

2. Local transport

2A. Present Situation

Describe the present situation in relation to local transport and mobility flows from the surrounding region, including any relevant disadvantages or constraints resulting from historical, geographical and/or socio-economic factors which may have influenced this indicator area. Where available, information/data should be provided from previous years (5 – 10) to show trends.

Briefly describe the present general features of the current transport systems (modal shares: walk, bike, car-sharing, public transport (train, tram, metro, bus), structural features and governance arrangements).

Include data for the following specific indicators:

1. Length in meters of designated cycle lanes along roads (but physically separated from other traffic) in relation to the total number of inhabitants in the city (meters of lane per capita);
2. Proportion (%) of population living within 300 metres of an hourly (or more frequent) public transport service;
3. Proportion (%) of all journeys under 5 km by private car (as car driver or car passenger). Please describe the modes of transport included in calculating the car proportion;
4. Proportion (%) of public transport vehicles classified as low emission vehicles, meaning the proportion of buses among the publicly or privately owned and operated bus fleets that have certified lower emissions than EURO V emission standards.

(max. 600 words)

Ljubljana Urban Region (LUR)

Ljubljana is the centre of LUR, with a population of more than 500,000 (26 municipalities). It lies at the intersection of European transport corridors V and X, and being connected with Port of Koper and Ljubljana Airport represents a metropolitan growth area of European significance. Today more than 130,000 vehicles enter city from surrounding municipalities every day. Majority of daily commuting (2008) is done by private cars, only 10% by public transport.

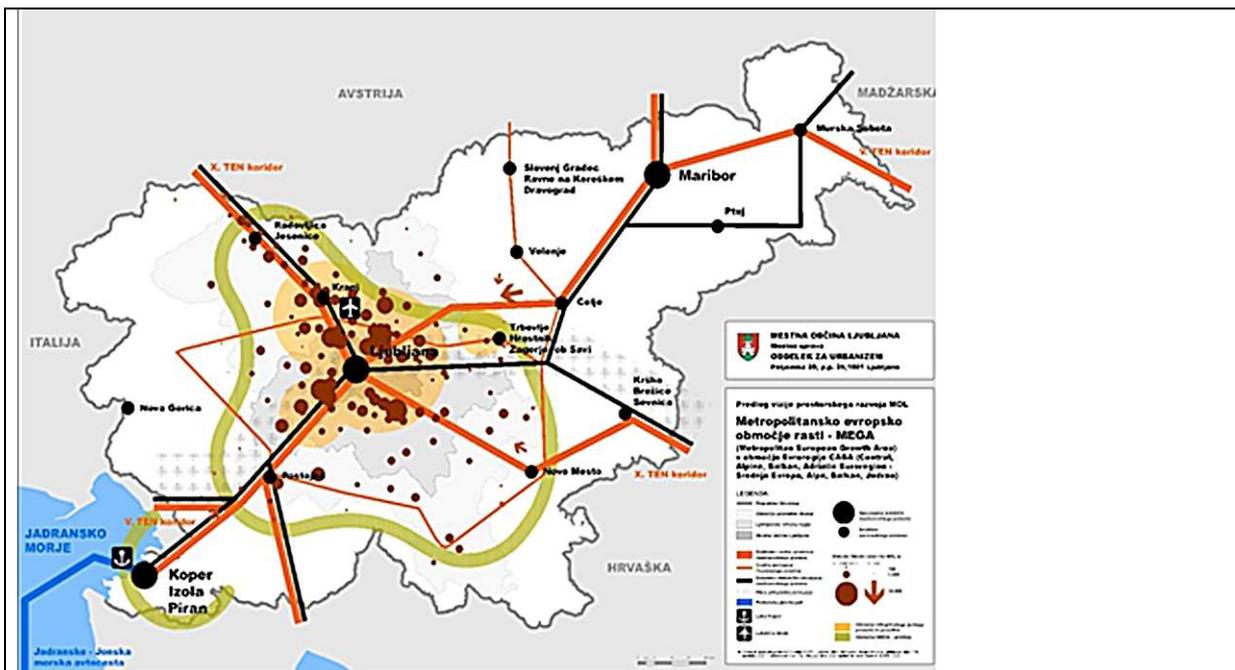


Figure 1: Gravitational range of Ljubljana and intersection of Pan-European corridors V and X

Within the city the *modal split* is somewhat different, with 13% of trips done by public transport, 10% by bicycle, 10% on foot and 67% by private cars (2011*). **In October 2013 we're conducting a research** on the transport behaviour of inhabitants of Ljubljana and also of LUR. **Preliminary results**** based on an incomplete sample show that **23% of trips are made on foot, 7% by bicycle, 57% by a car and 13% by public transport** (final results in February 2014). The proportion of all journeys made with private cars shorter than 5 km is estimated at 39% (preliminary results based on an incomplete sample).

