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Danube Cycle Plans

Danube Cycle Plans
Status Quo Questionnaire

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PP4 SL: Republic of Slovenia
Ministry of Infrastructrure

WP T1.3

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A stream of cooperation

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Interreg
Danube Transnational Programme
Danube Cycle Plans

Project Handbook

Danube Cycle Plans | Policies, plans and promotion for more people cycling in the Danube region

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REPUBLIC OF SLOVENIA
MINISTRY OF INFRASTRUCTURE

More information about Danube Cycle Plans
and the project activities & results are available on:
http://www.interreg-danube.eu/approved-projects/danube-cycle-plans

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Introduction

Dear participant,

Your answers to this questionnaire will help bring together the latest information about the situation for cycling in your country, which is THE starting point for the development of your national cycling plan! Without knowing where your country is standing it will be hard to define objectives and to identify the necessary recommendations for the promotion of cycling!

Provide as much information as you can about your country. Provide the source of your information and the date it was recorded.

Ask your colleagues and/or consult with the relevant stakeholders for any information you need and insert it into your answers. Use the meetings of the National Cycling Working Group to discuss open questions. In case you don't get the necessary information, don't worry! This questionnaire is trying to cover every topic which is or could be relevant regarding cycling in your country. It will be hard or almost impossible for most of the countries to provide every single bit of information. Please make sure to indicate that the information is not or only partly available for your country.

Provide the information that is available. If you cannot find information or if information is not available, write that in your answer.

Feel free to attach photos, drawings, reports or other documents. For documents in different languages, include a short summary in English. We might contact you for clarification or further details.

Fill in the questionnaire using a word processor such as Word.

The questionnaire will take quite some time to complete. Please take your time to consult with all relevant stakeholders to fill in the questionnaire. In case you need support from external experts to fill in the questionnaire check your budget and (if possible/necessary) contract a suitable expert.

If you there is the need for clarifications, please contact Andreas Friedwagner at a.friedwagner@verracon.at.

Email the completed questionnaire as a Word attachment to a.friedwagner@verracon.at by January 18th 2021.

Name of your organization:	Republic of Slovenia, Ministry of Infrastructure
Your name:	Gregor Steklačič
Your title (with English translation):	Senior advisor, national cycling coordinator / officer
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Your telephone number:	00 386 1 478 81 45

1 Transport / Cycling Statistics

1.1 OVERALL TRANSPORTATION STATISTICS AND MODAL SPLITS

Provide, as much as available, statistics and trends about transportation in your country for the last ten years. What is the modal split for all modes in a normal workday? How does the modal split / travel distances / etc. differ between travel purposes (trip to work/school/leisure/shopping/etc.)? How did the modal split change in the last years?

GENERAL NOTE: There is no exact database (published) on travel modes on different purposes, but available on demand.
The survey in 2017 was first at national level. Statistical office has not implemented comparable surveys at national level before, so the trends can not be statistically proven.
One of the main issues that we see as a big problem is that no organisation has defined a universal methodology for overall statistics measuring transportation and modal split, behaviou etc. Also, there is no periodical implementation of surveys and even less, data analysis on this topic. Currently, everything is only on demand and financed from different sources.

The only official modal split survey in Slovenia was implemented **in 2017** by the national statistical office of Slovenia. Update at the national level was not elaborated yet.
Cars were the main mode of transport on 68% of the trips (made as a driver or as a passenger), on which 84% of all kilometres were made. The data is not surprising, because at the end of 2017, there were more than 1.1 million cars in Slovenia, i.e. two cars per 3 residents aged 18 and more. Only on trips at distances up to 1 kilometre, there were more trips made on foot than by car; at all other distances, cars were the dominant mode of transport.

The share of trips by bicycle was 4,5 % on working days and 4,4% on non-working days.

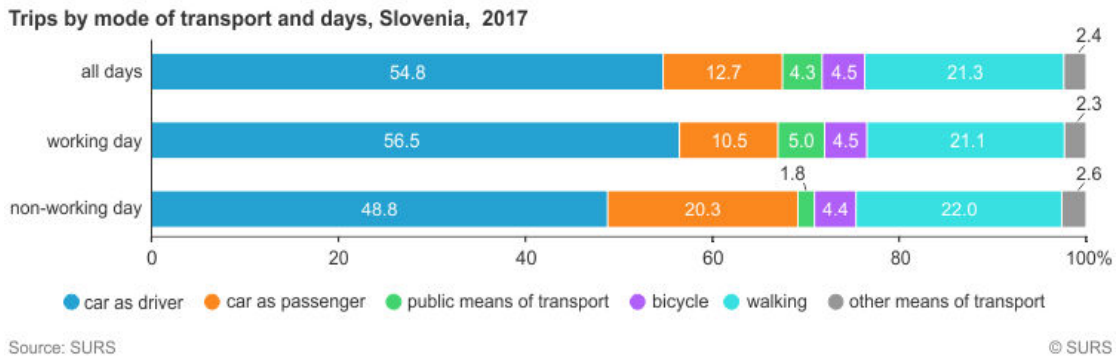


Figure 1: Trips by mode of transport and days in Slovenia in 2017. Source: https://www.stat.si/statweb/en/News/Index/7596

Methodological note: In the autumn of 2017, the Statistical Office of the Republic of Slovenia implemented the survey Passenger Daily Mobility for the first time, as development work and with the assistance of European funds. The survey brings the results on the characteristics of daily trips in the length from 100 metres to 300 kilometres, carried out by the residents of Slovenia aged 15 to 84. The survey was carried out between 16 September and 27 October 2017. Number of online respondents was 15.015 and 8.001 in the field (https://pxweb.stat.si/SiStat/en/Podrocja/Index/48/transport >> Transport >> Road transport >> Daily passanger mobility).

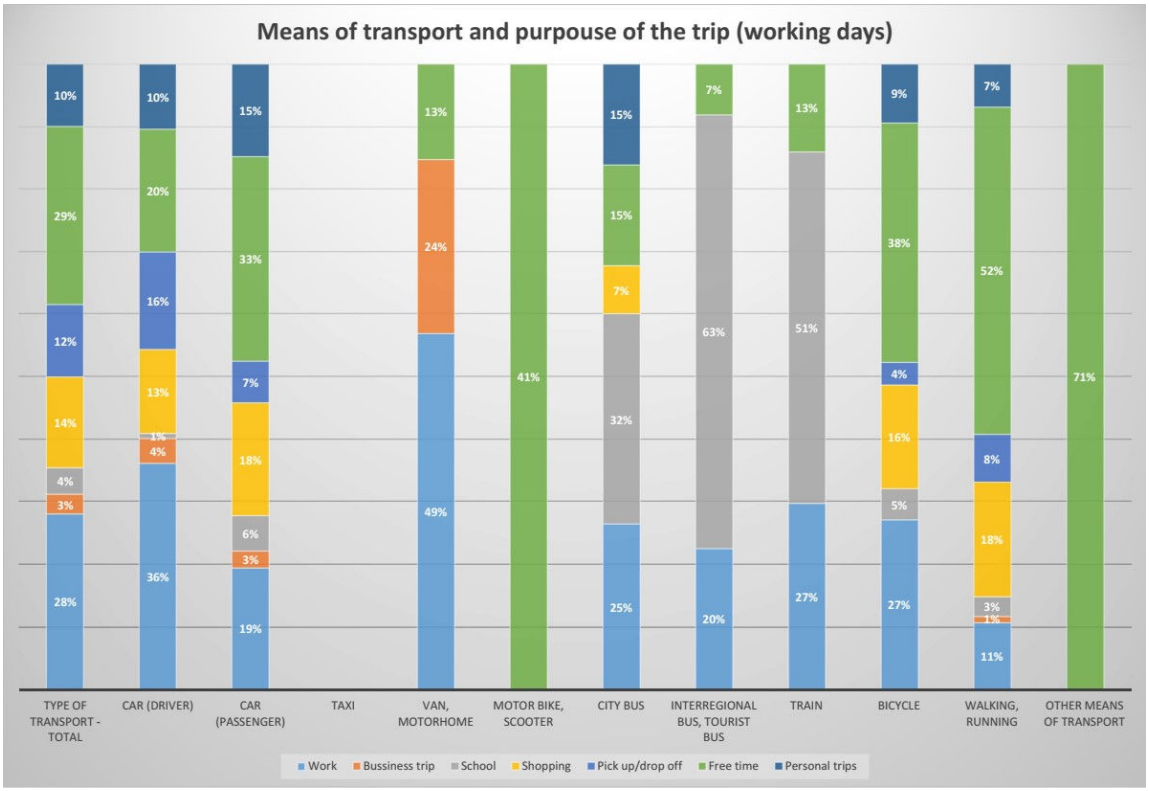


Figure 2: Means of transport and purpouse of the trip (working days). Source: Statistical office of Republic of Slovenia (SURS).

Results show that a high percentage (over 50%) of residents uses public ways of transport for travel to school, whereas only 5% uses the bicycle. Another interesting fact is that bicycle is quite often used for travel to work (27%) and used in free time also during working days. *Please note that some of the data were non available or not precise enough information for data to be published – therefore we have no data for taxi use and the data for the use of motor bike/scooter and other means of transport is inclomplete (SUM is not 100%).*

Private company PNZ d.o.o. also elaborated the survey on mobility behavior for National Transport Strategy in 2016 for the Ministry, where the share of all trips made by bicycle was 2,7% (it is not published publicly). With the highest share of 5,4 % in Centralslovenian region, that included Ljubljana.

	Main mode of transport – TOTAL	Car as driver	Car as passenger	Public means of transport	Bicycle	Walking	Other
	%						
TOTAL	**100**	54,8	12,7	4,3	**4,5**	21,3	2,4
0,1–0,9 km	**100**	15,6	3,2 M	-	**6,8** M	72,9	N
1,0–1,9 km	**100**	40,5	8,5	1,1 M	**8,3**	39,4	N
2,0–2,9 km	**100**	51,4	10,8	1,8 M	**7,3** M	25,7	3,0 M
3,0–3,9 km	**100**	55,1	10,0 M	3,5 M	**7,9** M	21,6	N
4,0–4,9 km	**100**	58,9	10,7 M	4,0 M	**5,6** M	18,1	N
5,0–7,4 km	**100**	62,3	13,4	5,7 M	**4,0** M	12,3	2,3 M
7,5–9,9 km	**100**	69,5	16,4 M	5,0 M	**1,1** M	N	N
10,0–14,9km	**100**	70,6	16,0	5,3	**1,5** M	4,4 M	2,2 M
15,0–19,9 km	**100**	70,7	18,2	6,6 M	N	N	2,5 M
20,0–29,9 km	**100**	70,7	19,4	6,5 M	**1,9** M	N	N
30,0–39,9 km	**100**	68,1	17,8 M	8,9 M	N	N	N
40,0–49,9 km	**100**	67,5	16,0 M	N	N	-	N
50,0–74,9 km	**100**	62,6	20,5 M	N	N	-	N
75,0–99,9 km	**100**	65,7 M	25,8 M	N	-	-	N
100,0–149,9 km	**100**	60,5	24,1 M	7,5 M	N	-	N
150,0–199,9 km	**100**	51,7 M	26,2 M	17,4 M	-	-	N
200,0–249,9 km	**100**	60,6 M	N	-	-	-	N
250,0–300,0 km	**100**	N	N	N	-	-	N

- no occurrence of event

M less precise estimate – use with caution

N too imprecise estimate to be published

Table 1: Share of trips by distance classes and main mode of transport on all days, Slovenia, 2017 – provisional data. Source: SURS.

In the period of 2016-2018 more than 60 municipalities prepared SUMP, within them they elaborated a status quo analysis. Some of the status quo analyses survey the modal split, but the methodology is not common, so the data are not comparable. The modal split data in city municipalities in Slovenia are:

						Public transport		
City Municipality	**Car**	**Car (passenger)**	**Motor bike**	**Van, motor home**	**Taxi**	**City bus**	**Intercity bus**	**Train**
Slovenia	**54,8**	**12,7**	**0,5**	**1,1**	**0,1**	**2,0**	**1,7**	**0,6**
Ljubljana	41,5					12,6		
Maribor	55,9					5,7		
Celje	76,0	7,0	2,0		1,0			
Kranj	75,0					8,0		2,0
Koper (EPOMM 2008)	46,0		3,0		2,0	34,0		
Velenje (Epomm 2012)	71,0					10,0		
SUMP 2016	66,9					7,5		
Novo mesto	78,0					8,0		4,0
Ptuj	55,0		13,0			2,0		

Nova Gorica	74,0						
Murska Sobota SUMP 2017	38,0	16,0				5,0	
Epomm 2002	36,0	10,0				17,0	
Slovenj Gradec	70,0					3,0	

Table 2: The modal split data in city municipalities in Slovenia. Source: Gregor Steklačič (analyse of SUMP).

City Municipality	Walking	Bicycle	Other	SUM	Source of data
Slovenia	**21,3**	**4,5**	**0,6**	**100,0**	SURS (https://pxweb.stat.si/SiStat/en/Podrocja/Index/48/transport)
Ljubljana	34,8	11,1		100,0	Survey on travel behavior 2013
Maribor	28,3	8,5	1,6	100,0	Survey on travel behavior 016
Celje	3,0	11,0		100,0	SUMP Celje 2017
Kranj	11,0	4,0		100,0	SUMP Kranj 2017
Koper (EPOMM 2008)	9,0	6,0		100,0	EPOMM 2008
Velenje (Epomm 2012)	14,0	5,0		100,0	EPOMM 2012
SUMP 2016	19,1	6,5		100,0	SUMP Velenje 2017
Novo mesto	9,0	1,0		100,0	SUMP Novo mesto 2017
Ptuj	23,0	7,0		100,0	SUMP Ptuj 2017
Nova Gorica	16,0	10,0		100,0	SUMP Nova Gorica 2017 (no data for PP)
Murska Sobota SUMP 2017	17,0	23,0	1,0	100,0	SUMP Murska Sobota 2017
Epomm 2002	32,0	5,0		100,0	podatki EPOMM
Slovenj Gradec	22,0	5,0		100,0	SUMP Slovenj Gradec 2017

Table 3: The modal split data in city municipalities in Slovenia. Source: Gregor Steklačič (analyse of SUMP).

No data on modal split available for year 2020.

In case you provide data from 2020 please be aware that these data might be compromised by the current pandemic crises. Please mention in case you think it is necessary!

1.2 SPECIFIC CYCLING STATISTICS

If possible, provide some more detailed statistics regarding cycling.

1.2.1 Mode split for cycling

Specify the month and year, purpose of the trips, the duration of the period evaluated, and the geographic area. For example, the mode share could be for trips to work or school in 24 hours on

a working day within the whole country / a specific region. How was the mode split calculated (percentage of trips, percentage of kilometers cycled)

The national survey on daily mobility has this data. Modal share of trips not km cycled.

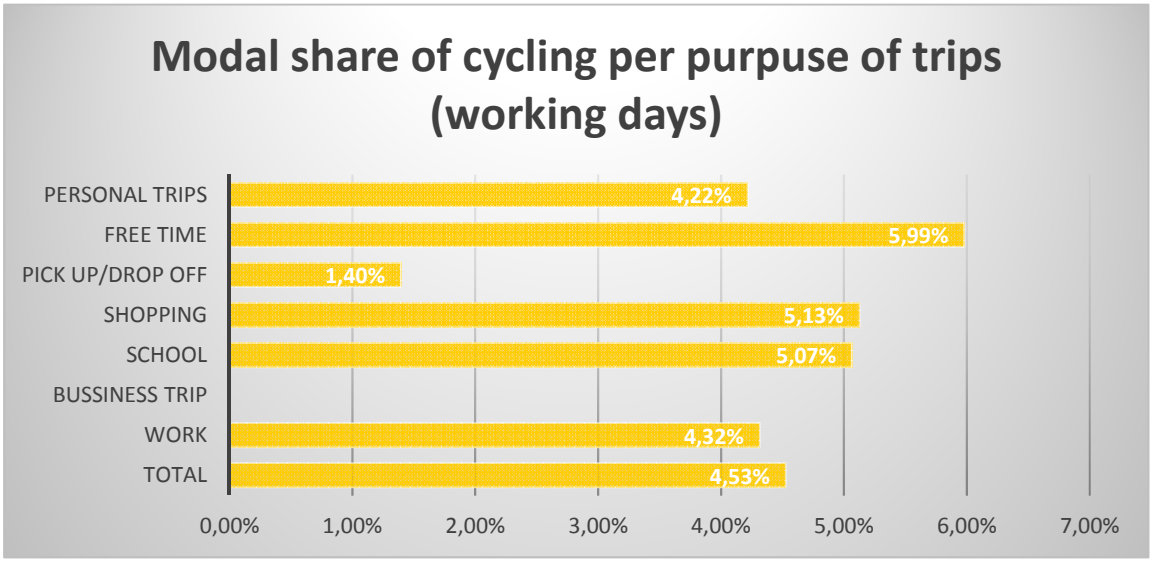


Figure 3: Modal share of cycling per purpouse of trips (working days). Source: SURS.

