### 6. Quality of the acoustic environment

#### 6A. Present Situation

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

Provide details on:

1. Share of population exposed to noise values of Lden (day-evening-night) above 55 dB(A);
2. Share of population exposed to noise values of Ln (night) above 45 dB(A);
3. The percentage of citizens living within 300m of quiet areas.

*(max. 600 words)*

Road traffic noise is the only source of noise in Ljubljana

Road traffic noise is the consequence of a number of historical factors. The 1980s and 1990s were marked by migrations to the urban periphery, while jobs remained largely concentrated in the city. After Slovenia became independent in 1991, Ljubljana became the destination for a large number of daily commuters. Today more than 130,000 vehicles enter the city from the surrounding area every day.

Ljubljana is the centre of the Ljubljana Urban Region (LUR), with a population of more than 500,000, which means that in addition to daily commuters into the city it receives a sizeable share of peri-urban travel for shopping and leisure activities. Not only that, but Ljubljana is situated at the intersection of Pan-European Transport Corridors V and X, resulting in a high density of transit traffic.

Over the last decade the city has made a clear commitment to sustainable mobility based on public transport, cycling, walking and electromobility.

The city is working constantly to additionally improve quality of life and retain citizens right to a healthy lifestyle. We’ve been active member of the WHO Healthy Cities programme since its inception (1989).

#### Noise pollution in the city

- Strategic noise map – **noise from industry is negligible**

The entire City area is included in the strategic noise map *(2007)*, which includes road traffic noise, railway traffic noise and industrial noise. The noise map was prepared in accordance with the state legislation, Directive 2002/49/EU and best practice.

The biggest source of noise are transport busy roads. Railway traffic causes much less noise, while **noise from industrial sources is almost negligible**. Ljubljana does not suffer from air transport noise pollution either, with the main airport located 26 kilometres from the city.

Exceedance of night-time limit values of noise indicators is caused by the following noise sources:

- 94.8% all roads
- 4.8% railways
- 0.4% industry.

In past years numerous measures were implemented in industrial plants as part of the process of obtaining IPPC permits. This is reflected in the current extremely low levels of industrial noise pollution.
Actual noise exposure is estimated to be lower, because:

- the noise map takes into account administrative speed restrictions on individual roads. On the basis of traffic counters that also measure the actual speed of vehicles, it is found that real speeds are lower (up to 20 km/h on the bypass and between 10 and 20 km/h on other roads);
- the noise map does not take into account the fact that many dwellings in multi-dwelling buildings face away from the road, meaning that residents are significantly less exposed to noise. Neither does it consider the fact that dwellings in blocks of flats are on different floors and noise pollution changes with height. The noise map was only produced for a height of 4 metres.

In confirmation of these estimates, in 2008 we carried out re-mapping of a small area with more accurate figures, and a more accurate map was likewise made for receptors at height of 2 metres, followed by others at 2.8-metre intervals.

The table below shows the fall in citizens’ noise exposure.

<table>
<thead>
<tr>
<th>Period</th>
<th>Noise classes [dBA]</th>
<th>Color by DIN 18,001</th>
<th>Year 2006</th>
<th>Year 2008</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Residential building*</td>
<td>Number of residents**</td>
</tr>
<tr>
<td>Night</td>
<td>L_{night}=40&lt;=45 dBA</td>
<td>[Green]</td>
<td>31</td>
<td>297</td>
</tr>
<tr>
<td></td>
<td>L_{night}=45&lt;50 dBA</td>
<td>[Yellow]</td>
<td>47</td>
<td>673</td>
</tr>
<tr>
<td></td>
<td>L_{night}=50&lt;=55 dBA</td>
<td>[Brown]</td>
<td>43</td>
<td>1,087</td>
</tr>
<tr>
<td></td>
<td>L_{night}=55&lt;=60 dBA</td>
<td>[Red]</td>
<td>50</td>
<td>1,206</td>
</tr>
<tr>
<td></td>
<td>L_{night}=60&lt;=65 dBA</td>
<td></td>
<td>27</td>
<td>564</td>
</tr>
<tr>
<td></td>
<td>L_{night}=65&lt;=70 dBA</td>
<td></td>
<td>5</td>
<td>102</td>
</tr>
<tr>
<td>Whole day</td>
<td>L_{even}=40&lt;=45 dBA</td>
<td>[Green]</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>L_{even}=45&lt;=50 dBA</td>
<td>[Yellow]</td>
<td>5</td>
<td>31</td>
</tr>
<tr>
<td></td>
<td>L_{even}=50&lt;=55 dBA</td>
<td>[Brown]</td>
<td>42</td>
<td>412</td>
</tr>
<tr>
<td></td>
<td>L_{even}=55&lt;=60 dBA</td>
<td>[Red]</td>
<td>38</td>
<td>590</td>
</tr>
<tr>
<td></td>
<td>L_{even}=60&lt;=65 dBA</td>
<td></td>
<td>46</td>
<td>1,195</td>
</tr>
<tr>
<td></td>
<td>L_{even}=65&lt;=70 dBA</td>
<td></td>
<td>48</td>
<td>1,246</td>
</tr>
<tr>
<td></td>
<td>L_{even}=70&lt;=75 dBA</td>
<td>[Purple]</td>
<td>23</td>
<td>372</td>
</tr>
<tr>
<td></td>
<td>L_{even}=75&lt;=80 dBA</td>
<td>[Blue]</td>
<td>4</td>
<td>97</td>
</tr>
</tbody>
</table>