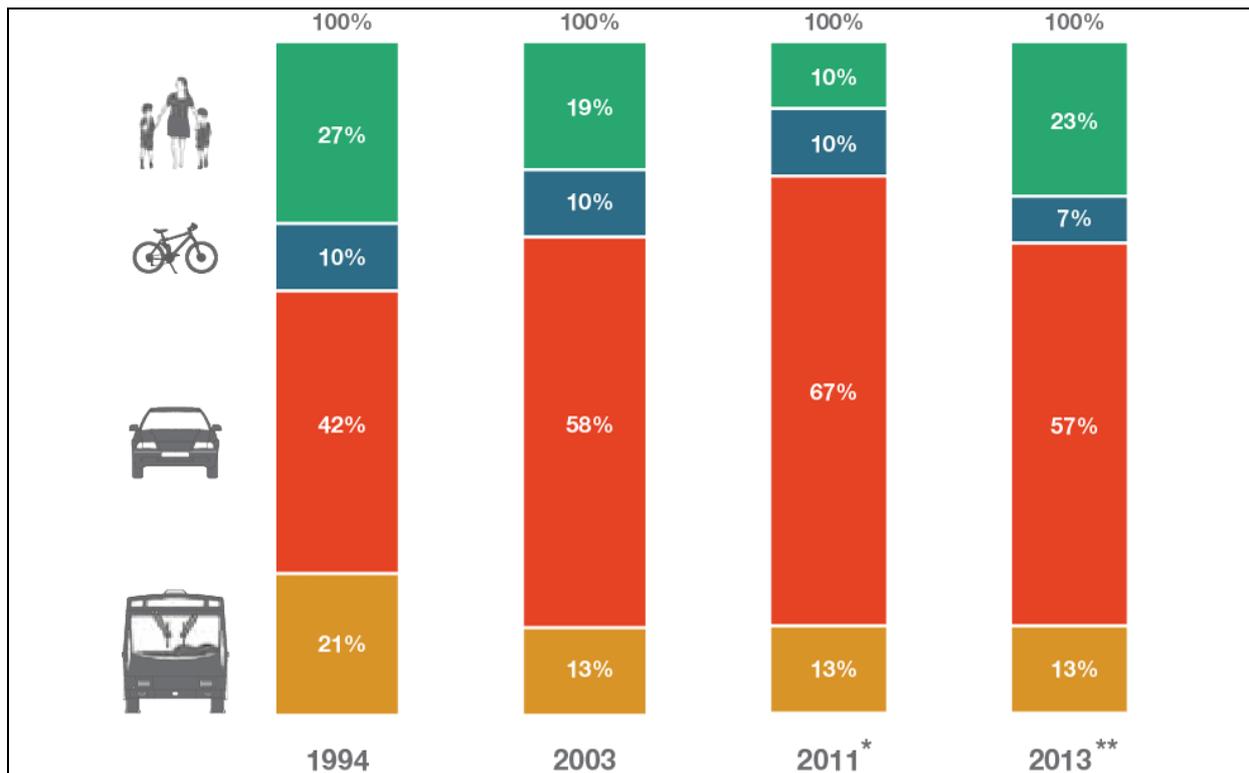


Figure 2: Comparison of use of transport means in 1994, 2003, 2011 and 2013 (Research of transport habits of inhabitants of the Ljubljana region, 2003; Macro-, meso- and microscopic verification* of the concept of sustainable traffic in Ljubljana - Guzelj, 2011; in October 2013 we are conducting a research on the transport habits of inhabitants. The preliminary results** are based on an incomplete sample, the final results will be available in February 2014).

The share of car traffic in Ljubljana and region has grown since the beginning of the nineties in proportion to the development of road network and increased accessibility of private cars. The share of public transport has lagged behind, partially on account of the insufficient development of the railway infrastructure. **In 2010** owing to several improvements by the City of Ljubljana, which promote sustainable mobility, **the number of public transport passengers began to increase for the first time since 1987.**

Ljubljana responded with key documents defining **strategic and operational objectives for the regulation of sustainable transport:**

- Sustainable Development of the City of Ljubljana – Strategy (2002)
- Environmental Protection Programme 2007-2013, strategic objective of establishing a system of sustainable mobility
- Urban Master Plan (UMP) (2010) (received **Max Fabiani national award 2012 for special achievements in planning**)
- Expert Guidelines for the Regulation of Public Transport in LUR (2009); 6 key tasks identified
- Sustainable Mobility Plan (2012).

Bicycling infrastructure

Because of its size and geographical conditions, Ljubljana is exceptionally well-suited to bicycling. We have **190 km of cycle paths**. **Between 2006-2013** we created **42 km of new cycle lanes** and added **837 additional bicycle stands**. In 2011 we established a **self-service bikesharing system Bicike(LJ) (33 stations, 308 bicycles, first hour is free).**

Table 1: Length in metres of cycle paths/lanes and length in metres per inhabitant

Description	Length (m) (August 2013)	Length per inhabitant (m/capita) (pop. 282,994 as at 1 Jan 2013)
a) physically separate, dedicated cycle paths alongside roads	71,053	0.251
b) visible, marked designated cycle lanes on roads	38,945	0.138
c) purpose-built cycle paths away from the roads network (e.g. in parks, recreational trails)	6,869	0.024
d) other paths/lanes intended for cyclists (e.g. combined with paths intended for pedestrians, light motor vehicles, buses, etc.)	73,816	0.261
TOTAL	190,683	0.674

Public transport

Public bus service is provided by the **public company *Ljubljanski potniški promet*** (Ljubljana Public Transport, LPP), which holds **more than 90% share of the public passenger transport in Ljubljana and vicinity**. Rail and interurban bus transport by other carriers account for a small proportion of passengers transported in Ljubljana. They operate interurban, regional and international passenger routes.

