Sustainable Urban Mobility Planning in Ljubljana

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www.ljubljana.si
... because the city succeeded at making **most changes** in the right direction in the **shortest** time.
Main changes in urban mobility
Figure 1: Ecological zone: the area marked in red indicates the pedestrian-only area with a total ban on motorized traffic in the city centre (91,244 m²). Delivery times are between 6 and 10 am. The area marked in yellow indicates the pedestrian area with restricted local traffic in the city centre (32,666 m²).
Online tools, platforms and applications


**Interactive cycling map**:
[http://www.geopedia.si/?params=T1256_vT_b2_x462159.25_y102627.25_s13](http://www.geopedia.si/?params=T1256_vT_b2_x462159.25_y102627.25_s13)

**Safe routes to school web portal**:
[http://solstvo.gis.ljubljana.si](http://solstvo.gis.ljubljana.si)

**Sustainable freight delivery web portal**:
[http://www.dostave.si](http://www.dostave.si)

**A to B: LJ** – sustainable journey planning app

**Urbana** – single e-card app (testing phase): PT, Bicikelj, parking, funicular
Strategic documents

- **Ljubljana 2025 Vision (2007)**
- Urban Master Plan (2010)
- Sustainable Energy Action Plan (2011)
- **Sustainable Urban Mobility Plan (2012, 2017)**
- Electromobility Strategy (2013)
- Zero Waste Plan (2014)
- Sustainable Development Strategy (2016)
- Other strategic supporting documents
Main goal:
Sustainable Urban Mobility Plan (2012, 2017)

Estimated modal split in 2011

Expected modal split in 2020

Expected modal split in 2027
Main drivers in SUMP and implementation of innovative measures

• Strong political support (change of paradigm → public space dedicated to people; specific approach - graduality)

• Close cooperation and contribution of different stakeholders

• Citizens' involvement (rise expectations)

• Systematic approach

• Dedicated people

• Dedicated funding

• Exchange of experiences with other European cities
Main barriers in SUMP and innovative measures

- Resistance to innovation (even in academic circles)
- National legislation lagging behind
- Pursuing of political goals in public participation process
- New technology standardisation issues
Refurbishment of Slovenska Street

CIVITAS Elan, 2008

September 2013

European Mobility Week 2013

February 2015

April 2015

May 2015

June 2015

Refurbishment of Slovenska Street

September 2015

May 2015

June 2015

September 2015
Challenges ahead

- SUMP in Ljubljana Urban Region (large share of commuters)
- Change of legislation
- Measuring the change
- Ensure sufficient funding
- Increase of PT use
Expectations are high, there is no way back
Thank you!

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