



2020
2021

Cycling Account

Ljubljana

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2020–2021

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Dear Readers,



Ljubljana is a cycling city that is becoming more and more cyclist-friendly. However, the question is why are cyclists not becoming more and more cyclist-friendly, too. They overcome the feeling of being threatened by riding their bikes all over the pavement, they show contempt for cars by riding through red lights, they justify ignoring prohibitions by feeling left out. Experience shows that cyclists in the city can only be expected to show more respect for pedestrians and drivers alike when the cycling infrastructure provides at least a mostly safe, comfortable and smooth daily ride through the city. Even for children and cargo bikes. Until then, cycling is a kind of struggle for equality and an expression of frustration at the gap between what was promised and what has actually been achieved. We can only speculate on how much progress has been made, but we can still verify it all the time with the experience of cycling around the city. We, the cyclists, keep wondering how is it possible that so many people still drive their cars, even for short distances, when the bicycle is by any measure of accessibility proven to be the most efficient means of relaxed transport in the city – enabling the shortest routes and door-to-door transport. Unlike cars, on a bicycle we are always in direct contact with the city, its architecture, nature, events and people. Urban cycling also brings the most benefits to the community, the environment and the economy. Whether this is due to the continuing lack of a cycling infrastructure or the protection of car driving in cities. In all likelihood, it is both!

After our first yearbook was published, especially with the relatively large reconstructions of the arterial roads planned, we rightly expected a major turnaround, but unfortunately,

we were hit by the pandemic where the process of replacing cars by cycling or public transportation has slowed down so much that it will be difficult to rebuild. During the worst of the pandemic, public transport was stopped and other measures were put in place advising people not to drive to avoid catching a dangerous disease and spreading the infection. During the period of restricted movement, people used bicycles mainly for recreation; only food and parcel deliveries by bicycle increased, while the use of private cars for commuting and shopping did not decrease significantly. It is a pity that we did not at least use the opportunity when the roads were emptier and people bought up all the e-bike stocks to increase the visible presence of cyclists on urban roads. Instead, we have seen the emergence of a protest movement on bicycles, sparked by the call to revolt “From balconies to bicycles!” against government and all other forms of coercion that restrict people’s freedom. In Ljubljana, the bicycle has thus gone from being a means of free movement to a means of mobilising people in the struggle for a freer society. It has become a symbol of freethinking. In this way, too, the bicycle helped people to overcome the hardships of isolation and confinement without fear of contagion.



But what about our achievements?

In our transport policy, we have committed to reducing private car traffic by 20% on the very arterial roads that are used by around 100,000 commuters who drive their cars to work and run errands in the city. This will be facilitated by redesigning slip roads to provide space for safe, direct, smooth and comfortable cycling lanes and crossings without narrowing the road, as well as giving public transport buses a decisive priority, at least at peak times. In this respect, the most visible contribution has certainly been the recon-

struction of the cycling lanes, especially on Tržaška cesta and Dunajska cesta, where new trees have been planted to make the environment pleasant for pedestrians and cyclists, and which will at least somewhat correct the car-oriented image of the city’s roads. Dolenjska cesta is still waiting for such a makeover, in connection with the redevelopment of Karlovska cesta, the most critical section of the city ring where cycling is banned.

To improve conditions for urban cycling, the best hope is the construction of a new passenger centre, which, with a new train, bus and cycling station, should encourage a greater proportion of commuters to use regional public transport in conjunction with city buses and bicycles for their journeys to work. Not to mention convenient access for cyclists to trains. This project will also finally put an end to the dangerous and scary cycle ride through the too-narrow Šmartinska cesta underpass to the northern and north-eastern parts of the city.

To improve conditions for intercity cycling, long-term plans were also drawn up during this period to build regional and national links to which we still need to connect the city network. The new long-distance connections, while aimed more at recreation and tourism, could contribute, at least seasonally, to increasing the use of mainly electric bicycles for daily errands in the city instead of cars. In short, there are many new possibilities and opportunities to reduce the growing transport, environmental and energy crises through sustainable mobility measures. Let’s seize them, as they have proven benefits across the board. Let us be guided by the recognition that the bicycle is surely the most versatile means of transport of the future. That is why it deserves priority over cars!

Prof. Janez Koželj
Deputy Mayor

Prizes and awards for *Ljubljana*

Ljubljana is European Best Green Capital

Ljubljana has been the recipient of numerous honourable mentions and awards. 'Ljubljana - European Green Capital 2016' is our highest award for sustainable development, awarded because, according to the European Commission, we have made the most changes to quality of life in the shortest amount of time. This prestigious title has given us the added impetus to make an even stronger commitment to sustainable development in the city in the years to come. Thanks to its remarkable and continual progress, in 2021 Ljubljana was ranked as number one in the 'European Best Destinations' list of Europe's top 20 green capitals. The panel was impressed by the quality of Ljubljana's air and water, the extensive area of green space per inhabitant, the city's public transport and cycle routes, ecotourism, and the offer of active holidays. One of Ljubljana's main strengths is the sustainable orientation of the region as a tourist destination.



Ljubljana is a finalist for the Eurocities Award 2021

Ljubljana has made it through to the final selection for the Eurocities Award 2021 at the Eurocities 2021 Annual Conference in Leipzig in November 2021. The expert panel selected a project entitled, 'Cooperation for better coexistence: innovative and inclusive renovation of the central part of Slovenska cesta in Ljubljana' as one of the best in the category of planning public spaces – presenting innovative solutions. Through a comprehensive renovation, entailing an inclusive and innovative approach, Slovenska cesta, which was once the main road for vehicles through the city centre, has now been transformed into

an »urban living room« – a unique, high-quality public space, intended for people rather than cars. Eurocities is a leading network of more than 200 major European cities across 38 countries, who are working together to improve our quality of life.

We have also won many awards over the years in the field of sustainable mobility. Ljubljana has been ranked by the Copenhagenize Index as among the 20 most cycle-friendly cities in the world three times in a row and has twice won the European Mobility Week award in honour of its projects and campaigns.



Velo-city 2022 Ljubljana:

Cycling the Change

In cooperation with a selected partner city, the Velo-city International Congress has been organised by the European Cyclists' Federation (ECF) since 1980. From the 14 to the 17 June 2022, Ljubljana will host the world's largest cycling event, under the slogan of »Cycling the Change«.

The common denominator: change

The congress will bring together experts from around the world who work in the fields of cycling and sustainable mobility, urban planning and environmental protection, health, sport and more, alongside representatives from cities, countries and organisations, to present their experiences, examples of good practice, and progressive approaches and innovations in urban cycling development in light of the positive changes they are creating.

Central theme: Cycling the Change

The COVID-19 epidemic has changed our way of life and challenged our view of reality. Cycling plays an important role in promoting and sustaining such change, but it is also a response to new developments. Cycling is a wind of change in urban development and will help us meet our climate goals, even following the end of the crisis. We will achieve this change through the transformation of infrastructure, the redistribution of public space, the development of new concepts with respect to sharing and ideas for building cities for people, through innovative approaches to delivering different forms of services to citizens, and by bringing people together to adapt to a »new normal«, in order to improve the quality of life.

The term 'driving the change' describes the driver or instigator that leads to change (in an organisation, operation, strategy, plan, design, product, service, etc.). A drive is a very strong need, desire, determination or force that triggers action and creates change. It enables progress, development and growth. In our efforts to promote a shift from cars to sustainable modes of transport (cycling in particular), a major theme is the twist in

the above-mentioned expression, inferring that cycling is the driving force changing the world.

Sub-themes

The conference section of the Velo-city 2022 Ljubljana Congress will be organised in five segments with the following themes:

- Rethinking urban space;
- Policies for increasing cycling;
- Citizens, stakeholders and communities focus;
- Green tourism and the green economy;
- Innovation in urban mobility.

Cycling Festival and Parade – 15 June 2022

As part of the Velo-city 2022 Congress, Ljubljana will host a cycling-focused day on Wednesday 15 June 2022, with a cycling festival, "Cycling the Change", organised in Congress Square. This will be the destination for the popular mass cycle parade that is an integral part of every Velo-city. The parade will take place on the same day, starting at 19:00 in front of the Gospodarsko razstavišče (Ljubljana Exhibition and Convention Centre) and following a 10 km route around Ljubljana. Both events are free of charge.

About the Velo-city Congress

The Velo-city Congress is the world's largest gathering on cycling, cycling infrastructure, cycling innovation, bicycle safety and the social and cultural changes caused by cycling on a global scale. It is a global communication and information platform aimed at improving the design and delivery of cycling infrastructure and promoting everyday cycling in urban environments.



Ljubljana, a cyclist-friendly city

Ljubljana is a cycle city. We are proud that the international professional community has recognized our progress in the field of everyday cycling, which improves the quality of life in cities and significantly contributes to their sustainable transformation.



Ljubljana *for cyclists*

We are gradually implementing the ambitious goals set out in the 2025 Ljubljana Vision and the Integrated Transport Strategy of the City of Ljubljana (MOL), which aim to change travel habits in favour of cycling and public transport until only a third of journeys in the city are made by car.

Length of cycle routes and infrastructure for cyclists

- Ljubljana has more than 306 km of cycle routes in the form of cycle lanes on the road or pavement, separate cycle lanes, or paths shared between pedestrians and cyclists.
- The city centre has a pedestrian area of around 17 hectares, of which 102,504 m² is completely free of motor vehicles and another 66,784 m² is restricted to local traffic.
- Cyclists are guided for almost 28 km in the opposite direction of motor traffic on 123 one-way roads.
- There is a shared carriageway for motor vehicles and cyclists on more than 20 streets, totalling approximately 8 km.
- About 10 km of cycle lanes are marked on roads without a centre line, on twelve streets in total.
- A common traffic space is established across the entire pedestrianized zone on the streets of Slovenska cesta, Poljanska cesta and Rakovniška ulica.
- More than 240 new bike racks were installed in 2021, accommodating around 600 bicycles, and three P+R terminals have been equipped with bike lockers, secure bicycle storage containers and BicikeLJ urban bike rental stations.
- Four thematic cycle routes - Obvodna, Gozdna, Plečnikova and POT – are way-marked around the city.