* for housing shall be considered by those who have at least one permanent inhabitant registered,
** in treatment are covered only permanent inhabitants

Regular and periodic noise measurements:

### Table 1: The noise map shows the following values

<table>
<thead>
<tr>
<th>Exposure to road traffic noise</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of inhabitants exposed to noise above 55 dB(A) using the L_{den} indicator</td>
<td>168,696</td>
</tr>
<tr>
<td>Number of inhabitants exposed to noise above 45 dB(A) using the L_{night} indicator</td>
<td>180,929</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Exposure to rail traffic noise</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of inhabitants exposed to noise above 55 dB(A) using the L_{den} indicator</td>
<td>11,326</td>
</tr>
<tr>
<td>Number of inhabitants exposed to noise above 45 dB(A) using the L_{night} indicator</td>
<td>18,615</td>
</tr>
</tbody>
</table>
• permanent measurements via the environmental monitoring system;
• an annual measuring campaign as part of European Mobility Week.

The measuring campaign is designed primarily to monitor the effectiveness of individual measures. We are particularly proud of the creation of an ecological zone in the city centre, where the public space reserved for pedestrians and cyclists has increased by almost 620% in the last 6 years. Within the zone the noise values are very low (a reduction of 6 dBA).

<table>
<thead>
<tr>
<th>Location</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prešeren Square</td>
<td>61.0/92.5</td>
<td>74.5/98.9 (*)</td>
<td>55.9/99.1</td>
<td>54.9/90.8</td>
<td>54.9/91.8</td>
<td>55.2/93.0</td>
<td>55.3/94.7</td>
</tr>
<tr>
<td>National Theatre</td>
<td>70.5/101.1</td>
<td>69.7/102.3</td>
<td>68.8/101.8</td>
<td>54.6/83.1</td>
<td>54.8/84.2</td>
<td>54.8/97.5</td>
<td>54.3/99.2</td>
</tr>
</tbody>
</table>

(*) direct vicinity of building site, construction machinery for renovation work

6B. Past Performance

Describe the measures implemented over the last five to ten years for improving the urban sound quality and increasing awareness to noise. Comment on which measures have been most effective.

Make reference to:

1. Classification of territory (if applicable) into appropriate noise classes and with appropriate noise limits (e.g.: specially protected, hospitals/schools, residential, commercial, industrial) including details on enforcement mechanisms if in place;
2. Stakeholder involvement;
3. Communication with citizens;
4. Preservation and improvement of good acoustic urban environments such as quiet areas;
5. Noise reduction measures that influenced the current situation;
6. With respect to the adopted action plans, what is the percentage of the plan effectively implemented (e.g. overall amounts already paid for actions versus overall amounts initially committed).

(max. 1200 words)

Main anti-noise measures

Most of the measures are oriented towards reducing noise at source, i.e. to the regulation of road traffic. In accordance with city Sustainable Mobility Plan we have been implementing a comprehensive reform of the transport system based on efficient public transport and other forms of non-motorised transport. Private vehicles are gradually being pushed to the edge of the city. The aim is not merely to reduce emissions and noise pollution but, above all, to additionally improve the quality of life in the city in the broadest sense of the word.

