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CYCLING WATERWAYS

Partner meeting | 4. semester **Information to stakeholders**

By BSC Kranj, Regional Development Agency of Gorenjska
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Presentation Good Practice

The Gorenjska region – Challenges in cycling development between Alps and rivers

w/Barbara Špehar and Helena Cvenkel
BSC Kranj, Regional Development Agency of Gorenjska

The Gorenjska region, located in the northwestern part of Slovenia, is characterised by a diverse and dynamic landscape, where alpine peaks descend into river valleys and glacial basins. This unique topography, shaped by the Alps, pre-Alpine hills and river valleys, offers exceptional opportunities for cycling, but also presents specific challenges in planning and constructing cycling infrastructure. Many (potential) cycling routes follow river corridors such as the Sava, Sora and Kokra, as these are often the only feasible passages through the mountainous terrain.

In recent years, Gorenjska has seen increasing efforts to connect local communities and tourist destinations with safe, attractive, and sustainable cycling routes, balancing the region's strong tourism potential with the need to protect its outstanding natural and cultural heritage.

Relevant to
All.

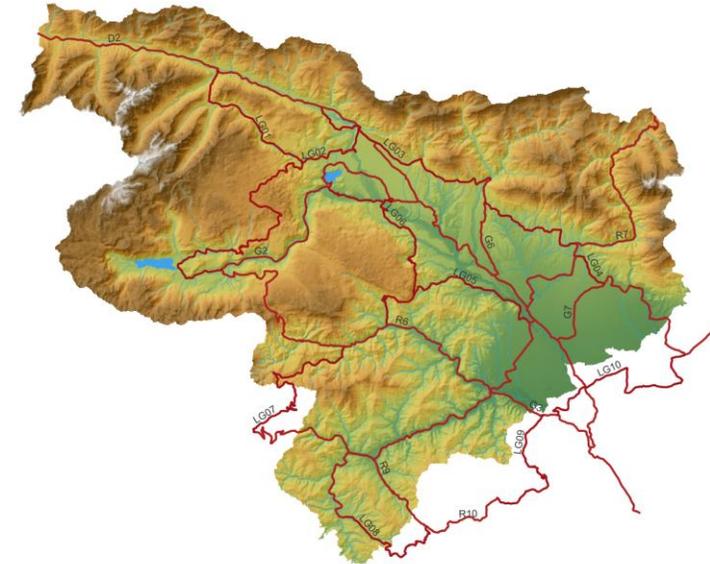


Photo: Jošt Gantar

Presentation Good Practice

Mobility and tourism in Bohinj – A story of innovation, cooperation, and shared commitment to sustainability

w/Klemen Langus and Urška Smukavec
Tourism Bohinj

Bohinj is a leading example of how a tourism destination can actively manage mobility to protect its natural environment and enhance the quality of life for both residents and visitors. For over a decade, Bohinj has been committed to developing sustainable transport solutions, reducing private car use, and promoting public and soft mobility – all in line with the vision of a low-carbon, zero-impact destination.

Cycling plays a central role in these efforts. The region has developed key cycling connections, including the popular cycling route from Bohinjjska Bistrica to Lake Bohinj, which provides a safe and scenic alternative to car travel. This route is widely used by both locals and tourists, and demonstrates how cycling infrastructure can support sustainable tourism in protected areas.

Through strong cooperation between local stakeholders, Bohinj has also introduced seasonal traffic regulation, park & ride systems, integrated public transport, and improved infrastructure for cyclists and pedestrians. These coordinated actions reflect a long-term and consistent commitment to sustainability, nature conservation, and responsible tourism within the Triglav National Park.

Relevant to

Local government officials such as policy makers and policy enactors as well as professionals working in the fields of tourism development, sustainable mobility, and spatial planning. It is particularly relevant for those involved in managing mobility, including cycling, in protected areas, where the balance between accessibility and environmental protection is essential.



Photos: Tourism Bohinj

Presentation Good Practice

Cycling in the Triglav National Park – Between conservation rules and infrastructure needs

w/Aleš Zdešar

Public Institution Triglav National Park

The Triglav National Park (TNP), Slovenia's only national park and part of the Julian Alps UNESCO Biosphere Reserve, is an area of exceptional natural value, biodiversity, and landscape beauty. Lake Bohinj, the largest permanent lake in Slovenia, lies within the park and represents one of its most visited and iconic natural features. As interest in outdoor recreation and cycling tourism continues to rise, the pressure on such protected areas increases, requiring careful management to balance visitor access with the preservation of ecological integrity. Cycling in TNP is therefore a complex and sensitive issue, positioned between the growing demand for access and the park's strict conservation objectives. The development of cycling routes must comply with zoning restrictions, environmental protection laws, and visitor management strategies. In many parts of the park, such as around smaller watercourses, wetlands, and lakeshores, cycling is either restricted or carefully directed along existing designated routes to minimize environmental impact and avoid habitat disturbance. This presentation will outline how TNP authorities and local stakeholders address the challenge of guiding cycling activities in protected areas, what types of infrastructure are permitted, and how spatial planning, visitor information, and signage are used to encourage responsible cycling.