306 km

of cycling surfaces

28 km

of one-way roads equipped
for cycling in both
directions

240

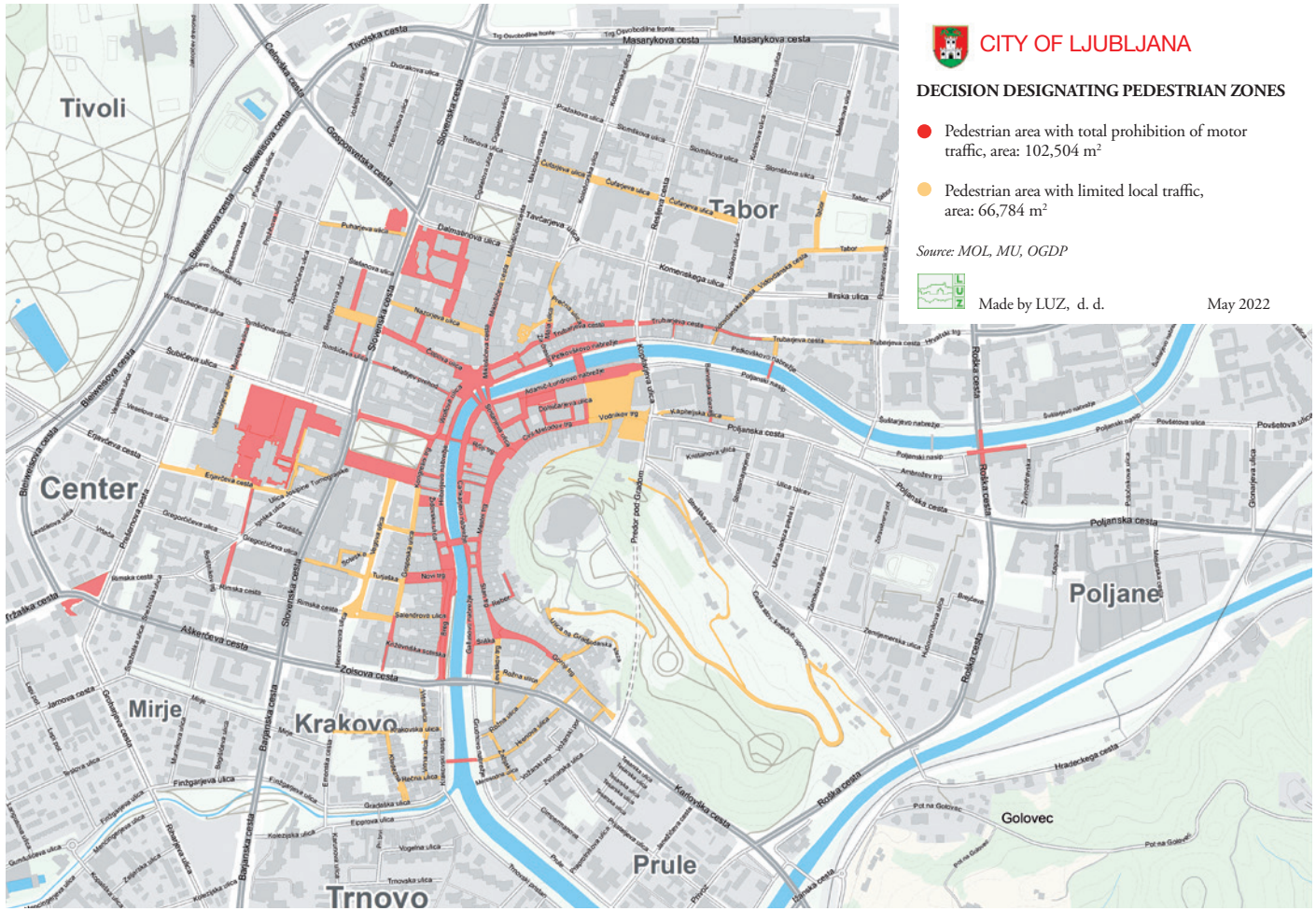
new racks to accommodate
600 bicycles

17 ha

of pedestrian areas

10 km

of marked cycle lanes on
roads



CITY OF LJUBLJANA

DECISION DESIGNATING PEDESTRIAN ZONES

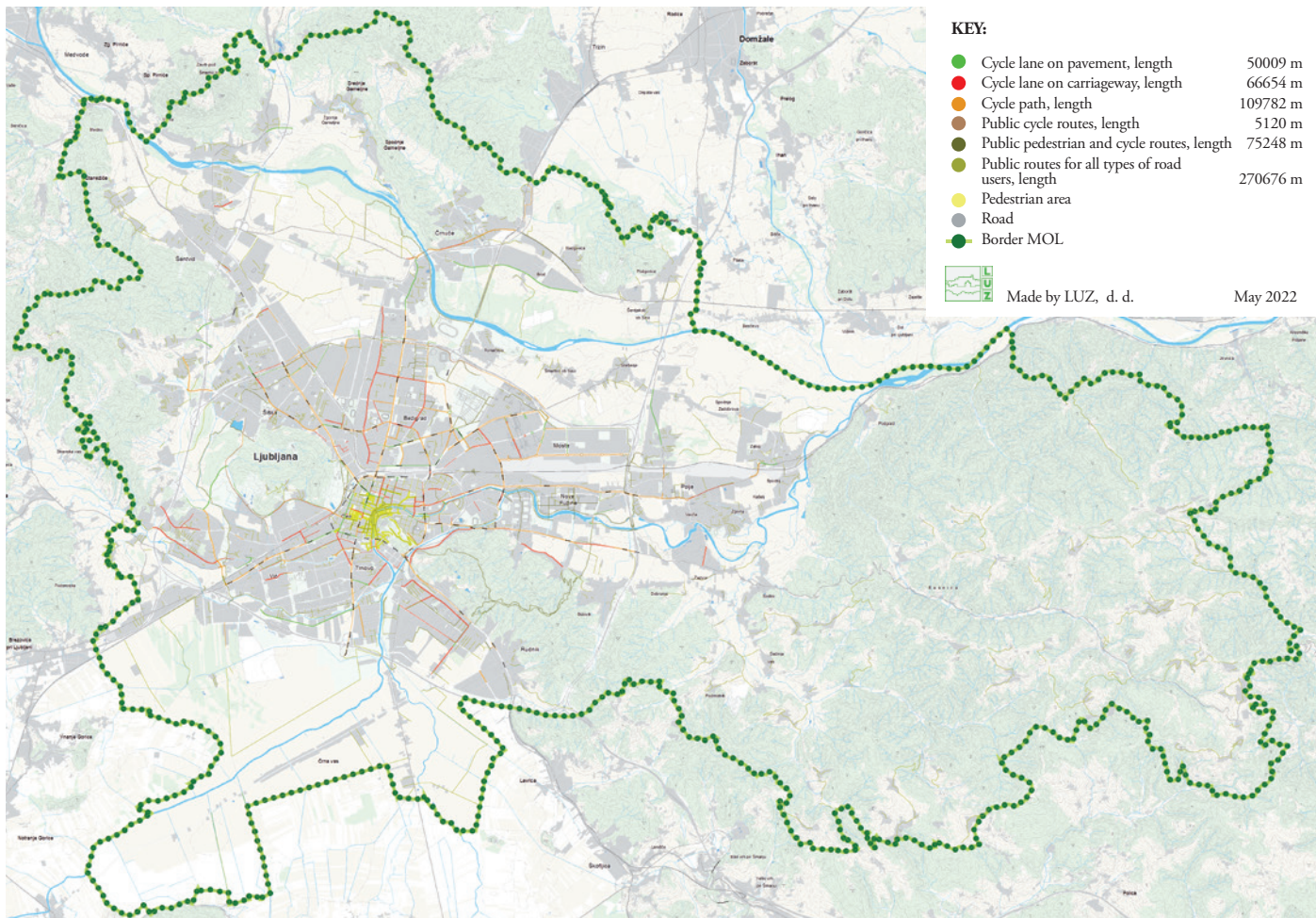
- Pedestrian area with total prohibition of motor traffic, area: 102,504 m²
- Pedestrian area with limited local traffic, area: 66,784 m²

Source: MOL, MU, OGDPI



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Raising awareness and promotion

- The City of Ljubljana (MOL) keeps cyclists informed about improvements and promote cycling in a variety of ways.
- We organise annual campaigns and events (e.g. European Mobility Week, cycling festivals, and guided city tours by bike).
- We carry out activities involving both the public and stakeholders.
- Since 2012 we have published cycling yearbooks biannually, illustrating the achievements with respect to cycling in Ljubljana.
- Public institution Turizem Ljubljana offers guided bike tours of the city and bicycle rental.
- We use company bicycles to get to work and encourage MOL colleagues to use bicycles to get to work through the schemes 'Bring Happiness to Work', 'Circle Challenges' and 'City Administration on Wheels'.
- We collaborate with other cities and participate in several international projects and networks to exchange principles of best practice and promote sustainable urban mobility, including CIVINET Slovenia-Croatia-Southeast Europe, URBforDAN, TRIBUTE and Civitas Forum.



More visible improvements *for cyclists in 2020 and 2021*

In 2020 and 2021 we continually upgraded the existing areas for cyclists and created new cycle-friendly infrastructure in the form of both new and renovated roads and squares.



2020

Parmova ulica

Parmova ulica was completely reconstructed, adapting the carriage way, cycle lane and pavement to the existing urban layout and amending connections to the existing entrances of individual buildings and streets. All infrastructure was restored through this development. The project was co-financed by the Republic of Slovenia and the European Union.



Letališka cesta

Before the renovation Letališka cesta was a two-lane road with unregulated parking, but after a complete renovation it is now a four-lane road (two lanes in each direction) with a newly landscaped tree avenue, incorporating renovated and newly-built cycle lanes and pavements, and new public lighting.



Hruševska cesta

The renovation included the installation of a new pavement and cycle lane on both sides of the road.





Ulica Jana Husa

The section of Ulica Jana Husa between Gortanova ulica and the connection to Kosovelova ulica was reconstructed. Before the reconstruction, the street was a two-way street with unregulated parking. The new layout makes the street one-way, with a connection to Kosovelova ulica, and offers parking and a pavement on both sides, as well as a cycle lane opposing the direction of traffic. Cyclists heading in the same direction as the traffic cycle on the carriageway, as there is a 30 km/h speed limit. New trees have also been planted.

Trubarjeva ulica

Trubarjeva ulica has been completely renovated, which, in addition to a new look, also included the renovation and construction of a number of utilities, including sewerage, water, gas, hot water, the infrastructure for fibre optics and public lighting. The connecting streets, including Obrežna steza, Za čreslom, Prečna, Kastelčeva, Znamenjska, Usnjarska and Vidovdanska ulica, were also renovated. The project was co-funded by the Republic of Slovenia and the European Union.

P+R Stanežiče

The new Park & Ride terminal includes some of the best-equipped parking facilities for cyclists. The transfer point boasts 20 racks under a canopy to hold up to 40 bicycles, a charging station for electric bikes, 16 bicycle storage lockers, 100 racks to park up to 200 bicycles, and two bicycle repair racks.

Numerous other improvements

In addition to the above, several other roads and streets were renovated in 2020 to improve the surface for cyclists. These include Ulica Reber, Ulica talcev and Strossmayerjeva, Valjahunova, Detelova, Stara Linhartova, Robbova, Vrhovnikova in Ziljska ulica.





2021

Cesta na Brdo in Cesta na Bokalce

Cesta na Brdo and the section of Cesta na Bokalce between Pot rdečega križa and Ljubljana Vič-Rudnik Senior Citizens' Home were both renovated. In order to improve traffic safety, the pedestrianized area on Cesta na Brdo was widened, and two physical traffic calming barriers were erected on Cesta na Bokalce; the new traffic layout has provided space for a two-way cycle lane. The installation of a two-way cycle lane on Cesta na Brdo will continue in 2022.

Dunajska cesta

We renovated the slip road to Dunajska cesta between Nemška cesta and the junction with Vilharjeva cesta. New, safer and more comfortable cycle lanes, pedestrian areas and bus stops have been built. We renewed the ground and in-ground traffic signalling, traffic lights, public lighting and drainage, and installed two new bicycle counters. To improve the safety of cyclists on this busy road, the carriageway and mixed-use zones were separated in the section between Ruski car and the Ježica turnaround, and a wide cycle path was built between Kržičeva ulica and Topniška cesta. To help calm traffic the carriageway has been narrowed and pedestrian crossings have been raised in several places. We improved the growing conditions for existing trees and planted 79 new ones. The project was co-funded by the Republic of Slovenia and the European Union.



Cesta dveh cesarjev

One of the most important improvements to the road and utility infrastructure under the 'Clean for You' project is the complete renovation of Cesta dveh cesarjev, from Barjanska cesta to the new roundabout with Cesta v Mestni log. A pavement and cycle lane have been built on each side of the road and several traffic calming measures have been implemented to improve traffic safety, including the installation of speed bumps, islands and stationary speed cameras.

Kajuhova ulica

We have installed a two-way pavement and a cycle lane with special edge markings to improve safety. The street received new public lighting and ten new trees. A safer connection for cyclists to the existing cycle path on Šmartinska cesta is particularly welcome.

Letališka cesta

The second phase of reconstruction of Letališka cesta, which was previously missing pavements and cycle lanes, took place in 2021. Along the road between Kajuhova ulica and the motorway, 646 trees have been planted. Further down Letališka cesta the Motorway Company of the Republic of Slovenia (DARS) reconstructed the connection between Letališka cesta and the Ljubljana Ring Road, which included the construction of a new bridge over the ring road for pedestrians and cyclists.





Tavčarjeva ulica

Tavčarjeva ulica and Miklošičev park have been upgraded, including the intersections of Tavčarjeva ulica with Miklošičeva cesta and Cigaletova ulica. The project brings improvements for pedestrians, cyclists and users of public transport in particular. We renovated the platform in front of the Courthouse Ljubljana and planted it with greenery. An important improvement is the roundabout that replaces the triangular intersection between Dalmatinova, Komenskega, Kolodvorska and Tavčarjeva ulica, which now provides a safe crossing, especially for cyclists and pedestrians. Tactile pathways for the blind and visually impaired have been created and accessibility has been improved, especially for people with disabilities. We installed 68 new bike racks and parking spaces for electric vehicles. New street furniture was installed in Miklošičev park and the pavements, green areas and public lighting were improved.



Reconstruction of Trg mladinskih delovnih brigad

We resurfaced the paved and green areas, planted 18 new trees, and installed street furniture and lighting. We have made the areas for pedestrian and cyclists safer and more continuous. By making the paving between the separate areas flush, with low kerbs, we have made it possible for people with disabilities to comfortably move around the square. New BicikeLJ bike racks have been installed.



Jurčičev trg and surroundings

We landscaped part of the Ljublanica embankment, between Novi trg and Dvorni trg, and restored Plečnik's Jurčič Square. We have renewed the sewers and gas lines and laid new paving to make the area more pleasant for pedestrians and cyclists.

Ulica Bežigrad

We have improved the quality of the pedestrian and cycling surfaces, making them more pleasant and safer. To improve road safety we have introduced a 30 km/h speed limit and raised the pedestrian crossings on feeder roads. New bus stops with shelters have been built. We have replaced the public lighting, which was previously inefficient. We preserved and improved the existing pavement by planting an additional eight plane trees.



Tržaška cesta

We have completely overhauled the road from Trg mladinskih delovnih brigad to the connection with Dolgi most P+R car park and, in particular, redesigned the cycling infrastructure. We have renewed the municipal infrastructure and renovated the bus stops, connected the pedestrian and cycling areas and made them more pleasant and safer. We have created a high-quality public space and provided additional greenery by planting 249 trees. The project was co-funded by the Republic of Slovenia and the European Union.

Many other improvements

In addition to the improvements mentioned above, several other roads and streets were renovated in 2021 to improve the surfaces for cyclists. These include Brdnikova cesta, along with its side streets, Cesta Javor - Ravno Brdo, the road through Dolgo Brdo, Cesta na Poljane, Cesta španskih borcev, Groharjeva ulica (from Aškerčeva cesta to Jamova cesta, including both crossings), Lončarska steza, Na stolbi, Pod topoli and V Murgle.



249

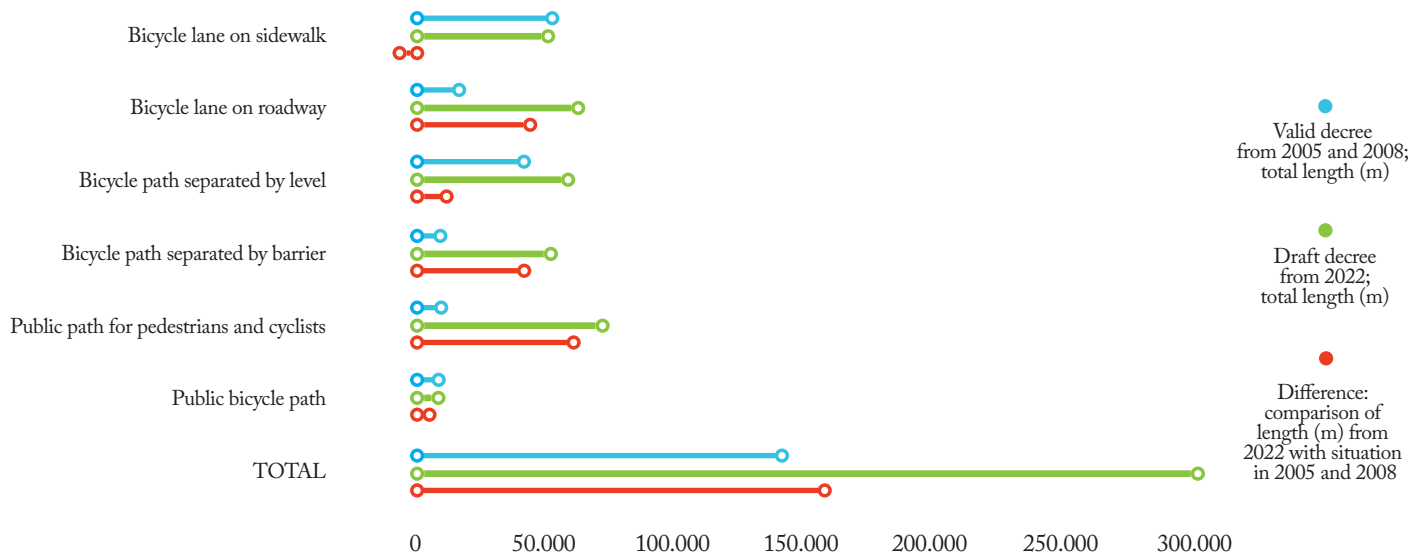
newly planted trees along
Tržaška cesta

Amendments to the Decree on the categorisation of municipal roads in the City of Ljubljana

Several new constructions, reconstructions and traffic modifications have been carried out since 2008; some sections of road are no longer open to public traffic, and the current Decree on the categorisation of municipal roads (published in 2005 and amended in 2008) has had to be amended. For this reason, MOL has launched

a new categorisation of municipal roads and paths which includes facilities for cyclists. We have recorded the changes and resolved any inconsistencies with the existing Decree.

