from five thematic clusters: financing models and pricing measures, non-motorised transport, network and traffic management to support traveller information, electric vehicles and public transport organisation. Sustainable Urban Mobility Plans is a horizontal topic integrated in the cluster activities.
- [OPTIMUM \(2015 - 2018\)](#)  
The EU-funded OPTIMUM project is working to unveil state-of-the-art information technology solutions to improve transit, freight transportation and traffic connectivity throughout Europe. Through tailor-made applications, OPTIMUM is striving to bring proactive and problem-free mobility to modern transport systems by introducing and promoting interoperability, adaptability and dynamicity.
- [SMART-MR \(2016 - 2021\)](#)  
SMART-MR finds solutions and helps local and regional authorities improve transport policies.
- [CLAiRCity \(2016 - 2020\)](#)  
ClairCity is an innovative project involving thousands of people in cities across Europe, enabling us all to decide the best local options for a future with clean air and lower carbon emissions. ClairCity is funded by the European Union.
- [LINKING DANUBE \(2017 - 2019\)](#)  
Linking transnational, multimodal traveller information and journey planners for environmentally-friendly mobility in the Danube Region.
- [Peripheral Access \(2017 - 2020\)](#)  
Peripheral areas such as rural, remotely located or border regions make up 93 percent of the EU territory. These

scarcely populated regions are all facing similar challenges: poor public transport connections, small budgets, demographic change and high levels of unsustainable, exclusive and costly private car use. Peripheral Access will analyse this situation in detail and derive concrete action plans and implement innovative pilot actions

- [LINKING DANUBE \(2017 - 2019\)](#)  
Linking transnational, multimodal traveller information and journey planners for environmentally-friendly mobility in the Danube Region.
- [Eurocities](#)
- [ICLEI](#)
- [CIVITAS Forum Network](#)
- [CIVINET Slovenija-Croatia](#)

## Status of the Sustainable Urban Mobility Plan

[Sustainable Urban Mobility Plan](#) exists.

Regional [Sustainable Urban Mobility Plan](#) was adopted.

Ljubljana adopted a Transport policy in 2012 and its 1st SUMP in 2017. They adopted the regional SUMP in 2018. Several measures are already being implemented.