Second International 15-Minute City Meeting

The 15-Minute City Beyond the City

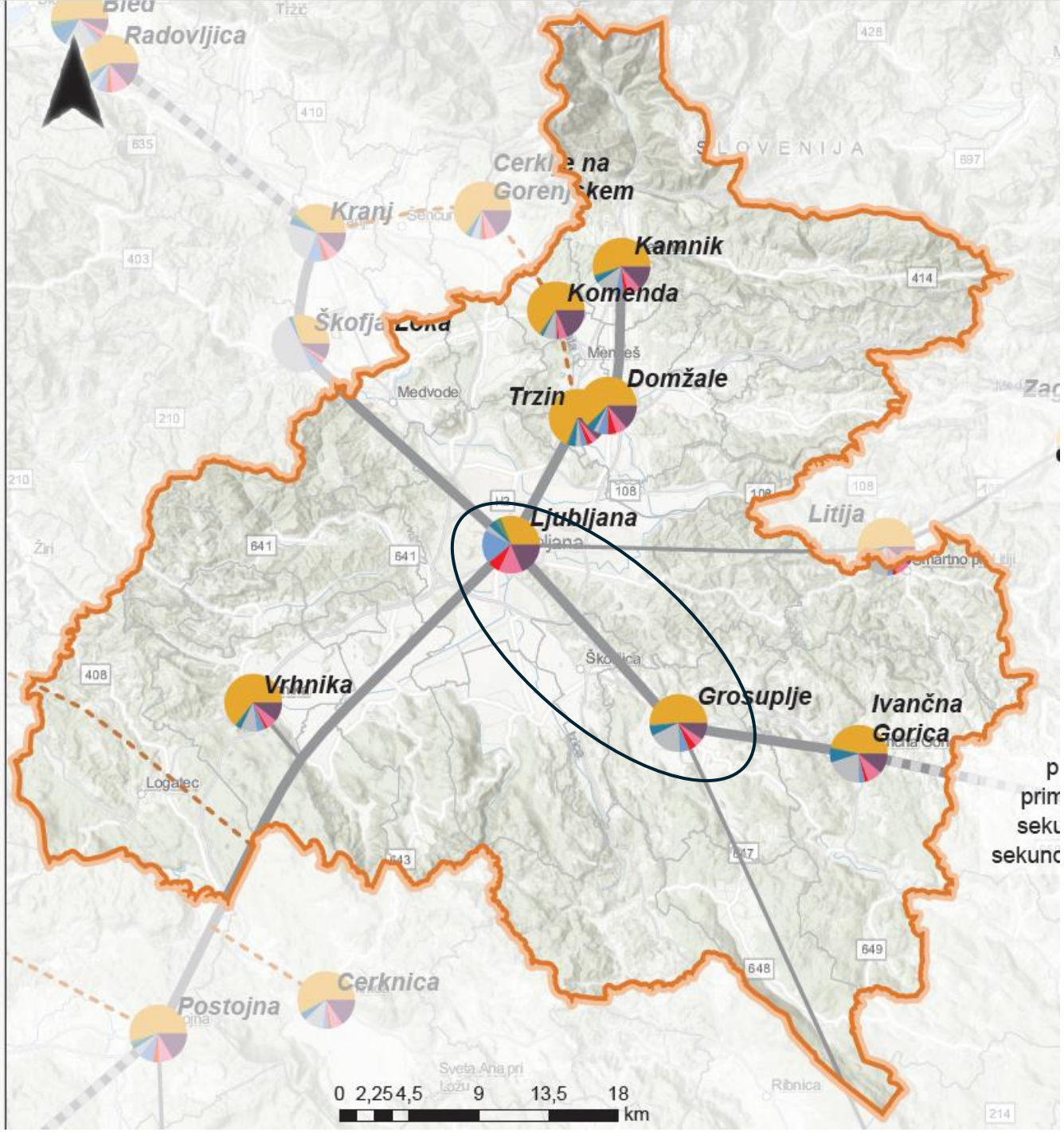
11. 6. 2026

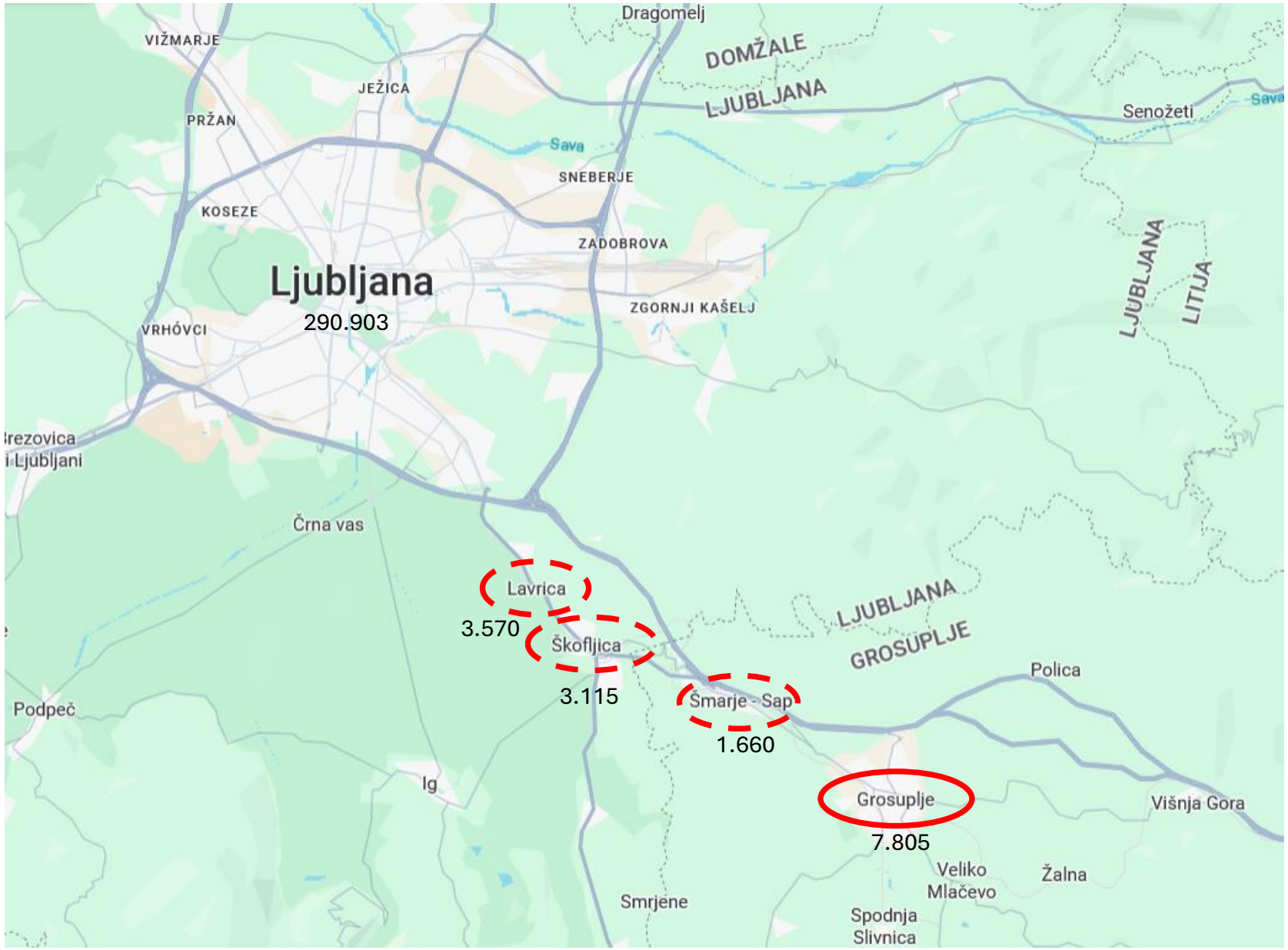
Ljubljana-Grosuplje

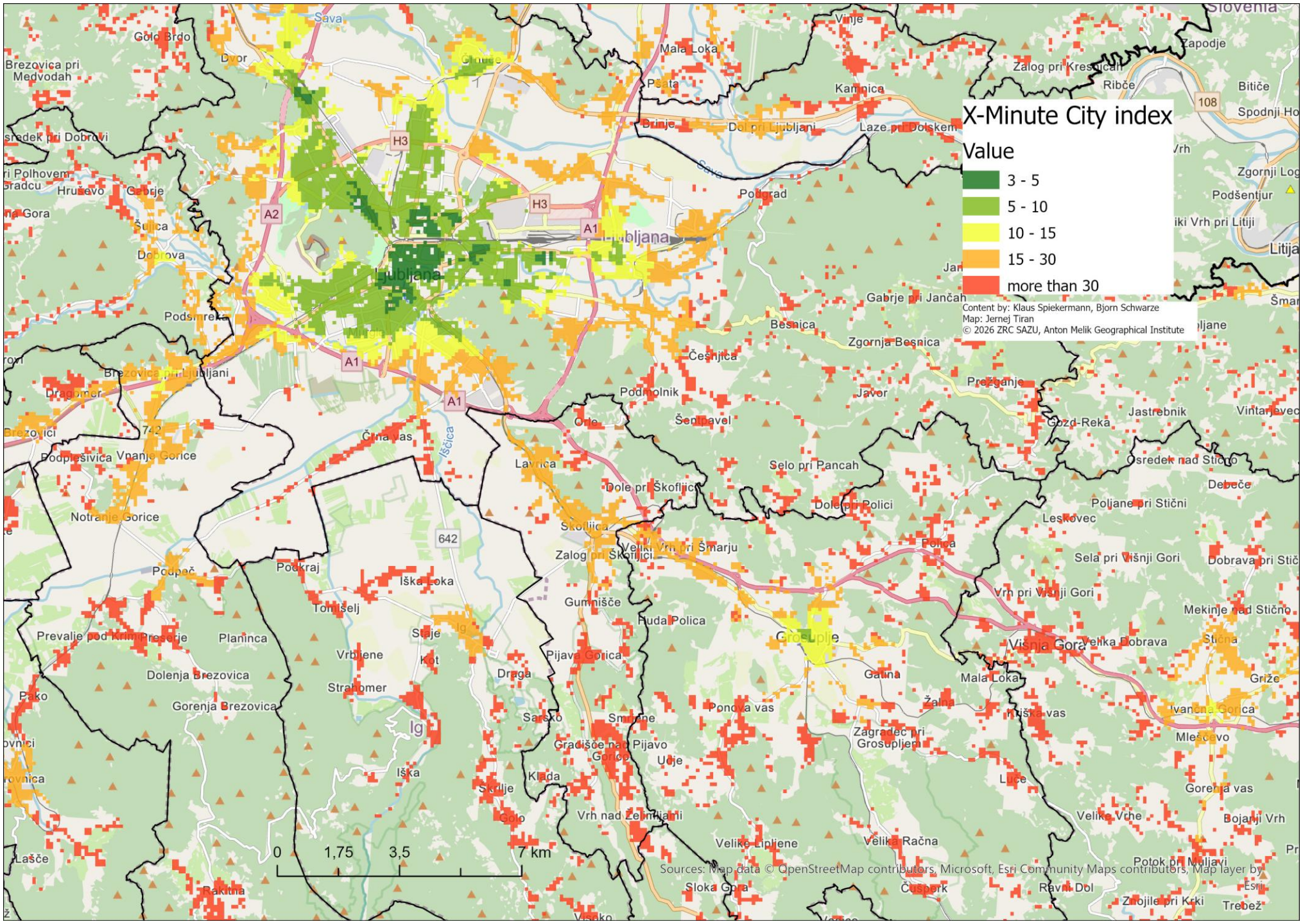