Lengths of organised bicycle paths





Maintenance *of cycle routes*

Screening service

The screening service monitors the condition of municipal roads and any developments that may affect road traffic. It also carries out minor road maintenance work that can be carried out with the inspection equipment and means available. The service carries out work on local roads, public footpaths and cycle paths at least once a week, then findings from the inspections and reports are sent to the professional routine road maintenance service. MOL's professional service also carries out individual maintenance and repair works according to the initiative of citizens, neighbourhood communities, end users and various stakeholders.



Winter services and cleaning

The territory for clearing snow from pavements and cycle paths is defined in the winter service implementation programme, which is carried out in the MOL region by a subcontractor, namely the company KPL d.o.o. Cycle paths directly on the carriageway are cleared at the same time as the roads are ploughed, while separate cycle paths (outside the carriageway) are cleared at the same time as the pavements. Voka Snaga, a public company with gas and electric-powered machines, carries out the cleaning and maintenance of public areas as well as the cycle paths and trails. The sweeping and cleaning of cycling surfaces is becoming more efficient, while milder winters with little snow, which melts quickly, have also helped to make cycle paths and lanes more navigable throughout the year.



Impact of the COVID-19 epidemic on transport and travel habits

Measures implemented to contain the spread of the new coronavirus, such as stopping public transport, working from home, restricting access to goods and services, restricting movement, and banning gatherings and public events, have also led to more visible changes in the flow of traffic and the way people travel in and around the city.

During the period in which the COVID-19 epidemic was declared, while stricter measures were in place, the number of all types of road users significantly reduced. As a result of the epidemic, the number of vehicles was also significantly lower in comparison to the time when restrictive measures of the Government of the Republic of Slovenia were not in force. According to our traffic counters, motor traffic on the trunk roads and other, usually busy roads (Slovenska, Celovška, Dunajska, Barjanska, Zaloška, Litijska, Letališka and Slovenčeva), dropped by 40% in November 2020 compared to the same period in 2021, after the epidemic.

Consequently, travel habits have changed. Since bus routes were not allowed to operate, regular users of public transport found other means of transport. As a precaution against COVID-19, for example, passengers that had previously shared a car with others found replacement solutions, such as buying their own car or alternatives such as electric bicycles or scooters.

Measures for cyclists during the epidemic

In a period of constraints on public life, when public passenger transport was suspended as a result of government measures, we have received several requests to dedicate yellow lanes and other traffic areas to cyclists. There was no real reason for such a measure, as bicycle use during this period did not increase to such an extent that it would

overwhelm existing cycling and pedestrian areas, and such an action would require a change in national legislation. We did, however, strengthen on-call transport and offer the delivery of essential goods during the period when public transport was not in operation.

At MOL, we have almost always given priority to pedestrians, cyclists and users of public transport in public spaces and transport areas, especially during renovations. The situation arising from the COVID-19 epidemic did not require the introduction of additional cycle lanes, new green spaces, or closure of the city to motor traffic.

It can, therefore, be stated that, with each and every measure Ljubljana will become more resident-friendly, and that the constraints put in place during the epidemic did not play any particular role in the planning or redesign of the city's public spaces. We have, however, introduced a number of new services, and have adapted the way in which the city's administration, public companies and institutions function, in line with the measures taken by the government at this time.



Cycling infrastructure planned for 2022 and 2023

Comprehensive improvements are planned for 2022 and 2023, through which the cycling infrastructure will be continuously improved. Reconstruction of the road in Črna vas and the construction of a new Industrial road in Zalog commenced in 2021 and are expected to be completed in 2022. In addition, we are planning the complete reconstruction of various roads, including Dolenjska, Linhartova, Barjanska and Ižanska, where we will create safer and more comfortable surfaces for cyclists. We will carry out a comprehensive renovation of a section of Barjanska cesta, between Finžgarjeva ulica and the junction with Aškerčeva cesta.

Petkovškovo nabrežje will be renovated between Resljeva and Rozmanova ceste, where a high-quality public space between the renovated Rog Centre and the Ljubljana River will come to life, with pedestrians and cyclists particularly in mind.

Čufarjeva ulica will be rebuilt between Miklošičeva and Resljeva cesta, with a fountain, new paving, greenery, benches, and a drinking fountain to be installed. More space for pedestrians and cyclists will be made available by limiting motor traffic to emergency vehicles and deliveries. Gregorčičeva ulica will also be subject to traffic and utility improvements; cyclists will also be provided with new surfaces on the Podutik overpass and the section of Podutiška cesta up to Ledarska ulica. We will also upgrade the roads in the BTC area, establish a full connection between the Leskoškova cesta connection and the H3 expressway, and reconstruct the connection between Letališka cesta and the A1, thus improving the conditions for cyclists.

To encourage people to cycle to Ljubljana from neighbouring municipalities, we are upgrading the municipal cycling infrastructure and linking it with inter-city cycle routes. The Kamnik-Mengš-Trzin-Ljubljana regional cycle link will be implemented within this framework.

In addition to further installation of a number of bike racks around the city, we will also install Ljubljana's first secure public bicycle storage facility for around 100 bicycles, located in the garage at Kongresni trg, as well as four smaller secure mobile bicycle storage facilities at selected locations.

We plan to introduce a rental system for electric bikes, starting with 17 locations across different parts of the city. Another special event will be the marking of the first cycle-only street, most likely along the Ljubljana river.

We plan to carry out further minor improvements, such as improving traffic signage for cyclists by marking out new cycle areas, as well as extending or renewing ground markings in existing cycling areas, including along Koseze Pond and the Pioneer Railway cycle path, on Cesta 27. aprila, Večna pot, Tabor and Maistrova ulica, Njegoševa, Šmartinska cesta, Cesta na Brdo and Gerbičeva ulica, Ob Ljubljanci, Povšetova ulica, Komenskega ulica, Ilirska ulica, Resljeva cesta, Sneberska cesta, Trbeže, Ulica 7. septembra, Vojkova ulica, Cvetkova, Knezov štradon, Trpinčeva ulica, Milčinskega ulica, Povšetova ulica, Grablovičeva ulica, Dimičeva, Posavskega, Baragova, Tolstojeva, Topniška ulica and Opekarska cesta, amongst others.

By installing complementary signs on selected streets where signs do not currently exist, we will allow cyclists to cycle in the opposite direction on selected one-way streets.

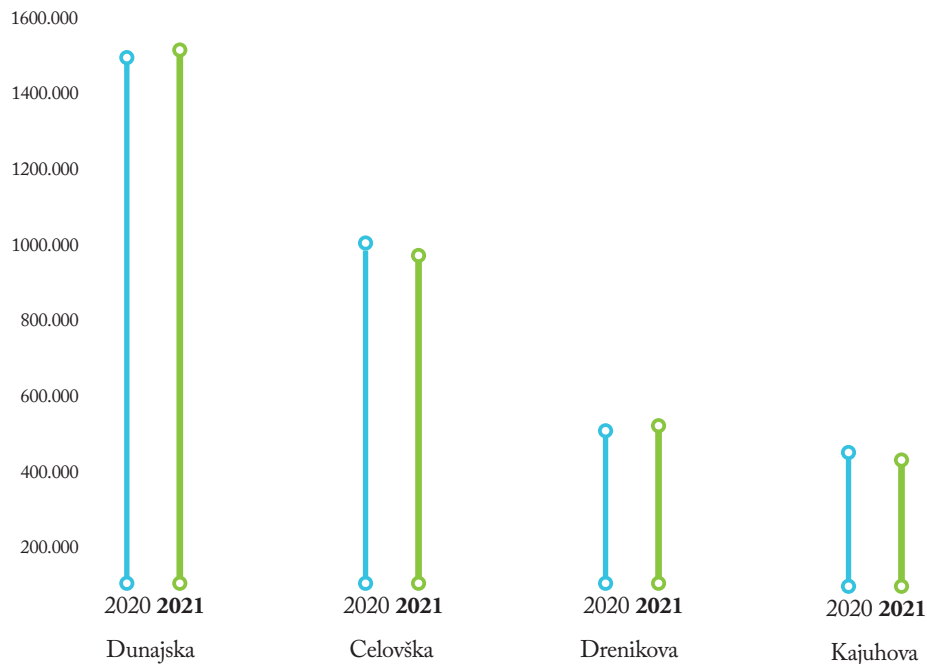




Data from *bicycle traffic counters*

Using automatic counters at four locations, cycle traffic along Drenikova, Celovška, Dunajska and Kajuhova cesta is regularly measured in both directions of travel. Since the 2015 European Mobility Week we are additionally monitoring cycling traffic towards the city centre on Šmartinska, Poljanska, Celovška and Tržaška cesta.

The graph shows the number of passes by bicycles towards the city centre in 2020-2021 according to the traffic counters at various locations



Due to construction work, the meters on Tržaška cesta were not working; data will be displayed for the following years. Since the end of 2021 we have also monitored cycle traffic on Parmova, as well as at an additional location on Tržaška.

The counters along Drenikova, Celovška, Dunajska and Kajuhova cesta recorded a total of 3,414,831 cyclist trips in 2020, and 3,439,913 in 2021.

3,439,913

bike rides
in 2021

3,414,831

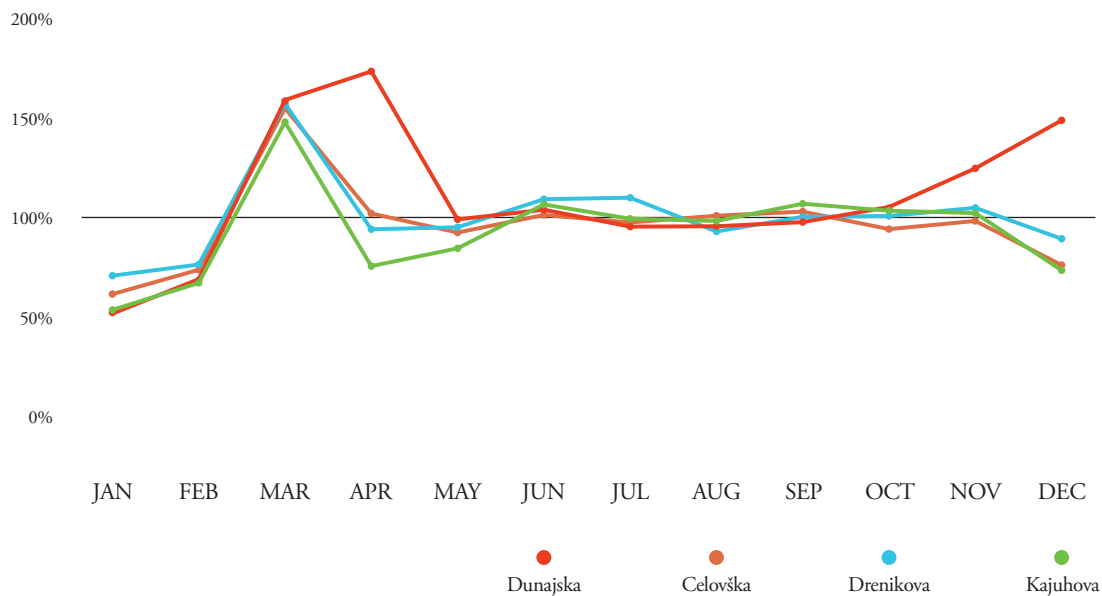
bike rides
in 2020



Comparison of data between 2021 and 2020 in percentage terms

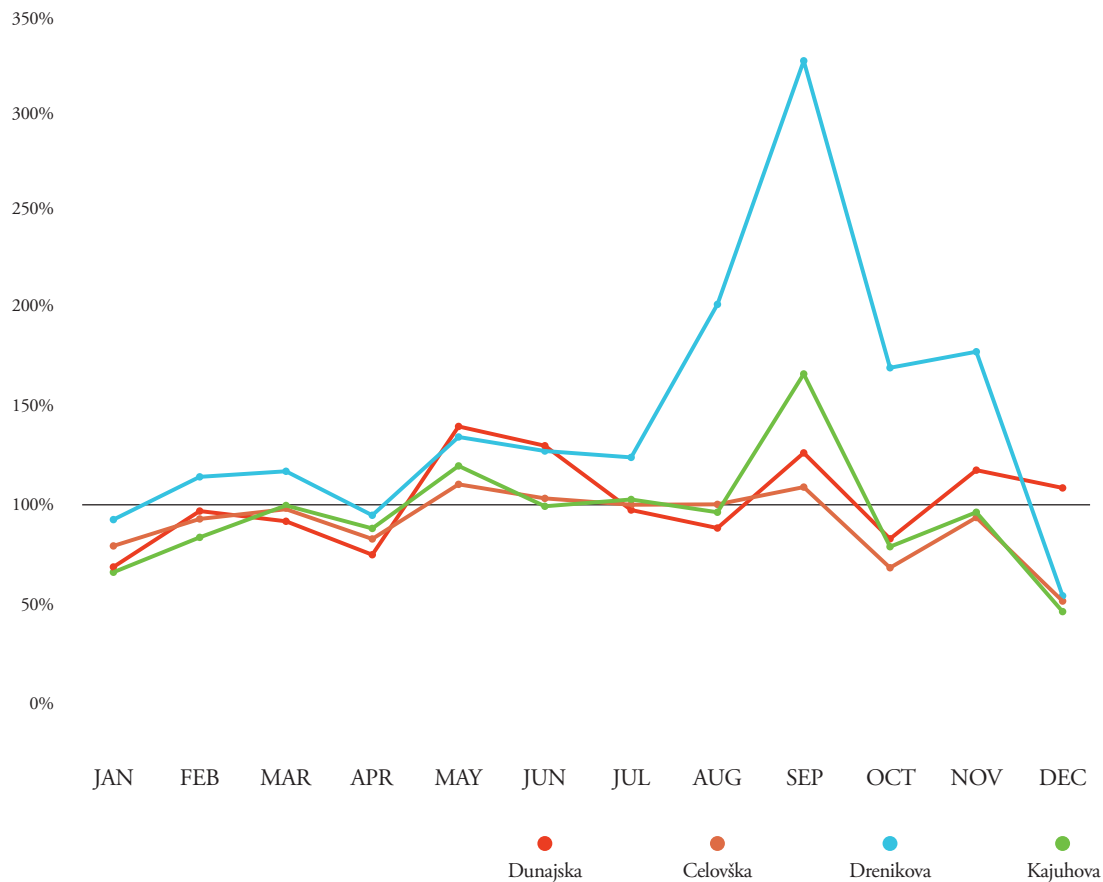
There was no significant difference between the number of cycling trips made annually across the two years of the COVID-19 epidemic. The effects of measures due to the epidemic are visible in March and April of 2020. Despite the fact that the epidemic was still declared, the year 2021 had 50 to 70% more cyclists compared to the same months in 2020 when the first lockdown measures came into effect – at which point an almost complete shutdown of public life occurred, with work and

school both taking place from home, amongst other restrictions. Fewer cyclists were recorded in January and February of 2021 compared to the same months in 2020, when the epidemic had not yet been declared. The winter of 2021 was normal, although epidemiological measures (home schooling and a ban on public events) were still in place. No significant differences occur across the other months.



