LJUBLJANA TRAFFIC SYSTEM
LOCATION

• Contemporary Ljubljana with more than 280,000 inhabitants is a regional city, its conurbation counts around 650,000 inhabitants and produces 36% of GNP.

• The city is located in the middle of national and the state territory, on the gateway which has been the most convenient natural passage between Adriatic and CEU. The city region benefits location on the intersection of two main PAN-European transportation corridors: London - Munich-Istanbul, Kiev- Vienna – Barcelona.
TRAFFIC SITUATION IN LJUBLJANA URBAN REGION: MANY YEARS OF NEGATIVE TRENDS IN MODAL SPLIT

110,000 car commuters every day! Personal car usage increased by 60% in 20 years!
The Ljubljana Urban Region is overburdened with traffic

The entire Ljubljana Urban Region is easily accessible by individual cars; however, this is not the case when speaking about public transport. Moreover, even commuting by cars is getting to be more and more difficult due to the increase in transit freight transport. Beside, approximately one hundred fifty thousand cars come to Ljubljana every day getting worse the overall environmental conditions in the city. The improvement of the public transport system is therefore the most important task of future urban development. A more cooperative collaboration of municipalities and the state is essential to tackle transportation problems.

The use of public means of transport is decreasing

The use of public means of transport has been on the decrease since 1986. At that time the inhabitants of the Ljubljana Urban Region regularly made use of public transportation by making 350 thousand trips daily. Then the number of these trips quickly decreased. A fast increase in the number of passenger cars is also a characteristic of the Ljubljana Urban Region. However, even though the number of vehicles is on the increase, the road network capacity remains the same. Therefore, the Ljubljana Urban Region is strongly behind in one very important indicator of regional development: the quality of public passenger transport services.
AIR + NOISE TRAFFIC POLLUTION BURDENING
THE SUSTAINABLE MOBILITY APPROACH

• The city transport policy ought to promote walking and cycling in combination with different types of public transport.
• It is high time for transport engineers to start regulating the development of the city by giving priority to pedestrians and cyclists over cars.
• There is a direct link between the quality of public life in the city and areas closed to moving and stationary motor vehicle traffic.
• Walking is the only truly natural mode of movement in the city, furthermore, it promotes urban living in public spaces.
• Road network expansions further increase and attract inbound motor vehicle traffic in the city.
• An efficient and comfortable public transport should replace rather than merely complement car journeys.
• Only if freight transshipment and delivery are differently organised, the number and duration of delivery and cargo vehicle journeys within the city could be reduced.
The main strategic goal of SUMP 2012 is to balance modal split in 33% of all means shares to 2020.

Increasing share of walking by 20%
Increasing share of cycling by 40%
Increasing share of public transport by 50%
Decreasing share of driving cars by 20%
SUMP objectives and targeting groups 2015

• 20% more walking: parents with kids, seniors, disabled people
• 40% more cycling: schoolboys, students, employed citizens
• 50% more with bus: employed from city region
• 20% less with car: residents, commuters and visitors
MUNICIPAL GUIDELINES FOR TRAFFIC PLANNING
PEDESTRIAN NETWORK

[Map of pedestrian network with color-coded areas indicating different types of zones and pathways.]
RIVERBANKS PEDESTRIANISATION + GREENING
SQUARES + BRIDGES FOR PEDESTRIANS & CYCLISTS
CONTINUAL SHARED SPACE
FREE PUBLIC TRANSPORT ON DEMAND
SQUARES AND RIVER BANKS RE-ARRANGEMENTS = A JOINT VENTURE PROJECT OF THE CITY OF LJUBLJANA AND THE CITY'S PUBLIC COMPANIES

Communal infrastructure investments and pedestrianisation of public spaces activate the economic and social regeneration of the historic town centre. Renewal of historic pavements and street furniture reinforces the spirit of place. Renewal of avenues and parks meet new needs of the people. Limited or eliminated motor traffic makes public spaces more attractive, comfortable and safer.

