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Cleaner and better transport in cities

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# Implementation status report on the comprehensive cycling strategy of the City of Ljubljana

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### General

x	CIVITAS	
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### Work package links

	WP1 Alternative fuels & clean vehicles		WP7 Energy-efficient freight logistics
	WP2 Collective transport & intermodal integration		WP8 Transport telematics
	WP3 Demand management		WP9 Project coordination
x	WP4 Influencing travel behaviour		WP10 Project management
x	WP5 Safety, security & health		WP11 Research and Technological Development
	WP6 Innovative mobility services		WP12 Impact and process evaluation
		x	WP13 Dissemination, citizens engagement, training and knowledge transfer

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## **1 INTRODUCTION**

Many people in Ljubljana are cycling and the number is increasing in recent years. Also in Ljubljana cycling is getting more and more popular due to traffic congestions and because of increasing awareness on its positive effects on health. Ljubljana has a cycling sound topography and urban structure and the city of 260,000 inhabitants has around 170 km of cycling roads, paths and lanes.

## **2 RECENT SITUATION OF URBAN CYCLING IN LJUBLJANA**

Recent urban planning and environmental protection strategic documents from 2007 are emphasising the necessity for significant improvement of non-motorised traffic in the city as well as to increase its share in modal split from 8% to 20% until 2013. This goal is rather optimistic. It is far more realistic to expect that this goal will be achieved until 2020. Ljubljana had a first cyclist club already in 1895 and currently there are more than 10 cyclist clubs and the Cyclist Network of Ljubljana which is striving at very first for improving the cycling conditions within the city. However, cycling as a mode of urban mobility is not a part of the city's official identity yet. Urban cyclist interests are not strongly organised and (re)presented in decision-making processes. The centre of the city is still hardly accessible by bicycle and cycling infrastructure in many respects insufficient and in many places unsafe and/ or uncomfortable. Next to poor safety of cyclist, poor safety of bicycles in public areas and in multi-flat houses is the biggest obstacle in terms of infrastructure.

## **3 MAIN OBJECTIVES AND THE MEASURES NECESSARY FOR IMPLEMENTATION OF THE STRATEGY**

The comprehensive cycling strategy is the first document that is systematically and in a comprehensive way presenting the benefits of cycling for the city and its inhabitants, analysing the state-of-the-art of urban planning for utility cycling, cycling infrastructure, traffic regimes, safety of utility cycling and key stakeholders relevant for improvement and promotion of utility cycling in the city as well as identifying obstacles, barriers, challenges and opportunities for its improvement. In order to increase the share of cycling in the modal split of the city from currently 8% to 20% in 2020, the document is providing strategic guidelines and recommendations for improving urban planning, public participation and engagement of cyclists in relevant policies, plans and programmes, existing and new infrastructure, changes of traffic regimes in favour of cycling, activities for safety cycling of vulnerable groups and the promotion of utility cycling in the city.

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## 3.1 What has to be done?

To become a cycling city it is necessary that the city government and its decision-makers start treating everyday bicycle journeys to work, school, shopping and other everyday utility trips as the most convenient, healthy, environmentally-friendly and economical way of urban mobility. **The first step expected from the City Council is thus the adoption of the cycling strategy as the basic document for future periodic bicycle traffic action plans.**

### Tasks to be implemented:

1. A comprehensive cyclist strategy for the city
2. A short termed action plan with clearly defined priorities, responsibilities, tasks and finances
3. Clearly stated and demonstrated political will by the City Council, Mayor and political parties in the city
4. A clear and visible assignment that the cycling in city is appreciated and respected
5. City representatives and officials should play an example and demonstration role
6. A comprehensive design and image of the “cycling city” should be made and corporative identity should be applied
7. A new modern city bike system should be applied
8. Crossing of the city centre by bicycle should be made fast, easy and safe
9. Investments in the cycling infrastructure must be strategic and systematic
10. Support to cycling of vulnerable groups (children, elderly) should be upgraded and financed on a regularly basis
11. Assuring permanent and systematic feedback on cycling improvement measures in the city by the cyclists of both sexes and different ages
12. Public officials have the highest share of cyclists in modal split to transport to work (above 30%)
13. Following the example of the City of Gent, distinctive and quality bikes should be offered for professional and private use to city officials, if they give up other financial claims for compensations to transport to work

## 3.2 Strategic and systematic investment

- At all **main traffic corridors** to the city centre **cycling paths should be constructed or improved** and the cyclists should get **priority at crossings and at traffic lights**.
- Parallel to the main traffic corridors for quick access to the city cycling lanes, reduced traffic or shared spaces zones should enable cyclist to **access the city centre without being exposed to heavy car traffic and its pollution**.