The survey on mobility behavior for National Transport Strategy in 2016 surveyed also a modal split for different purposes of daily trips. The car is the main means of transport in all categories, except trips to school, where bus represents 43% and car 31%.
The bicycle is most common used for trips to school.

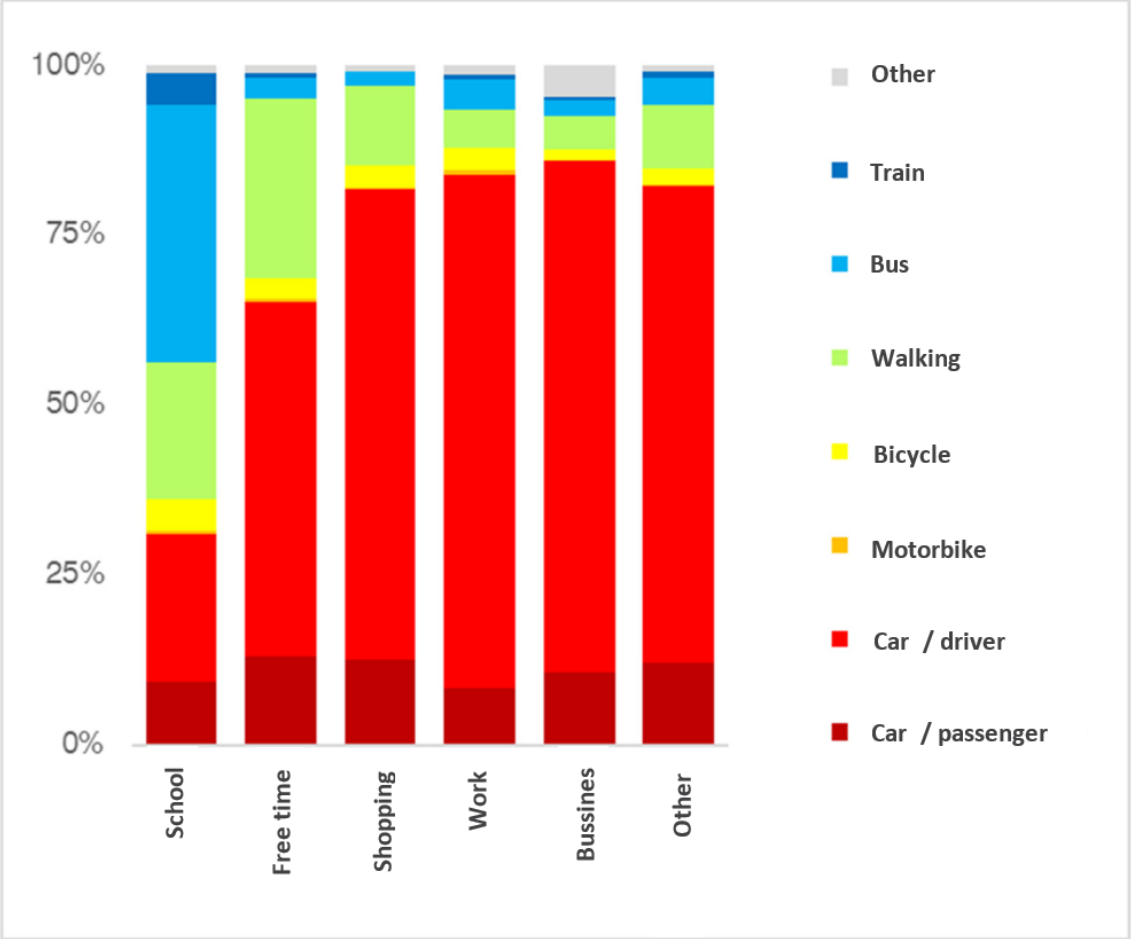


Figure 4: Modal share by types of means of transport and per purpouse of trips (working days). Source: PNZ.

However, we were able to get information for the city of Ljubljana, city of Maribor and city of Novo Mesto, but they had not been updated since first survey.

Ljubljana (2013):

	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12
Walking	78	44	24	11	7	6	3	1	0	0	0	0
Cycling	6	17	17	16	11	10	8	6	4	4	4	4
Public transport	2	5	14	26	21	21	32	23	21	20	24	8
Car	14	33	45	47	61	62	57	71	75	76	71	88

Table 4: Modal split by type of transport and distance travelled. Source: University of Maribor.

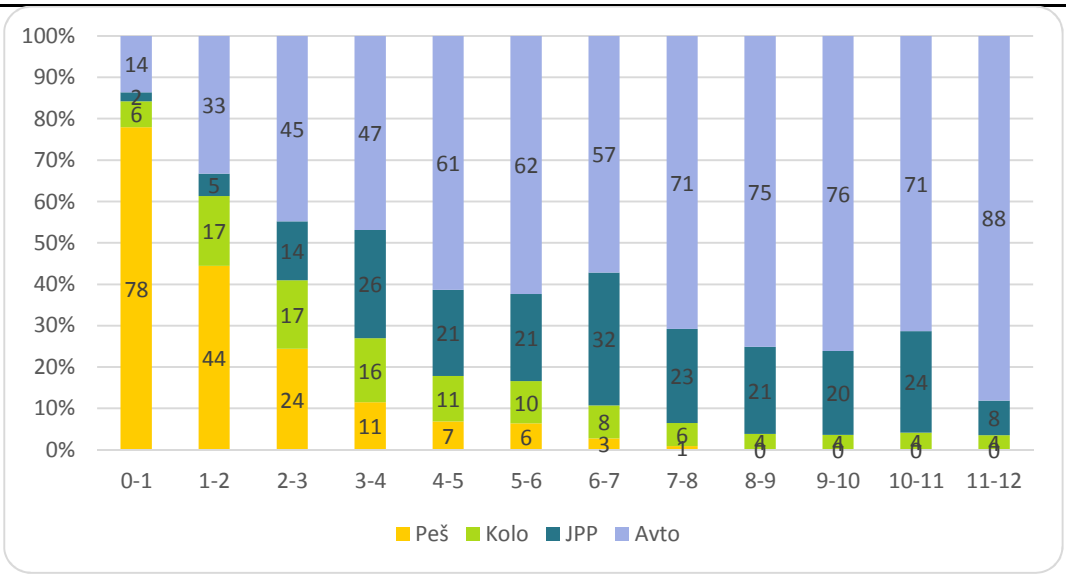


Figure 5: Modal split by type of transport and distance travelled. Source: University of Maribor.

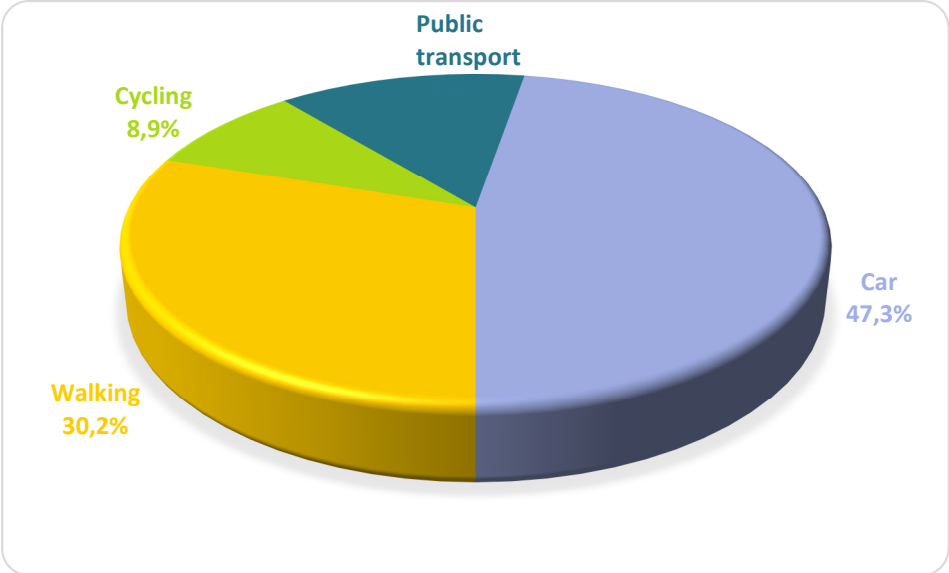


Figure 6: Modal split by type of transport on working days. Source: University of Maribor.

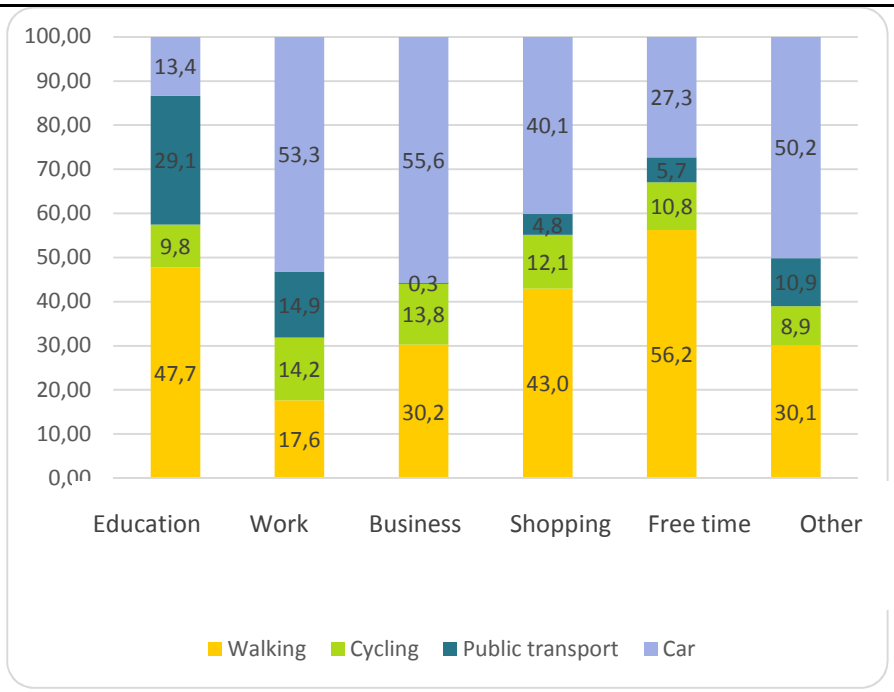


Figure 7: Modal split by purpose and type of transport. Source: University of Maribor.

Ljubljana with suburbs (2013):

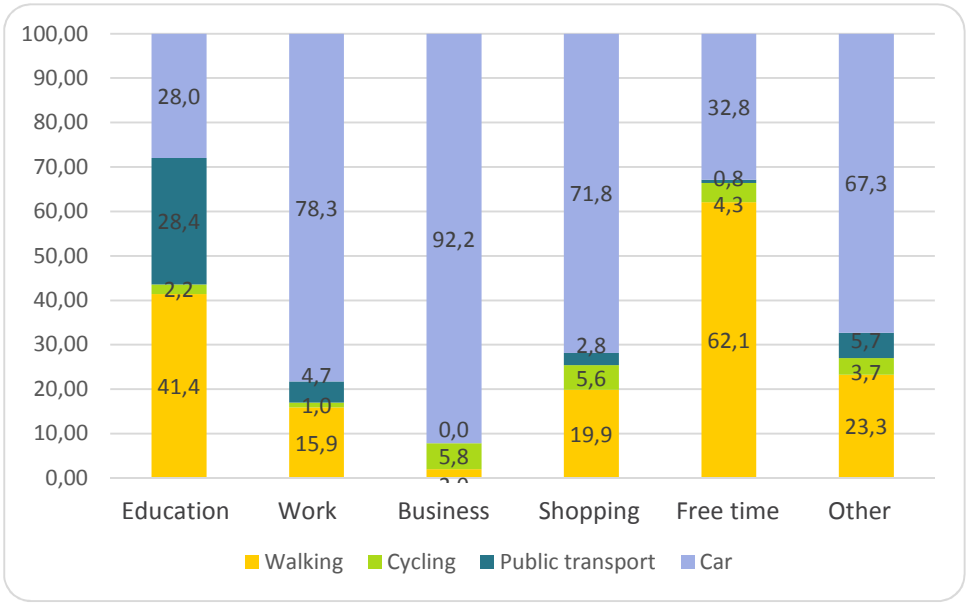


Figure 8: Modal split by purpose and type of transport. Source: University of Maribor.

Maribor (survey implemented 2015):

Walking

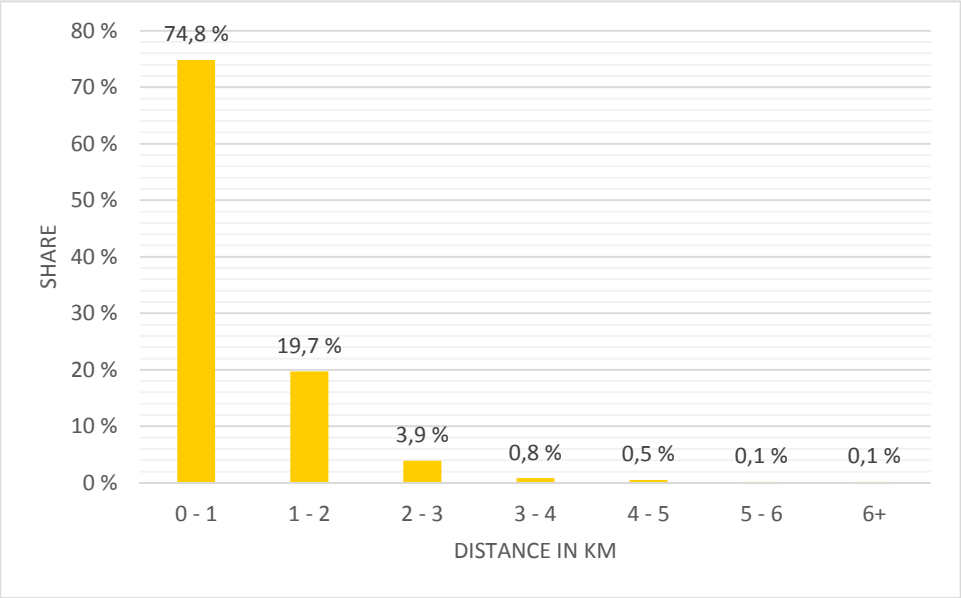


Figure 9: Distance travelled by types of transport (walking). Source: University of Maribor.

Cycling

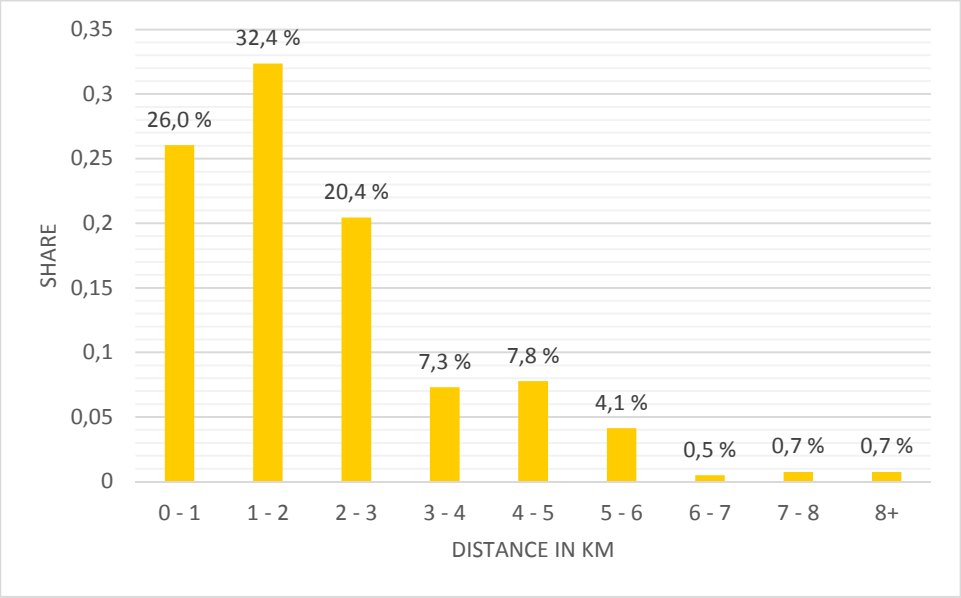


Figure 10: Distance travelled by types of transport (cycling). Source: University of Maribor.