Field trip

ZRC SAZU| Janez Nared

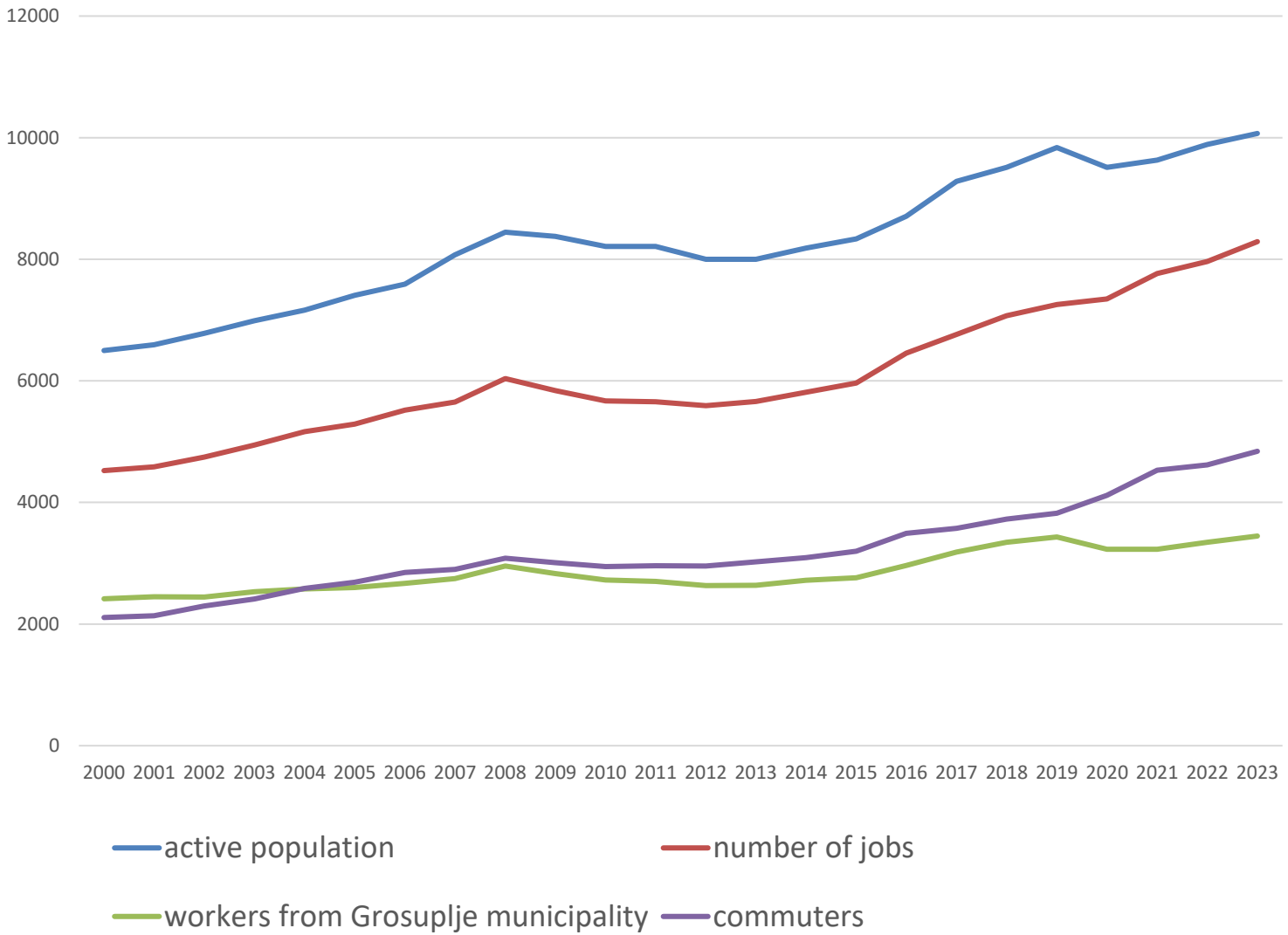
The region


Radovljica
Kranj
Kamnik
Komenda
Domžale
Trzin
Ljubljana
Litija
Vrhnika
Grosuplje
Ivančna Gorica
Cerknica
Postojna
Logatec
Medvode
SLOVENIJA