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- **New cycling corridors** should be established **at the banks** of Ljubljana, Gradaščica and Sava **rivers** as well as at certain creeks and channels.
  - End stops of city bus lines as well as stops at major crossings need to be equipped with weather protected bike racks.
  - **Bicycle parking capacities at the main bus and railroad station** need to be extended and substantially improved respectively established at local stations within the city and its outskirts.
  - **Public car garages** should have minimal capacities for parking and/ or storing bicycles.
  - All schools should be equipped with quality bicycle parking facilities.
  - **Safe cycle to school routes** should be established, assigned and promoted.

### **3.3 Assignment that cycling in the city is appreciated and respected**

- The cycling infrastructure should be designed in a way that it is demonstrating priority for cycling – as a transport mode.
- The cycling infrastructure should “embody” corporate identity of the city.
- Different kind of cycling events (“chill-outs”, festivals, round-tables, concerts, expositions – cycling sport event, etc.) should be carried out regularly.
- A comprehensive design and image of the “cycling city” should be made and a corporate identity of cycling should be applied to the infrastructure (bike paths, cyclist counters, signs, etc.) and superstructure (maps, posters, leaflets, spots, etc.).

### **3.4 Vulnerable groups**

Support to cycling of vulnerable groups (children, elderly) should be upgraded and financed on a regularly basis by the following actions:

- trainings for gaining competencies to cycle;
- trainings for safe cycling in the city;
- cycle to elderly centre or cycle to school workshops;
- senior citizens cycling club.

### **3.5 Permanent and systematic feed back**

Assuring **permanent and systematic feedback** on cycling improvement measures in the city by the cyclists of both sexes and different ages by paper and on-line questionnaires, information points, surveys, city cycling website, etc.

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## 3.6 Main drivers and barriers

### Main drivers

- Organised and active utility cyclist in the city (Ljubljana Cyclist Network – LKM)
- Political support to CIVITAS-ELAN
- Positive image of cycling issues, cyclist and LKM in the media
- Employment of Cycling Coordinator of COL
- Activities of the Ljubljana Cycling Platform

### Main barriers

- Decision-makers and experts in the city predict traffic flows and provide transport infrastructure driven policy
- Toward “providing” rather toward “participation” oriented policy style in COL
- Prevailing image of utility cycling as an activity of marginal groups
- Underestimation of mobility improvement potential of cycling by leading transport experts and officials
- Low level of cooperation with transport department of COL. Low understanding of the concept of mobility and the importance of public participation for changes of mobility habits/ patterns by key decision-makers.

## 4 CITY BIKE – BICIKE(LJ)

A new modern self-serving and multi “take over and give back” station based city bicycle system is expected to start operating in May 2011. 30 terminals with 300 bicycles in a network at not more than 400 metres distance in between will enable citizens and commuters an easy and comfortable travel model, free of charge for the first hour. The bike-sharing system is a joint venture project of the Municipality of Ljubljana and the advertising company Europlakat (subsidiary of J.C. Decaux).

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**Image 1: City bike terminals in construction**





Image 2: City bike terminals network plan

## Predlog Citybike mreže postaj v Ljubljani



1. Kino Šiška
2. Stara Cerkve
3. Tivoli
4. Flava laguna
5. Linhartova ulica
6. Železnika postaja
7. Metelkova ulica
8. Trig OF
9. Bavarski dvor
10. Sodbišče
11. Trubarjeva ulica
12. Krekov trg
13. Ambrožev trg
14. Rozmanova ulica
15. Klinični center
16. Prešernov trg
17. Kino Komuna
18. Parlament
19. Kino VIČ
20. Filozofska Fakulteta
21. Zlata Ladja



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## 5 ACCESS TO CITY CENTER BY BIKE

Crossing of the city centre by bicycle should be made fast, easy and safe. The main city centre street “Slovenska cesta” should be closed for private cars and turned into shared space for cyclists, pedestrians and public transport.