Comparison of data between the epidemic and the pre-COVID period in percentage terms

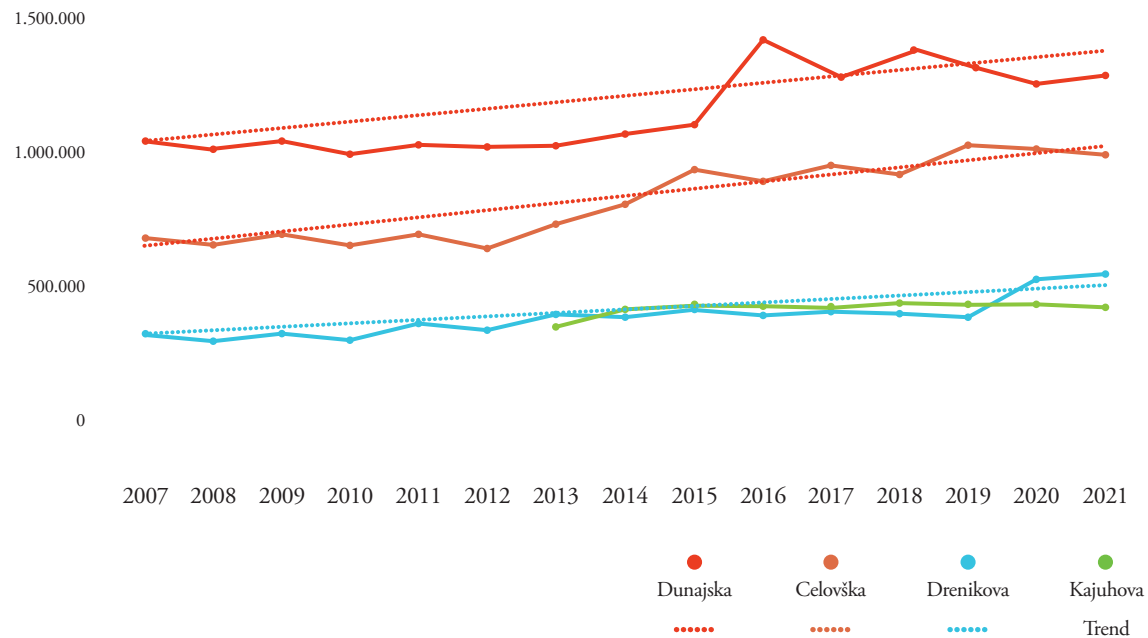
Analysis of data from the counters at Dunajska cesta between 2019 and 2021 reveals a significant increase in cycling traffic at the start of the 2021 school and academic year.



A comparison between 2018 and 2021, however, shows that cycling traffic was affected more by the cold winter of 2018 than by the epidemic in 2021. There were 27 days of snow cover in February 2018, and a further 11 in March, and these two months had a total of 33 days of rain or snow, with colder than average temperatures. In other months, there are no significant differences.



COVID-19 related measures have not had a significant impact on the steady upward trend in cycling traffic



Bicycle rental system

BicikeLJ

The highly successful BicikeLJ self-service bicycle rental system has significantly contributed to the growing trend of bicycle use in Ljubljana. Launched in May 2011, in a public-private partnership between MOL and Europlakat d.o.o., its popularity has grown steadily since its launch, and we continue to expand the network of stops and bikes, delighting our citizens every year with the addition of new stops and additional bicycles. Our biggest accolade is the increase in the number of journeys completed on BicikeLJ bikes, as confirmed by the 8.78 million rentals made at the end of 2021, with each bike being used an average of eight times a day.

8.78

million bicycle rentals by 2021

8

rentals of each bicycle per day



Number of registered users BicikeLJ
(from date of system start-up)

31 Dec 2020: 214.467
31 Dec 2021: 235.344



Number of active users BicikeLJ
(for a specific year)

31 Dec 2020: 50.320
31 Dec 2021: 63.823



Number of stations BicikeLJ
(from date of system start-up)

31 Dec 2020: 70
31 Dec 2021: 80



Total number of bicycles BicikeLJ
(from date of system start-up)

31 Dec 2020: 710
31 Dec 2021: 820



Total number of bicycle stands BicikeLJ
(from date of system start-up)

31 Dec 2020: 1.402
31 Dec 2021: 1.602

BicikeLJ celebrated its 10th anniversary in 2021

On the 10th anniversary of the BicikeLJ system, Jean-François Decaux, one of the Chief Executive Officers of the JCDecaux Group, visited Ljubljana. Europlakat, that operates the rental system in a public-private partnership, is a member of this group. On this occasion, Jean-François Decaux said: »Ten years ago, Ljubljana became the first city in Central Europe to set up a self-service bicycle rental system for citizens and tourists through a public-private partnership. I am very proud that today we can celebrate the achievements of the BicikeLJ system in Ljubljana, which is one of our best-performing systems in the world, with each bicycle being used an average of eight times a day. The number of stops and bicycles has more than doubled over the decade, demonstrating the attachment of residents and visitors to our service. As a pioneer and the world's leading provider of self-service bicycle rentals, with more than 25,000 bicycles in 13 countries, JCDecaux contributes to the democratisation of soft mobility. Through continuous innovation in mobility and mobile apps the company is committed to improving the quality of life in cities in a sustainable way.«



BicikeLJ bike rental statistics

At the launch of BicikeLJ on 12th May 2011, 30 stops were installed, incorporating 600 bicycle stands and 300 bicycles.

At the end of 2020, the BicikeLJ system had 70 stops, with 1,402 bicycle stands and 710 bicycles. In 2021, the BicikeLJ system included 80 stops, with 1,602 bicycle stands and 820 bicycles.

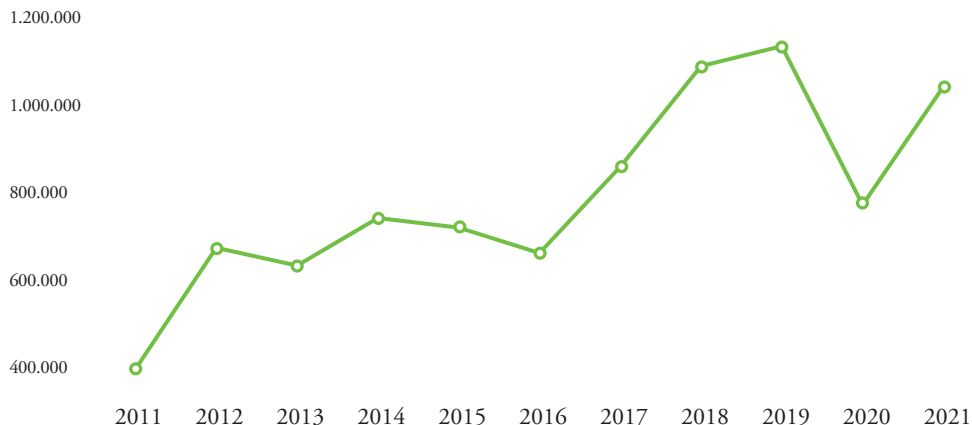
A new daily record of 7,284 rentals was set on 4th October 2021.

99.9% of loans are for less than one hour, which is free of charge. On average a bike is used for 18 minutes per day.

On average, each bike in the BicikeLJ system is borrowed eight times a day.

The stops with the highest number of rentals are Cankarjeva ulica (Nama), Prešernov trg and Bavarski dvor.

The graph shows the number of bike rentals by year, from 2011 to 2021.



Number of BicikeLJ bike rentals by year, from 2011 to 2021

On the first day of operation, we counted 787 rentals. Since the launch of BicikeLJ to the end of December 2021, a total of more than 8.78 million BicikeLJ bike rentals have been made.

777,117 bicycle rentals were made in 2020, and a total of 1,047,069 in 2021. The rental figures were slightly lower in 2020 compared to the previous two years as a result of the COVID-19 epidemic.

Total: **8.780.228**

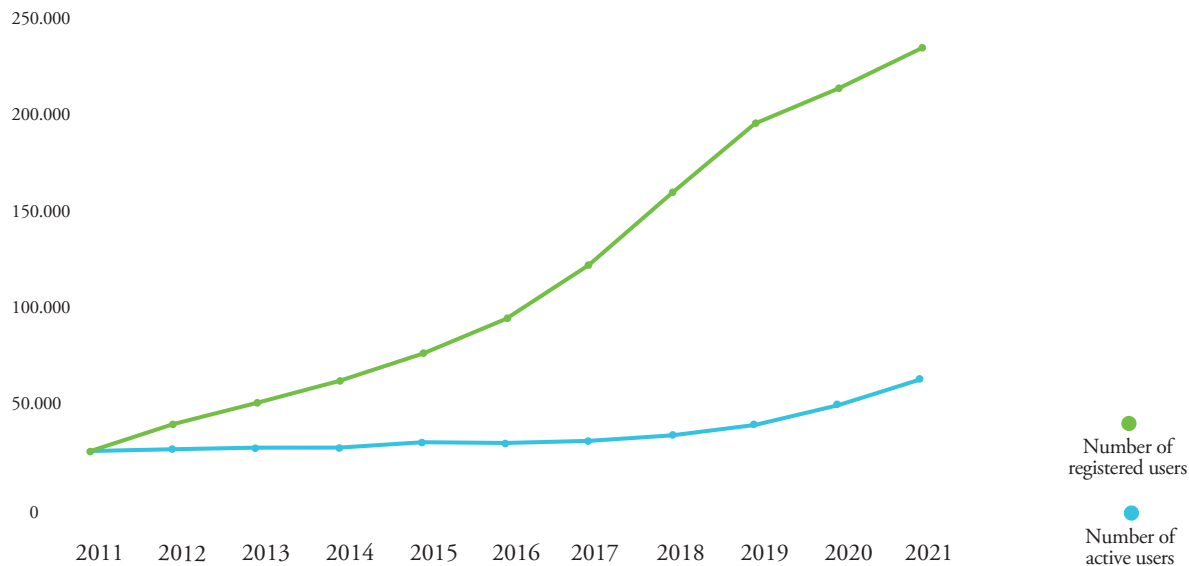
Number of BicikeLJ users by year, from 2011 to 2021

The number of users has steadily increased ever since the launch of BicikeLJ.

On 31st December 2021 there were a total of 235,344 registered users and 63,823 active users (with an active annual subscription), which is the highest ever. The number of active users is expected to increase by 26.8% in 2021 compared to 2020, representing a number equal to more than 21% of Ljubljana's population.

The number of registered users refers to the total number of users who have used a bicycle since the system was launched. The number of active users each year refers to the number of users with an annual subscription on the last day of the year.

The graph shows the number of registered and active BicikeLJ users by year, from 2011 to 2021.

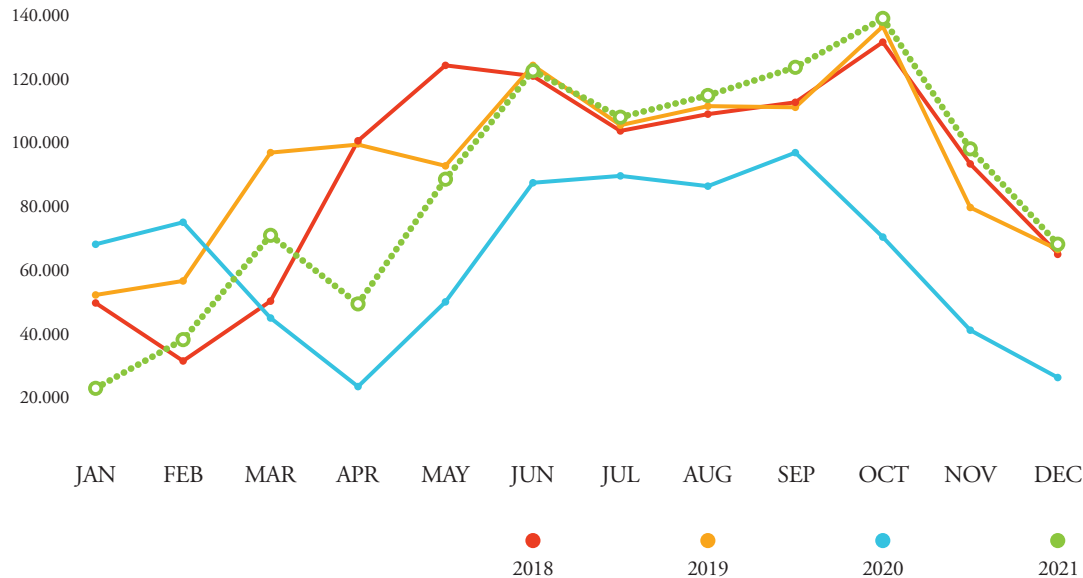


BicikeLJ bike rental numbers by month, from 2018 to 2021

BicikeLJ bike rental data by month shows that the highest number of bike rentals occurs between March and October. In 2021, the highest recorded number of loans occurred in June, at the beginning of the school year (September), and at the start of the university year (October). The pattern of borrowing slightly changed in some months of 2020 and 2021 due to the COVID-19 epidemic. Fewer cyclists are recorded in March and April of 2020 and January and February of 2021, when public

lockdowns and other measures to contain the epidemic were in place. Despite the fact that the epidemic was still declared in 2021, 57% more loans took place in March and 126% more in April than in the same months of 2020. In the other months of 2021, we also recorded more loans than in the same months of 2020, with the numbers roughly the same as or higher than in 2018 and 2019.