LPP's **well-developed route network** is expanded every year and adapted to the needs of passengers, who have access to **209 urban transport vehicles and 63 interurban transport vehicles** (routes integrated with urban routes).

Integration of public transport routes which we've implemented over the past five years is one of the ways we are increasing the number of public transport passengers: the number of passengers rose by 4.6% in 2011 and 14.8% in 2012.

The proportion of inhabitants who live **less than 500 metres** from the nearest public transport stop is **96%, while 92% live within a radius of 300 m**.

Of the 209 urban transport vehicles, 39 conform to the EURO V standard and 21 to the EEV standard, amounting to **28.7%** of the fleet. In addition, three electrical vehicles operate in the city centre.

Urbana city card supports **public transport use, P&R system, public car parking, Bicike(LJ), and public library services**.

2B. Past Performance

Describe the measures implemented over the last five to ten years. Particular reference should be given to achievements in reducing congestion, encouraging a shift away from transport by private car, and improving environmental performance and efficiency of transport. Include information on hours lost to congestion (to get in and out of the city during peak hours).

Make reference to integrated transport, land use planning as well as stakeholder involvement.

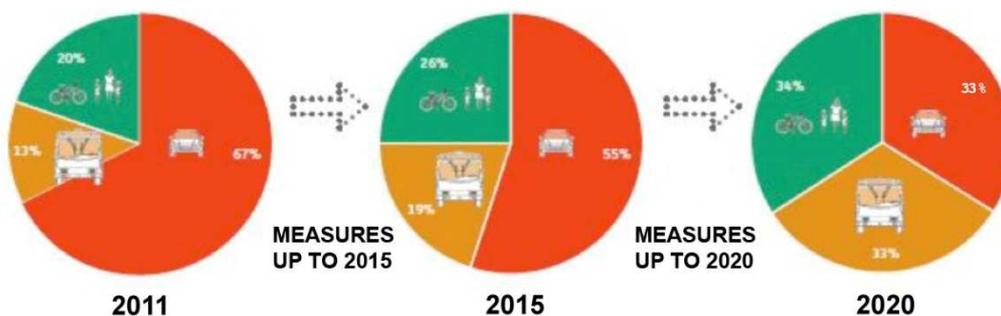
Comment on which measures have been most effective, enabling frameworks and lessons learned.

(max. 1200 words)

Ljubljana adopted Sustainable Mobility Plan (SMP) (2012) with main objectives:

- to increase walking by 20%, cycling by 40% and bus journeys by 50% by 2015, at the same time reduce the number of car journeys by 20%;
- to distribute mobility into thirds by 2020: 1/3 public transport, 1/3 non-motorised traffic, 1/3 private vehicles.

Figure 3: Changes in proportion of transport means with respect to the objectives of Ljubljana's Sustainable Mobility Plan.



In Ljubljana traffic jams cannot be measured in hours, since large traffic jams do not occur (except in extraordinary circumstances). In line with the SMP we are encouraging people to use public transport, Bicike(LJ) and P&R.

To promote walking and cycling we've renovated a large amount of public open spaces and created new ones in cooperation with various partners. Our project of refurbishing the embankments along the Ljubljanica River and renovating or building new bridges which connect key points in the city centre was awarded the **European Prize for Urban Public Space** (2012).

In 2007 we created an **ecological zone in the city centre** which is closed to all motor vehicles. We are gradually enlarging and refurbishing the zone, which now covers more than **91,244 m²**.

The residents are well informed about these measures and accepted the closing of the streets in the city centre to motorised traffic readily: almost 30% of the residents surveyed ranked the closure of the centre to traffic as the most significant innovation in the city (Ninamedia, 2013).