**Image 3: Slovenska Street – the expected future**



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## 6 EXAMPLES OF GOOD PRACTICE

Greenway – 33 kilometres long circle around the city



Two pedestrians and bicycle bridges



New two-way bicycle track under the highway



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## 7 CITIZENS ENGAGEMENT AND PUBLIC PARTICIPATION

### Methods

- Establishment of city cycling platform and its working groups
- Moderated meetings of CP COL on various relevant issues of the cycling strategy



- Involvement in Detailed Master Plan – proposal of improvements of cycling infrastructure
- Cyclist parade (organised in cooperation with NGO Ljubljana bicycle network)



- Presentation and discussion of the structure and the draft of the cycling strategy of COL



- Meeting with a city quart centre representatives discussing the subject of safe bicycle infrastructure

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Since July 2009, six meetings of the Cycling Platform of COL have been organised, each one with at least 20 attendants, some of them with even 50. The cycling platform unites various stakeholders and participants relating to cycling activities, as for example: from municipality employees to homeless people organisation, sports societies, environmental NGOs, etc. All drafts of the Comprehensive Cycling Strategy had been represented, discussed and approved at meetings of the Cyclist Platform.

## **Results**

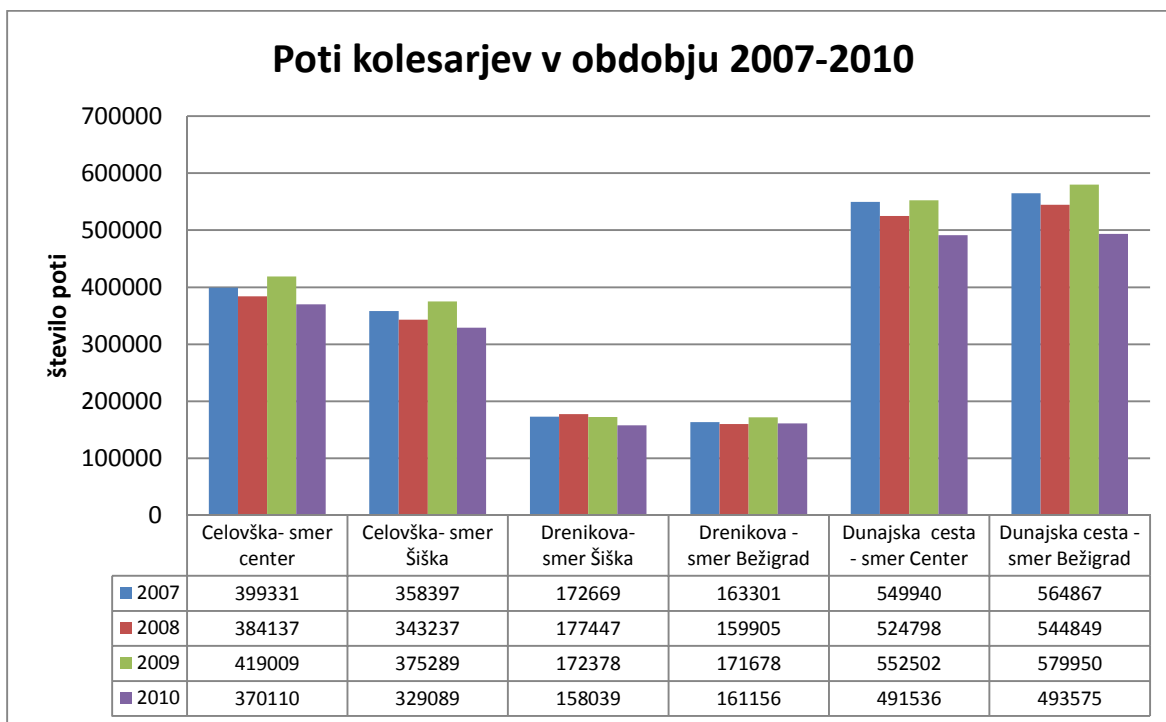
- Good attendance and participation of all stakeholders
- Good media coverage/ visibility
- Improved Detailed Master Plan of COL
- Improved and approved draft of Cycling Strategy of COL by CP COL

## **8 THE GOALS ACHIEVED**

Monitoring of city cycling rate, traffic accidents had been established, improved and analysed systematically.