1. Measures to reduce noise at source

According to Sustainable Mobility Strategy we plan to achieve the following distribution of transport choices by 2020: a third of all journeys in the city should be on foot or by bicycle, a third by public transport and a third by car.

Establishment of an ecological zone – a green and quiet oasis in the city

In the last 6 years the public space reserved for pedestrians and cyclists has increased by almost 620%. We
closed the city centre to all motorized vehicles in 2007 and the ecological zone is being gradually enlarged every year. Today the area covers 91,244 m², which is almost 12,000 m² more than a year ago.
Two Kavalir electric vehicles are available free of charge within the zone. A round-trip electric minibus service was introduced in September this year.

Figure 1: Ecological zone - motorized traffic free area. Black carbon values are significantly lower in the ecological zone, and noise is down by 6dB. Citizens are satisfied with change: almost 30% of them ranked the closure of the city centre to traffic as the most significant innovation in the city (Ninamera, 2013). We have not only closed the ecological zone to motorized traffic, but transformed it into a pedestrian- and cyclist-friendly area. We have completely renovated riverbanks of Ljubljanica and built five new bridges to connect both sides of the river and key points in the city centre. This has created a high-quality public space enabling full accessibility and shorter routes for pedestrians and cyclists. Two special taxis adapted to carry disabled passengers are also allowed to enter the zone. We have created 100 parking spaces for motorcycles at the entrances to the zone. The Refurbishment of the Banks and Bridges of the Ljubljanica river project was chosen from among 347 projects from 36 countries for the main European Prize for Urban Public Space 2012.
Reorganisation of Slovenska Street – the main traffic artery through the city

In September 2013 we limited transit motorized traffic along Slovenska Street and gave priority to public transport, taxis, residents, cyclists and pedestrians.

The projects impact on the level of noise pollution can be seen from the maps below:
Noise pollution traffic on Slovenska street before modification of the traffic regime ($L_{nigh}$):

Situation after introduction of new traffic regime ($L_{nigh}$):
Comprehensive regulation of public areas to reduce the share of motorized traffic and noise pollution

- Introduction of yellow lanes reserved for public transport and taxis on main entry roads.
Figure 4: Yellow lanes reserved for buses and taxis on the main entry road leading towards the city centre. This ensures shorter travel time for public transport users, who reach destination on time. To date yellow lanes have been introduced on two of the three main entry roads into the city.

- Removing private cars to underground garages
Figure 5: The main city centre car park has been replaced by a pedestrian area and event space, while parking is now available in a new underground car park.
• Completion of the inner ring road (€16,500,000)

To reduce traffic and noise on streets near the ecological zone, we’ve completed the inner ring road with the construction of a new two-level bridge, enabling better traffic flow. City buses have also been redirected to the ring road.

• Traffic calming zones

We are systematically introducing traffic calming zones (30 km/h) and one-way traffic zones. In this way we are liberating streets from transit traffic and they can be mainly used by residents.

Figure 5: Central city parking has been replaced by a pedestrian area and central event space, while parking is now allowed in a new underground garage.
In the vicinity of primary and nursery schools we are introducing traffic calming zones in which children are allowed to play in the street. Pedestrians have priority in these zones and the speed of vehicles may not exceed 10 km/h. To date we have created these zones outside a fifth of all primary schools.

- Establishing P&R systems to regulate public transport in the region.

Figure 6: Traffic calming zones (30 km/h) within the City of Ljubljana now cover a total of 2,036 hectares. Zones created in the last two years are shown in red.
Figure 7: The project connects 16 LUR municipalities and is financially supported by the EU. A further 23 locations are planned to be implemented, eight of them in the City of Ljubljana. There are already four P+R locations functioning in the region (marked in red), three of them in the City of Ljubljana. The inset shows the locations in the City of Ljubljana.

- The use of quiet and clean vehicles is being encouraged (see chapter 5):

- Ljubljana electromobility strategy

We have highlighted 10 measures for developing electromobility. Over the next three years we’ll implement pilot projects to promote electromobility, while the majority of measures are aimed at establishing adequate infrastructure.

Cycling has grown strongly in the last two years.