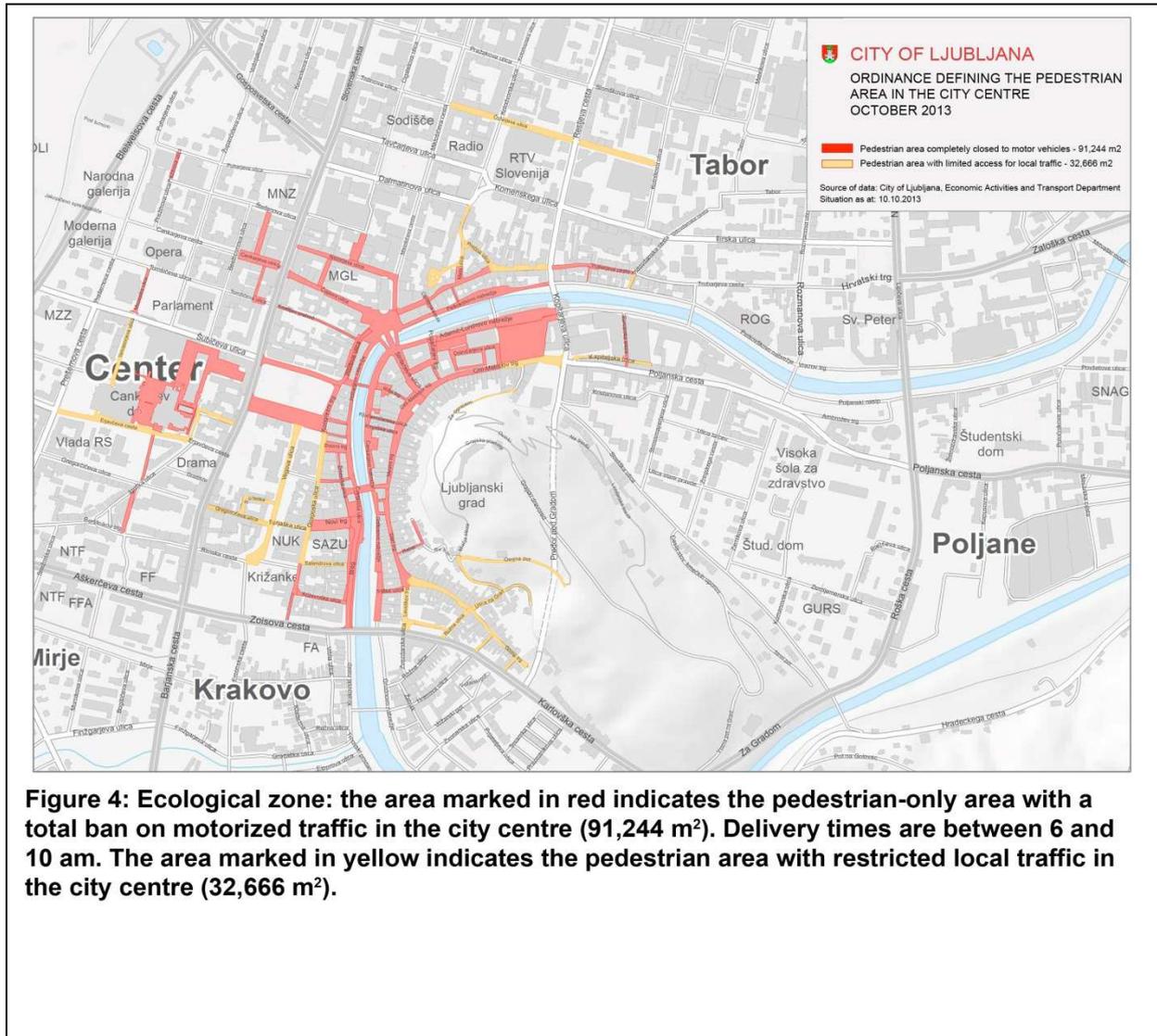




Figure 5: The city centre before and after the creation of the ecological zone. Delivery hours are between 6 and 10 am. In order to move within the zone, residents and visitors have access to three free “Kavalir” electric vehicles, which were received with a great deal of enthusiasm. In order to stop motorcycles entering, we have created 100 parking spaces for motorcycles at the entrances to the zone.

We are reducing **the available parking spaces** on the surface in the city centre and dedicating them for other activities.



Figure 6: Kongresni square before and after the parking area was replaced by a pedestrian area and event space, with parking now available in a new underground car park (2011) with 720 parking spaces.

We are also providing parking spaces on the outskirts of the city, in **P&R areas**, from which the city centre can be accessed by public transport. There are currently **four P&R locations in the region, three of them in Ljubljana.**

In order to reduce traffic on streets nearby the city centre, we have **completed the inner ring road (2012).**



Figure 7: In 2012, the new two-level Fabiani Bridge completed the inner ring road and increased traffic flow. One entire level of the bridge is reserved for cyclists and pedestrians.

We are also introducing other measures, including:

- ✓ establishment of **traffic calming zones (30 km/h)**, and traffic calming zones in the vicinity of elementary schools and kindergartens (**10 km/h**); we've limited **speed on more than 950 streets (2130 ha)**;
- ✓ **super-block systems of one-way streets** where cyclists can ride safely on the road without dedicated counter-flow lanes;

- ✓ **shared space schemes;**
- ✓ **innovative traffic signalisation for cyclists** (e.g. advanced stop line);
- ✓ cycling for schoolchildren, organised as part of the **Safe Routes to School** project.