Public Transport:

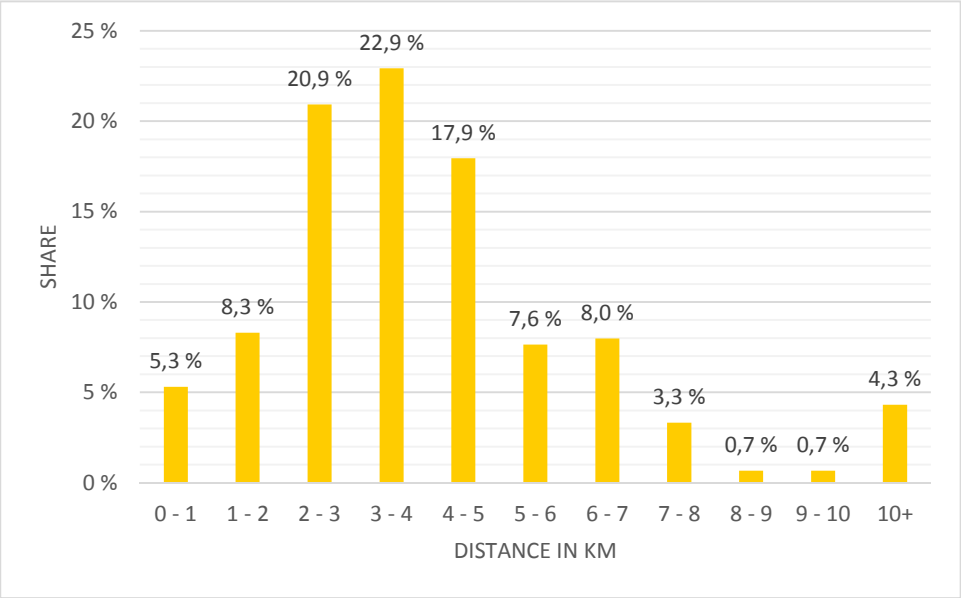


Figure 11: Distance travelled by types of transport (public transport). Source: University of Maribor.

Car:

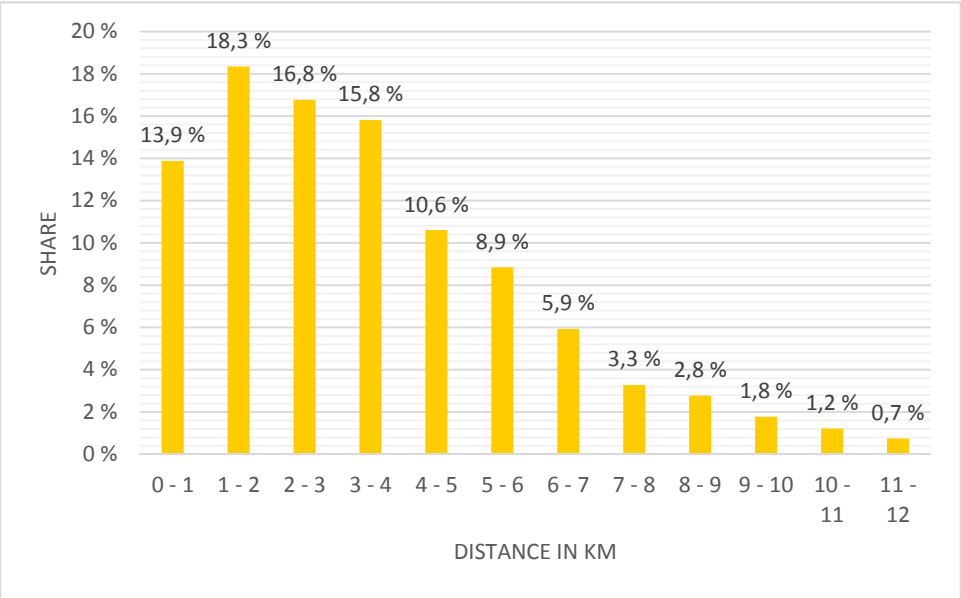


Figure 12: Distance travelled by types of transport (car). Source: University of Maribor.

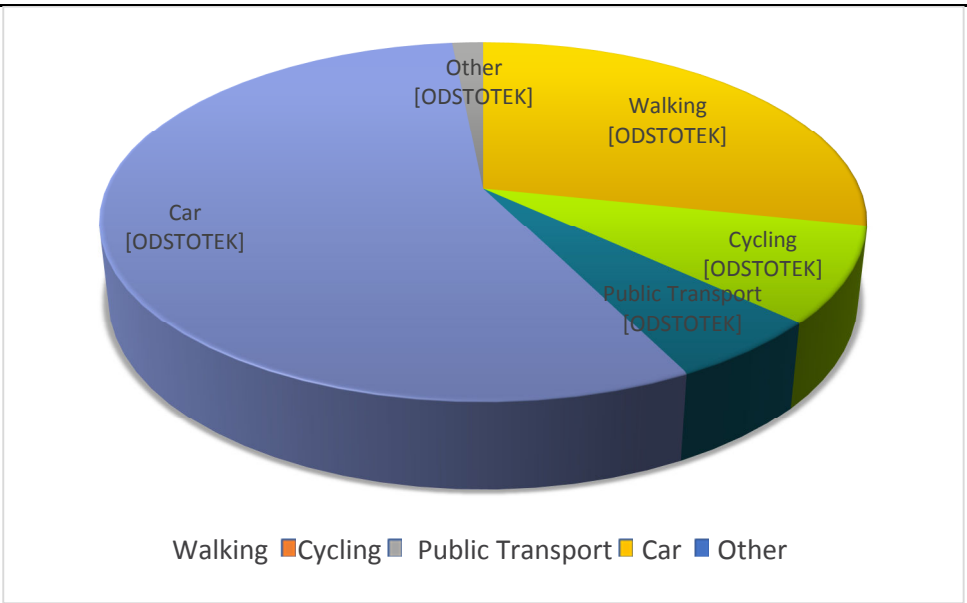


Figure 13: Modal split by type of transport on working days. Source: University of Maribor.

Novo Mesto (2016):

Urban institute of the Republic of Slovenia elaborated the survey on pupils arrivals to the primary school in the city Novo mesto. They compared the years 1991, 2001 in 2016.

The percentage of arrivals by bicycle in 1991 and 2001 was 0% in 2001, but slowly growing and raised to 2 % in 2016.

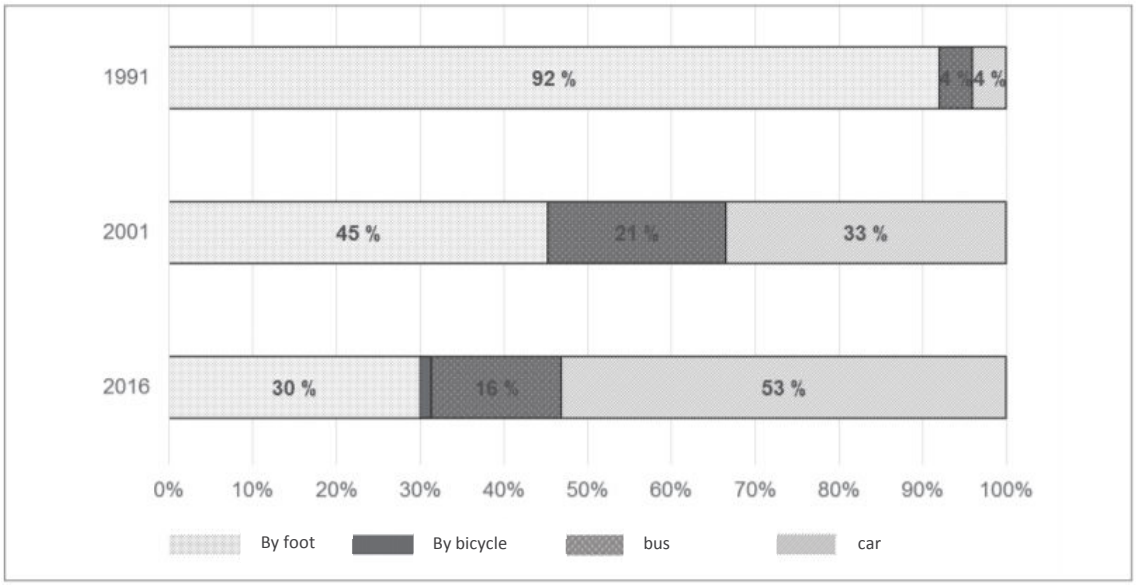


Figure 14: Pupils' arrivals to the primary school in 1991, 2001 and 2016. Source: Skrb vzbujajoče spremembe v mobilnosti mladih – primer osnovnošolcev v Novem mestu, 2017.

Bicycle counters

The 7 automatic counters that are placed at the national cycling connections are in management of the National Infrastructure Agency. The data are available for Ministry on Infrastructure on demand (Source: National Infrastructure Agency, mrs Tatjana Bubnic). During the period 2017 – 2020 the average annual growth of cyclists riding bikes on 7 cycling routes with monitoring was 8%.

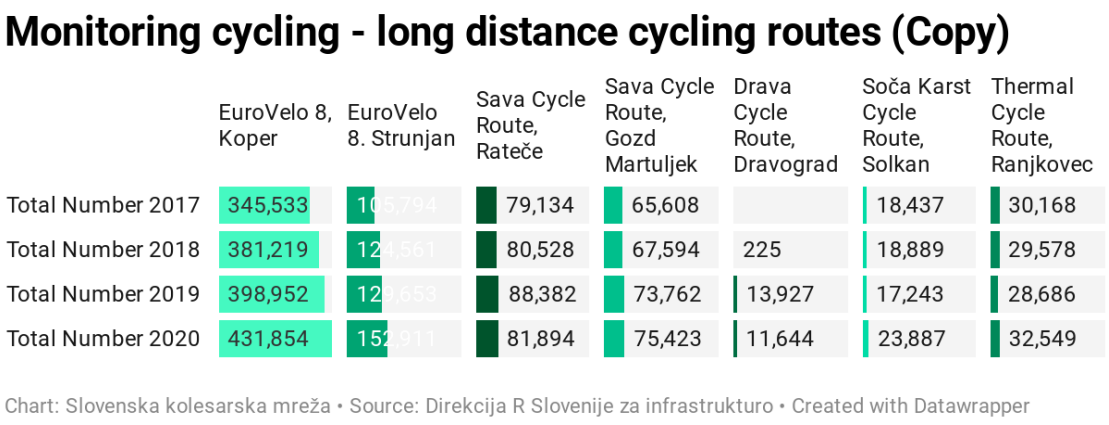


Figure 15: Bicycle counters on long distance cycling routes 2017 – 2020. Source: Agency of Infrastructure.

Ljubljana had 4 cyclist counters in 2008 and upgraded the number to 8 by 2018. Some smaller municipalities also set bike counters via EU co-financed projects of building cycling infrastructure.

The positive trend in cycling share could be recognized in the capital Ljubljana on 4 cyclist counter that count cyclists from 2007 on. It is seen that at the most frequent corridor of Dunajska street the increase of apps. 45% from 2007 to 2019. Positive trend is also proved by a number of users of public bike sharing systems and bike rental. The number of active users was 30.735 in 2016 and 40.088 in 2019, but the number of bike sharing station almost doubled (38 to 61).

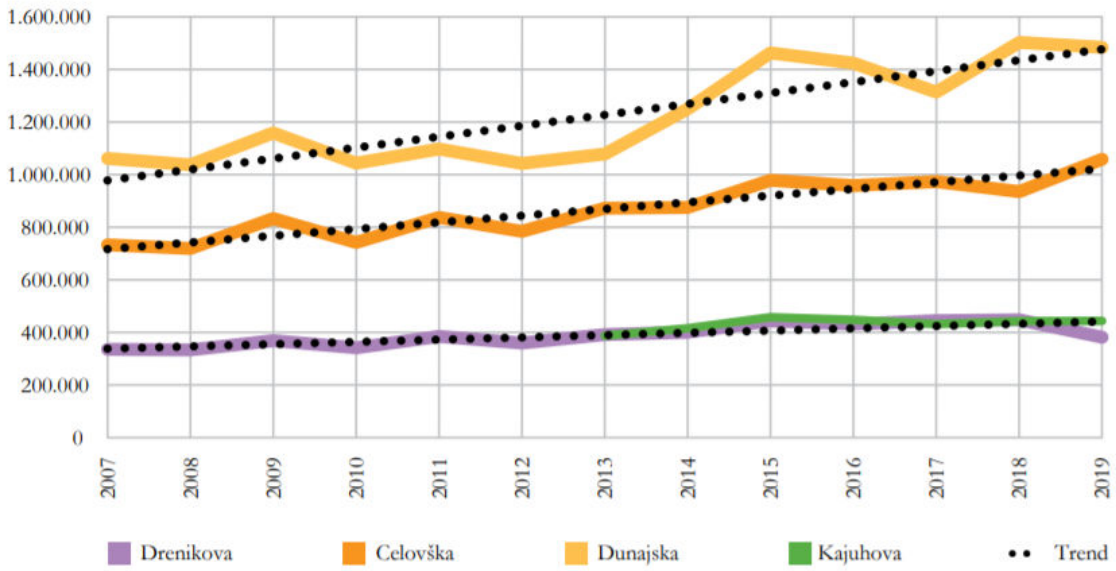


Figure 16: Bicycle counters in Ljubljana city 2007 – 2019. Source: Ljubljana cycling journal 2018-2019.

We have to add that Ljubljana is a cycling champion of Slovenia, but since 2015 (implementation of financial perspective 2014-2020) a lot of EU funding has been invested in sustainable mobility and cycling infrastructure.

Bike sharing system

Number of rentals in bike sharing system Bicikelj (Ljubljana) per month

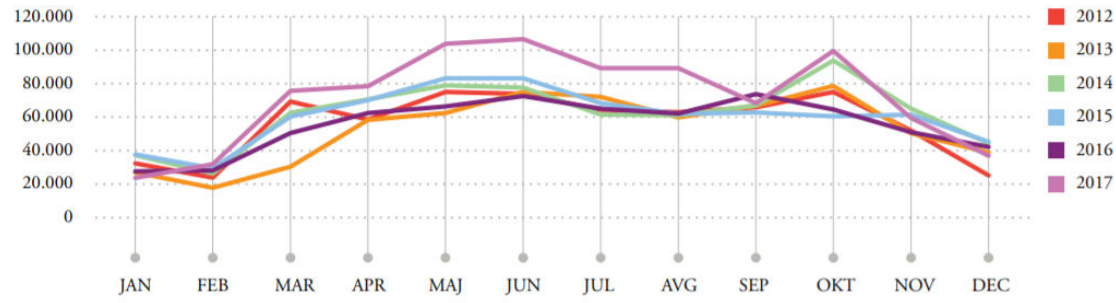
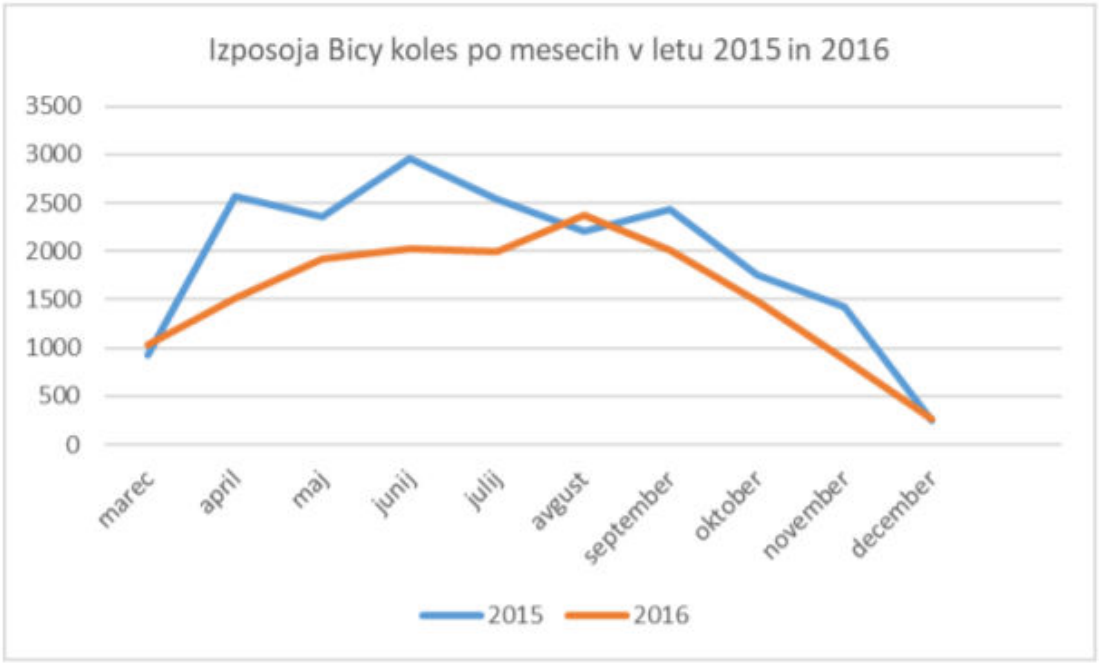


Figure 17: Number of rentals in bike sharing system Bicikelj (Ljubljana) per month 2012 - 2017. Source: Ljubljana cycling journal 2018-2019.

One of the peaks of number of rentals is October, because Ljubljana is an main university center of Slovenia. If you compare it with a university city as Velenje, you can see that the peak is in summer months. Velenje opened the public bike sharing system in 2015, because of that the first peak was April. The 2016 is a more representative year.