Relevant to

Local government officials such as policy makers and policy enactors as well as professionals working in the fields of management of protected areas, sustainable mobility and tourism.



Photos: Žiga Koren, Tomo Jeseničnik, Julijske Alpe

Presentation Good Practice

Cycling along Sava River – A user's perspective

w/Andrej Zalokar

Rekreatur association, organizer of cycling tours

A personal experience of the cycling route along the Sava River, from its source in Bohinj (and Zelenci), Slovenia to its confluence with the Danube in Belgrade, Serbia. Spanning approximately 950 km and passing through four countries (Slovenia, Croatia, Bosnia and Herzegovina, and Serbia), the Sava cycling route is a journey through diverse landscapes, cultural regions, and historical contexts.

Through a user's lens, the presentation will reflect on the practical aspects of the experience: route conditions, signage, accessibility, safety, and available services for cyclists. Special attention will be given to how cycling infrastructure (or the lack of it) influences the attractiveness and feasibility of cross-border cycling tourism, and to how such a route can promote sustainable mobility, regional connectivity, and slow tourism along one of Europe's less-known but highly promising long-distance trails.

Relevant to

Local government officials such as policy makers and policy enactors as well as anybody working with tourism and cycling infrastructure development.



Photos: Andrej Zalokar

Presentation Good Practice

Cycling infrastructure: a paradigmatic shift in theory and practice; interpretation through the case study of the Bohinj cycling path

w/**Aleksander Ostan**

Architectural studio Ostan Pavlin

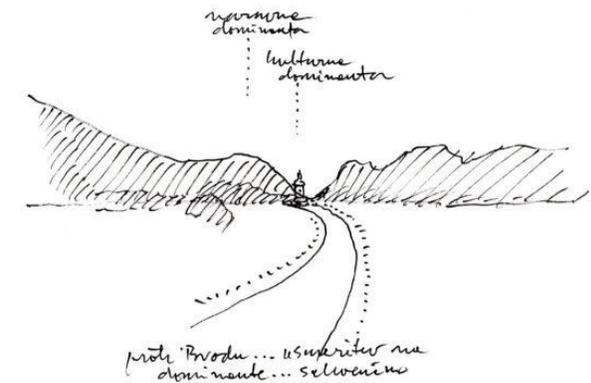
Presentation of the process and insights on designing cycling routes, bridges, and rest areas that harmonize with natural landscapes and local architectural heritage. The presentation emphasizes the importance of context-sensitive design that balances functionality, sustainability, and respect for protected areas, while addressing challenges such as terrain constraints, water management, and coordination with multiple stakeholders.

A special focus will be placed on the *Bohinj cycling route*. Bohinj is an exceptional natural and cultural environment, where any new spatial intervention requires particular care. The aim was to create a cycling route that would serve both local residents and visitors, connecting the Upper and Lower Bohinj Valleys. The route is carefully integrated into the landscape through a deep understanding of visual and spatial logic. As a result, the cycling experience offers a journey through the Bohinj landscape, enriched with scenic views, encounters with traditional settlements, and places of significant cultural and natural heritage.

At the end of 2020, the cycling route was upgraded with the opening of the bridge *Na Rju*. The bridge's architecture, reminiscent of a modern hayrack over water, represents an important contribution to Alpine architecture.

Relevant to

Local government officials such as policy makers and policy enactors as well as anybody planning and designing cycling infrastructure along waterways.



Photos: Atelje Ostan Pavlin, Mitja Sodja

Presentation Study visit

Cycling tour along the Sava River

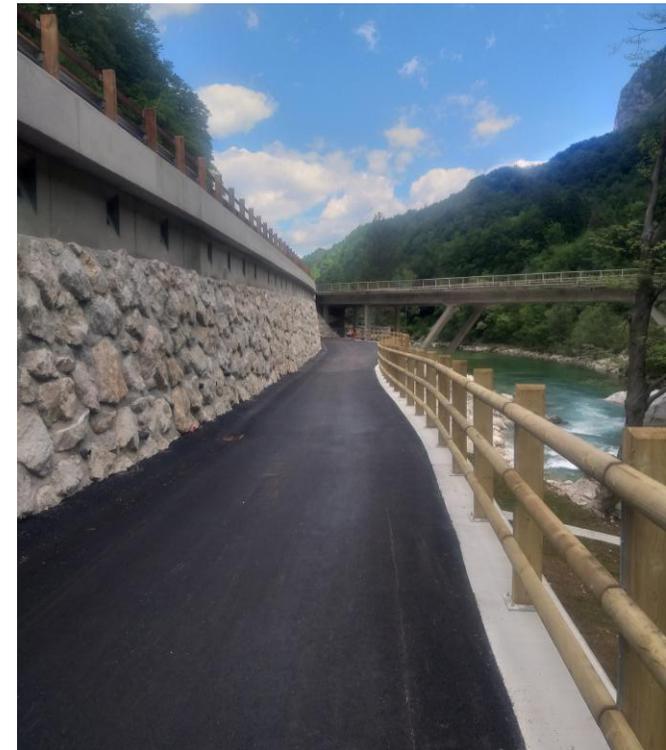
It is planned to cycle along the Sava river, covering a distance of approximately 20 km. During the ride, participants will gain insight into the complexity of developing cycling infrastructure in environmentally sensitive areas. Along the way, there will be stops at several key points to discuss challenges in cycling infrastructure planning and construction.