New arrangement of reconquered public domain extends the continuous pedestrian area.
New public green spaces improve the climate and environmental conditions within the old city.
New arranged public spaces attract new visitors and new residents into city centre.
New arranged public spaces extend the use and stimulate the outdoor city life on the streets and squares.
New footbridges enlarge the network of footpaths and cycle lanes.
Renovation of river banks extends the public space and improve access to the water element.
Flexible public transport on demand within car-free pedestrian areas provides good access to all people.
Kongresni trg
Kongresni trg
Čopova
IMPROVEMENT OF CYCLING INFRASTRUCTURE
THEMATIC CYCLING PATHS
CYCLING NETWORK IMPROVEMENTS PLAN
SMALL RE-ARRANGEMENTS
MEASURING PROGRESS
BICYCLE ACCOUNT 2015

• 13% bicycling modal share 2015 (to 10% in 2003)
• 206 km length of cycle paths and lanes
• 9000 cycle stands
• Regional Cyclist routes map
• Regional Cyclist routes portal

• City bike rental system:
  • 36 stations, 360 bikes
  • 63,000 users / year
  • 2,500,000 number of rentals in 4 years
  • 3,227 of bike rentals in a single day
  • 14 min/trip the average rental time
  • 10% of population are regular users.
GROWING BICYCLE CULTURE
EXTENDING CITY & INTERCITY LINES = INCREASING SHARE

City lines connected with intercity lines to 26 municipalities in Ljubljana Urban Region.
PUBLIC TRANSPORT STATISTICS

214 buses with electronic payment system
50 buses on CNG
503 km long 42 lines
66 Mil. km length of trips / year
72 Mil. trips / year
200.000 trips /day
557.000 city card users
72% periodic city card users
10% more local passengers / year,
37% more intercity passengers.
ON DEMAND MINIBUSES ROUND-TRIP SERVICE
CABLE-LIFT TO THE CASTLE HILL
UPGRADING PUBLIC TRANSPORT SERVICE

The City Card was introduced as a modern electronic payment system that allows 90 minutes’ free travel from the time of payment for the first journey.
50 BUSES ON METHAN 2016
Separate yellow lines for buses reducing delays during peak commute hours on arterials.
3 PARKING ZONES RESTRICTIONS

The closer you get to the city centre, the more expensive it gets..
Figure 11: The project brings together the 16 municipalities of the LUR and is financially supported by the EU. A further 22 locations are planned, eight of them in the City of Ljubljana. The financial perspectives for 2007–2013 envisage the construction of seven P&R locations. There are currently four P&R locations in the region (marked in red), three of them in the City of Ljubljana. The map shows the locations in the City of Ljubljana.
P&R TERMINALS

Dolgi most – extended P&R terminal on the Western highway junction 2015
Barjanska cesta – new P&R terminal on the Southern highway junction 2015
NEW BRIDGES CONNECTING INNER CITY RING
MAIN ROAD SLOVENSKA CESTA RE-ARRANGED IN MAY 2015
SHARING = RESPECTING
BEFORE - AFTER
RIVER PORT & RAFT STOPS
The passenger rail transport in LUR faces with increased competition particularly from private car. In order to enhance rail transport by improving the feeding functions on rail of major hub cities and their respective regions RAILHUC (Railway Hub Cities and TEN-T Network) aims to improve interconnectivity by an intermodal integration of rail hubs at three different levels into the TEN-T system, into regional and local transport rail and non-rail systems.
TO OVERCOME INSOLUBLE OBSTACLES

- Non-effective organised traffic management administration,
- Non-responsive statal traffic authorities,
- Non-cooperative national railway management,
- Lack of regional sustainable traffic policy,
- Lack of national sustainable traffic policy!
AIR QUALITY IMPROVEMENT TRENDS

Steadily decreasing concentrations of the common traffic pollutants!

Mean annual SO2 in Ljubljana from 1968-2014 in µg/m3

Particle matter PM10, mean annual in µg/m3 and exceedances (2006 - 2014), measuring traffic pollution, Lj. Center (point B)
POSITIVE TRENDS IN MODAL SPLIT