Title: Rent of Bicy bicycles by months in the years 2015 and 2016
Months: marec = March, april = April, maj = May, junij = June, julij = July, avgust = August, september = September, oktober = October, november = November, december = December.

Figure 18: Rent of Bicy bicycles by months in the years 2015 and 2016. Source: Ljubljana cycling journal 2018-2019.

1.2.2 Trips combining cycling with public transport

Provide statistics on cycling to public transport (such as the bus, train).

No available data published publicly. Surveys conducted in Ljubljana in 2013 and Maribor in 2015 did not include a large enough sample for the data provided to be credible. Therefore, we can not provide credible data for intermodality.

1.2.3 Data collection and management

How is data related to cycling collected and managed at your organization or in your country? How often is it collected? How is it collected? By whom? How is the data used? Is the data available for everybody or do you have to pay for it?

For example, data could be collected by statistical office, automatic counting stations, countings by hand

In Slovenia, the main issue is that the data is not systematically collected, analyzed, managed and publically presented. No data is collected by the ministry, but is available on demand from different organisations (Agency for public safety, National Agency of Infrastructure, Statistical office, municipalities etc.).

One survey was elaborated for Ministry by subcontractor PNZ d.o.o. in 2016 for the purposes of traffic models for National Transport development strategy. The survey is implemented on demand and used for evaluating the progress of strategy. In 2016 the survey was done on the representative sample of 3.077 people.

The Daily mobility survey was implemented by the Statistical office in 2017 and the main results are published online and free (https://pxweb.stat.si/SiStat/en/Podrocja/Index/48/transport, Transport > Road transport > Daily passanger mobility).

For two major cities (Ljubljana, Maribor) an external company made a travel behaviour survey. Ljubljana is also publishing on its homepage the Ljubljana cycling journal every two years that includes statistical data on cycling (last was published in 2020 for 2018-2019).

2 Cycling policies

2.1 CYCLING POLICIES AT DIFFERENT LEVELS

2.1.1 National Cycling Plan (NCP)

Does your country have a national cycling plan? If yes, provide a short summary regarding main objectives / quantifiable targets, timeframe, main activities. What kind of status does the NCP have? Was it adopted by the government?

Slovenia has no official cycling plan.

A document *Design of a national cycling network in the Republic of Slovenia* [1] was prepared by the National Infrastructure Agency in 2005. It is the first official strategic document only on cycling to serve for defining priorities when building a national cycling network. It includes an overview on existing infrastructure at that time and first a bit more detailed technical standards for cycling infrastructure for traffic designers than in an existing official regulation on cycling. The first draft of a categorisation of the national cycling network is also a part. It was never adopted as regulation by parliament or government. This document was mainly advisory for the Agency.

Afterwards the National infrastructure Agency in 2009 published a report on *Cycling projects, co-financed by EU* [2], that included a presentation on EU co-financed cycling projects. The document is important because it proposes a more defined national cycling network, consisting of long distance, main and regional cycling connection. The three level categorisation is defined by Road Law. There are no strategic targets or timeframes defined in this documents.

[1] https://predlagam.vladi.si/fileadmin/dokumenti/predlogi/156/156_182.pdf

[2] http://www.eu-skladi.si/kohezija-do-2013/ostalo/brosure/brosura-kolesarske-poti.pdf

2.1.2 Cycling plans on regional/local level

Are there any cycling related policies on the regional and local level? Is it common that there are cycling plans at those levels or are there just few innovative cities/regions? Is it necessary to have a cycling plan in order to receive funding from the national or EU level?

Slovenia has no official administrative defined regions. We have 12 statistical or so called development regions, but they do not have any formal decision making competences or responsibilities. The administrative units are directly responsible to the state level.

Cycling strategic documents for the local level are mainly results of a EU funded project:

- Ljubljana elaborated *Comprehensive cycling strategy of City of Ljubljana (Celovita kolesarska strategija mesta Ljubljane)* [1] in 2010 within the CIVITAS Elan project,
- Maribor elaborated *Cycling strategy of City Maribor (Kolesarska strategija mesta Maribor)* [2] in 2013 within TRAMOB project
- Koper elaborated *Cycling policy of City municipality of Koper (Kolesarska politika Mestne občine Koper)* [3] in 2012 within the Bicy project

[1] http://lkm.kolesarji.org/wp-content/uploads/2017/09/Celovita-kolesarska-strategija-MOL_koncni-osnutek-web.pdf

[2] https://ibikemaribor.com/wp-content/uploads/2021/02/KOLESARSKA-STRATEGIJA-MESTA-MARIBOR.pdf

[3] http://bicy.it/docs/48/Kolesarska_politika_Mestne_ob_ine_Koper0.pdf

Ljubljana included cycling network in strategic spatial development plan (https://urbinfo.ljubljana.si/web/profile.aspx?id=Urbinfo@Ljubljana).

After more than 70 municipalities elaborated SUMPs in 2016-2017, in which the cycling is one pillar of development of the transport system, some of them also prepared a plan of a coherent city cycling network. It is not an official strategy with vision, goals and targets, because it focuses mostly on infrastructure development, but a first step was done.

2.1.3 Evaluation of policies, projects and programs

How are cycling policies, projects and programs evaluated after they have been in place for some time? How often? By whom? Is there a standard guideline? If so, is it done by the municipality/region, a higher level of government, a technical association, or other group? What is done with the results of an evaluation?

The main issue of not existing evaluation of documents is that the documents are not adopted by formal decision makers, so they serve mostly as guidelines.

The evaluation guideline does not exist.

2.2 INTERMODALITY

Are bikes allowed on public transit (such as buses and the metro), trains or ferries? At what times?

Throughout the year, passengers can bring bikes to trains outside the rush hours, but there is limited space. Some trains have a maximum of 7 bikes, the new fleet arriving in 2023 will offer 1/3 of passenger trains with up to 20 bikes per train. Intercity trains have no spaces for bikes.

Certain suburban bus lines (Ljubljana – Grosuplje, Ljubljana – Logatec – Grčarevec, Ljubljana – Črni Vrh, Ljubljana – Šentjošt, Ljubljana – Vodice) were in 2016 equipped with bus trailers that can hold up to 20 bikes (unfolded).

The folding bikes are treated as a luggage and are since 2015 allowed to bring on all passenger trains and buses. The folding bikes are also possible to bring to city public transport of Ljubljana if you fulfil the safety instruction (lock to solid part of bus and covered) in Ljubljana from 9.00 to 13.00 and from 18.00 on.

There is no metro or ferry line in Slovenia.

In the summer season on 2 touristic railway tracks (Jesenice – Bled – Bohinj – Nova Gorica and the Maribor – Dravograd – Austria) railway company removes seats in one wagon to enable transport up to 30 bikes. There are multiple summer buses on tourist locations that have bike racks or trailers. Some of them run daily, some only on weekends. Please see more info in chapter 6 (Cycle Tourism).

Are local or intercity buses and trains equipped with bike racks or bicycle areas on board?

Only a few local buses are equipped with bike racks or bike trailers. These are buses that drive passengers from Ljubljana/Maribor to neighbouring cycling tourism friendly places. Intercity buses also have bike trailers. On board it is only possible to bring a folding bike.

Is there an extra cost to the passenger that brings a bicycle?

The folding bikes can be brought to train or bus at no extra cost. Normal bike has a daily fee 1,5 EUR on a train for the whole Slovenia. For e-bike a daily fee is 3,0 EUR on trains. The ticket for bicycles can be bought only in person before boarding on train (not possible online yet).

3 Roles and responsibilities

3.1.1 How are competences allocated regarding cycling transport?

Please describe the competences of the different levels and the links between them.

e.g. Austria: the main competence is located at the municipal level. Representatives of the local level are investing in cycling infrastructure and define (at least part of) the regulatory framework as most of the roads are owned by them. The competence of the regional level (regions) is limited to the highest level of the road network. The national level (responsible ministry) supports the other levels by providing funding schemes (and with that defining e.g. design standards) or coordinative actions (chairing the national cycling working group meetings).

The national cycling network (also regional level) was defined by the ministry, responsible for transport. The legal act *Rules on bicycle connection (Pravilnik o kolesarskih povezavah)*[1] was adopted in 2018 and defines main corridors of all three category levels: 1. Long distance cycling routes, 2. Main cycling routes and 3. Regional cycling routes.

The national cycling network is not so dense as the network of state roads.

The competence of spatial placing/locating/breaking down the connection to the ground of the national cycling network is in hand of National Infrastructure Agency, but with an agreement with local communities (municipalities). In 2020 the National Eurovelo coordination centre was established, whose representative will prepare guidelines to define the temporary and final routes of all connections.

The National Infrastructure Agency is responsible for construction of a national cycling network outside the settlements. Even if it is part of the national cycling network, the investment into pedestrian and cycling infrastructure inside the settlements is an obligation of municipalities. There are some exception when national agency can invest in cycling (or/and pedestrians) infrastructure inside the settlements (ie. Traffic safety, …)

The local communities are competent for defining, locating and construction of a local road and cycling network. If the local cycling connection goes along a national road, the local community has to gain the consent of the National Infrastructure Agency.

The technical standards are defined by national legal act Roads Act and sub legislation as *Rules on Cycling Areas (Pravilnik o kolesarskih površinah)*[2] that was adopted in 2018. Local communities have no competences of its own legislation. Before the adoption of Rules, the national Guidelines for designing cycling surfaces (Navodila za projektiranje kolesarskih površin)[3] , that was prepared by the National Infrastructure Agency was in use.

The ministry, responsible for traffic, has its own national budget with a delegating budget line

for implementing national cycling infrastructure construction projects, but is also responsible for subsidy schemes (from EU funds) to support the investment of municipalities.

[1] http://www.pisrs.si/Pis.web/pregledPredpisa?id=PRAV13393

[2] http://www.pisrs.si/Pis.web/pregledPredpisa?id=PRAV13447

[3] https://www.gov.si/assets/organi-v-sestavi/DRSI/Dokumenti-DRSI/Navodila-gradiva/Projektiranje-projektna-dokumentacija/Navodila-za-projektiranje-kolesarskih-povrsin-06-2012.pdf

3.1.2 Describe the role/function of the person/people involved in making decisions with relevance for cycling

e.g. decisions about the use of public land such as streets, roads, squares and parks. Add any other relevant stakeholders.

Please note: we assume that decisions are mainly taken by politicians at municipal/regional/national level. Nevertheless, there might be other stakeholders who have a saying in the process before a decision was taken. What we are interested in is to get a feeling who else has the possibility to influence decisions in favour or against cycling.

Stakeholders	**Main interests**	**Role in decision-making (for example: initiator, reviewer, contributor, approver, evaluator, observer, recipient or other role)**	**Influence on decision-making (on a scale of 1 to 5, where 1=not influential and 5=very influential) Please provide your educated guess**
Elected officials (politicians)	To gain extra votes on next elections	Initiator approver	3 5
Urban planners	Coherent corridors and city network, public space	Contributor Initiator Evaluator	4 3 4
Engineers	Get a job paid	Contributor, designer, reviewer	5
Urban designers	City outlook	Evaluator	3
Landscape architects	City outlook	Contributor	3

Maintenance managers	Clean and safe infrastructure	Contributor	5
Business owners	Bring those cyclist to me , public money should build save cycling infrastructure	Recipient	5
Developers	Funding opportunities	Contributor	4
Land owners	NIMBY		
Mayors	Funding Happy voters	Approver Recipient	5 5
Police man	Traffic safety	contributor	4
Road Safety Agency	Traffic safety	Evaluator Observer Recipient	4 3 5
Environment agency	Lower environment impact possible	Reviewer	5
Local cycling association	More cycling infrastructure	Initiator Recipient	4 5

3.1.3 How are decisions related to planning for cycling made in your country?

Initiating: local cycling enthusiast (cycling union), local communities or service providers.

For development of common services for cyclists: common intermunicipal service or regional development agencies via financial schemes by state or EU projects.

For cycling infrastructure projects: The initiator of the projects at national level (national network and budget) is the National Infrastructure Agency on the proposals of a local community or ministry. They open the budget line in the national budget and prepare project documentation. Some communities (regions) also at its own cost prepare the first step of project documentation and start negotiation with landowners to accelerate the procedure of initiation of a new project. The National infrastructure budget is a part of the budget of the Ministry, responsible for traffic. The government then proposes the national budget of all ministries to the parliament to confirm

(or not) the new project.

Similar procedure is at the local level for local cycling infrastructure, where on the mayor's proposal the municipalite's council adopts the project and budget.

3.1.4 Do you have local champions (influential supporters) for cycling? What are their interests/concerns?

Describe their actions.

Local champions are the individuals who have a clear vision to change the traffic system in the area, where they have influence. By raising awareness among decision makers, traffic planners and service providers they manage to make changes in the long run.

Their interest is to create a better environment for cyclists, either for daily commuting or for cyclist tourists. These are some of the more influential supporters of cycling:

Central Slovenia: in the city of Ljubljana, Vice Mayor of Ljubljana, Janez Koželj, is an influential consultant to mayor Zoran Jankovič that succeeded to transform Ljubljana to one of the best cyclist friendly city in Europe.

Also in other parts of Slovenia, many mayors are acting both as personal examples and supporters of cycling friendly policies. Strong and very active supporters are:

NW Slovenia: cities of Škofja Loka, mayor Tine Radinja, and Kranjska Gora, mayor Janez Hrovat.

NE Slovenia: cities of Lendava, mayor Janez Magyar; Dobrovnik, mayor Marjan Kardinar; Velika Polana, mayor Damijan Jaklin, (coordination of the development of the Mura river long-distance cycling route); city of Miklavž na Dravskem polju, former mayor Leo Kremžar, for his contribution to the development of the partnership with neighbouring countries for the Drava cycling route.

E Slovenia: city of Podčetrtek, mayor Peter Misja.

Cycling development is one of the main topics that gets a lot of support from the local community at city of Velenje, however they have no "official" local champion. They work really well with educational centres and are also developing their own bike sharing system.

3.1.5 In your view, do you have stakeholders that could become champions? What are their interests/concerns?

We have a few that are arising in the last year.

Maribor Development Agency - director Uroš Rozman – construction of a friendly service for cyclists along our long distance cycling route along Drava River (continuation from Austria). Coordinated action on infrastructure development (signposting, construction) and improving service providers. They're also organizers of pilot development projects in the field of cycling.

Urban Planning Institute of the Republic of Slovenia – Luka Mladenovič works in the field of Sustainable Urban Mobility and Planning - is the central Slovenian research organization in the field of spatial planning and related disciplines. Also cooperates implementing their research projects into practice.

Slovenian Cycling Network - Bojan Žižek – coordinating activities with the National Infrastructure Agency and municipalities on Eurovelo routes in Slovenia.

3.1.6 What kind of working groups or regular meetings occur to address cycling policies?

An example could be regular meetings with the regions to promote cycling in a country.

The Ministry of Infrastructure on the initiative by Slovenian Cyclists Network founded the National Eurovelo Coordination Centre in 2020, that has 10 members. It started to coordinate main activities in the field of infrastructure development on the national cycling network, development of cycling tourist services and improving the legislation regarding cycling.

Regional Development Agencies WG: The WG group for cycling is organized among Regional Development Agencies. The task of the WG is coordination of the projects, related to cycling, coordinates the activities among members, informs the members on activities about development of cycling on national level, and coordinates responses of members to national strategic documents. The Coordinator of the WG is Uroš Rozman, director of Podravje-Maribor Development Agency.

Consortium Odprimopoti.si is informal platform for advocacy and development of MTB cycling in Slovenia. It gathers NGO's, providers of MTB infrastructure (MTB Bike parks, individuals) which work in the field of advocacy. They regularly meet with responsible Ministries (Agriculture, Environment) and other Institution to set legal framework on MTB Cycling.

3.1.7 How and why do you involve stakeholders in planning for cycling policies, programs, projects?

Provide details about technology, online interaction, printed materials, public meetings, and other methods.

National level has not adopted an official policy document on cycling yet. The National transport strategy, that was adopted in 2015, had 30-days public hearing before adoption by the government.

When the municipalities elaborated their SUMPs, the European guidelines, adapted for Slovenia, were used. Each municipality has to have several public discussions on status quo analysis, vision, goals and action plan.

3.1.8 What kind of ongoing collaborations does your / the responsible organization have with stakeholders about cycling?

Examples could be an ongoing advisory committee, a program with schools to organize cycling safely to school, or collaboration with university students or researchers to collect or analyze data or questionnaires. Provide results, the duration of the collaboration, and the number of people involved.

In the field of traffic safety one of the execution agencies of the ministry is Slovenian Traffic Safety Agency, that every year in May implements a National preventive action for better safety of cyclists. Action includes several measures such as media promotion of cycling and safety of cyclists, awareness raising activities, evaluation of local infrastructure, and exams for cyclist licence for pupils and stricter police control of cyclists.

Consortium odprimopoti.si has an ongoing cooperation with Ministry of Economic development and Technology and Slovenian Tourist Board.