Comprehensive measures to promote cycling, especially the introduction of the Bicike(LJ) bikesharing system, helped bring about a strong increase in cycling between 2009 and 2011.
Sustainable urban planning

The 2010 Spatial Plan (SP) includes the protection of the environment from excessive noise. We have created a map of noise-protection areas which shows permitted noise values in an individual area. These are binding in the case of developments, while in the construction of buildings the use of materials that reduce the level of noise pollution is permitted. SP places an emphasis on the preservation of quiet zones.

The Ljubljana area is defined by four noise protection levels, where level I represents the strictest regime and level IV corresponds to areas with the lowest level of protection, where spatial actions that cause greater noise pollution are also permitted.
Figure 9: Quiet zones in the Urban Master Plan. Level I noise protection zone (limit values $L_{night}=40$ dBA, $L_{den}=50$ dBA) and level II noise protection zone (limit values $L_{night}=45$ dBA, $L_{den}=65$ dBA)

Noise barriers on the bypass

Figure 10: Noise barriers along the Ljubljana bypass, the city’s busiest road. Fifty-six noise barriers have been installed (total length 15.2 km, height between 1.1 and 5.5 metres).

Note: noise barriers on the bypass are indicated in light blue
Road resurfacing

DBM material is used in the resurfacing of roads and the building of new roads. This reduces noise by 3 dB(A).

3. Measures at noise-sensitive receptors

When implementing energy-efficient renovation of buildings, we also provide acoustic insulation. Protected structures (schools, nursery schools, hospitals, homes for the elderly, etc.) are treated as a priority. The measures involve the fitting of energy-saving windows, which also provide sufficient noise protection. New windows are equipped with thermopane glass (heat transfer coefficient $U = 1.1 \, \text{W/m}^2\text{K}$, acoustic insulation $\text{Rw} = 32 \, \text{dB}$).

Communication with the public, involvement of stakeholders

- Citizens opinion and trust is of high importance for us

We are aware that the perception of noise is subjective and that in order to address the problem of noise pollution in a comprehensive manner we need to be aware of the needs and expectations of our citizens:

- **Interactive "Citizens Initiative" service**
  "Citizens' Initiative", a special online service where anyone can ask a question, makes a complaint or submits a proposal, was set up in 2009. We study every suggestion carefully, respond to it and if possible and acceptable take appropriate action. All suggestions and responses are freely accessible on our website. To date we have received a total of 2,500 suggestions relating to the environment, including 145 relating to the problem of noise. We have responded appropriately to all of them.

- **Dialogue with citizens – for a better quality of life in the city**
  Since quality of life in the city is a priority in all of our activities, citizens’ opinion is extremely important. We monitor it via public opinion surveys. In 2010 we performed an extensive survey of quality of life in Ljubljana in conjunction with the University of Ljubljana. In terms of satisfaction with the residential environment, it was found that the great majority of respondents, 73.5 %, are satisfied or very satisfied with the environment in which they live. Among various sources of noise, traffic noise is cited as the most disturbing, while noise caused by events and noise from bars/restaurants is not viewed negatively.

- **"You are Ljubljana" – a communication interactive campaign on how to improve the quality of life in the city**
  In 2012 we invited citizens to submit proposals for the new environmental protection programme (2014–2020). We received more than 300 varied and useful ideas, studied them and in some cases implemented them.

In Ljubljana we are proud of the fact that our city has been rated **the fifth most idyllic place to live in Europe** (source: Forbes.com).

- **Outdoor events – efforts for less noise pollution**

  **We defined areas for outdoor events with noise pollution assessments.** For every event with amplifiers the organiser must obtain the appropriate permit and expert report with expected noise indicator values. A permit is issued if all necessary measures to protect residents in the vicinity from noise pollution are guaranteed and the timetable of the event is clearly defined.

- **Activities to raise awareness**

  We inform our citizens about noise and its consequences through various activities and publications. It is
important to us to establish a dialogue with citizens and to listen to their proposals:

- The “Ljubljana−smart city” project (http://www.ljubljanapametnomesto.si) – active cooperation with our citizens.

6C. Future Plans

Describe the short and long term objectives for quality of the acoustic environment and the proposed approach for their achievement. Emphasise to what extent plans are supported by commitments, budget allocations, and monitoring and performance evaluation schemes.