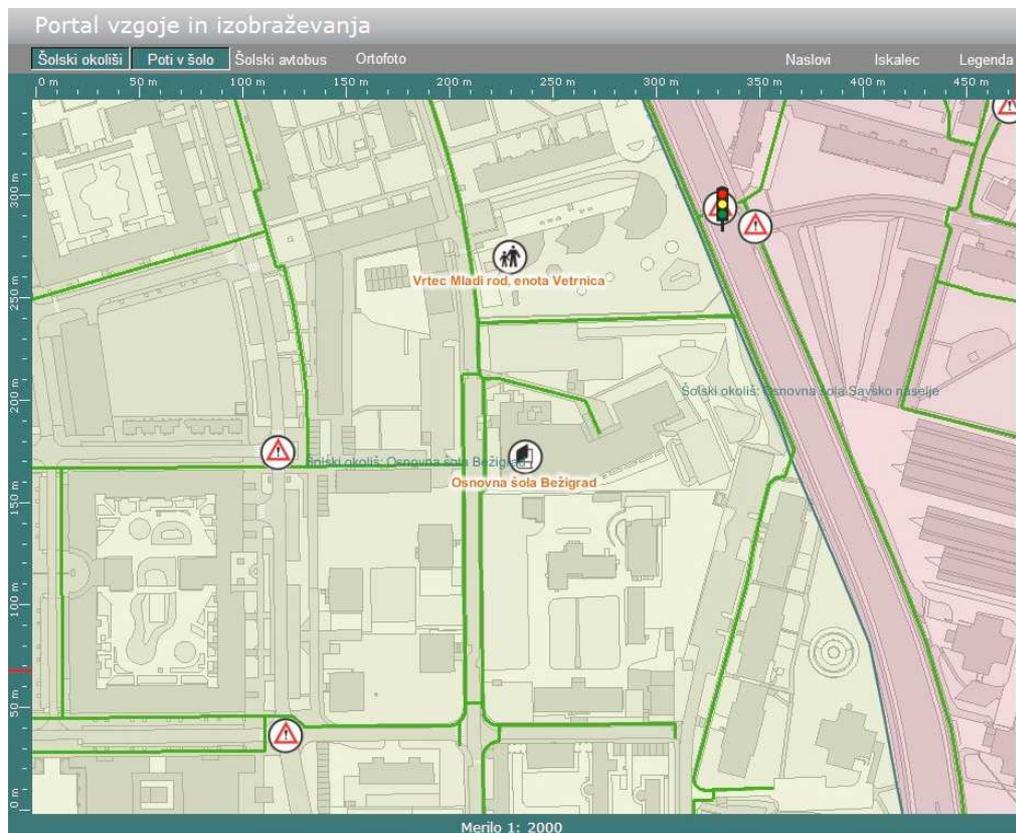


Figure 8: Example of a safe route to school for the Bežigrad Primary School (Source: Education Portal). The following main rules apply to safe routes to school: a) the route runs through areas that are safest for schoolchildren (pedestrian walkways, raised embankments or paths that are safe for pedestrians); b) there are no unregulated or dangerous road crossings (road crossings are regulated by underpasses or overpasses, light-controlled pedestrian crossings with additional protection for schoolchildren); c) school routes in areas where traffic calming measures have been implemented.

Improvements to public transport

Changes in modality are our biggest challenge, so:

- ✓ we are establishing **new bus routes**,
- ✓ we are **extending existing routes into suburban municipalities**,
- ✓ we are intensively renovating the **vehicle fleet** (one quarter of city buses meet high environmental standards),
- ✓ we are **equipping buses and bus stops with modern technology**, which allow bus priority at intersections, information on vehicle accessibility for people with reduced mobility and real-time information on bus arrivals,
- ✓ we offer **transport on demand for people with disabilities** (people with reduced mobility, blind and deaf people, **people with developmental disabilities** - autism and Down syndrome),

- ✓ we extend the yellow lanes network enabling faster passenger travel,
- ✓ we are equipping bus stops with **information in Braille and tactile cards**,
- ✓ we run **bus safety seminars** for elderly passengers and passengers with special needs,
- ✓ we offer **free transport in July and August to school and university students** holding monthly bus passes for June,
- ✓ we offer **free bus transport** on all LPP routes **for people attending events** at Tivoli Hall and the *Stožice Complex* (the country's largest sports and recreation centre) for three hours before and after events,
- ✓ **Urbana city card** supports **public transport use, P&R system and Bicike(LJ)** (it enables cash-free payment for travel on city buses and free transfers within 90 minutes of paying for the first journey),
- ✓ in 2012, we equipped 15 most busy intersections in the city centre with **automated traffic signal management**, which enables **faster flow of urban public transport**,
- ✓ we are participating in the **European project Bike Intermodal** (use of folding bikes in public transport),
- ✓ city bus network and rail connections with Ljubljana are accessible on **Google Maps for journey planning**,
- ✓ the elderly, unemployed, disabled, school and university students receive **subsidised time-based tickets**,

- ✓ with the introduction of real-time information and timetables at bus stops the **accuracy of departures has improved to 96%**.

From 2007-2013 we have:

- ✓ connected **8 new settlements in Ljubljana** to the urban public transport network,
- ✓ **integrated interurban routes with urban routes in seven neighbouring municipalities**,
- ✓ extended the length of the routes from **308 km** (urban) to **451 km** (urban and integrated),
- ✓ **replaced 93 buses**.

We established the **first public filling station for CNG vehicles in the country (2011)**.

Ljubljana has **40 public charging stations for electric vehicles**.

In the City of Ljubljana we created the job position of **cycling coordinator** (2009). Over the past 6 years we have purchased **80 bicycles** for the needs of city administration. City wardens regularly use bicycles for working in the field.

When purchasing new vehicles, we give precedence to **clean, particularly CNG and electric vehicles**.

Table 2: Share of clean vehicles in the city vehicle fleet (October 2013)

City vehicle fleet	Number of all vehicles	Number of clean vehicles*	Share
City Administration	54	6	11%
Energetika Ljubljana (power supply)	121	23 (of which 22 CNG)	19%
Žale (funeral services)	46	19 (of which 3 CNG)	41%
LPT (car parks and markets)	47	10	21%
LPP (urban public transport)	209	60 (of which 21 CNG)	29%
Snaga (rubbish collection, street cleaning)	222	74 (of which 5 CNG)	33%
Vodovod-Kanalizacija (water supply, sewerage)	176	10 (of which 5 CNG)	6%
JHL (public holding company)	6	3	50%
TE - TOL (power and heat generation)	12	2	17%
Total	893	207 (of which 56 CNG)	23%

*hybrid vehicles, electric vehicles, LPG vehicles, CNG vehicles, vehicles that meet the EURO V standard

The **self-service bikesharing system Bicike(LJ)** was set up as a public-private partnership in 2011 and has already recorded **more than 1,600,000 trips**.