The graph shows the number of BicikeLJ bike rentals by month, from 2018 to 2021.



New stops in the BicikelJ system in 2020 and 2021

20 new BicikelJ stops were built between 2020 and 2021, each with 20 new bicycle stands for cyclists to secure their bikes.

New stations in the BicikelJ stations in 2020

Station name	No. of bicycle stands
Aleja - Celovška cesta	20
Kopališče Kolezija	20
Viško polje	20
Koseški bajer	20
Dravlje	20
Črnuče	20
Studenc	20
Polje	20
Zalog	20
Lidl - Rudnik	20
No. of bicycles 710	200

New stations in the BicikelJ stations in 2021

Station name	No. of bicycle stands
Ikea	20
Prušnikova	20
Povšetova - Kajuhova	20
Soseska Novo Brdo	20
Tehnološki park	20
Vojkova - Gasilska brigada	20
Gerbičeva - Športni park Svoboda	20
Dolenjska c. - Strelišče	20
Roška - Streliška	20
Voka - Slovenčeva	20
No. of bicycles 820	200

BicikelJ's updated information system

Users can either manage their BicikelJ account on the service's website (www.bicikelj.si), or on the BicikelJ Official mobile app, which was launched in the autumn of 2020 when the Bicikelj management software was upgraded. Users can change their account settings and check the availability of bikes and locks at each stop at any time. You can also rent a bike through the mobile app, or it is still possible via the terminal with an Urbana City Card.

Maintenance of the BicikelJ system

The installation, operation and maintenance of the system is financed by Europlakat d.o.o. as the private partner in the project, while the funding for the 13 stops with 130 bicycles is provided by companies supporting sustainable development.

The system consists of specially designed and manufactured bicycles. Because they are exposed to the weather (rain, snow, cold and sun) all year round, they must be particularly durable, while also resistant to vandalism.

Europlakat d.o.o. provides teams to move bikes from fully occupied stations to empty ones and to check the suitability of the bikes. During the week, teams are on site between 6 am and 9 pm and on the weekends between 10 am and 2 pm. In 2021, they moved 42,423 bicycles between the stations. Every bike that is transported from full stations to those with free stands is checked. Ten checkpoints that can affect the safe use of bicycles are checked. Damaged bikes are taken to a repair shop for service; 20 bikes a day on average. Regular annual bike servicing is carried out in winter when the number of rentals is reduced. However, the bikes are also available in winter when the BicikelJ teams ensure snow clearance and smooth access to the bikes.

Guided cycling city tours by *Ljubljana Tourism*

Ljubljana is a treasure trove of rich cultural heritage; it is a tolerant, multicultural, open, optimistic, sports-oriented and family-friendly destination - a safe city with a high ranking for quality of life, placing it amongst the highest in Europe. It has the most green space per resident in Europe and inspires visitors from destinations around the world to visit. Its predominantly flat location, favourable air and water quality, extensive green areas per inhabitant, and excellent public transport and cycle paths make it well suited for nature tourism and active holidays.

Tourism cycling is also popular in Ljubljana, which is why the Ljubljana Tourism offers guided cycling tours for tourists and other visitors keen on culture, art, entertainment and open green spaces. Tourists can also explore the city on their own, in a relaxed, environmentally-friendly and fun way – by bicycle.

Ljubljana Tourism offers bicycle rental as part of the Ljubljana Bike project, with 20 adult bicycles and two children's bicycles available. The latest acquisition consists of 15 brand new adult bicycles, which are available from the Tourist Information Centre at 2 Adamič-Lundrovo nabrežje. Two electric bicycles are also available for tourists. Bike rental operates on a seasonal basis, from 1 April to 30 September, and tourist information about the city is available on request.

Due to the restrictions in place to contain the COVID-19 epidemic, and the country lockdown in 2020 and 2021, we have seen a significant drop in the number of tourists compared to previous years, and therefore a lower number of bicycles have been rented.

Themed tours

The guided cycling tours organised by Ljubljana Tourism are ideal for discovering the city centre, with its rich cultural heritage and other unique sights such as the banks of the Ljubljana River and Tivoli park.





260 2021

511 2020

3108 2019

2513 2018

2388 2017

3223 2016

2656 2015

1918 2014

Number of rentals
for 2 hours



60 2021

36 2020

729 2019

848 2018

620 2017

410 2016

354 2015

313 2014

Number of rentals
for 4 hours



105 2021

51 2020

223 2019

534 2018

612 2017

661 2016

532 2015

371 2014

Number of
all-day rentals

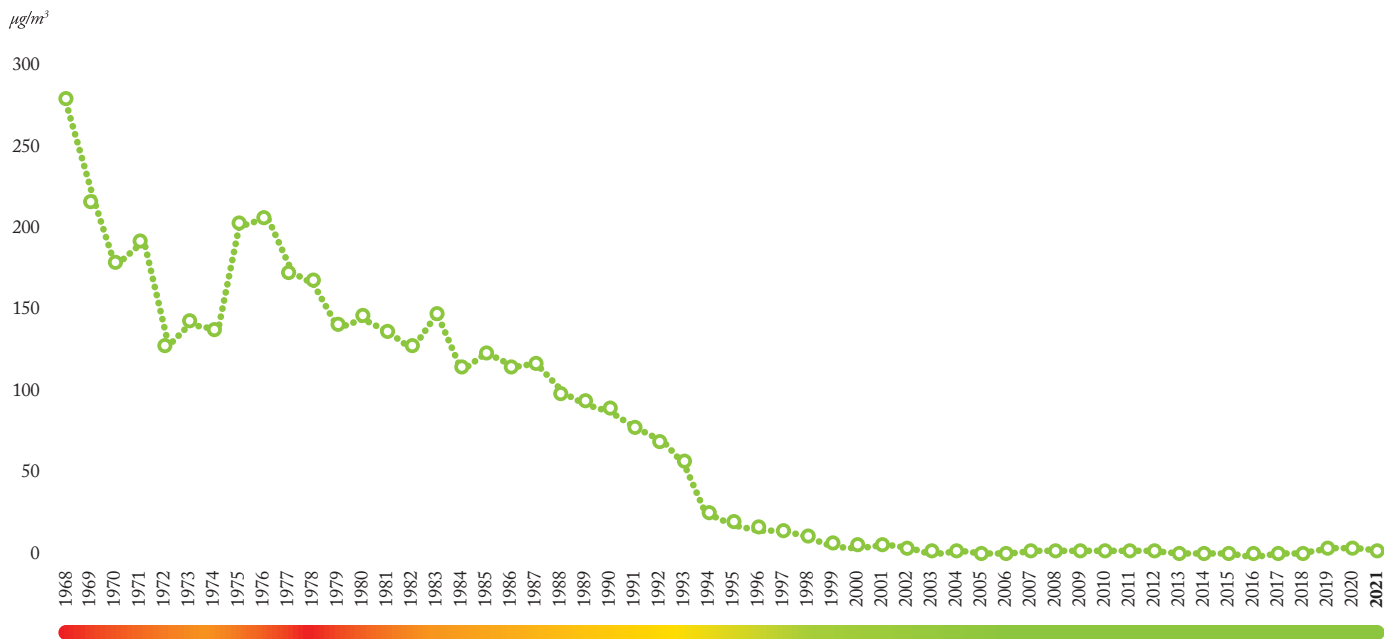


The Air in Ljubljana *continues to improve*

For decades the City of Ljubljana has used various measures to actively improve air quality, as confirmed by the results of monitoring measurements. It is worth pointing out that much of the pollution is linked to winter heating.

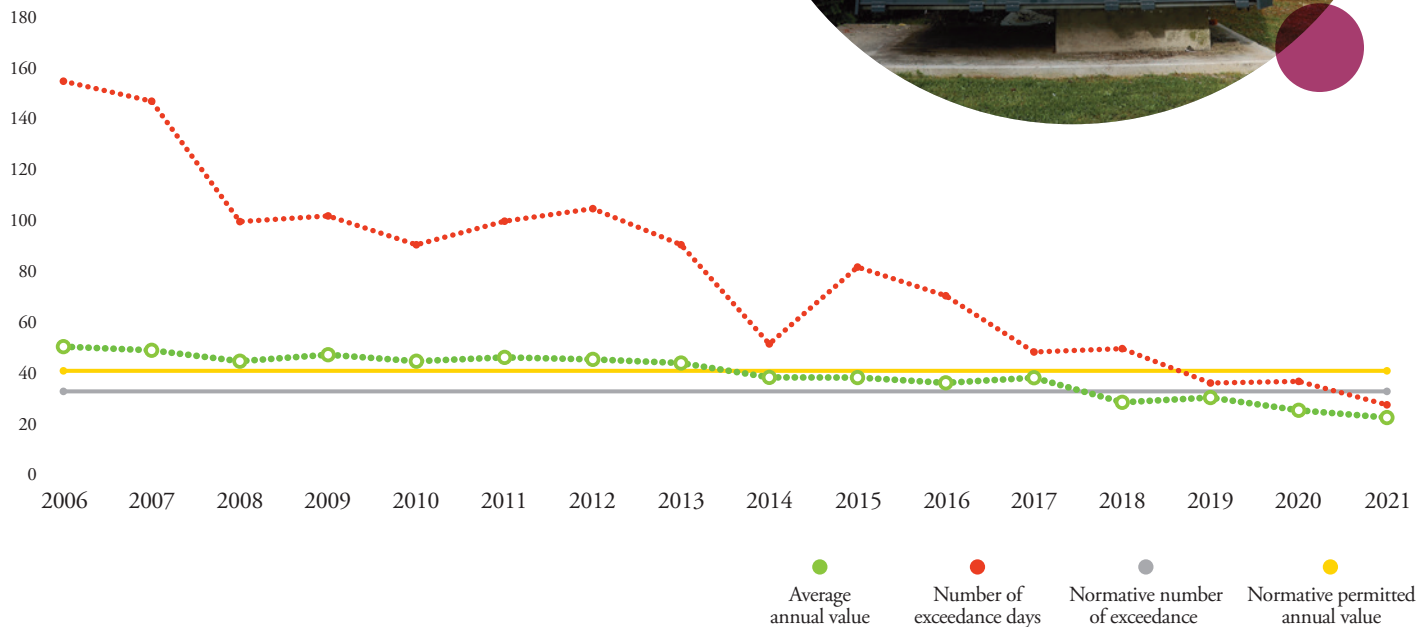
The graphs shown below indicate a clear trend of the air quality improving over time, both using sulphur dioxide as a measure of air pollution, and when analysing PM10 air pollution, which has received more attention over the last two decades.

The graph shows the average annual sulphur dioxide level in Ljubljana between 1968 and 2020.





The graph shows the average annual values and the number of days annually exceeding the recommended limit between 2006 and 2021.



New arrangements *in forests for cyclists*

More than 40% of the Ljubljana municipal area is covered by forest. Urban forests are an important part of the city, with Grajski grič (Castle Hill), Golovec, Rožnik, Šišenski hrib, Šmarna gora (the Mount of Saint Mary) and other forested areas lying within the urban agglomeration. The City of Ljubljana has established a partnership for the sustainable management of urban forests in order to ensure that urban forests continue to be properly cared for, managed in harmony with nature, and provide visitors with facilities where they can relax, exercise or learn something new.

Project URBforDAN and cycling in nature

The European project URBforDAN (Management and Utilization of Urban Forests as Natural Heritage in Danube Cities), which was implemented from 1 June 2018 to 30 September 2021 under the leadership of the City of Ljubljana, is built on the achievements and efforts of the city to preserve its »green lungs« and biodiversity. The project was implemented under the Danube Transnational Programme (DTP) and supported by the European Regional Development Fund.

We focused on the protection of natural values, the sustainable use of natural resources, and development of the social functions of urban forests in the Danube Region. We have implemented measures and developed approaches to more effectively manage and protect urban forests.

Our activities have made an important contribution to understanding the importance of urban forests in ten Danube cities. We are proud of the strategies we have developed for urban forest management, the new urban facilities in our urban forests, and the good relationships and links we have established between the managers, users and owners of urban forests.

The aim of the project was to make better use of the forest areas, which are used for sports, recreation, education, relaxation and cycling. Golovec and Šmarna Gora were selected as test areas in Ljubljana for the project.

Forest etiquette

The URBforDAN project has developed a forest etiquette, which covers the rules for cycling and appropriate behaviour in urban forests and includes the following warnings:

- Take note of the signs and notices on direction and information boards, bollards and totem poles.
- Pedestrians have priority on routes that are not part of a designated mountain bike park.
 - Only cycle and walk on marked paths.
 - As cyclists, let's reduce our speed when encountering pedestrians
 - Leave no trace and respect nature, others, local communities and property.

We have strengthened our cooperation with forest users and owners

An important aspect was the development of participatory and integrated management in urban and peri-urban forests. We held a number of meetings, events, presentations and surveys for the various stakeholders, users and owners of forests in order to obtain useful information regarding activities they would like to see in the area. We prepared the Ljubljana Urban Forest Development Strategy 2020–2045, and operational management plans for both areas.

Cyclists were also actively involved in the discussions, contributing suggestions for the layout or markings in the area, such that all visitors to the urban forest can spend time in harmony with nature.

URBforDAN measures for cyclists

We have implemented a number of measures that specifically target cyclists. We have installed information and educational signs and urban equipment and waymarked trails. Eight entrances have been established at the foot of Golovec at the following locations; Center - Hradeckega, Štepanjsko naselje, Hrušica, Bizovik, Orle, Poligon na spodnjem Rudniku, London (Peruzzijeva) and Rakovnik. We have erected information boards and added bike racks - six at the Hradeckega entrance, and five at Rakovnik and London - because we want to promote the option of getting to the top of the hill in a sustainable way.