0 2,25 4,5 9 13,5 18
km

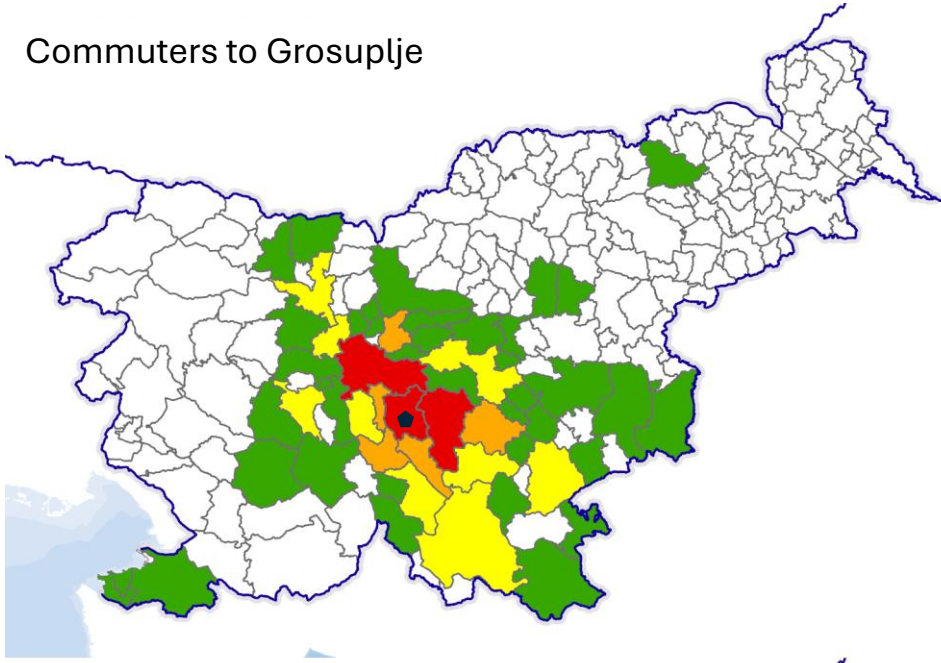

Dragomelj
VIŽMARJE
DOMŽALE
JEŽICA
LJUBLJANA
PRŽAN
Senožeti
Sava
Sava
SNEBERJE
KOSEZE
ZADOBROVA
Ljubljana
290.903
ZGORNJI KAŠELJ
LJUBLJANA
LITIJA
VRHOVCI
Črna vas
Lavrica
3.570
LJUBLJANA
GROSUPLJE
Škofljica
3.115
Polica
Šmarje - Sap
1.660
Podpeč
Ig
Grosuplje
7.805
Višnja Gora
Veliko
Mlačevo
Žalna
Smrjene
Spodnja
Slivnica


X-Minute City index
Value
3 - 5
5 - 10
10 - 15
15 - 30
more than 30
Content by: Klaus Spiekermann, Bjorn Schwarze
Map: Jernej Tiran
© 2026 ZRC SAZU, Anton Melik Geographical Institute
0
1,75
3,5
7 km
Sources: Map data © OpenStreetMap contributors, Microsoft, Esri Community Maps contributors, Map layer by Esri
Ljubljana
Slovenia