Figure 9: Flyer on Bicike(LJ) bikesharing system. The self-service system has 33 stations, 308 bikes and more than 50,000 registered users. Information about available bikes can be accessed via web and mobile applications. The first hour of use is free, which is well accepted among users, as there is 98,40% of free journeys. The project received a special Urban Visionary award in 2011.

In order to promote walking and cycling, within the framework of the Regional Development Agency of the Ljubljana Urban Region (RRA LUR) we established an updated **website** <http://www.gremonapot.si/en/>, financed with funds from the European Regional Development Fund, City of Ljubljana and seven other municipalities in LUR. The website features more than 100 hiking,

running and cycling trails (over 2,600 kilometres).

We run regular **campaigns to encourage smart car use and promote public transport, cycling and walking** (e.g. we've been organising a walk along the path around Ljubljana for 57 years, the Franja international cycling marathon for 31 years, etc.).

We received **special recognition from the European Commission for enhancing access for people with disabilities in transport and related infrastructure (Access City Award 2012)**.

This year, Ljubljana is a **finalist for a Eurocities award, in the Smart Living category**, with its entry "Providing safety and equal opportunities in traffic for children & people with disabilities".

Between 2008 and 2012 we organised more than **100 events promoting sustainable mobility** as part of the **CIVITAS ELAN** project (see Indicator 1).

Programme and objectives of **Ljubljana's Road Safety Council** are aligned with the plans of Slovenian Traffic Safety Agency, which strives towards a vision of **no injuries – no fatalities** in traffic accidents, and the National Traffic Safety Programme.

This year's twelfth annual **European Mobility Week** with the slogan "**Clean air – it's your move!**" included numerous activities for raising citizens' awareness and **two permanent measures**:

1. **a change in the traffic management regime in a section of Slovenska Street** (Figure 10)
2. **the introduction of the "Kavalir 3" electric minibus** (Figure 11).

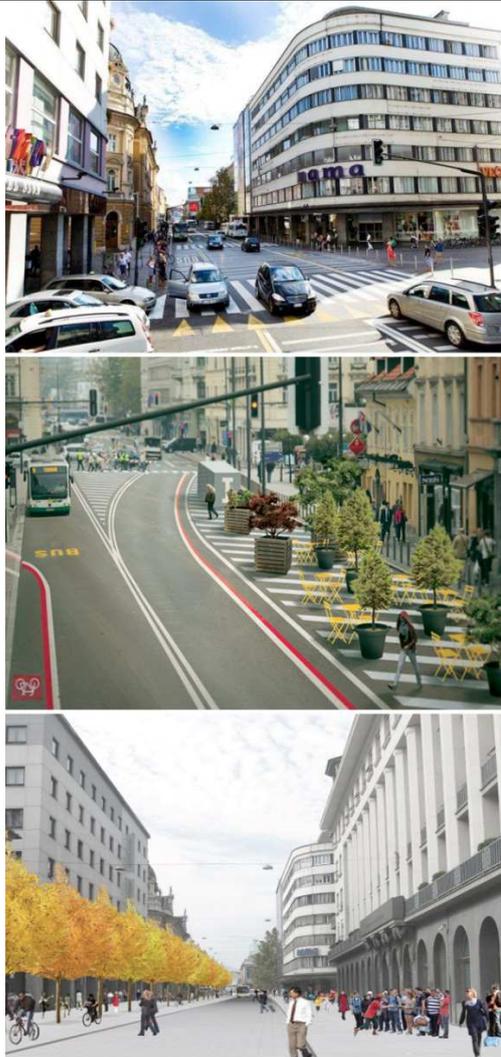


Figure 10: Slovenska Street before, now and after: Slovenska Street was the main traffic artery in the city centre. On Car-Free Day, 22 September 2013, a core part of the street was closed for motorised vehicles. The street can now be used only by public transport, cyclists and pedestrians. There is also a limited access for delivery, residents and hotel guests. In only one month some impressive results have already been achieved: public transport lines that go through Slovenska are in total from 5 to 8 minutes faster and bus arrivals are more reliably according to the schedule. The over-all vehicle transit dropped from 21.000 to 1.600 (buses) and taxis per day.

However, the re-arrangement is not final. Until mid-January 2014 we will be monitoring the impact of the new traffic regulation and gather feed-back and suggestions from the public and various stakeholders (residents, building and business owners, experts...). To facilitate the public participation process an information point will be established and an exhibition on the street's history as well as its future design will be set up. The final decision on the new street's design and traffic regime will thus be adopted and implemented only after a large consultation process.



Figure 11: Unlike the first two Kavalirs, which have been in use since 2009 and whose routes were directed by the passengers, during the summer months the Kavalir 3 follows a pre-determined route, while during the colder months it also partially operates on demand.

Among the activities during Mobility Week 2013 we would like to highlight:

- ✓ **free mobile application A to B:LJ** (launched by RRA LUR) offers iOS platform users three options for sustainable travel: **the fastest way to get from point A to point B in Ljubljana by Bicike(LJ), on foot and by bus,**

- ✓ measure (within the **CHAMP** project) “**I walk the path you cycle**” presents recommended detours for bicycles in pedestrian zone.