Every year Ministry of Infrastructure organizes a week-long event in September (16. – 22. 9.) supporting the European Week of Mobility ("Evropski teden mobilnosti") promoting citizens to use sustainable means of transportation.

Ministry of Health is co-financing a campaign "Active to school" (Aktivno v šolo) that is supporting active ways of arriving to school.

Since 2011 a National platform for promoting safe cycling in elementary schools "Safe on bicycle" (Varno na kolesu) is running with more than 150 schools paritcipating annually. The main goal is to educate children how to safely use bicycle in traffic, when cycling to school and also in their free time. Throughout the school year, children are present at various workshops and are given various tasks to perform as part of educational method. Through this project children also prepare to take cycling exams (at age of 14) which is part of mandatory educational programme in elementary schools. Platform and project is supported by Slovenan Traffic Safety Agency, Ministry of Infrastructure, Ministry of Education, Science and Sport and many others.

3.1.9 Who are the key researchers of cycling in your country?

Please include name, affiliation, contact information and provide a short summary of recent national and international research projects addressing topics related to Danube Cycle Plans in your country.

Comment: Cycling related research is usually attached to universities, research institutes, consulting companies and/or individual scientists. The main related fields are transport engineering (e.g. technical university), tourism management (e.g. business school), sustainability (e.g. department of environmental sciences) and health (medical school or institute).

Faculty of Civil and Geodetic Engineering, University of Ljubljana: Žura, M.; Zavodnik Lamovšek, A, Petrovič, D., Rozman, U. et al., 2017:

Development of a Slovenian cycling routes master plan, Final report; Project No. CRP V2-1513. This document was used as a starting point for our Guidelines for NCRN document. It was presented during the partners' workshop in November 2020.

Faculty of Architecture and Civil Engineering, University of Maribor: Marjan Lep, Danijel Rebolj, Beno Mesarec, Matej Moharič:

They are hired by various companies and institutions to analyze, evaluate and give reports related to surveys on (means of) transport, traveling habbits etc. They do this only on request, when hired from these companies. Some of the data they provided was used also in chapter 1 of this questionnaire.

Sport Faculty, University of Ljubljana, Samo Rauter:

Within the faculty, they are performing various studies and analysis of, for example what influences professional cyclists to be better, have better performance, and other. But these studies are mainly related to professional sport cycling, not so much recreational and especially not daily mobility.

Urban Planning Institute of RS (UIRS), Luka Mladenovič:

UIRS is present at many projects trying to enforce the idea of "cyclists friendly cities", by cooperating (or being the author) at various projects, workshops, presentations, studies etc. For example they issued a certificate "Cyclists' friendly employer", for all the companies that would fit to the standards and criteria set to get such a certificate.

Institute for Spatial Policies, Nela Halilović:

In June 2020 they performed a survey analysing travel habits of residents (2859 people surveyed, older than 15 years of age) – why to they choose certain means of transport. Research show that the majority of trips to school, work and daily errands are still made by car, even for short distances, under 5 km. Results of the survey showed that:

Most of the people asked uses the car (instead of walking or cycling) because they find it being the easiest way (81%), most comfortable way (80,6%), because they're carrying luggage (87,3% or because they do multiple errands along the way (83%).

People don't walk or cycle is because they find it to be to far to walk/cycle to (83,6%) or taking to much time (74,7%). More common answers were also bad cycling infrastructure or lack of cycling paths/tracks (31,1%), unsafe traffic conditions (25,2%), multiple errands to make (23,5%) and unpredictable weather conditions (20,2%). Rain being the most common answer (72,2%) why they don't decide for walking or cycling instead of the use of the car, low temperatures being the second (53%) most common answer, and high temperatures the third (19,2%).

Almost 1/3 or all answered that they don't walk or cycle, because they own a car (30,6%) which confirms the car being their main mean of transport and they don't even consider other means of transport to make their daily trips.

In the survey they also asked under which condition people would choose to use other means of transport for they daily trips (walking, cycling or other active way of moving) and the most common answers were better cycling infrastructure (52,1%), safer cycle route network (52%), or (better/safer) option of bike storage at the point of destination. Traffic jams were number one reason why people would opt to walk instead of driving a car (58,1%) or if it would have a beneficial effect for them due their health issues (57,3%).

4 Infrastructure

4.1 REGULATIONS

Which laws, regulations, procedures, guidelines, standards or technical manuals are you currently using to prioritize, select, plan and design networks, routes and facilities for cycling? Provide names and brief descriptions of the different laws, regulations, guideline etc. (if existing) in English.

Roads Act (Zakon o cestah (Uradni list RS, št. 109/10, 48/12, 36/14 – odl. US, 46/15 in 10/18)): defines the category of national cycling connections, rules on its financing and maintaining.

Rules on bicycle connection (Pravilnik o kolesarskih povezavah (Uradni list RS, št. 29/18 in 65/19) defines the criteria for national cycling network and defines 8 long distance, 17 main and 34 regional connections.

Rules on cycling areas (Pravilnik o kolesarskih površinah (Uradni list RS, št. 36/18)) is technical standard for designing cycling infrastructure.

Guidelines for development of cycling infrastructure in urban areas (Smernice za umeščanje kolesarske infrastrukture v urbanih območjih, august 2017*)* is document that set directions to strategic approach to cycling development in urban areas, maintaining its infrastructure and set estimation of cost for different type of cycling infrastructure.

For Cycle tourism please refer to data provided in chapter 6.

What is missing? What type of guidance/regulation/etc. would you additionally like to have?

Due to a lot of national cycling not constructed yet and the fact that the Rules on bicycle connection defines only corridors and not concrete routes, we would welcome guidelines where to put in place the national cycling route when it comes close to the urban areas (combination of use for daily commuting and tourist services).

What kind of laws and regulations are in place at the local, regional or national level regarding…?

...the rights of people with disabilities, children, older adults, women or other groups affected by cycling?

When addressing relations between cyclists and people with disabilities (handicaped, blind or partially sighted, deaf or with impaired hearing) there are Rules of construction and use of public areas (Pravilnik o univerzalni graditvi in uporabi objektov), that set standards for construction of surfaces and bus stops dedicated to pedestrians in relation to other people involved in traffic (like cyclists).

Institute Dostop, for the promotion of accessibility, also issued a very helpful handbook "Walking through the city with the white stick" (Z belo palico po mestu) where it is also visually explained how surfaces in the city should be clearly labeled for disabled people to distinguish between various surfaces according to their purpose.

Urban Planning Institute of the Republic of Slovenia regularly checks if urban planning and construction is in accordance with rules of national spatial planning and construction and has updated information available online.

Geodetic Institute of Slovenia is running a project "Multimodal mobility for people with disabilities" ("Dostopnost prostora"), financed by Ministry of Infrastructure. With this project we are striving to improve the current availability of multimodal mobility for people with disabilities. To goal is to ensure equal and safe mobility options for them and higher level of integration within our society.

...the rights and responsibilities of people riding bikes and driving motor vehicles. Who has the right of way? Who has the greater share of responsibility for roadway safety?

Road Traffic Rules Act (Zakon o pravilih cestnega prometa (Uradni list RS, št. 82/13 – uradno prečiščeno besedilo, 69/17 – popr., 68/16, 54/17, 3/18 – odl. US, 43/19 – ZVoz-1B in 92/20)) defines the traffic rules for public roads and public spaces.

...the need to provide bicycle parking in new urban developments or new buildings?

Rules on cycling areas (Pravilnik o kolesarskih površinah (Uradni list RS, št. 36/18)) is technical standard for designing cycling parking facilities.

Rules on minimum technical requirements for the construction of apartment buildings and apartments (Pravilnik o minimalnih tehničnih zahtevah za graditev stanovanjskih stavb in stanovanj (Uradni list RS, št. 1/11 in 61/17 – GZ)) defines common facilities in apartment buildings in which is also the minimum standards for bicycle parking.

The Decree on Spatial order of Slovenia (Uredba o prostorskem redu Slovenije (Uradni list RS, št. 122/04, 33/07 – ZPNačrt in 61/17 – ZUreP-2)) will also include handbook for spatial planner to determine cycling parking facility standards in municipal spatial plans.

4.2 CYCLE ROUTE NETWORK

How would you describe the extent and quality of the cycling network in your country? If available please include maps, statistics (length etc.), network hierarchy (cycle highways, main routes, connecting routes etc.) etc.

The main problem is the non-existing database on cycling infrastructure. By the Rules on bicycle connection, adopted in 2018, the National Infrastructure Agency has to elaborate the database. The Agency in 2019 implemented a pilot project of methodology to record cycling infrastructure and at the moment the pilot project is in public procurement procedure to set a database on the national cycling network. When the database will be in function, also local communities will have to report their local infrastructure.

The most updated estimation on the national network that the Agency is maintaining currently are apps. 300 km of separated cycling infrastructure on national level.

The capital city of Ljubljana has, by Cycling Journal Ljubljana, over 300 km separated local cycling paths, tracks and lanes within Ljubljana municipality. Cycling contra-flow is allowed in more than 70 one way streets and cycling is allowed in pedestrian zones in the city center – 12 hectares.

For other cities at the national level we do not have any data.

Second issue is an incoherent national network.

The unofficial record of existing separated cycling infrastructure was elaborated within the target research project in 2017. The red lines present separated sections of cycling connections.

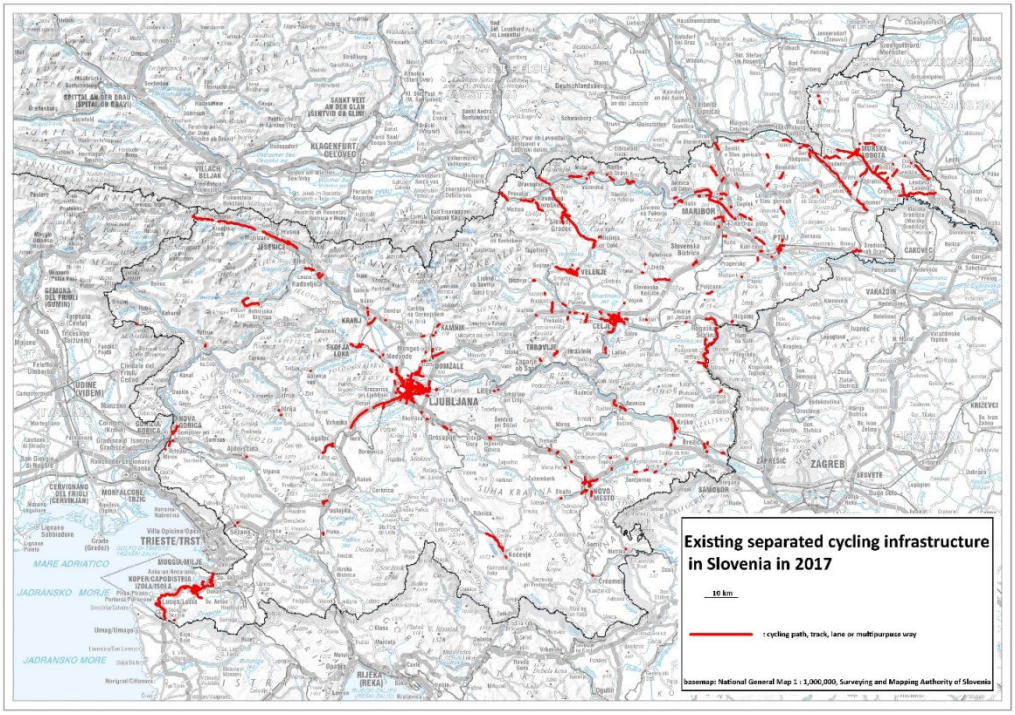


Figure 19: Cycling infrastructure in Slovenia (Uroš Rozman, 2017; Gregor Steklačič, 2019), map: DPK 1000.

Network hierarchy is determined by Roads Act and Rules on Bicycle connection. The corridors of three level categorisation of national cycling connection are presented on a map below:

- Red – long distance
- Blue – main
- Green – regional

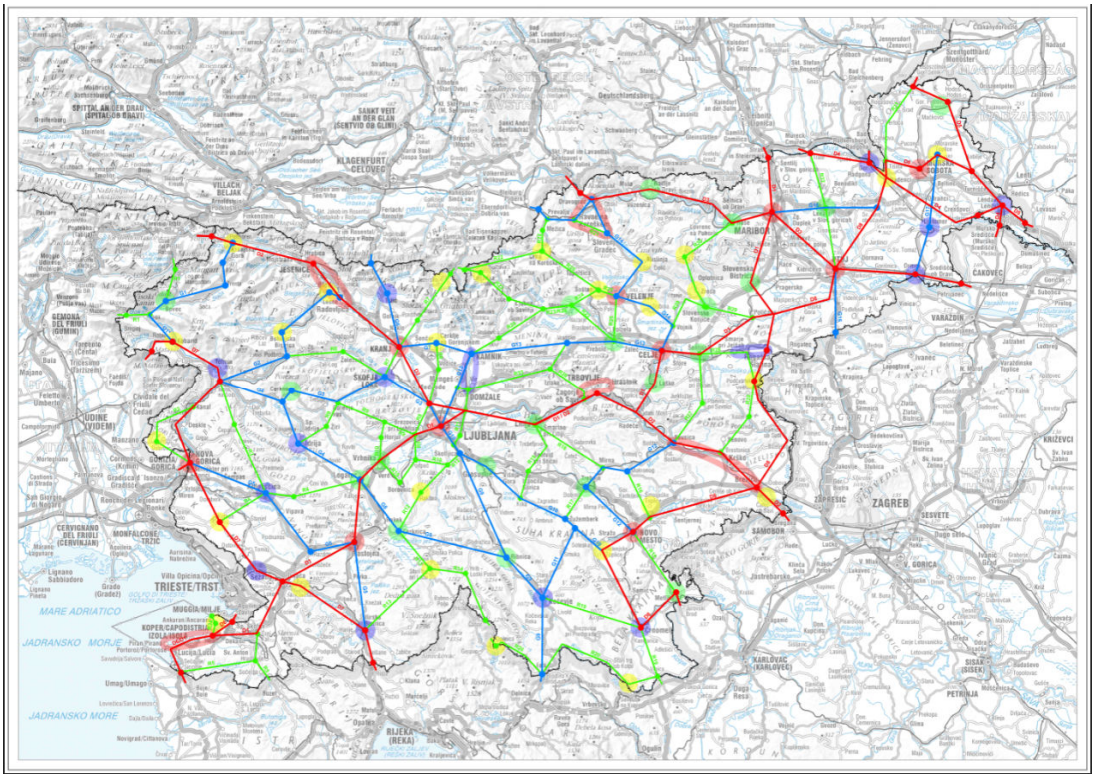


Figure 20: The concept of the national cycle route network, which was also adopted in the Rules on bicycle connections (2018).

4.3 INFRASTRUCTURE DESIGN STANDARDS

Provide information whether these types of cycling infrastructure are available in your country.

Cycle tracks	Cycle and pedestrian tracks	Greenways/multipurpose path	Cycle lanes	Advisory cycle lanes
				
An independent road or part of a road designated for cycles, signposted as such. A cycle track is separated from other roads or other parts of the same road by structural means	*An independent road or part of a road designated for cyclists and pedestrians (specify km for cycle and pedestrian tracks)*	*A greenway is a non-mandatory cycle track independent from the road network, which often follows a canal or a disused railroad. Its use is open to road users as signposted or defined in the national legislation. The definition of greenways and the exact range of users included (pedestrians, skaters, cyclists, equestrians etc.) varies from country to country.*	*Designated areas for bike riding on the roadway. In contrast to a cycle track, a cycle lane is not separated from other parts of the road by physical segregation. Cycle lanes can be (1) painted lines, (2) lanes with a painted buffer separation area, (3) bollards, plastic posts, concrete blocks, planters, concrete or plastic barriers separating the bicycle area from the car traffic*	*Separated from an interrupted lane from motorised traffic. In contrast to a cycle lane.* *A part of the carriageway is marked as a suggested space for cyclists, without being exclusively reserved for their use. Motorized traffic can and must drive on the suggestion lane so as not to drive in the middle of the road. It can be a solution in streets with low traffic and limited street width.*

Available: **yes/**no	Available: **yes/**no	Available: **yes**/no	Available: **yes**/no	Available: **yes**/no
If yes: provide picture of good and bad example (include credits) The picture will be added in annex.	If yes: provide picture of good and bad example (include credits) The picture will be added in annex.	If yes: provide picture of good and bad example (include credits) The picture will be added in annex.	If yes: provide picture of good and bad example (include credits) The picture will be added in annex.	The picture will be added in annex.
Any comments/remarks?	Any comments/remarks?	Any comments/remarks?	Any comments/remarks?	Any comments/remarks?
In Slovenia the cycle track is referred to as the **"cycle path"** = an "independent road". Cycle track is always part of the road infrastructure and is physically segregated from the road used for motorised traffic. The cycle infrastructure as an independent road is a cycle path. The traffic sign for the cycle path is the same as for the cycle track.	If the cycle track is not physically segregated from pavement for pedestrians, it is a cycle lane on pavement. Only cycling infrastructure that is physically segregated or by green belt separated from traffic lanes for motorized traffic and also vertically from pedestrians pavement is called a cycle track.	Greenways are usually called mixed – use for cyclists and pedestrians, signed by traffic sign Surface for pedestrian and cycle traffic (picture bellow). 2315  Površina za promet pešcev in kolesarjev	The cycle lane does not have special traffic signs in Slovenia. It only has horizontal signs (white line and pictogram of cyclist) on the road.	In the case of advisory cycle lanes motorized traffic must drive in the middle lane and on the advisory cycle lane only when running into contra driving traffic.