Section 1 from Bohinjska Bela to Bohinjska Bistrica is part of a national cycling route that connects Bled and Bohinjska Bistrica. Construction of the cycling path began in autumn 2022 and is co-financed from the national and EU funds and the municipalities of Bled and Bohinj. Severe storms in August 2023, together with complex remediation works and additional technical requirements, caused project delays. The entire cycling connection is expected to be completed and open to users in the first half of 2026.

Due to ongoing construction works, this part of the tour will be adjusted according to on-site conditions at the time of the visit. Participants will have the opportunity to see some completed parts of the route as well as areas still under development.

Section 2 from Bohinjska Bistrica to Lake Bohinj is fully paved and well-marked, offering beautiful panoramic views and picturesque nature. With a combination of flat terrain and gentle slopes, it is particularly suitable for families and recreational cyclists. The cycling route was designed by the renowned architectural studio Ostan Pavlin. Thanks to its thoughtful design, harmony with the environment, and quality execution, it stands out among thematic cycling routes in Slovenia and serves as a model of good practice for the development of sustainable mobility and tourism.

Relevant to
All.



Photos: BSC Kranj

Presentation Good Practice

Regional Centre of Mobility Gorenjska

w/Darinka Maraž Kikelj

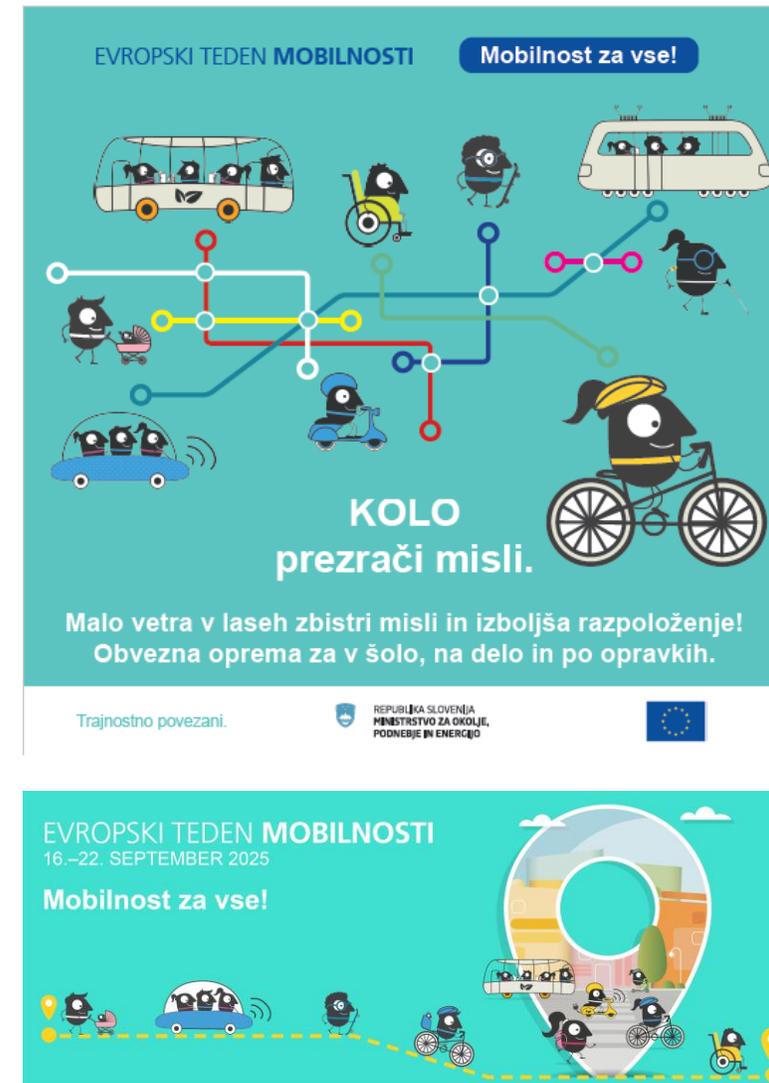
BSC Kranj, Regional Development Agency of Gorenjska

The Regional Centre of Mobility (RCM) Gorenjska acts as a link between municipalities and national authorities, key stakeholders and the wider public, playing a key role in advancing sustainable mobility in the Gorenjska region. The centre places strong emphasis on the development of cycling infrastructure and the improvement of public transport, as well as on integrated transport planning and the promotion of soft mobility. Particular attention is given to awareness-raising and engagement activities, especially through the European Mobility Week campaign.