2C. Future Plans

Describe the short and long term objectives for local transport and how you plan to achieve them. Emphasise to what extent plans are supported by commitments, budget allocations, and monitoring and performance evaluation schemes. Make reference to integrated transport, land use planning as well as stakeholder involvement.

Refer particularly to:

1. Reduction of overall demand for transport;
2. Reduction of individual motorised traffic (passenger and freight);
3. Promotion of active forms of transport (walking cycling), efficient public transport, and CO₂-free city logistics;
4. Promotion of less polluting technologies, fuels (including renewable energy), behaviours and practices for passenger and freight transport;
5. Adoption and implementation of Sustainable Urban Mobility Plans and other integrative approaches.
6. Reduction of congestion and improvement of regional mobility flows.

(max. 800 words)

Sustainable Mobility Plan

Target by 2015: modal split of 19% public transport, 26% walking&cycling, 55 % private cars.

Target by 2020: modal split of 1/3 public transport, 1/3 walking&cycling, 1/3 private vehicles.

✚ Promoting walking

- In the city centre we'll extend the network of routes where pedestrians have priority, important public institutions will be connected to the footpath network;
- in residential areas we'll create new squares and parks and rearrange access roads according to the shared space principle;
- we'll continue with creation of safe routes to parks, schools, nursery schools, shops, bus stops.

✚ Promoting cycling

We'll increase bicycle use:

- for transport to work by 40%;
- among students by 50%.

✚ Promoting the use of public transport

We'll increase:

- use of buses and trains by commuters by 50%;
- shopping in the city centre by 30%;
- number of visitors using public transport to attend major events by 50%.

✚ Reducing car use

- Targeted parking policy measures will change transport habits;
- we'll draw up mobility plans for at least the 10 biggest employers in the city;
- we'll guarantee faster journey times for city buses at rush hours on the three main roads into the city.

SMP will be implemented through annual budgets. The estimated amount for 2014 is EUR 24,800,000.

Electromobility Strategy (2013)

With its ten measures it defines basic development of electromobility in Ljubljana. It foresees the implementation of several pilot projects by the end of 2015, designed to promote the use of electric vehicles, and in parallel the implementation of the charging infrastructure.

Measures to reduce the demand for transport in the UMP

- establishment of an inner cycling ring and an outer ring that is accessible by bicycle within 15 minutes from the city centre,
- guidelines for urban development and development of urban transport up to 2027 (expansion of P&R system, dedicated yellow lanes and cycle path network).

Promoting cycling

- further development of infrastructure for cyclists,
- expansion of the Bicike(LJ) system,
- City cycling strategy to 2020 (developed under the CHAMP project).
- in 2014 Ljubljana will host the Amateur Cycling World Championships.

Sustainable Energy Action Plan 2010-2020: regarding to the introduction of CNG:

- free parking for CNG vehicles,
- introduction of CNG vehicles in the city administration and public companies (€1,000,000),
- installation of CNG filling stations in Ljubljana (€1,300,000),
- conversion of city buses to CNG (€2,600,000).

Greening of the city vehicle fleet

In **City Administration**, in 2014 we'll order a five-year lease of 53 vehicles with full maintenance

coverage (the estimate for the public contract is €1,500,000), of which **45 will be CNG powered**.

JP Snaga plans to purchase **6 CNG vehicles** in 2014 (estimated €1,000,000), and **Energetika Ljubljana 10 CNG vehicles** (estimated €114,200).

LPP plans to purchase **80 CNG vehicles by 2017** (estimated €29,000,000; sources: LPP and MOL funds, subsidies via the EKO fund from the climate fund and cohesion policy funds 2014-2020).

P&R locations

Based on the Expert Guidelines for the Regulation of Public Transport in LUR, RRA LUR has begun to implement the regional P&R hubs project, which connects 16 regional municipalities. The project will produce part of the documentation that is needed to apply for cohesion policy funds 2014-2020. **23 P&R locations are planned in the region, 8 out of them are within the City of Ljubljana** (estimated value is €48 million). The financial perspective 2007-2013 envisages the construction of seven P&R, the rest in the period 2014-2020.

Public Transport in LUR

With regard to the region, RRA LUR drew up the **Expert Guidelines for the Regulation of Public Transport in LUR (2009)** that defines six key tasks by the year 2027 that we're implementing jointly.

Single ticket

A single ticket which **will be valid on all of the country's public passenger transport systems** (rail, coach, city buses) is being developed by Ministry of Infrastructure and Spatial Planning. Public procurement procedure is currently being conducted in order to select a contractor to implement the system.

Sustainable Local Action Plan 2020 for LUR

It was developed as part of the **EU2020 Going Local** project in partnership with RRA LUR (2012) to achieve the EU's sustainable development goals (estimate investments: traffic EUR 9,600,000; energy efficiency EUR 4,250,000; renewable energy sources EUR 1,350,000).

Ljubljana bypass

To reduce noise pollution from traffic, the operator of the Ljubljana bypass (DARS, a state-owned company) is studying possible **changes to the traffic regime** (a reduction of the speed limit from 100 to 80 km/h). Measures are also directed at diverting transit traffic from the very busy northern towards the eastern bypass, which has fewer residential buildings in its direct vicinity.