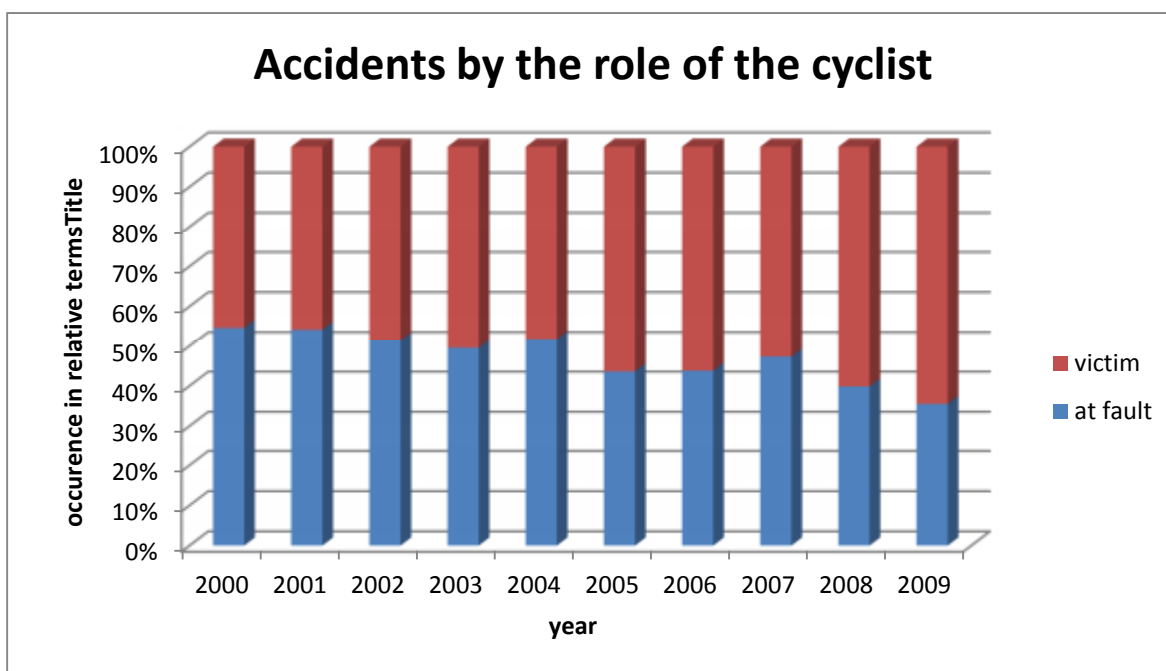
### **8.1 City cycling rate**

The number of cycling trips has increased in recent years. The figures below show the trend between 2007 and 2009. Traffic had been measured at three points by six counters measuring both way traffic permanently through a three and half year period. An analysis comparing the first six months/ (January to June) in 2009 and 2010 is done as well. The share in modal split relating to other modes of transportation is still low and does not exceed 10%.



## 8.2 Traffic accidents

The number of cycling traffic accidents where cyclists have been involved from 2000-2009 is steady through the whole period, showing approximately 270 accidents with minor injuries per year. The number of fatalities is four per year. Taking into account that motorised traffic duplicated in the same period the number is not too critical. However, zero accidents is the goal.



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### **8.3 Interactive cycling map established**

An interactive cycling map on Geopedia was established and is already regarded as a success. New layers have been added, however, the route planner still lacks updated data and needs to be improved. The map can be found at: [http://www.geopedia.si/#T1256\\_x483479\\_y102619\\_s9](http://www.geopedia.si/#T1256_x483479_y102619_s9).