Cycle routes	Contraflow	Cycle Streets	Mixed-use zones	Cycle highways	other
					
Cycle routes on quiet streets with speed limits of 30km/h or lower, traffic calming or other low-speed designs	*Contra-flow cycling allows two-way cycling on streets that are one-way for other traffic, improving convenience and/or safety for cyclists.*	*A cycle street (or boulevard) is a main cycle route that is open to motorised traffic but prioritises the needs of cyclists over other road users by providing cyclists with a high level of service.*	*Mixed-use zones (or shared spaces) are designed to encourage different modes of transport to co-exist on the same roads and public spaces. This can include cyclists mixing with pedestrians, motorised vehicles, or both.*	*A cycle highway is a mobility product that combines different types of infrastructure, such as cycle tracks or cycle streets, to provide a high-quality functional cycling connection (specify km).*	
Available: yes/**no**	Available: **yes**/no	Available: yes/**no**	Available: **yes**/no	Available: yes/**no**	
If yes: provide picture of good and bad example (include credits)	If yes: provide picture of good and bad example (include credits)	If yes: provide picture of good and bad example (include credits)	If yes: provide picture of good and bad example (include credits)	If yes: provide picture of good and bad example (include credits)	
Any	Any	Any comments/remarks?	Any comments/remarks?	Any comments/remarks?	

comments/remarks?	comments/remarks? Only in Ljubljana is over 70 one way streets that allows contra-flow for cyclists.		Mixed use zone is called shared-space in Slovenia. It is implemented in some streets as an experiment, because it was also co-financed by the Ministry of Infrastructure (EU funds). The shared space is not a special infrastructure for cyclist. The part of legislation (traffic sign and rules) is in preparation. The definition is in the Roads Act.		

Is there any obligatory legal act on technical design standards (e.g. technical standards for traffic designers) to be considered? If yes, please provide a short explanation or reference to chapter 4.1

Rules on cycling areas are technical standards for designing cycling infrastructure and cycling parking facilities.

It defines three types of separated cycling infrastructure:

- Cycle path (cycle highway is a variant of cycle path)
- Cycle track
- Cycle lane (including advisory cycling lane)

It also defines conditions for sharrow or contra-flow, multipurpose paths (that can be traffic regime set also on pavement).

For now, in Slovenian legislation "cycle route" and "cycle-street" is not defined.

The mixed-use zone (shared space) was introduced after the Rules were adopted. Regulations are defined in *Roads Act* and traffic sign in *Rules on traffic signs and equipment on roads.*

4.4 SAFETY

Provide statistics for traffic crashes involving people riding bikes. Specify the number of crashes and the number of crashes per year per population of your country. If possible, provide the number of crashes per year per person-km travelled by riding bikes. Provide as many details as possible about trends in the data over the last ten years. For example, describe if crashes appear to be related to the geographic location, weather, darkness, and sunlight. Provide details about the severity of the injuries, the people involved such as age and gender, if alcohol, drugs or other impairment are typical factors; and provide details on typical legal findings of fault.

Examples of types of crashes include: crashes involving property damage, crashes involving injury, crashes involving fatalities.

Slovenian Traffic Safety Agency publishs regular annual report on traffic safety. There is also basic data relating cycling traffic.

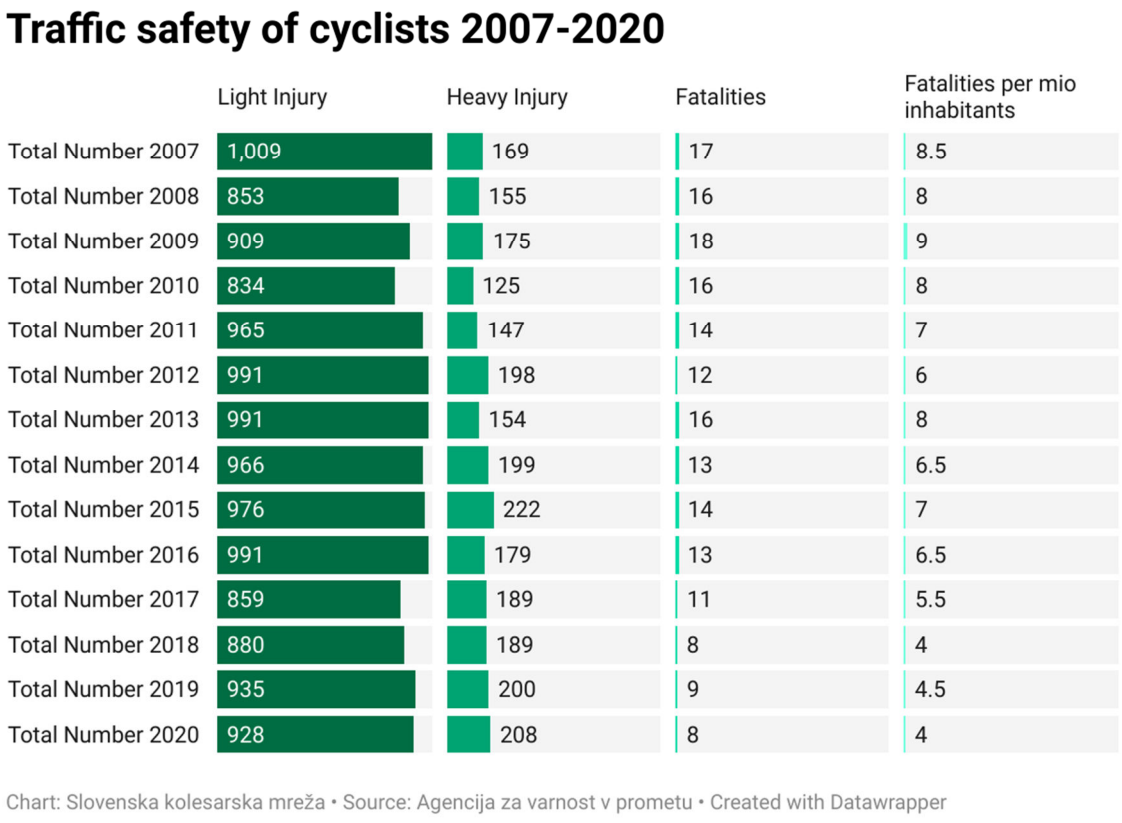


Figure 21: Traffic sefety of cyclists 2007-2020. Source: The report on traffic safety of cyclists for period 2013-2020, Police Statistic Database.

Reports for period 2011 – 2020 (Source: Slovenian Traffic Safety Agency):

YEAR	No. accidents	Consequences		
		Fatalities	Heavy injuries	Minor injuries
2011	23041	141	918	8819
2012	22035	130	848	8298
2013	18904	125	708	8034
2014	18252	108	826	7394
2015	17943	120	932	7777
2016	17931	130	850	7606
2017	17584	104	851	7050
2018	18248	91	821	6867
2019	18861	102	814	6756
2020	14954	80	677	5016
Comparison 20/19	-21%	-22%	-17%	-26%
Comparison 11/20	-35%	-43%	-26%	-43%

Table 5: Number of all accidents and consequences (all involved in traffic situation). Source: Slovenian Traffic Safety Agency.

YEAR	No. accidents	Consequences		
		Fatalities	Heavy injuries	Minor injuries
2011	1314	14	147	965
2012	1381	12	198	991
2013	1288	16	154	991
2014	1350	13	199	966
2015	1368	14	222	976
2016	1326	13	179	991
2017	1187	11	189	859
2018	1210	8	189	880
2019	1310	9	200	935
2020	1293	8	206	928
Comparison 20/19	-1%	-11%	3%	-1%
Comparison 11/20	-2%	-43%	40%	-4%

Table 6: Number of all accidents and consequences (cyclists only). Source: Slovenian Traffic Safety Agency.

YEAR	No. accidents	Consequences		
		Fatalities	Heavy injuries	Minor injuries
2011	5,7%	9,9%	16,0%	10,9%
2012	6,3%	9,2%	23,3%	11,9%
2013	6,8%	12,8%	21,8%	12,3%
2014	7,4%	12,0%	24,1%	13,1%
2015	7,6%	11,7%	23,8%	12,5%
2016	7,4%	10,0%	21,1%	13,0%
2017	6,8%	10,6%	22,2%	12,2%
2018	6,6%	8,8%	23,0%	12,8%
2019	6,9%	8,8%	24,6%	13,8%
2020	8,6%	10,0%	30,4%	18,5%

Table 7: Percentage of cyclists. Source: Slovenian Traffic Safety Agency.

YEAR	Inside settlement	Outside settlement	Total	Inside	Outside
2011	1118	196	1314	85,1%	14,9%
2012	1158	223	1381	83,9%	16,1%
2013	1098	190	1288	85,2%	14,8%
2014	1153	197	1350	85,4%	14,6%
2015	1175	193	1368	85,9%	14,1%
2016	1126	200	1326	84,9%	15,1%
2017	1003	184	1187	84,5%	15,5%
2018	1045	163	1208	86,5%	13,5%
2019	1135	166	1301	87,2%	12,8%
2020	1111	182	1293	85,9%	14,1%

Table 8: Cyclists involved in traffic accidents inside/outside settlements. Source: Slovenian Traffic Safety Agency.

YEAR	AC	MR-I	MR-II	FR	LR	S-nS	S-S	RR-I	RR-II	RR-III	TR
2011		13	21		73	196	833	53	73	41	11
2012		12	21		82	181	887	58	76	57	7
2013		17	22	1	74	215	809	38	62	45	5
2014	1	15	28	1	79	195	876	40	62	46	7
2015		12	22	2	76	210	877	52	70	35	12
2016	2	21	18	1	83	202	841	49	65	38	6
2017	1	14	14		67	211	730	33	58	45	14
2018		10	13	1	70	206	764	49	53	35	7
2019		11	13	1	64	230	825	41	62	44	10
2020		10	16		71	249	783	49	57	40	17

AC = higway, MR-I = main road 1st level, MR-II = main road 2nd level, FR = fast roast, LC = local road, S-nS = settlement without street regulation, S-S = settlemet with street regulation, RR-I = regional road 1st level, RR-II = regional road 2nd level, RR-III = regional road 3rd level, TR = tourist road.

Table 9: Cyclists involved in traffic accidents, depending on road hierarchy. Source: Slovenian Traffic Safety Agency.

In 2015 there was a campaign running on national level for higher safety of cyclists, so we have some additional information regarding cyclists involved in traffic accidents – statistics by gender and age, cause of the accident and helmet use.

In 2015, cyclists were involved in 7,4% of all traffic accidents in Slovenia, amongst which 12% fatalities (deaths) and 14,3% injured. **By gender**, there was on average 68,8% men and 31,2% women cyclists injured in traffic accidents. The number of women cyclists injured has increased in the last years (most likely also due to higher number of women cycling each year). **By age**, older cyclists are more exposed to risk, since in 2015 45% of fatalities were cyclists older than 54 years old, and over 2/3 (66%) were in the age of 45 years old. Amongst children, younger than 14 years old, there was a total of 8% of cyclists with fatalities or cases of with heavy injuries. Most of cycling related traffic accidents happened within settlements (app 85%), and most often **cause of accident** was related to speeding, not respecting traffic regulations and driving on wrong side of the road. **Alcohol**, as a factor of cause of accident amongst cyclists, has decreased by 13%, and so did consequences related to accidents with alcohol factor. About 9% of cyclists caused a traffic accident under the influence of alcohol, which is comparable to % of drivers of motorised vehicles (app 9,8%). Average level of alcohol measured in cyclists' breath was 1,68mg/l air, which is a lot. Amongst cyclist that were involved in traffic accident and had heavy injuries or died, only 30% used a **helmet**. In 2015, app 42% of cyclists were using a helment during the accident and app 60% did not. (Source: https://www.avp-rs.si/nacionalna-preventivna-akcija-za-vecjo-varnost-kolesarjev/).

4.5 MAINTENANCE

What kind of programs, laws or rules are in place regarding the maintenance of cycling routes? For example, the treatment or clearing of ice and snow, the cleaning of debris (leaves, gravel, glass, etc). Who is responsible? If a public authority is responsible, what is the annual budget and how many employees are dedicated to it? Are the resources sufficient for the demand?

The maintenance of public cycling infrastructure is divided between Slovenian Infrastructure Agency, who is responsible to maintain all cycling infrastructure outside the marked settlements, and municipalities, that have to maintain cycling (and also pedestrian) surfaces within the marked area of settlement, by Roads Act.

The Infrastructure agency and municipalities order the regular maintaining tasks of the cycling infrastructure by public procurement and hire concessionaires. The maintaining of cycling infrastructure is a part of roads' maintained, so the information of annual budget or number of employees dedicated to this task could not be estimated.

In the winter time there is also an issue of priorities when cleaning the ice and snow. Even in Ljubljana the cycling infrastructure is the third priority, first are surfaces for motorized traffic, and second are pavements and pedestrian zones.

5 Ressources

5.1 BUDGETS FOR CYCLING

5.1.1 What is the overall budget for cycling set aside by the organizations responsible to promote cycling in your country? What type of projects or programs? Over how many years?

Explanation: the budget could extend over five or 10 years. It could fund projects like the planning, design, and installation of traffic calming measures, bicycle bridges, bike lanes or cycle tracks.

The big increase of investments in cycling infrastructure started with the EU financial perspective 2014 - 2020, when the ministry set up different co-funding schemes (public tenders, integrated territorial investments in city municipalities, regional agreements).

At the local level investments in cycling infrastructure are usually joined with road reconstruction or in many cases at least pavements. On the public tenders co-funded by the Ministry of Infrastructure we demand that the beneficiaries divide estimated costs prepared by traffic designed per each travel mode, when applying to our tenders. The estimation of investments in projects that improve cycling infrastructure from 2018 to 2023 (6 years) in approved projects and planned investments is 290 MIO EUR or 24,1 MIO EUR annually per 1 mio inhabitants.

Operation	MIO EUR	Source	Time period
Call for tenders JR UTM	13.1	CF, National participation, Beneficiaries co-funding	2018 – 2020
ITI mechanism ERDF	35.6	ERDF, National participation, Beneficiaries co-funding	2018 – 2020
Regional development agreements	194.0	ERDF, National participation, Beneficiaries co-funding	2018 – 2023
Slovenian Infrastructure Agency	37.0	National budget	2018 – 2023
Call for tenders MOP	10.2	Climate change adoption fund, SIA	2019 - 2023
SUM	**289.8**		

Figure 21: Investments in projects that improve cycling infrastructure from 2018 to 2023. Source:

Ministry of Infrastructure.

5.1.2 What proportion of the transportation budget is set aside for cycling?

As written before, the increase of investments started lately and the share of transportation budget increased.

10 years ago app. 3-5 % of the annual budget for roads investment at national level was set aside for cycling.

The regional development agreement funding scheme raised that share (have to check latest budgets).

5.2 STAFFING FOR CYCLING

5.2.1 How many full-time equivalent employees work on cycling transport in the organizations responsible to promote cycling in your country?

The big increase of investments in cycling infrastructure started in the EU financial perspective 2014 - 2020, when the ministry set up different co-funding schemes (public tenders, integrated territorial investments in city municipalities, regional agreements).

At the ministry level there is one full time employed person on cycling and EU funding for cycling (cycling coordinator) since 2016. Before we did not have dedicated personnel for cycling. For the administrative control of EU projects there are 2 extra people employed from 2020.

At the Slovenian Infrastructure Agency two people are employed that implement the cycling projects from Slovenian national budget besides their other tasks on road infrastructure. We could estimate them as 1 FTE. Agency has an external engineering company (state owned), where in 2020 2 people were fully occupied for preparation and implementation of cycling projects.

Because of the high increase of EU funds dedicated in the last years to cycling infrastructure several other people are partially involved.

At the local level the tasks are divided between more employees who usually implement projects in the field of traffic. Not a single city has a cycling coordinator/manager.

In the NGO sector there are 1,5 FTE persons employed at Slovenian Cycling Network and at the local level there are 3 FTE persons employed. Other local/city cycling networks work on a voluntary basis.

To sum up, 5-7 FTE employee is related 100% to cycling since 2018.

5.2.2 What are their responsibilities?

MInistry of Infrastructure: 1 cycling coordinator (please see bellow).

Slovenian Infrastructure Agency: two people are employed that implement the cycling projects from Slovenian national budget besides their other tasks on road infrastructure.