The mission of the RCM is to serve as the essential bridge between local and national levels in the field of mobility. RCM aims to identify the needs of residents in 18 local communities and connect them with national programs and development guidelines. This facilitates effective communication between local and state institutions and actively supports national initiatives for raising awareness, promoting, and encouraging sustainable mobility in the region. Its efforts contribute to emission reduction, improved accessibility, and more inclusive mobility, thereby enhancing the overall well-being of local communities. RCM fosters collaboration among all stakeholders and strengthens connections to develop a more efficient and sustainable transport system.

Relevant to

Local government officials such as policy makers and policy enactors as well as anybody involved in sustainable mobility development.



Presentation Good Practice

Regional Sustainable Urban Mobility Plan for the Julian Alps area – Cycling as a key element in reducing traffic in one of Slovenia's most visited tourist destinations

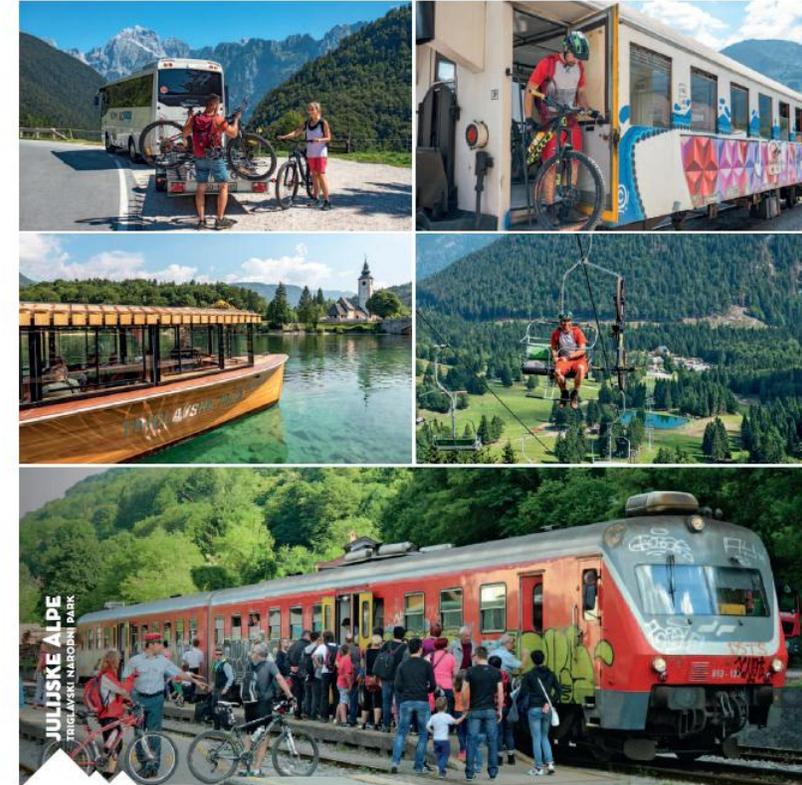
w/Miro Kristan

Soča Valley Development Centre

In 2024, the Soča Valley Development Centre published the Regional Sustainable Urban Mobility Plan (SUMP) for the wider Julian Alps area. The document was developed in close cooperation with key regional and national partners. The preparation process also involved local communities in the area, tourism boards, public transport providers, state institutions, and other stakeholders. The document represents a pilot example of drafting a sustainable mobility strategy for a geographically and functionally coherent region of 14 municipalities. It responds to the growing need for coordinated transport solutions in an area increasingly recognised as one of Slovenia's leading tourist destinations. With protected natural areas, primarily Triglav National Park and the Julian Alps Biosphere Reserve, a UNESCO-designated site, the region urgently requires integrated and sustainable transport solutions. These must not only support economic development but also promote quality of life, social equity, and the protection of nature.

Relevant to

Local government officials such as policy makers and policy enactors as well as anybody involved in sustainable mobility development.



REGIJSKA CELOSTNA
PROMETNA STRATEGIJA ZA
ŠIRŠE OBMOČJE JULIJSKIH ALP

Questions regarding specific presentations

Please contact:



Barbara Špehar

barbara.spehar@bsc-kranj.si



Darinka Maraž Kikelj

darinka.maraz.kikelj@bsc-kranj.si

