

CASE STUDY

Ljubljana

Regional e-bike sharing scheme



*Cycling in the
Urban and
Functional
Urban Area*

Context and rationale

Ljubljana, the capital of Slovenia and centrally located within the country, has nearly 300.000 inhabitants. The entire urban region has about 550.000 inhabitants. It is comprised of Ljubljana and the functional urban area's 25 municipalities.

Learning from other cities, regions and external consultancies are channels through which innovation is fed into decision-making processes or operational activities. The Regional Development Agency of Ljubljana Urban Region's Office for Development Projects and Investments (RRA LUR) initiates most of the innovation in mobility. The agency has been actively involved in research and innovation projects. The City of Ljubljana – by engaging with the regional development agency of Ljubljana urban region and other stakeholders – has elaborated and adopted an Integrated Urban Development Concept, Sustainable Energy Action Plan, and Sustainable Urban Mobility Plan, and at the regional level has developed an electromobility strategy, an urban master plan, and a Zero Waste plan. In addition, there are municipal spatial plans and local SUMP. Mobility planning mainly takes place at the municipal level, and intermunicipal approaches are coordinated by the regional development agency.

Initial challenges and needs

The main issue faced by RRA LUR is to connect all 25 municipalities in the Ljubljana Urban Region (LUR)



Image: Presernov

in a way to provide adequate infrastructure, such as cycling paths, e-bike stations, e-bikes etc. As the region is currently not well connected with biking lanes, the main aim is to persuade people to use bikes in combination with public transport, instead of using the cars for commuting to work. The biggest challenge LUR is facing is that 84% of all trips from other Slovenian regions to the region are still made by car, and after the pandemic, this number has not decreased. In addition, approximately 70% of daily commutes to Ljubljana from the LUR are done by car. A **regional bike sharing scheme** could thus also help to reduce number of car users as it would give them an alternative option for long distance commuting.

Innovation developed

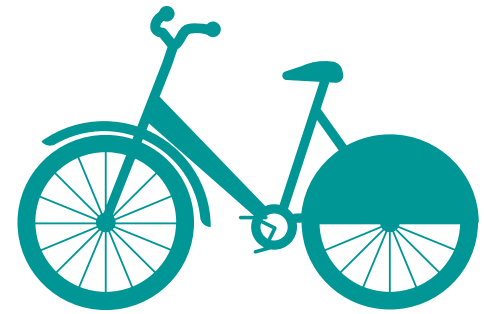
With the help of FastTrack, the agency's goal is to implement a regional e-bike sharing scheme in 25 municipalities in Ljubljana urban region to develop infrastructure and to introduce modern e-bike sharing technology in the region.

The LUR aims to construct adequate infrastructure at the destination (bicycle storage facilities, charging stations for electric bikes, etc.), and adapt cycling routes for a faster journey (wider cycle paths, flatter ramps, etc.). This will improve the time competitiveness of bicycles in combination with public transport versus cars in peak traffic hours to achieve greater use of electric bicycles.

Lessons learnt along the FastTracking way

Extensive exchanges with the Antwerp Transport Region and Lantis on their regional bike sharing scheme its technical specifications and governance, were central to the learning path.

During the FastTrack project RRA LUR identified a supplier, the Nomago company, which has been



commissioned to present and implement a guidance tool for intermodal connectivity on a regional scale in the main corridors to and from Ljubljana and will provide guidance tool until the end of 2022.

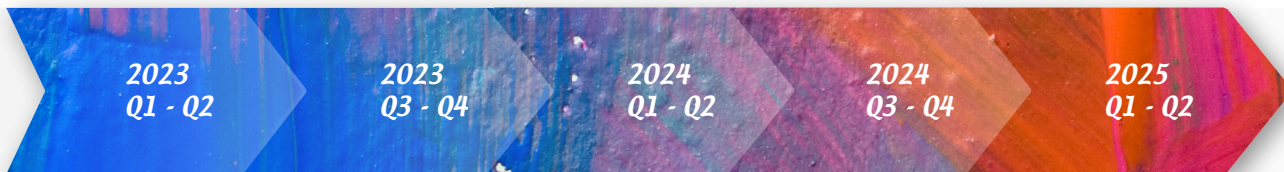
The regional bike sharing scheme is planned to be operational by 2027.

Acceleration factors

- Elaboration of a guidance tool to start the introduction of the e-bike sharing system
- Collaboration between main regional mobility stakeholders
- Collaboration with employers
- Targeted exchange with experienced companies and city authorities



Timeline - The deployment road ahead



<p>Find a supplier, sign the contract between supplier and RRA LUR.</p> <p>Coordinate the needs for the implementation of e-bike sharing system in all 25 municipalities in Ljubljana urban region and signing the contract between RRA LUR and municipalities.</p> <p>Identify micro-mobility hubs for multimodal hubs connectivity.</p> <p>Identify funds for implementation.</p> <p>Identify main IT requirements and parameters for establishing a mobility hubs in Ljubljana urban region.</p>	<p>Define micro-mobility mico-hubs, including multimodal hubs connectivity (including e.g. bikes, e-bikes, car-sharing services, PT connectivity).</p> <p>Allocate main elements of micro-mobility hubs based on selected criteria (e.g. number of active population or migration flows, standards of accessibility, current and planned infrastructure, current level of public transport service at proposed locations).</p> <p>Description of operation and maintenance of the micro-mobility hubs.</p> <p>Finalise the agreement with all 25 municipalities.</p>	<p>Implement the e-bike sharing system in the region.</p> <p>Define funds, allocated for the e-bike sharing system.</p>	<p>First implemented station in the region.</p>	<p>Use e-bike sharing system.</p> <p>Promote the innovation on the municipal, regional and national level.</p> <p>Share good practices of e-bike sharing system in the region with the other regions in Slovenia.</p> <p>Promote multi-modality in the Ljubljana urban region.</p>
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Read more

- [Cycling Account Ljubljana 2020-2021](#)
- [Sustainable urban mobility plan of the Ljubljana Urban Region](#)



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info@FastTrackMobility.eu