Make reference to:

1. Stakeholder involvement;
2. Consultation with the population including noise perception survey;
3. Actions to reduce the impact of noise from roads, railways, industrial areas and air traffic (Noise plan);
4. Foreseen reduction in the share of population exposed to noise values of L_{Aeq} (day-evening-night) above 55 dB(A) and in the share of population exposed to noise values of L_{Amax} (night) above 45 dB(A), mention targets;
5. Actions to maintain, extend, or improve urban quiet areas;
6. Holistic/qualitative approaches to the acoustic environment (e.g.: with soundscapes approaches).

(max. 800 words)

Updating the strategic noise map

In Slovenia creation of the noise map is the responsibility of the State. Nevertheless this year we began to update of the 2007 noise map. The new map will show how effective the measures implemented in recent years have been, and above all will give a more realistic estimate of the population exposure to noise.

The operational programme for noise protection.

The elaboration of an operational programme for noise protection in Ljubljana (action plan) is the responsibility of the State. The action plan is currently being prepared. It will define objectives and measures for the environment protection from noise for a five-year period. The working group consist of all important stakeholders: the environment, transport and health ministries, City of Ljubljana, expert institutions, etc. Public consultation will last for one month.

The action plan is based on the strategic noise map (2007). The action plan has highlighted two important targets to be achieved by 2018:

- The citizens will not be exposed to environmental noise that represents a risk to health and has a negative effect on quality of life (any worsening of noise pollution is unacceptable);
- Areas shown in the strategic noise map as quiet zones will be protected so that they remain quiet zones in the future.

The action plan highlights priority measures that include, above all, the protection of areas with a large number of inhabitants who are exposed to noise along the busiest roads, and measures relating to the protection of particularly sensitive structures such as hospitals, elderly people's homes, schools, nursery
schools and so on.

Measures are defined in accordance with Sustainable Mobility Plan

In Slovenia the field of noise is the responsibility of the State. Nevertheless we are actively preparing our own strategic documents and action plans to additionally improve the quality of life in the city, reduce noise pollution and improve air quality.

The aim of the sustainable mobility plan is to replace the largest possible share of car use with efficient and comfortable public transport and at the same time encourage non-motorised mobility. (Table 5)

Table 5: Targets for gradual improvement of modal split

<table>
<thead>
<tr>
<th>Year</th>
<th>Cycling and walking</th>
<th>Car</th>
<th>Public transport and taxis</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>19.7%</td>
<td>67.6%</td>
<td>12.7%</td>
</tr>
<tr>
<td>2015</td>
<td>25%</td>
<td>55%</td>
<td>20%</td>
</tr>
<tr>
<td>2020</td>
<td>34%</td>
<td>33%</td>
<td>33%</td>
</tr>
</tbody>
</table>

Sustainable mobility measures by 2015:

Promoting walking:
- Expansion of the network of city centre routes where pedestrians have priority;
- In residential areas we will continue to create new squares and parks and rearrange access roads according to the shared space principle;

Promoting cycling:
- We’ll increase bicycle use for transport to work by 40%;
- We’ll increase bicycle use among students by 50%.

Promoting the use of public passenger transport:
- We’ll increase the use of buses and trains by commuters by 50%;
- We’ll increase shopping in the city centre by 30%;
- We’ll increase the number of visitors using public transport to attend major events by 50%.

Reducing car use:
- Differentiated parking policy measures that will change transport habits;
- We will draw up mobility plans for at least 10 biggest employers in the city;
- On the three main roads into the city, we will guarantee faster journey times for city buses at rush hours.

Next to mobility strategies, in 2011 we adopted the SEAP (2011–2020), which indirectly covers the field of noise in that it includes measures on mobility and energy-efficient renovation and, via them, passive noise protection.

Main measures from the SEAP to be implemented by 2020:
- Gradual provision of 1,400 charging points for electric vehicles (€2 million);
- Installation of compressed natural gas filling stations for private vehicles (€1.3 million);
- If sustainable mobility measures are not sufficient to achieve the objectives, we will introduce an congestion charge for motor vehicles entering the city (€5 million);
- Implementation of energy-efficient renovation of buildings managed by the City of Ljubljana, including
noise protection (€45 million) – financing under the energy contracting system.