External engineering company (state owned): 2 people were fully occupied for preparation and implementation of cycling projects.

NGO Slovenian Cycling Network is a partially voluntary non-profit institution that strives for improvement of cycling conditions to allow safe cycling, development of cycling (route) network and sustainble mobility.

5.2.3 Is there a cycling coordinator? If yes, what are his/her competences and responsibilities? Does he/she have an own budget? Is he/she spending the whole working time on cycling or does he/she have other duties too?

The cycling coordinator was officially appointed in 2019 by the the decision of the then Minister. His competences are to be involved in working groups at the ministry level, participate, review and comment new legislation regarding cycling, to prepare conditions for financial schemes from EU funds and coordinate project with the beneficiaries. He is not competent for the cycling projects from the Slovenian national budget (investor Slovenian Infrastructure agency). Since 2020 he is also coordinator of NECC. He is 90 % FTE at Ministry of Infrastructure.

Current cycling coordinator is employed by Ministry of infrastructure: Gregor Steklačič, gregor.steklacic@gov.si.

5.2.4 Support for employee training

At your organization, what kind of workplace support is there for employee training about planning, policy, design, communication, operation, evaluation and maintenance to support cycling? For example, time and registration costs to participate in webinars, seminars, courses, conferences; to purchase guidelines, standards or books; to meet with counterparts to learn from each other; for guest speakers at your organization, for staff to give presentations to coworkers after they have taken a course or learned something new.

Cycling coordinators could join 1-2 cycling conferences/seminars with a registration fee per year, but it has to be planned in an annual education plan. The employee who joins the conference, prepares the written report for its colleagues, usually we have no official presentation.

Additional 1-2 business travels abroad is allowed for meeting of cycling officials on cycling issues (no fee).

6 Cycle Tourism

6.1.1 Please provide a short description of the current situation on cycle tourism in your country

Active tourism is one of the main directions of Slovenian tourism. Cycling in Slovenia is very attractive.

Because of the lack of coherent long distance cycling routes (Eurovelo) the current situation is mainly concentrated to a few tourist points with developed cycling infrastructure (Slovenian coastline, areas around the cities of Kranjska Gora and Podčetrtek, Koroška and Prekmurje region). There is a high level of organized cycling trails in the mountain/hilly parts of Slovenia.

Within the National's Strategy for sustainable growth of Slovenian Tourism, outdoor travel was recognised as one of key factors, along with MICE and wellness travel, for growth of Slovenian tourism. Therefore an Economic Interest Association named Slovenia Outdoor was formed in 2019, that connects various levels of outdoor tourism, including cycling.

Slovenia Outdoor is running a standardisation scheme of cyclists friendly accommodation. The standardisation is based on 5 levels (1 basic, 5 excellent). The same similar standardisation is run also for specialised travel agencies for organising holiday. 40 providers of cyclist friendly accommodation are involved in the system at the moment and 10 travel agencies with special offers for cycling.

The Association prepared standards also for other areas of providers of services (maintenance of bikes, logistic services, pubs & restaurants,..), which will be developed in 2021.

The information on cycling friendly services and promotion and guided tours for cycling is provided on web page of Slovenia Outdoor Association. The information on standardisation and providers of services are available on leaflet, issued by Slovenia Outdoor.

Picture: Example of the signing for cyclists friendly accommodation (2 wheels - achieved 2nd level on the standardisation scale) - Source: Slovenia Outdoor. MTB cycling tourism is well developed within and around ski resorts.

6.1.2 Do you have coordination body at national level?

e.g. a working group with an initial contact point for inquiries or a National Cycling Tourism Coordination Center

Yes. See below.
As mentioned above, an Economic Interest Association named Slovenia Outdoor was formed in 2019, that connects various levels of outdoor tourism, including cycling.

6.1.3 How is this coordination body organized (structure, legal status, members) and who is in charge to coordinate (ministry, regions, municipalities)?

e.g. such coordination bodies would typically include the relevant national tourism ministry or authority, the national highway or transport ministry or authority, regional authorities, cycling organizations (representing users), organizations representing service providers (e.g. accommodation) and public transport operators

The Ministry of Infrastructure is the coordinator of **NECC** that has 10 members.

1. Ministry of Infrastructure
2. National Infrastructure Agency
3. Ministry of Economic Development and Technology
4. Slovenian Tourist Board
5. Association of regional development agencies
6. Slovenia Outdoor, Association of tourist service providers for outdoor sports
7. Slovenain Railway, Passenger Transport
8. Slovenian Cyclist Network
9. Slovenia Cycling Association
10. Slovenian Alpine Association, Touring Cycling Commission

The tasks of NECC are divided in three subgroups, coordinated by the members of the working group.
The subgroup infrastructure is led by the Ministry of Infrastructure (partners are 2, 5, 8).
The subgroup tourism is led by Slovenian Cyclist Network (partners are 3, 4, 5, 6, 7).
The subgroup legislation is led by the Ministry of Infrastructure (partners are 2, 3, 5, 8, 9, 10).

Slovenia Outdoor is an economic interest association with 49 members. Representative of every member is part of the Assembly, together with Slovenian tourist board, being their strategic partner. Further the association is run by Supervisory comettee, director of the association and

advisory body with 3 representatives from each of the represented products (hiking, cycling and skiing).

6.1.4 Which are the tasks and responsibilities of the coordination body?

The tasks of NECC are divided in three subgroups, coordinated by the members of the working group.
The subgroup infrastructure is led by the Ministry of Infrastructure (partners are 2, 5, 8).
The subgroup tourism is led by Slovenian Cyclist Network (partners are 3, 4, 5, 6, 7).
The subgroup legislation is led by the Ministry of Infrastructure (partners are 2, 3, 5, 8, 9, 10).

Slovenia Outdoor is an economic interest association with 49 members, of which 37 are specialized in offering accommodation for hikers and cyclists, 10 sports' outdoor agencies and Slovenian association of cable car operators (for skiing). Slovenia Outdoor is cooperating with 26 partner destination organisations and together they're currently offering 3190 beds for accommodation.

6.1.5 Is there a specific share of the budget (national, regional, local) reserved for the development of bicycle tourism services?

On the national level budget for development of bicycle tourism services are connected to support of specific projects (Slovenia Outdoor is co-financed for promotion and development of cyclists friendly accommodation scheme).

Regional budget for development of bicycle tourism services was introduced in Gorenjska region, in other regions and on local level budgets are also supporting specific projects.

6.1.6 Do you have a national cycle-friendly service scheme in place?

Cycle tourists have specific needs (e.g. safe and secure bicycle parking and tools for repairing minor mechanical problems) and service providers that meet these requirements can advertise them to potential customers through national cycle-friendly service schemes. While some countries have established such a scheme, others don't' and others have a variety of regional schemes create a confusing situation for users.

Slovenia Outdoor, economic interest organization coordinates a national scheme and certification on cyclists friendly accommodation. Within that scheme are defined standards for secure bicycle parking, minor mechanical services etc.

Within the long distance cycling route - Drava bike brand is developed Drava Incubator, for development of services along the route (also for education and promotion of providers) as a pilot project following the example from Austria (Drauradwegwirthe).

6.1.7 Do you have national tourism cycle routes defined in your country?

Please provide a description of the exiting routes incl. maps, length, conditions (if available) etc.

There are 8 long distance cycling routes defined in the national cycling infrastructure system - marked with letter D (D1-D8):

D1 – part of EuroVelo 9 - Baltic - Adriatic (Amber) Cycle Route - est 320 km, route in development, 1 section developed and signposted (Šentilj - Maribor)

D2 – Sava River Cycle Route - 246 km, signpost on section Rateče - Ljubljana (signposting in progress on section Ljubljana - Croatian border), infrastructure developed on larger part of the route (state of the art), on several in development in critical section in Zasavje region, alternative route was developed (until HPE stations are developed)

D3 – Drava Cycle Route - 134 km, completely signposted, infrastructure developed (improvements of few section of the route)

D4 – Mura Cycle Route, 77 km, signposting in implementation phase, infrastructure project documentation completed - implementation in next 5 years,

D5 – part of EuroVelo 13 – Iron Curtain Cycle Route,

D6 – part of EuroVelo 8 – Mediterranean Route, 37 km, completely signposted, (improvements of few section of the route)

D7 – Soca - Karst Cycle Route - 177 km, signposted in few sections, infrastructure developed in Soča River Valley, on setion between Nova Gorica and Iirska Bistrica the route is in process of development.

D8 – Thermal Cycle Route - 262 km, signposted on few sections, infrastructure developed in few sections

Detailed information about the routes on nation web portal Slovenia Info.

Existing long distance cycling routes give grounds for forming a more complete tourist cycle route map in the future.

On the local level there are multiple thematic bycicle paths around the city of Ljubljana (forest path 7km, waterfront path 12km, Plecnik's path 14km, path of Remembrance and Comradeship 32km).

6.1.8 Is there any national guideline for the signalization of cycle route networks?

Signalization for cycle route networks was defined in *Rules on traffic signs and equipment on roads* from 2015. (Pravilnik o prometni signalizaciji in prometni opremi na cestah).

7 Communication

7.1.1 What are your countries key communication campaigns about cycling? Who sets them?

Provide attachments of or hyperlinks to recent communications or campaign materials. Provide a summary in English.

In Slovenia there are a couple of cycling campaigns that run periodically to raise cycling awarness.

In 2010 a cycling campaign for daily comuting to work "Bring Happiness to Work" ("Pripelji srečo v službo") started (from 2010-2015 it was first called "Riding in three" (Kolesarimo v troje) and later renamed). This campaign is a project of the Urban Planning Institute of the Republic of Slovenia, Slovenian Cyclists' Network, Chamber of Commerce and Netherlands Embassy in Ljubljana is one of the sponsors. It runs every year from mid May till Mid June (1 month) and extra activities take place on June 3rd, World Cycling day. In ten years that this ongoing project had been running, the number of kilometres ridden during the campaign, has grown from a total of 67.542 kilometres to 238.093 kilometres last year. In 2016, this campaign was also part of Cycling Festival Europe, and in 2018 organizers of the campaign also cooperated with the Chamber of Commerce and Industry of Slovenia emphasising the importance of cycling friendly work conditions given by employer and supporting all those that would qualify to receive the certification of Cycling friendly work environment.

National Agency for Traffic Safety, in collaboration with NGOs, every month of May yearly organises a National preventive action for better safety of cyclists (Akcija za večjo varnost kolesarjev). Action includes several measures such as media promotion of cycling and safety of cyclists, awareness raising activities, evaluation of local infrastructure, exams for cyclist licence for pupils and stricter police control of cyclists.

Within above mentioned campaign a parallel campaign for car drivers was started 2 years ago addressing car drives to overtake cyclist with a safe distance, #MislimVarno – I think safely. The campaign is supported also by the biggest insurance company in Slovenia. Of of main results of this campaign was also the inclusion of the rule for minimum distance between a vehicle and a cyclist when overtaking the cyclist in the updated Road Traffic Safety Act.

7.1.2 Which organisations in your country are regularly publishing materials about cycling?

An example could be a city cycling map to a shopping area. Please mention organisation and materials published. Examples (documented with screenshots) appreciated.

Also add information about the platforms / websites that are used to promote cycling in your country e.g. www.radelt.at; citychangers.eu/

Slovenian Cycling network and its members (especially the ones from Ljubljana) are providing information on cycling. In the last couple of years, a lot of communication was moved to social media: SKM and LKM.

Center mobilnosti Maribor (Center for Sustainable Urban Mobility of Maribor) coordinated by Maribor cycling network is providing wide information about cycling infrastructure, bike

repair, parking, rentals and other supportive services.

Bicikel.com is a printed magazine and website that also has periodical news on cycling, especially road cycling.

Mtb.si is a website that has regular new on mountain biking, bikes, events etc.

7.1.3 In your view, which topics related to cycling are emerging and need to be addressed? What kinds of related ideas or stories are reported in local media?

Local news media regularly covers topics related to cycling, especially sporting cycling achievements on international level and topics related to traffic safety (collision between cyclists and pedestrians, helmet wear etc.). In relation to cycle tourism we see growth in reporting on e-bike market, leisure weekend cycling, topic related to mountain biking etc.

7.1.4 Are you particularly proud of any ongoing campaign that promote or facilitate cycling in your country?

An example could be a Bike to Work Day or monthly street festival. Provide details, hyperlinks, and photos if available.

Since 2010 our National cycling association (Kolesarska zveza Slovenije) every year runs a cycling recreation movement on a national level called Slovenia Cycles (Slovenija kolesari). In 2018 alone they organized and hosted 77 events with 18.500 cyclists participating. One of the events is Marathon Franja with more than 5000 recreational cyclists participating annually.

Since 2011 a National platform for promoting safe cycling in elementary schools “Safe on bicycle” (Varno na kolesu) is running with more than 150 schools paritcipating annually. The main goal is to educate children how to safely use bicycle in traffic, when cycling to school and also in their free time. Throughout the school year, children are present at various workshops and are given various tasks to perform as part of educational method. Through this project children also prepare to take cycling exams (at age of 14) which is part of mandatory

educational programme in elementary schools. Platform and project is supported by Slovenan Traffic Safety Agency, Ministry of Infrastructure and many others.

There is an ongoing campaign “Actively to school” (Aktivno v solo), promoting active ways of getting to school. It started in 2015 under a different name (Healthy schoolchildren) and is planned to go until 2022. It was always supported by various ministries (Infrastructure, Health, Environment and Spatial planning) and other organisations. Currently the campaign is also promoting a cycling train as a mobility option for children on their way to/from school.

8 Anything else

Would like to share anything else about the situation for cycling in your country?

Consequences of pandemic crises

The current pandemic crises had tremendious influence on the transportation systems of the Danube countries. Please use this opportunity to describe how the consequences of COVID 19 influenced the different topics this questionnaire is addressing.

e.g. new regulations were issued for short term infrastructure measures (like pop-up cycle lanes) or additional budgets were provided.

Slovenia is in the faze of structural planning, so multiple projects for sustainable mobility are open and running at the moment. For example, during Covid-19 pandemic on multiple areas in Ljubljana, the cycling infrastructure was expanded as well as expansion of bike stations within existing bike sharing system took place. Therefore, our government did not take any short-term infrastructure measures and financing regarding sustainable mobility.

9 Good practices

If possible/available good or promising practices should be collected for the topics cycling policies, roles & responsibilities, infrastructure, resources, cycle tourism and communication.

What is a good/promising practice in our project: a strategy, method or activity in the field of safer cycling infrastructure that …

- has shown (or has great potential) to solve an issue, to bring about improvement in a sustainable way, with good public and political acceptance, in a cost-efficient way.
- is transferable – usually with modifications – to other settings, regions, countries, jurisdictions. Hence, good practices are more than a blueprint to copy & paste!
- is well enough documented: project reports, scientific literature, national grey literature, …– including e.g. what was the problem, main actors, issues & barriers, finances, impacts, learnings etc, so that others can build on this knowledge for their individual settings

Try to find at least three good/promising practices covering different topics – feel free to add more, but make sure that you provide the relevant information (requested in the form below). Good practices must not only refer to examples from the national level but could include practices from the local/urban or regional level.