Ljubljana Passenger Centre

Construction of an investment project of municipal, regional and national importance is being planned: **a new intermodal hub – railway and bus station**.

2D. References

List supporting documentation (e.g. survey about user satisfaction with the urban transport system), and add links where possible. Further detail may be requested during the clarification phase. Documentation should not be forwarded at this stage.

(max. 400 words)

- ⊕ Since 2003 we've been monitoring customer attitudes on a quarterly basis with regard to several indicators. The surveys, conducted by an independent polling agency, present households with various key questions (e.g. regarding user satisfaction with LPP services) and remain the same every year. The findings of the most recent survey "Panel – Summer 2013 – Continued Public Opinion Research of a Permanent Sample of Respondents» are:
 - **LPP** (urban public transport) **is used by 71%** of respondents. Respondents assessed their **satisfaction with LPP services** with an average mark of **3.91** (out of possible mark 5).
 - Over two thirds of respondents use the Urbana city card.
 - Respondents who use public transport noted that nearly one fifth of passengers do not validate their tickets when boarding the bus.
 - The effect of subsidised student tickets on increased use of public transport was confirmed by 73% of respondents.

- ⊕ Eurobarometer, the European Commission's survey on the quality of life in cities, was conducted in Ljubljana in November and December 2012 (522 Ljubljana residents surveyed) and indicated that:
 - **90%** of respondents are **satisfied with the quality of life in Ljubljana**,
 - **78%** of respondents are satisfied with **public transport**,
 - **85%** of respondents are satisfied with **public spaces** (markets, squares, pedestrian areas),
 - **82%** of respondents are satisfied with **the state of streets and buildings in their neighbourhood**.

- ⊕ Links:
 - Sustainable Mobility Plan: <http://www.ljubljana.si/si/mol/mestna-uprava/oddelki/gospodarske-dejavnosti-promet/>
 - Cyclists on the bridges of sustainable mobility: <http://www.civitasljubljana.si/kolesarji-na-mostovih-trajnostne-mobilnosti>
 - Urban Master Plan: <https://urbanizem.ljubljana.si/index3/>
 - Household research of transport habits of inhabitants of the Ljubljana region, City of Ljubljana, Urban Planning Department, 2003
 - Macro-, meso- and microscopic verification of the concept of sustainable traffic in Ljubljana, Guzelj, 2011
 - Civitas Elan: <http://www.civitasljubljana.si/>
 - Film about Kavalir: <http://www.mgml.si/mestni-muzej-ljubljana/aktualno/novice-1288/kaj-v-ljubljani-pocne-kavalir/>

- European Prize for Urban Public Space 2012: <http://www.ljubljana.si/en/living-in-ljubljana/focus/77392/detail.html>
- Expert Guidelines for the Regulation of Public Transport in LUR: http://www.rralur.si/fileadmin/user_upload/projekti/Promet/Predstavitev_projekta_JPP_LUR_0905.pdf,
http://www.rralur.si/fileadmin/user_upload/projekti/Promet/PozivBrosura/JPP_brosura.pdf
- Urbana city card: <http://www.ljubljana.si/en/living-in-ljubljana/transport-in-ljubljana/public-transport-in-ljubljana/>
- Access City Award: <http://www.ljubljana.si/en/living-in-ljubljana/focus/74835/detail.html>
- Mobile Ljubljana brochure: <http://www.ljubljana.si/si/zivljenje-v-ljubljani/promet-infrastruktura/mobilna-ljubljana/>
- Bicike(LJ): <http://en.bicikelj.si/>
- Sustainable Energy Action Plan for the City of Ljubljana: <http://www.ljubljana.si/si/zivljenje-v-ljubljani/okolje-prostor-bivanje/lokalni-energetski-koncept/>
- Summary of the Environmental Protection Programme 2007-2013: <http://www.ljubljana.si/en/living-in-ljubljana/focus/73844/detail.html>
- Education website: http://solstvo.gis.ljubljana.si/web/profile.aspx?id=MOL_Solstvo@Ljubljana
- Ljubljana Passenger Centre: <http://ljublanski.projekti.si/potniski-center-ljubljana.aspx>
- RRA LUR: <http://www.rralur.si/en/>
- CHAMP project: <http://www.champ-cycling.eu/en/The-Champs/Ljubljana/English/Ljubljana-local-UK>
- Bike Intermodal project: <http://www.bike-intermodal.eu/>
- Film about Transport on Demand: <https://www.youtube.com/watch?v=NTd2rB3mHMg>
- Film about Ljubljana: <http://www.youtube.com/watch?v=kjZ0bQQLhCo&feature=share>
- [Rearrangement of Slovenska Street: http://www.ljubljana.si/en/living-in-ljubljana/focus/84287/detail.html](http://www.ljubljana.si/en/living-in-ljubljana/focus/84287/detail.html)
- [Max Fabiani Award: http://www.ljubljana.si/en/living-in-ljubljana/focus/84885/detail.html](http://www.ljubljana.si/en/living-in-ljubljana/focus/84885/detail.html)
- Eurobarometer survey: http://europa.eu/rapid/press-release_MEMO-13-857_en.htm
- Eurocities: <http://www.eurocities.eu/eurocities/activities/eurocities-awards/awards2013>
- LPP: <http://www.lpp.si/en>, http://www.lpp.si/sites/default/files/upload/lpp/parkirisca_.pdf