Noise barriers along the Ljubljana bypass, the city’s busiest road
To reduce the traffic noise pollution, the operator of the Ljubljana bypass (DARS, a state-owned company) is studying possible changes to the traffic regime. One option provides a reduction of the speed limit from 100 to 80 km/h. Measures are also directed to diverting transit traffic from the currently very busy northern bypass towards the eastern bypass, which has fewer residential buildings in its direct vicinity. Over the next 5-year period, passive protection of individual buildings in the vicinity of the bypass where night-time noise pollution exceeds 65 dB(A) will also be introduced.

Measures in the field of railway traffic noise
The Urban Master Plan of Ljubljana suggests deepening of the railway underground, as part of the Ljubljana Passenger Centre project (railway hub).

Figure 11: The Ljubljana Passenger Centre is planned to be a venue for cultural, business and social activities.

Active involvement of stakeholders and the general public:

- "Ljubljana, smart city" – "You are Ljubljana" web application
  
  We invite citizens to help shape key strategic documents with their proposals.

- Active dialogue for better documents
  
  Drafts of strategic documents are submitted for public consultation involving NGOs, city districts, other stakeholders and individuals.
6D. References

List supporting documentation, adding links where possible. Further detail may be requested during the clarification phase. Documentation should not be forwarded at this stage.

(max. 400 words)

The noise situation can be seen from the strategic noise map for the City of Ljubljana (2007):
(http://www.arso.gov.si/varstvo%20okolja/hrup/karte/)

Study of feasibility of individual measures to reduce excessive noise in the Ljubljana area:

Spatial Plan of the City of Ljubljana showing noise protection areas:
https://urbanizem.ljubljana.si/UrbinfoWeb/profile.aspx?id=Urbinfo2@Ljubljana

http://www.ljubljana.si/si/mol/mestna-uprava/oddelki/varstvo-okolja/

Sustainable mobility policy of the City of Ljubljana up to 2020:
http://www.ljubljana.si/si/mol/mestna-uprava/oddelki/gospodarske-dejavnosti-promet/

In 2010, in conjunction with the Regional Development Agency of the Ljubljana Urban Region, we prepared **expert guidance for the regulation of public transport in the region**:
http://www.rralur.si/fileadmin/user_upload/projekti/Promet/PozivBrosura/JPP_brochure_ang.pdf

Information on the Bicike(LJ) bikesharing system:
http://en.bicikelj.si/

Cyclists on the bridges of sustainable mobility:
http://www.civitasljubljana.si/kolesarji-na-mostovih-trajnostne-mobilnosti

Promotional film about the Kavalir – citizens and visitors can use two electric vehicles free of charge within the city ecological zone:

Website for electric vehicle users:

“Ljubljana, smart city” website
http://www.ljubljanapametnomesto.si/

Measures implemented as part of the CIVITAS ELAN project “Cleaner and better transport in cities”

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<table>
<thead>
<tr>
<th>Allocated budgets:</th>
<th>2013</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport + implementation of trans. policy</td>
<td>€4,500,000 + €500,000</td>
<td>€24,800,000</td>
</tr>
<tr>
<td>Amending the strategic noise map</td>
<td></td>
<td>€60,000</td>
</tr>
<tr>
<td>Information and publicity</td>
<td>€100,000</td>
<td>€100,000</td>
</tr>
</tbody>
</table>
Civitas Elan:  

European Prize for Urban Public Space 2012:  

Mobile Ljubljana brochure:  
http://www.ljubljana.si/si/zivljenje-v-ljubljani/promet-infrastruktura/mobilna-ljubljana/

Ljubljana Passenger Centre:  
http://ljubljanski.projekti.si/potniski-center-ljubljana.aspx

Interactive "Citizens' Initiative" service:  
https://srv3dgis.ljubljana.si/vm-ousrv10/PobudeMesamedi/VnosPobude_Template.aspx

Quality of Life in Ljubljana – Phase 2, 2010, University of Ljubljana, Faculty of Social Sciences  
Other information on activities taking place as part of European Mobility Week is available here: http://www.ljubljana.si/en/search-results/?query=European+mobility+week

The airport has created a special application providing current noise data: http://www.lju-airport.si/o-podjetju/varstvo-okolja/varstvo-pred-hrupom