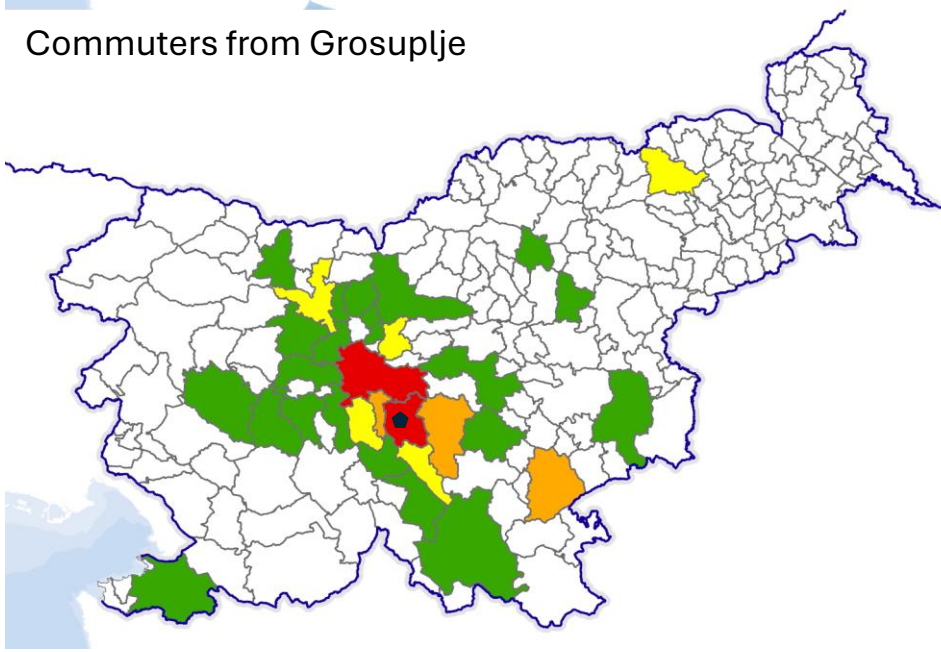
Grosuplje



Commuters to Grosuplje



Commuters from Grosuplje



No. of ommuters

0–10 11–50 51–100 101–250 251 in več

0 20 40