We contributed to the development of mountain biking obstacle courses on the eastern side of Golovec, where we have also enabled the Golovec Trails Cycling Association, an important stakeholder in the planning, to start a second polygon outside of the special-purpose forest area, which they are now successfully upgrading themselves. Based on the opinions of the participants, we have decided to make an even more significant change to regulations on the multi-purpose paths, by banning cycling on the wooded part of the Trail of Remembrance and Comradeship (slo. Pot spominov in tovarištva; PST), in order to avoid collisions between pedestrians and cyclists due to the small size of the trail.

Together with the Slovenian Forestry Service, which was a partner in the URBforDAN project, we have marked a pleasant circular route around Šmarna gora.

We also installed oak log bike racks at three other entrances – one at Šmartno - Kudrovec, one on the path over Spodnja Kuhinja at Tacen, and one at the Tacen fountain.

Users can also benefit from the free smartphone app URBforDAN, which provides information about amenities in the area, allowing even better use of the newly-developed areas.

Location of new entry points	Number of entry points	Entry point name
Golovec	8	Hradeckega, Štepanjsko naselje, Hrušica, Bizovik, Orle, obstacle course in Lower Rudnik, London (Peruzzijeva) and Rakovnik
Šmartno – Kudrovec	1	Šmartno – Kudrovec
Tacen – route via Spodnja Kuhinja	1	Tacen – route via Spodnja Kuhinja
Tacen – well	1	Tacen – well



Deliveries *by bicycle*

Logistics processes in cities are highly complex due to many of society's key activities being concentrated in urban centres. On one hand, urban logistics are a prerequisite for a city's supply chain, but on the other, they have a negative effect on the environment and the population. A good urban logistics management system is one that finds the right balance between the various aspects.

A number of policy documents set the framework for addressing urban logistics in a holistic manner. Awareness concerning the importance of this area is growing, and as such a number of European and national strategy documents directing the development desired have been produced, especially over the last decade.

MOL's integrated transport strategy, under the plan for optimised motor transport, foresees measures for the management of green urban logistics. The document notes that freight transport destined for Ljubljana and delivery services significantly contribute to the number of journeys made by motorised vehicles. Delivery and freight vehicles pollute the environment more than cars, and Ljubljana will work to optimise the traffic generated by logistical activities. Ljubljana will therefore be involved in the implementation of smaller consolidation centres in the city as well as a large logistics terminal for intermodal transport. This will promote bicycle deliveries (especially inside the ring road) as well as the use of more environmentally-friendly delivery vehicles. At the same time it will improve delivery conditions, through the construction of a parking garage in the city centre, near the central city market, which will enrich the public space above the garage, helping to revitalise the market.

We encourage bicycle deliveries, particularly in Ljubljana city centre. A number of delivery services using cargo bikes are already in place, making a significant contribution to the development of this activity.

As part of a European project to prepare guidelines for the development of an Urban Logistics Management Strategy, we piloted the delivery of postal items using two electric cargo bicycles (implemented by Pošta Slovenije, a partner in this project). These two bicycles are currently used by two public institutions, Mladi zmaji (for the needs of field youth workers) and Ljubljana Tourism (for the distribution

of promotional material etc.). The strategy also foresees a number of measures to help continually improve delivery services in Ljubljana.

Source: Urban Logistics Management Strategy (draft)



Bicycle and motorbike delivery drivers speeding

The number of food deliveries made by bikes and motorbikes increased during the COVID-19 epidemic. People carrying out these types of delivery and pick-ups in the pedestrianised areas of the city centre have been criticised in particular by users of the space for speeding and 'dynamic' driving. A number of unpleasant collisions between pedestrians and cyclists, moped riders and motorcyclists were witnessed in 2020 and 2021.

The cause of the problem is driving in pedestrian zones and breaking traffic rules, driven by the desire to deliver as quickly as possible in order to earn more money. Municipal Constabulary and the City Manager regularly attend meetings with food delivery service providers and have raised this issue with them since the business began. City wardens regularly monitor violations and take action accordingly.



Road safety and *education for cyclists*

Accident prevention and transport education

Ljubljana is continuously improving road safety through a range of measures and strives throughout the year to move towards »Vision 0« – zero fatalities in road accidents. The planning and coordination of road traffic prevention and education tasks is carried out in cooperation with the Council for Road Traffic Prevention and Education (SPV CP MOL), which acts as an expert advisory body to MOL.

One of the biggest accident prevention campaigns run by SPV CP MOL is 'Safe Route to School', which is organised at the beginning of each school year and aimed at promoting traffic safety for primary school pupils. A large number of police officers, traffic wardens and volunteers work alongside other traffic enforcement and public awareness campaigns to ensure a safe journey to school. SPV CP MOL also carries out an annual road safety audit of school routes, and is assisted by the MOL Education and Training Portal in the preparation of the Safe School Routes Plan.

SPV CP MOL organises a range of other preventative and educational activities for kindergartens and primary schools in Ljubljana, exchanges views, discusses examples of good practice and seeks solutions for improvements for all road users, especially the most vulnerable, in cooperation with primary schools, the Traffic Safety Agency, the Municipal Constabulary Department, Ljubljana Police, the National Institute of Public Health (NIJZ), First Aid Rescue Teams, Ljubljanski potniški promet, the Logistics Centre, driving schools and volunteers, amongst others.

Other major activities organised by SPV CP MOL in 2020 and 2021:

- The traditional cycling education and training event, the Cycling Circle, was held in 2020 within the framework of the European Mobility Week (EMW), with the participation of NIJZ and taking into account all epidemiological measures. The event was also organised in 2021, but had to be cancelled due to extremely bad weather.
- The traditional accident prevention campaign 'Safe on the way to school and home' took place in 2020 and 2021, with the participation of the Ljubljana Police Station and the Municipal Constabulary Department. A raffle was held in primary schools

with prizes for individual winners, but the final event at the Grič Police Station had to be cancelled due to the epidemic.

During the European Mobility Week SPV CP MOL took part in themed events with local communities in front of the EU House, with cycling obstacle courses, bicycles and scooters available for younger children, who enjoyed exercising and solving puzzles.





Public safety in traffic

2020

The Municipal Constabulary Department is responsible for public safety and order and acts as the offence enforcement body within the framework of, and in accordance with, the regulations of the City of Ljubljana. It is also involved in a number of prevention campaigns aimed at raising awareness traffic safety amongst cyclists.

In 2020, the Municipal Constabulary Department carried out activities and controls within the framework of the following schemes:

- the National Cyclist Safety Prevention Campaign, that was led and coordinated by the Slovenian Traffic Safety Agency and took place between 4 May 2016 and 31 May 2020 as well as during the 2020 EMW. The aim of the campaign was to promote safe driving on the road and raise awareness of its importance.
- the 2020 Public Safety Action plan, which ran between 15 June and 15 July 2020. The aim of the campaign was to ensure pedestrian safety in road traffic in pedestrian zones and to raise awareness of the importance of safety for pedestrians and cyclists.
- the action plan reinforcing the supervision of cyclists and users of special means of transport which ran from 21 September to 27 September 2020. The purpose of increased supervision was to promote safe driving and raise awareness of its importance.

- the action plan focussing on the central section of Slovenska cesta between Gosposvet-ska cesta and Šubičeva ulica, which ran from 5 February 2020. The operational work focused on compliance with road traffic signals as well as correct and safe cycling and walking.
- activities run during the 2020 European Mobility Week (EMW).

The Municipal Constabulary Department participated in several cyclist-related events within the framework of the 2020 EMW, namely:

- the 'Cycling Circle' with information points: at Education Point 9, located at the intersection of Cankarjeva ulica and Slovenska cesta, the Municipal Constabulary Department and the Police taught children about road traffic rules with respect to crossing the road at a pedestrian crossing, cycling in a pedestrian zone, safe cycling, the correct use of bicycles and bicycle storage, as well as about mandatory and recommended equipment for cyclists. They distributed bike lights, bicycle bells, information leaflets and other material for traffic safety to children. City wardens answered questions from students, tutors and passers-by.
- cycling and walking along the Bee Path: city wardens were present at the event and ensured public safety.



2021

In 2021, the Municipal Constabulary Department carried out activities and controls within the following frameworks:

- the Pedestrian Spaces Action Plan, run between 5 July and 13 August 2021. The aim of the action plan was to ensure pedestrian safety in road traffic, with a focus on pedestrian areas in the pedestrian zone, especially from the point of view of cyclists, motorcyclists and users of special vehicles.
- the action plan 'Pavements, Cyclists and Special Means of Transport', which ran from 13 May to 28 May 2021. The aim of the campaign was to ensure the safety of pedestrians in road traffic near restaurants, the safety of cyclists and users of special means of transport, and to raise awareness of the importance of pedestrian safety.
- during the 2021 European Mobility Week (EMW).

Within the framework of EMW 2021, the Municipal Constabulary Department participated in a cyclist-related event, namely:

- a preventive awareness-raising campaigns for cyclists and scooter riders in cooperation with the Bežigrad local community: due to bad weather, two of the campaigns were cancelled, so we only participated in the Cyclist Awareness Campaign, which took place on 20 September 2021. We raised awareness regarding the importance of visibility and correct driving among cyclists and scooter riders, and distributed promotional material, lights and reflectors.

MESTNO REDARSTVO LJUBLJANA

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Circular challenges for employees – *promoting cycling to work*

Ljubljana is one of the pioneers in the circular economy. A circular city must also include a circular city administration. To continuously set a good example to our fellow citizens we organise circular challenges on mobility, shopping, everyday life and nutrition for our employees to reinforce their circular thinking and decision-making in a simple and socially responsible way. Such challenges also positively contribute to the reputation of the city administration as a socially responsible employer.

As part of the circular challenges in cycling all the secretariats of the city's departments and offices have received a bike pump and a waterproof seat cover for their company bicycle in order to make cycling to and from work even safer, and to ensure that bad weather is not a reason to miss out on cycling to work.



Campaign Človek (Human) – labelling bike racks

As part of the socially responsible campaign 'Human, protect your city', new signs have been added to the bike racks. The aim of the action plan is to introduce cyclists to the new bike racks in the city centre and to raise awareness about the importance of chaining bikes to the racks. In this way, cyclists protect both their bicycles and the surrounding facades, especially the heritage-protected buildings. By parking their bikes properly, they also make public spaces accessible to all.



We participate, *involve and co-finance*

We are committed to an open and inclusive society, and we actively work together with various stakeholders, citizens and representatives of NGOs to improve the quality of life in Ljubljana.

The city hosts a wide range of activities and events, inviting and working with different stakeholders to identify new gaps and opportunities. We are confident that, together, we can design better solutions. In particular, we pay special attention to public participation in the design of our actions, to establish and maintain dialogue, and to co-create even better solutions and a more beautiful and welcoming city. In the design of our actions, we pay special attention to public participation to establish and maintain dialogue and to co-create even better solutions for a more welcoming and friendly city.

We keep citizens up-to-date on what is happening in MOL through various communication channels. In addition, interested members of the public can also actively participate in decision-making processes. Our official website is www.ljubljana.si. We are the first municipality in Slovenia to have a website fully adapted for people with disabilities, in line with international guidelines. Another source of information on the current work of the City Administration is the Ljubljana magazine, which is free for all households in Ljubljana. We also post updates on Facebook and Instagram. Presentation films are showcased on YouTube. We produce weekly e-newsletters in the Slovenian language as well as, less frequently, in English.

Citizens can submit their suggestions and questions in writing through the interactive portal 'Citizens' Initiatives' (<https://pobude.ljubljana.si/>). Between December 2008 and December 2021, 47,229 petitions were received and addressed via the online portal. Mayor Zoran Jankovič welcomed almost 30,000 citizens during open days between December 2006 and December 2021. Information is also available from staff in MOL's 17 district communities, as well as from individual departments and services of the City Administration. Through 2020 and 2021, the following annual projects and programmes were co-funded with cycling associations through a public call for tenders: Supersnurf Sports Association, Golovec

Trails Sports Association, Rog Cycling Association and Rajd Cycling Association.

Civil society is also an important component of all the major European projects in which we have previously participated or are currently participating (Civitas Mobilis, Civitas Elan, ClairCity, Champ, Ljubljana Smart City, URBforDAN, Applause, BeePath, DEAS, Tribute, and PSLifestyle, among others).

We are currently working particularly closely with the following NGOs to find solutions and improve the conditions for cycling: the Ljubljana Cyclists' Network, the Slovenian Cycling Network, Za mesto na dveh, Focus, Umanotera, Mreža za prostor, Koalicija za trajnostno prometno politiko, Cipra Slovenia, the Association for Protection of the Alps, the Golovec Trails Sports Association and others.





Major events

to promote cycling

European Mobility Week 2020 and 2021

In 2021, Ljubljana participated in the European Mobility Week (EMW), the world's largest international campaign to promote sustainable mobility, for the 20th consecutive year. The event has been held annually between 16 and 22 September since 2002 on the initiative of the European Commission. Every year, the City of Ljubljana, together with its public companies and institutions, district communities, and many other organisations, organises a varied programme and a number of activities for the citizens of Ljubljana aimed at promoting and raising

awareness about the importance of sustainable mobility in order to improve the quality of life.

Each year, a different theme is highlighted, either to promote a specific aspect of sustainable mobility or to highlight other themes related to a better quality of life. Cycling-related events were most common during European Mobility Week. Many permanent measures were also put in place, as outlined below.



EMW 2020: Choose cleaner means of transport.

We organised the 2020 EMW under the slogan 'Choose cleaner means of transport!' The main theme was minimising transport emissions, emphasizing that we will only be able to reduce greenhouse gas emissions from transport through cleaner mobility, such as walking, cycling or using public transport.