Please find an example for a good/promising practice from Austria:

General information	
Title of the practice	***New funding scheme for everyday cycling infrastructure (Financial investments)***
Country/City/Region	*Austria/Burgenland*
Category[1]	*Resources*
Detailed description	

[1] categories with reference to main topics of the Status Quo Questionnaire: cycling policies, roles & responsibilities, infrastructure, resources, cycle tourism, communication

Detailed information on the practice *Please provide information on the practice itself. In particular:* - *What is the problem addressed and the context which triggered the introduction of the practice?* - *How does the practice reach its objectives and how it is implemented?* - *Who are the main stakeholders and beneficiaries of the practice?*	***What is the problem addressed and the context which triggered the introduction of the practice?*** *In the past there was only a funding scheme for infrastructure related to tourism cycling. Everyday cycling was not in the focus of the responsible stakeholders. When starting the elaboration of the new masterplan for cycling for the region, it was decided that there should be a stronger focus on everyday cycling + the necessary supporting mechanism including a new funding scheme dedicated to cycling infrastructure meant to improve the conditions for everyday cyclists.* ***How does the practice reach its objectives and how it is implemented?*** *The new funding scheme is supporting the municipalities willing to invest in everyday cycling infrastructure by providing regional co-financing up to 60% of the eligible costs. The subsidies are directly linked to projects aiming at the realisation of the everyday cycling network which has been defined together with the municipalities concerned. The scheme foresees 60% co-financing for the main everyday cycling routes, 50% for projects on the general everyday cycling routes and 50% for projects improving the access to main public transport hubs in the region. The funding scheme is referring to infrastructure standards that have been developed along with the new masterplan cycling.* ***Who are the main stakeholders and beneficiaries of the practice?*** *Funding management is in the hands of the regional cycling coordinator. Together with the experts from the regional administration (transport planning department, building department and the tourism department) she is supporting the municipalities willing to implement projects for the promotion of everyday cycling.*
Evidence of success (results achieved) *Why is this practice considered as good? Please provide evidence that demonstrates its success or failure (e.g. measurable outputs/results).*	*For the fist time the region is providing funds for the promotion of everyday cycling. This is a big step forward for a region which is mainly known for tourism cycling. Since 2019 three projects already received financing. Many others are in the pipeline.*
Difficulties encountered/ lessons learned *Please specify any difficulties encountered/lessons learned during the implementation of the practice.*	*It was hard to implement a new funding scheme for everyday cycling in a surrounding that is already existing and has proven to be efficient. It was quite a time-consuming task to convince the relevant decision makers and to reserve the necessary funds.*
Potential for learning or transfer *Please explain why you consider this practice (or some aspects of this practice) as being potentially interesting for other regions to learn from. This can be done e.g. through information on key success factors for a transfer or on, factors that can hamper a transfer. Information on transfer(s) that already took place can also be provided (if possible, specify the country, the region – NUTS 2 – and organisation to which the practice was transferred)*	*In many regions, the promotion of cycling starts with improving the conditions for cycling tourism. This is due to the benefits the regions are expecting from more and more cycling tourists visiting the region, spending their money and with that generating incomes also or especially in rural municipalities.* *Observing Burgenland region in taking the first steps from a tourism cycling region to a region that is recognizing the importance of everyday cycling would be interesting for many regions with similar problems.*
Further information *Link to where further information on the good practice can be found*	*https://www.b-mobil.info/de/foerderungen/alltagsradwege-und-radbasisnetze/*

9.1 GOOD PRACTICE 1

General Information	
Title of the practice	**Safe parking on train stations**
Country/City/Region	**Slovenia**
Category[2]	**infrastructure**
Detailed description	
Detailed information on the practice *Please provide information on the practice itself. In particular:* - *What is the problem addressed and the context which triggered the introduction of the practice?* - *How does the practice reach its objectives and how it is implemented?* - *Who are the main stakeholders and beneficiaries of the practice?*	*In 2019 Slovenian Railways prepared a project for safe bike parking at mail railway station in Ljubljana (340 parking spaces).* *At the same time, within the Ministry of Infrastructure, the expert group was established to set the guidelines for safe bike parking within the national railway system.* *The Slovenia Railways elaborated the documentation for implementing safe bike parking at 220 railway stations nation wide.* *The project is funded by the Ministry of Environment through the Climate Fund.* *The bike parking is free of charge and the number of bike parking spaces is defined from statistics on the number of passengers daily commuting to/from railway stations.* *[1500 characters]*
Evidence of success (results achieved) *Why is this practice considered as good? Please provide evidence that demonstrates its success or failure (e.g. measurable outputs/results).*	*In 2020 the project is still on-going as Slovenian Railways Infrastructure Company is building the bike parking facilities within the internal investment plan.* *Pictures of established bike parking stations are available at:* *https://www.slo-zeleznice.si/sl/novice/potniski/uvedba-dodatnih-brezplacnih-parkirnih-mest-za-kolesa-z-video-nadzorom* *[500 characters]*
Difficulties encountered/ lessons learned *Please specify any difficulties encountered/lessons learned during the implementation of the practice.*	*[300 characters]*
Potential for learning or transfer *Please explain why you consider this practice (or some aspects of this practice) as being potentially interesting for other regions to learn from. This can be done e.g. through information on key success factors for a transfer or on, factors that can hamper a transfer. Information on transfer(s) that already took place can also be provided (if possible, specify the country, the region – NUTS 2 – and organisation to which the practice was transferred)*	*[1000 characters]*
Further information *Link to where further information on the good practice can be found*	*https://www.slo-zeleznice.si/sl/novice/potniski/uvedba-dodatnih-brezplacnih-parkirnih-mest-za-kolesa-z-video-nadzorom*

[2] categories with reference to main topics of the Status Quo Questionnaire: cycling policies, roles & responsibilities, infrastructure, resources, cycle tourism, communication

9.2 GOOD PRACTICE 2

General Information	
Title of the practice	**Regional bike sharing system Gorenjska.bike**
Country/City/Region	**Gorenjska**
Category[3]	**infrastructure, services**
Detailed description	
Detailed information on the practice *Please provide information on the practice itself. In particular:* - *What is the problem addressed and the context which triggered the introduction of the practice?* - *How does the practice reach its objectives and how it is implemented?* - *Who are the main stakeholders and beneficiaries of the practice?*	*In the last few years several bike sharing system projects were running to implement the goals of local SUMP's co-financed with EU funds (CLLD LEADER supported by ERDF).* *Relatively small budgets allowed limited sized bike sharing system with limited number of bikes.* *[1500 characters]*
Evidence of success (results achieved) *Why is this practice considered as good? Please provide evidence that demonstrates its success or failure (e.g. measurable outputs/results).*	*5 small local bike sharing systems in 5 municipalities in Gorenjska Region are integrated in the regional bike sharing system with 43 stations that were set up in 2020, and with the plan to enlarge the system in next couple of years.* *A common website was established: www.gorenjska.bike and customers can sign in through common mobile application: Mobiln.si* *Pictures of established bike sharing system are available at:* *https://www.gorenjska.bike/novice?na-gorenjskem-so-zagnali-gorenjskabike* *Kranj city: https://www.kranj.si/po-gorenjski-s-kolesi-gorenjska-bike* *Youtube video, gorenjska.bike with mayor of Jesenice city: https://www.youtube.com/watch?v=kSo2fRBXP8c* *[500 characters]*
Difficulties encountered/ lessons learned *Please specify any difficulties encountered/lessons learned during the implementation of the practice.*	*Local communities with small density of population are facing difficulties to run local bike sharing systems. Integration in the regional bike sharing system can improve customer's experience and cut down the management cost of the system. [300 characters]*
Potential for learning or transfer *Please explain why you consider this practice (or some aspects of this practice) as being potentially interesting for other regions to learn from. This can be done e.g. through information on key success factors for a transfer or on, factors that can hamper a transfer. Information on transfer(s) that already took place can also be provided (if possible, specify the country, the region – NUTS 2 – and organisation to which the practice was transferred)*	*The practice can be transferred to small scale local communities with ambition to offer to residents and tourists bike sharing service.* *As there was one company, installing all local bike sharing systems, the integration was easier.* *With improvement of the programming of the funding, the integrated regional bike sharing systems could be established all around the county. [1000 characters]*

[3] categories with reference to main topics of the Status Quo Questionnaire: cycling policies, roles & responsibilities, infrastructure, resources, cycle tourism, communication

Further information *Link to where further information on the good practice can be found*	*www.gorenjska.bike*

9.3 GOOD PRACTICE 3

General Information	
Title of the practice	**Drava Cycle Route: Route operator concept & Drava bike Incubator**
Country/City/Region	**Koroška, Podravska**
Category[4]	**roles & responsibilities, cycle tourism**
Detailed description	
Detailed information on the practice *Please provide information on the practice itself. In particular:* - *What is the problem addressed and the context which triggered the introduction of the practice?* - *How does the practice reach its objectives and how it is implemented?* - *Who are the main stakeholders and beneficiaries of the practice?*	*Drava Cycle Route is the first established long distance cycle tourism brand in Slovenia.* *The Consortium of 18 local municipalities, 2 regional development agencies (RRA Koroška and Maribor RA) and local tourist office on Maribor developed a route operator model where RRA Koroška was responsible for development of infrastructural part of the route and tourist office Maribor was responsible for development of the cycle tourism brand.* *The team was coordinating activities at international level with partners along Drava River in Italy, Austria and Croatia.* *For development of the cycle friendly services Drava bike Incubator was formed, providing education of service providers along the route.* *Partnership is funded by local municipalities, infrastructural projects from various sources and the Drava bike Incubator is financed from private companies running the Incubator.* *[1500 characters]*
Evidence of success (results achieved) *Why is this practice considered as good? Please provide evidence that demonstrates its success or failure (e.g. measurable outputs/results).*	*Drava Cycle route is the first completely developed long-distance cycle route brand in Slovenia (130 km).* *The partnership continues with the project, focusing on infrastructure improvements and further development of the the brand.* *Pictures of established Drava Cycle Route are available at: https://www.visitmaribor.si/en/what-to-do/paths/2288-* *Youtube video of Drava Cycle Route: https://youtu.be/kmNnorzqHm4* *[500 characters]*
Difficulties encountered/ lessons learned *Please specify any difficulties encountered/lessons learned during the implementation of the practice.*	*During the process the developers of the route are facing lack of funds in structural budget and administration barriers. [300 characters]*
Potential for learning or transfer *Please explain why you consider this practice (or some aspects of this practice) as being potentially interesting for other regions to learn from. This can be done e.g. through information on key success*	*The model can be transferred to other regions which are developing cycle routes along the rivers (in case of Slovenia: Sava, Soča Mura River), as well as on international level. [1000 characters]*

[4] categories with reference to main topics of the Status Quo Questionnaire: cycling policies, roles & responsibilities, infrastructure, resources, cycle tourism, communication

factors for a transfer or on, factors that can hamper a transfer. Information on transfer(s) that already took place can also be provided (if possible, specify the country, the region – NUTS 2 – and organisation to which the practice was transferred)	
Further information *Link to where further information on the good practice can be found*	*https://dravabike.si/en/info/drava-cycling-route*

9.4 GOOD PRACTICE 4

General Information	
Title of the practice	**Ongoing campaign "Safe on bycicle"**
Country/City/Region	**Slovenia**
Category[5]	**roles & responsibilities, safety, communication, education**
Detailed description	
Detailed information on the practice *Please provide information on the practice itself. In particular:* - *What is the problem addressed and the context which triggered the introduction of the practice?* - *How does the practice reach its objectives and how it is implemented?* - *Who are the main stakeholders and beneficiaries of the practice?*	*Since 2011 a National platform for promoting safe cycling in elementary schools "Safe on bicycle" (Varno na kolesu) is running with more than 150 schools paritcipating annually. The main goal is to educate children how to safely use bicycle in traffic, when cycling to school and also in their free time. Throughout the school year, children are present at various workshops and are given various tasks to perform as part of educational method. Through this project children also prepare to take cycling exams (at age of 14) which is part of mandatory educational programme in elementary schools. Platform and project is supported by Slovenan Traffic Safety Agency, Ministry of Infrastructure, Ministry of Education, Science and Sport and many others.* *Platform is funded by Butan plin, d.d., Ljubljana and supported by Slovenan Traffic Safety Agency, Ministry of Infrastructure, Ministry of Education, Science and Sport and many other organisations.* *[1500 characters]*
Evidence of success (results achieved) *Why is this practice considered as good? Please provide evidence that demonstrates its success or failure (e.g. measurable outputs/results).*	*"Safe on bicycle" campaign is running in the whole country successfully and it is an ongoing project, that every year focues on improvement and is continuously examined by our Ministry of Education.* *Pictures of the campaing are available on the platform's news site: https://www.varnonakolesu.si/novice_1.html.* *Youtube channel: https://www.youtube.com/channel/UCJqnWENEAIjbdX-LQFcibeQ.* *[500 characters]*
Difficulties encountered/ lessons learned *Please specify any difficulties encountered/lessons learned during the implementation of the practice.*	*[300 characters]*

[5] categories with reference to main topics of the Status Quo Questionnaire: cycling policies, roles & responsibilities, infrastructure, resources, cycle tourism, communication

Potential for learning or transfer *Please explain why you consider this practice (or some aspects of this practice) as being potentially interesting for other regions to learn from. This can be done e.g. through information on key success factors for a transfer or on, factors that can hamper a transfer. Information on transfer(s) that already took place can also be provided (if possible, specify the country, the region – NUTS 2 – and organisation to which the practice was transferred)*	*The idea can be transferred to any other country, trying to improve safe riding of bicycles, knowing of the traffic rules, when traveling to school or in their free time.* *[1000 characters]*
Further information *Link to where further information on the good practice can be found*	*https://www.varnonakolesu.si/domov.html*

Please copy&paste this form to include more good practices

Above mentioned good practices are esatblished project that are “here to stay”, they are permanent and subject to ongoing improvement.

We have plenty of examples of great summer time projects that were running in the last couple of years, but we have no guarantee that they will be permanent, that’s why we did not include them in our examples of “good practise”, but will list them here:

Bicibus – buses that accept/allow bicycles :

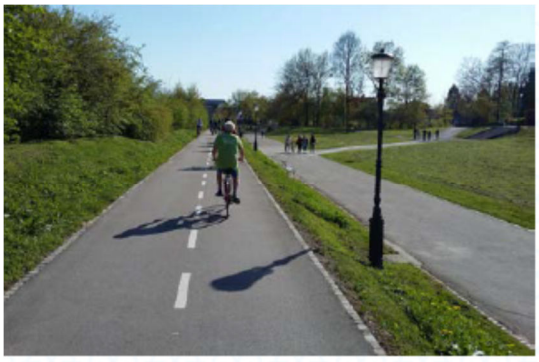
Bicibus connecting the coast and Karst (towns and tourist sites) in Slovenia from May – September 2019: Route: Koper – Skocjan caves – Stanjel – Lipica. Part of the European mobility week 2020 there was also a free summer bus for bicycles was available; project co-funded by Interreg Italia-Slovenia.

One of the outcomes of Interreg Middle Europe, project TRANS-BORDERS (Ministry of Infrastructure was the ASP in this project), was also a cross border bus line “Strekna bus” in 2019 that continued to run in 2020 and will hopefully run also in the future. The bus line connects Velenje, Gornji Dolič, Mislinja, Slovenj Gradec, Otiški vrh, Dravograd, and the swimming lake in Lavamünd, Austria. In July and August, the bus service runs twice daily. In May, June and September, the bus runs only on weekends and Slovenian and Austrian bank holidays. The Strkna bus is intended to allow transport between the stops of Strekna cycle path, that has been constructed along the abandoned route of the former Velenje-Dravograd railway line. As the name implies, it runs along a (now disused) railway track which is referred to as “štrekna” by the locals. The railway path is set against the scenic backdrop of the Pohorje mountains and Mt Uršlja Gora, and features some of the country’s best bike infrastructure. Strekna bus allows the connection between Strekna cycle path, Drava cycle path and R10 cycle path along the Lavant valley in the neighbouring Austria.

10 Annexes

APPENDIX 1 – PHOTOS TO CHAPTER 4.3 INFRASTRUCTURE DESIGN STANDARDS

Cycle path

Cycle path in Tivoli park, Ljubljana. Source: https://www.ljubljana.si/assets/Uploads/Kolesarski-letopis-2018-2021.pdf. https://www.ljubljana.si/assets/Uploads/kolesarski-letopis-2014-2015-3.pdf

Cycle tracks


Ljubljana city. Source: https://www.ljubljana.si/assets/Uploads/Kolesarski-letopis-2018-2021.pdf.

Cycle and pedestrian tracks


Šmartinska street underpass, Ljubljana. https://www.ljubljana.si/assets/Uploads/kolesarski-letopis-2014-2015-3.pdf

Greenways/multipurpose path


France


Belgium

In Slovenia we use this sign:

Trubarjeva street in Ljubljana. Source: https://www.ljubljana.si/assets/Uploads/Kolesarski-letopis-2018-2021.pdf.

Stritarjeva street in Ljubljana. Source: https://www.ljubljana.si/assets/Uploads/Kolesarski-letopis-2018-2021.pdf.

Preseren sqaure in Ljubljana. https://www.ljubljana.si/assets/Uploads/Kolesarski-letopis-2016-17-10-SPLETNA-VERZIJA2.pdf

Cycle lanes


Cycle laneS on pavement:

Dalmatinova street in Ljubljana. Source: https://www.ljubljana.si/assets/Uploads/Kolesarski-letopis-2018-2021.pdf.

Cycle lane on pavement on Poljanska street. Source: https://www.ljubljana.si/assets/Uploads/Kolesarski-letopis-2018-2021.pdf.

Advisory cycle lanes


Advisory cycle lane on road:

Hradetskega street in Ljubljana. Source: https://www.ljubljana.si/assets/Uploads/Kolesarski-letopis-2018-2021.pdf.

Rozmanova street in Ljubljana. Source: https://www.ljubljana.si/assets/Uploads/Kolesarski-letopis-2018-2021.pdf.

Contraflow


Pražakova street in Ljubljana. Source: https://www.ljubljana.si/assets/Uploads/Kolesarski-letopis-2018-2021.pdf.

Mixed-use zones


Slovenska street in Ljubljana. Shared space for buses, cyclists and pedestrians. All are equal. Source: https://www.ljubljana.si/assets/Uploads/Kolesarski-letopis-2018-2021.pdf.

Examples of sharrow:

Cankarjeva street in Ljubljana. https://www.ljubljana.si/assets/Uploads/kolesarski-letopis-2014-2015-3.pdf

Note: We have plenty more photos from all over the country and can provide them additionally, but the basic idea of infrastructure design standards is shown in above photos.