300
new bicycle racks



Permanent EMW measures put in place in 2020

- 1. Arrangement of cycle lanes and shared spaces:** work continued on Parmova and Hruševska ulica, followed by Dunajska and Tržaška cesta and Bežigrad.
- 2. Installation of bicycle racks:** 300 new bicycle racks were installed in the wider city centre.
- 3. The provision of covered bicycle parking:** the Franca Rozmana Staneta Primary School and the Mirana Jarca Primary School will soon have covered bike sheds and a place to park bikes on the pavement.
- 4. Planting greenery on the canopy:** we have started a pilot project to plant greeneries with plants attracting honey bees on the canopies of three bus stops.
- 5. Establishment of a play unit:** we have set up a common unit for young children in Minicity, where Ljubljana Public Holding and some other public companies, Energetika Ljubljana, Voka Snaga and LPP, represent their activities by caring for the environment and our city. Among other things, children learn about the importance of sustainable mobility and how we can all contribute to cleaner air in our city by regularly using LPP buses.
- 6. Cycling Account 2018–2019:** we launched the Cycling Account publication and presented the projects implemented in 2018 and 2019 to improve the quality of cycling.
- 7. Purchase of two housings for automatic measuring devices:** to improve traffic safety, we have expanded the traffic monitoring system by installing new housings at two critical traffic locations, 45 Aljaževa ulica and 45 Cesta v Mestni log.
- 8. Installation of a mobile bicycle shed:** a mobile covered bike shed has been installed at Krekov trg, enabling the safe storage of bicycles.
- 9. Project Let's go cycling:** cycling was promoted in primary schools with the project 'Let's go cycling', which was organised in cooperation with Rajd and Rog Cycling Association. We carried out free guided leisure sports activities that allowed children and young people to learn additional cycling knowledge and skills.
- 10. Promoting cycling in the Ljubljana City Administration:** cycling is also actively promoted among the City Administration's employees and we have equipped all departments and services with bicycle pumps.

Mobile bike service in 2020

In 2020, together with our partner Zavarovalnica Triglav, we offered fast, easy and free servicing of (e)bikes, (e)scooters and (e)skateboards through the Mobile Bike Service Workshop. Citizens and visitors could bring their vehicles to the mobile workshop for repair, which was set up for five days at the following locations: 2 Adamič-Lundrovo nabrežje, 7 Ambrožev trg, 7 Trg MDB, 1 Proletarska cesta, and 1 Dalmatinova ulica (next to Figovec).

22 September 2020: Car-Free Day

Every year the EMW is traditionally concluded with a Car-Free Day. On this day, public passenger transport is free for urban and suburban buses, and all P+R car parks are free of charge. Cesta slovenskih kmečkih uporov (the road to the castle) and part of Črtomirova ulica (from Linhartova to Hacquetova ulica) were closed. We prepared an educational obstacle course for children, aimed at familiarising them with road safety and encouraging them to walk to kindergarten and school. The children were visited by police officers and traffic wardens on bicycles, and LPP drivers brought an electric-powered vehicle (Kavalir) and a bus to inform the children about everything a passenger needs to know. Children from the kindergarten Mladi rod and pupils from the Bežigrad Primary School organised short workshops, exhibitions and games with traffic themes.

The main children's event, Diham ples (I Breathe Dance), took place in several locations. Children, pupils and students danced the choreography they learnt at the workshops in small groups in their kindergartens and schools. Several other events and activities took place.



EMW in 2020: Live healthy. Travel sustainably.

We celebrated the 20th anniversary of the Ljubljana EMW. Under the slogan “Live healthy. Travel sustainably.» we highlighted the benefits of active mobility and getting around for our health and well-being – it helps us reach our destinations more efficiently, while at the same time meeting our daily exercise needs, improving brain function, and boosting fitness and the immune system.



Permanent EMW measures in 2021

- 1. Arrangement of cycle lanes and shared spaces:** work continued on the streets Bežigrad and Cesta dveh cesarjev. The arrangement on Letališka cesta was finished; a pedestrian and cycling bridge over the ring road was installed.
- 2. Installation of bicycle racks:** new bicycle racks were installed at seven locations near the playgrounds Kodeljevo, Grba, Mencingerjeva ulica and Glinškova ploščad to encourage playground visitors to use bicycles.
- 3. Planting greenery on bus canopies:** in collaboration with the Ljubljana Botanical Garden and Europlakat, we planted greeneries with plants attracting honey bees on the canopies of five bus stops: Križanke, Mirje, Gornji trg and Drama.
- 4. Klinko Kavalir:** as part of the TRIBUTE project, we introduced a free transportation service in the area of the Ljubljana University medical centre and Institute of Oncology, which is aimed at the elderly and the physically and sensory impaired.
- 5. 3D zebra crossings:** on the initiative of the institute Varna Pot, which promotes road safety in a joint project with the Generali insurance company, we drew a 3D zebra on Derčeva ulica instead of a normal pedestrian crossing. This is to calm traffic and improve visibility for the most vulnerable road users.
- 6. Purchase of two automatic measuring devices and housings:** we installed two automatic measuring devices in order to moderate traffic speeds and thus contribute to better road safety.





Mobile bike service in 2021

Free servicing of bikes was done by Klemen Mavec – Pravi kolesar on 16, 20 and 22 September 2021 in front of the Town Hall. The mobile bike service offered free bike checks, minor repairs and advice. On the Car-Free Day, Pravi kolesar also organised a workshop for citizens entitled DIY: How to fix your bike? and advised participants on how to take care of, maintain and repair their own bicycles.

22 September 2021: Car-Free Day

On the traditional Car-Free Day, 22 September, we closed selected roads to motor traffic: Novo Polje c III from the Zajčja dobrava restaurant to the landscape park, Eipprova ulica, Cesta v Gameljne and Kamnogoriška cesta (from the intersection with Ulica Bratov Babnik to the intersection with Čebelarska ulica), and tested the one-way traffic regime on Sojerjeva and Dražgoška ulica.

On this day, the use of LPP buses is traditionally free of charge, as is parking in the P+R car parks managed by the public company Ljubljanska parkirišča in tržnice. We also offered free transport on city buses to EMW events throughout the week to kindergartens and primary schools in the City of Ljubljana.



Ljubljana's successful presentation at Velo-city 2021 in Lisbon

On 9 September, at the closing ceremony of Velo-city 2021 in Lisbon, the Deputy Mayor of the City of Ljubljana, Prof. Janez Koželj, received the flag of the Velo-city 2021 Congress, symbolically representing the takeover of the organisation from the Deputy Mayor of Lisbon, Miguel Gaspar, and the Executive Director of the ECF, Jill Warren. »Thank you very much for proclaiming Ljubljana as a leading city for the future of cycling in Europe with this flag. This is a commitment for us, not just an honour.« Earlier, he also took part in a plenary debate on the rethinking of urban development, with a focus on cycling as the new normal, together with leading experts and city representatives.

Watch the video of the Velo-city 2022 takeover:

<https://www.youtube.com/watch?v=WNNmiF9j0-U>



We concluded the presentation of Ljubljana at the closing ceremony with a three-part cultural programme: the simultaneous screening of a video, song and dance performances, which were prepared for the occasion to promote cycling and to announce the Velo-city 2022 meeting. We produced an original song and video entitled Change is Strange, which further promote the Congress in Ljubljana and cycling.

The Slovenian version is available at: <https://www.youtube.com/watch?v=25oR2v16gtw>

the English at: <https://www.youtube.com/watch?v=-zqgctXGM7Q>



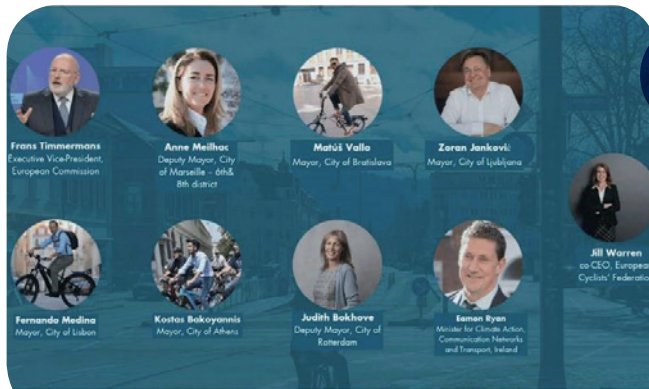
The participants in Lisbon had the opportunity to hear expert presentations by two other employees of the Ljubljana City Administration, who presented their achievements in climate change mitigation measures and cycling, and by an employee of Ljubljana Tourism, who spoke about the development of tourist cycling in Ljubljana and the region. Ljubljana representatives also took part in a mass cycling parade through Lisbon.

The participants of the Velo-city 2021 congress had the opportunity to visit the MOL stand, where a representative of the Ljubljana Exhibition and Convention Centre and an employee of the Ljubljana City Administration invited them to the next Velo-city in Ljubljana, and highlighted the advantages of a bicycle-friendly city, which has undergone many improvements since 2007 and is a pleasant place to live.



Roundtable on More Cycling for a Green Recovery and the EU Green Deal

On 30 October 2020, the Mayor of Ljubljana, Zoran Jankovič, took part in an online roundtable and discussion with several mayors of European capitals and the Executive Vice-President of the European Commission, Frans Timmermans, to exchange views and experiences on cycling in cities. The roundtable was organised by the European Cyclists' Federation and a small group of visionary mayors from the European capitals of Ljubljana, Rome, Lisbon, Athens and Bratislava, and attended by the Irish Minister for Climate Action, Communications and Transport, Eamon Ryan.



Cycling for a Green Recovery

10th anniversary of BicikelJ

At the 10th anniversary of the BicikelJ system, which was celebrated on 12 May 2021, the Mayor of the Ljubljana, Zoran Jankovič, opened a new BicikelJ station at Prušnikova cesta. He also received Mr Jean-François Decaux, the CEO of the JCDecaux Group, of which Europlakat d.o.o. is a member. The latter operates the BicikelJ system in a public-private partnership. As a pioneer and the world's leading provider of self-service bicycle rental, JCDecaux is making a significant contribution to the democratisation of soft mobility and is committed to improving the quality of urban life in a sustainable way through continuous innovation in mobility.



Exchange of best practices and experiences with Brazil

On 18 June 2021, the Deputy Mayor of the City of Ljubljana, Tjaša Ficko, participated in an event organised by the Delegation of the European Union to Brazil and several other European Green Capital countries: Lahti, Lisbon, Copenhagen, Nijmegen, Essen, Vitoria-Gasteiz, Hamburg, Stockholm, Oslo and Grenoble. The aim of the event was to present to the Brazilian public best practices from Europe in the areas of sustainable urban development, urban mobility and waste management, as well as other good examples. The event was held virtually.

7th CIVINET SLO-HR-SEE Assembly and Forum

The 7th CIVINET SLO-HR-SEE Assembly and Forum took place in Zagreb on 8 September 2020 and was attended by Dejan Crnek, Deputy Mayor of the City of Ljubljana. Ljubljana was the coordinator of the network from 2013 to 2016. Since then, our partner city Rijeka has been the coordinator, and Zagreb will take over the coordinating role, effective 1 January 2021.

The main purpose of CIVINET is to exchange and transfer the experiences and best practices of successful programmes, to bring together different actors and to strengthen bilateral cooperation between cities in sustainable transport and mobility. The aim is also to better integrate into European projects and to exchange experiences, knowledge and tools for sustainable transport planning and management with cities that are leaders in this area in the EU.





13.7 km

new bicycle connection
(Kamnik – Mengeš – Trzin –
Ljubljana)



Symposium on e-mobility

On 14 September, the Deputy Mayor of the City of Ljubljana, Dejan Crnek, received the participants at the City Hall as part of the 8th Symposium on e-mobility, which was organised by the eMobility Association and took place from 15 to 17 September 2021 at the Grand Hotel Union. As one of the oldest conferences of its kind in the world, it attracts the best experts in e-mobility every year from the most developed countries, such as Norway, the Netherlands, Germany, the USA, etc. Eastern European countries are also becoming increasingly active. Many topics were covered, ranging from e-mobility technology, policies to promote e-mobility, and the charging infrastructure at home and on the move, to electric buses, e-boats, e-marines and e-aviation.

New Kamnik – Mengeš – Trzin – Ljubljana bicycle connection

On 11 November 2021, the Deputy Mayor of the City of Ljubljana, Aleš Čerin, took part in the signing ceremony of the contract for the joint project to build the regional Kamnik – Mengeš – Trzin – Ljubljana bicycle connection. The 13.74 km-long route will be used for the daily commuting of residents of the municipalities of Kamnik, Mengeš, Trzin and Ljubljana. It will consist of five types of cycle surfaces: a cycle path of 4.87 km, a cycle track of 2.15 km, a cycle lane on the carriageway of 3.36 km, a cycle area on the pavement of 0.29 km and a cycle area on traffic lanes of 3.06 km. The connection will end in Ljubljana at the junction of Dunajska and Štajerska cesta.



MOL bicycle portals and mobile apps *for planning cycling routes*

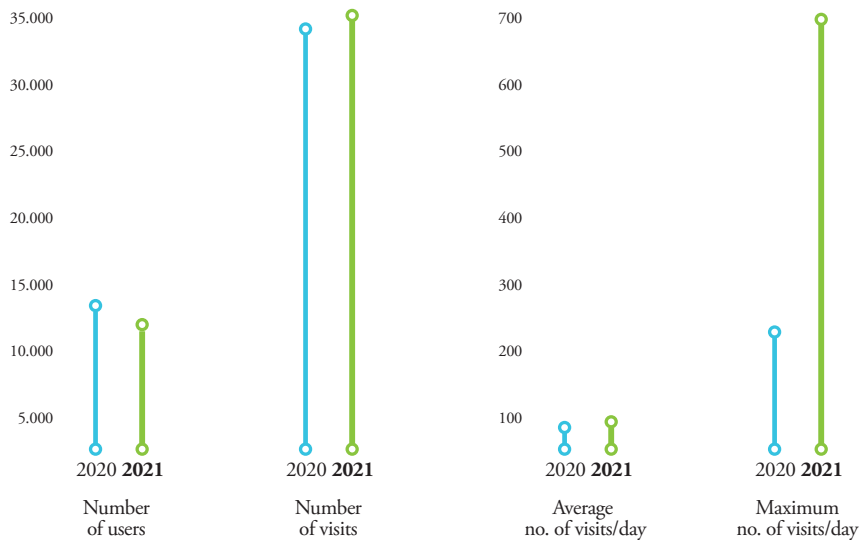
PROMinfo portal of up-to-date traffic information

Launched in 2017, the PROMinfo portal offers a wide range of up-to-date information on mobility in the Ljubljana area to promote sustainable mobility, especially with information for informed route planning. A variety of information is available on the current traffic situation, including information on traffic density in the MOL area, bus arrivals at LPP stops, vacancies in LPP-managed car parks, charging stations for electric vehicles and stops in the Avant2go car-sharing system, pedestrian zones, etc.

A special tab is dedicated to cycling and shows the current situation at BikelJ stops, the network of cycle lanes, paths and areas for cyclists, the locations of cycle counters and bike racks.

The portal is available at

<https://prominfo.projekti.si/web/>





Mestna občina
Ljubljana

PromInfo

Aktualne prometne
informacije za Ljubljano

TREKUTNO STANJE

Popolne zapore cest

Delne zapore cest

Gostota prometa

Izredni dogodki

HOJA

KOLESARJENJE

JAVNI PROMET

MOTORNi PROMET

NOVICE

iskanje

PUSTI SE
ZAPELJATI

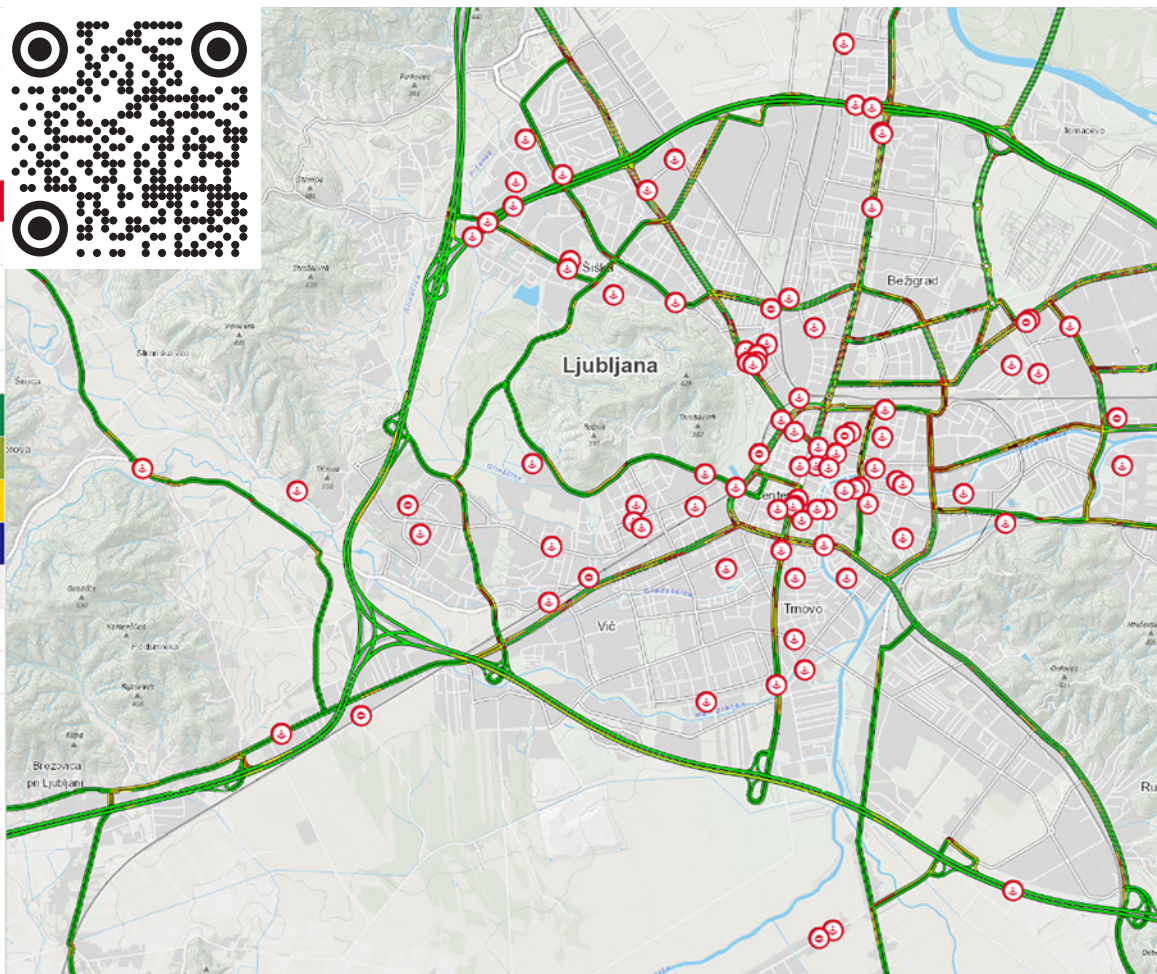
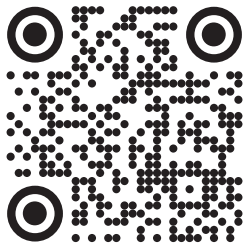


Organizacija Zvezdnih
metropolitov za okoljsko
priaznost in kakovost

LJUBLJANA
ENVIRONMENTALLY
FRIENDLY
CITY
2015

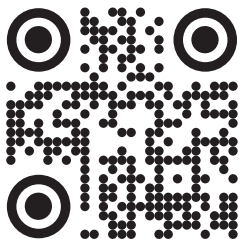
LJUBLJANA.
Zate.

2017 © Mestna občina Ljubljana
Produkcija LUZ, d.d.



Other online and mobile links

Online BicikelJ
portal
www.bicikelj.si



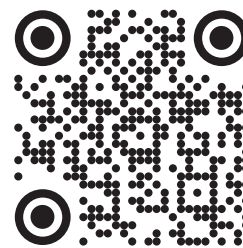
Interactive map of
cycling routes
www.geopedia.si



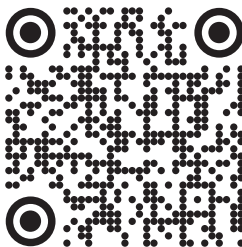
Online Let's Go
portal
www.gremonapot.si



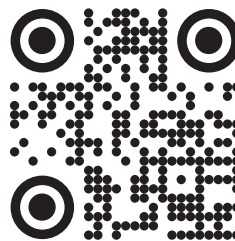
Online Safe route to
school portal



Online RIC
Sava – cycling portal
www.sport-ljubljana.si



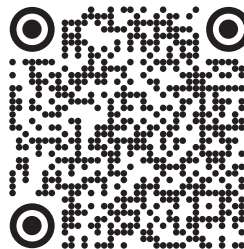
“A to B Ljubljana”
smartphone app



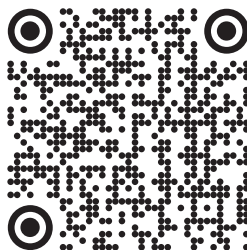
URBforDAN
smartphone app



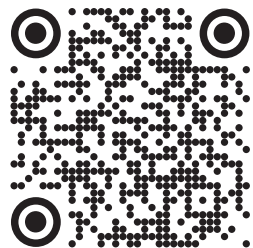
Chatbot Ljubo
from Ljubljana



Urbana
smartphone app



A Moment
in Ljubljana



Recreational cycling

Cycling has become one of the most popular sports over the last decade. The year-on-year increase in the number of bicycle paths and other cycling surfaces, as well as the modern infrastructure in which the City of Ljubljana is investing heavily, have also had a major impact on the growth and development of recreational and competitive cycling.

Competitive cycling

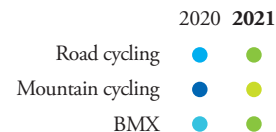
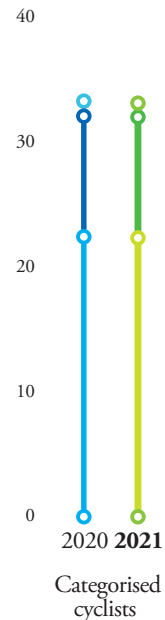
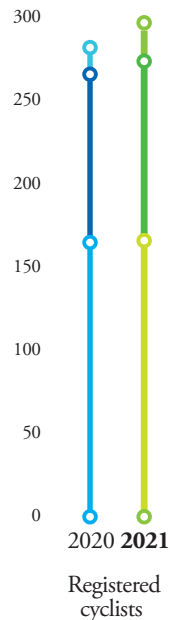
Cycling in Ljubljana is at an enviable professional and competitive level. The table below presents the statistics of competitive cycling, i.e. the number of active cyclists who are members of a national branch sports federation and have been approved by the Olympic Committee of Slovenia – Association of Sports Federations to participate in the official competition system and are entered in the register of registered and categorised cyclists in Ljubljana.

Franja BTC City Marathon

The central and largest recreational cycling event in Ljubljana is the Franja BTC City Marathon, which has the longest tradition, dating back to 1982.

The marathon is a member of the series of the best cycling marathons in the world under the auspices of the Union Cycliste Internationale (UCI UWCT). Despite maintaining its cycling tradition, the Marathon is gaining new dimensions year after year through partnership support, global reach, attendance and variety of cycling events. It brings together

Source: Olympic Committee of Slovenia

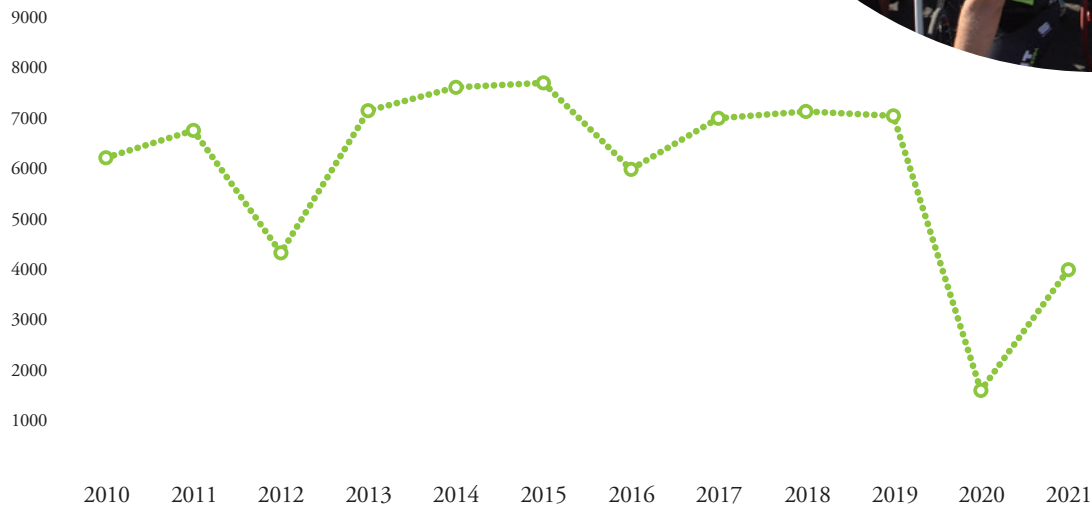


more than 7,000 male and female cyclists every year and has so far hosted participants from more than 70 countries. Its scale contributes to the promotion of cycling and thus a healthy lifestyle. The Marathon is co-financed by the City of Ljubljana.

It offers several different routes or trials, something for every cycling enthusiast. The 156 km Franja Marathon, the 97 km Mini Franja Marathon and the time trial are aimed at adult recreational cyclists. Families can find their own challenges in the non-competitive races of the Family-School Marathon (25 km) and the Kids' Marathon (1.2 km), while nature and gastronomy lovers can take a ride on the Barjanka (83 km), which runs through the Ljubljana Marshes.

Number of participants Franja Bicycle Marathon

Source: Cycling Association Rog



Cycle *paths and parks*

Ljubljana, its surroundings and the Ljubljana urban region are home to a number of interesting bicycle paths and parks for sport and recreation, measuring more than 2,000 km in length, among which we highlight the newest additions and the most popular parks and paths.

Sustainable Tour of the Ljubljana Marshes

In the framework of the SUSTOURISMO project, whose main objective is to combine tourism and transport services into an integrated tourism product and then to connect key stakeholders in tourism and public passenger transport in order to reduce the carbon footprint of tourism and to raise sustainable awareness among tourists, the Regional Development Agency of the Ljubljana Urban Region created new bicycle tours under the name Sustainable Tour of the Ljubljana Marshes as a pilot project in 2021, comprising a longer route called 'To the source of the Ljubljanica River and along the southern slopes of the Ljubljana Marshes' and a shorter one called 'From the city to the heart of the Ljubljana Marshes'. The latter is a unique combination of the natural beauty of the Ljubljana Marshes and a bit of the urban hustle and bustle of the capital. In the spirit of sustainable mobility, cycling in combination with a train or boat offers many attractions along the way. The two routes are 28 km and 41 km long, respectively, and they both impress with their rugged terrain and views of the varied landscape.

Longer route 'From the city to the heart of the Ljubljana Marshes'

Cycling: Ljubljana – Črna vas – Brest – Tomišelj – Strahomer – Iška vas – Staje – Ig – Pijava Gorica – Izanske toplice – Škofljica; length 41.1 km

Train: Škofljica – Ljubljana

Optional: Iška vas – Iški vintgar – Iška vas; length 7.5 km

Shorter route 'From the city to the heart of the Ljubljana Marshes'

Cycling: Ljubljana – Črna vas – Brest – Tomišelj – Podkraj – Jezero – Podpeč – Notranje Gorice – Podpeč; length 27.8 km

Boat: Podpeč – Ljubljana / Train: Notranje Gorice – Ljubljana

Optional: Podpeč – Sv. Ana – Podpeč; length 6.7 km



SUSTOURISMO

KoloPark bike parks

Bike parks are very popular among young people because they are not only suitable for riding bicycles, but also for practising skills with various other types of vehicles, from scooters, skateboards, rollerblades and roller skates to balance bikes. Due to the great enthusiasm shown for such bike parks, the City of Ljubljana has redeveloped some degraded areas and turned them into cycling obstacle courses over the last ten years. KoloPark, BMX Park and the Podutik Bike Park are further managed by the Rajd Cycling Association, while the Golovec trails are managed by the Golovec Trails Association.

- 5 bike parks (Ljubljana BMX Park, Ljubljana Bike Park, Kolopark Nove Fužine, Kolopark Spodnja Šiška, Kolopark Bežigrad)
- Forest trails: 7 trails with a total length of more than 6 km
- 2 forest trails above the Ljubljana Bike Park in Podutik

Trail of Remembrance and Comradeship (PST)

The Trail of Remembrance and Comradeship is Ljubljana's most popular trail, measuring 34 km, used by citizens for walking, recreation and cycling. It winds around Ljubljana along the route of the barbed wire that encircled the city during World War II, making it a unique historical monument of international importance. Every year on 9 May, Europe Day and Ljubljana Day, children from kindergartens in Ljubljana hike on PST, followed a day later by primary and secondary school pupils and students. The highlight of the celebrations is reached when recreational walkers and runners set off on the green ring around Ljubljana. This is also one of four marked cycling theme routes.

5
bike parks

6 km
of trails

34 km

long thematic cycle route
on the Trail of
Remembrance and
Comradeship



Cycling Account 2020–2021

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