Avtorja zemljevida: David Bole, Manca Volk Ba
Vir: GU
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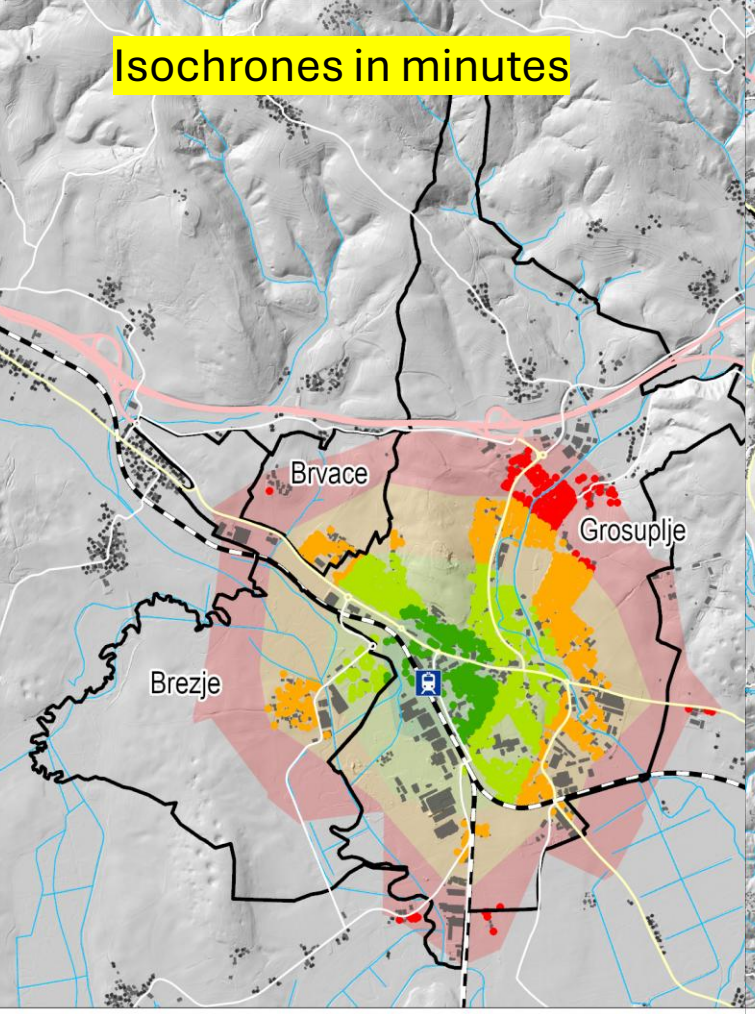
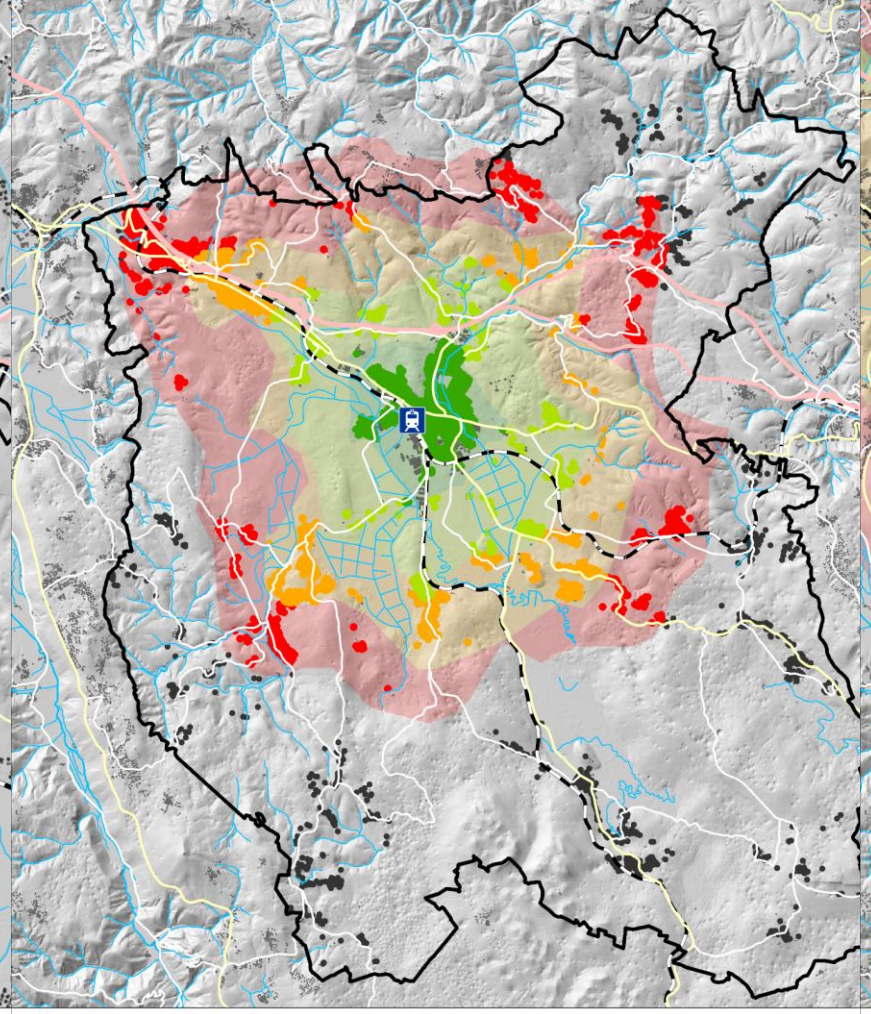
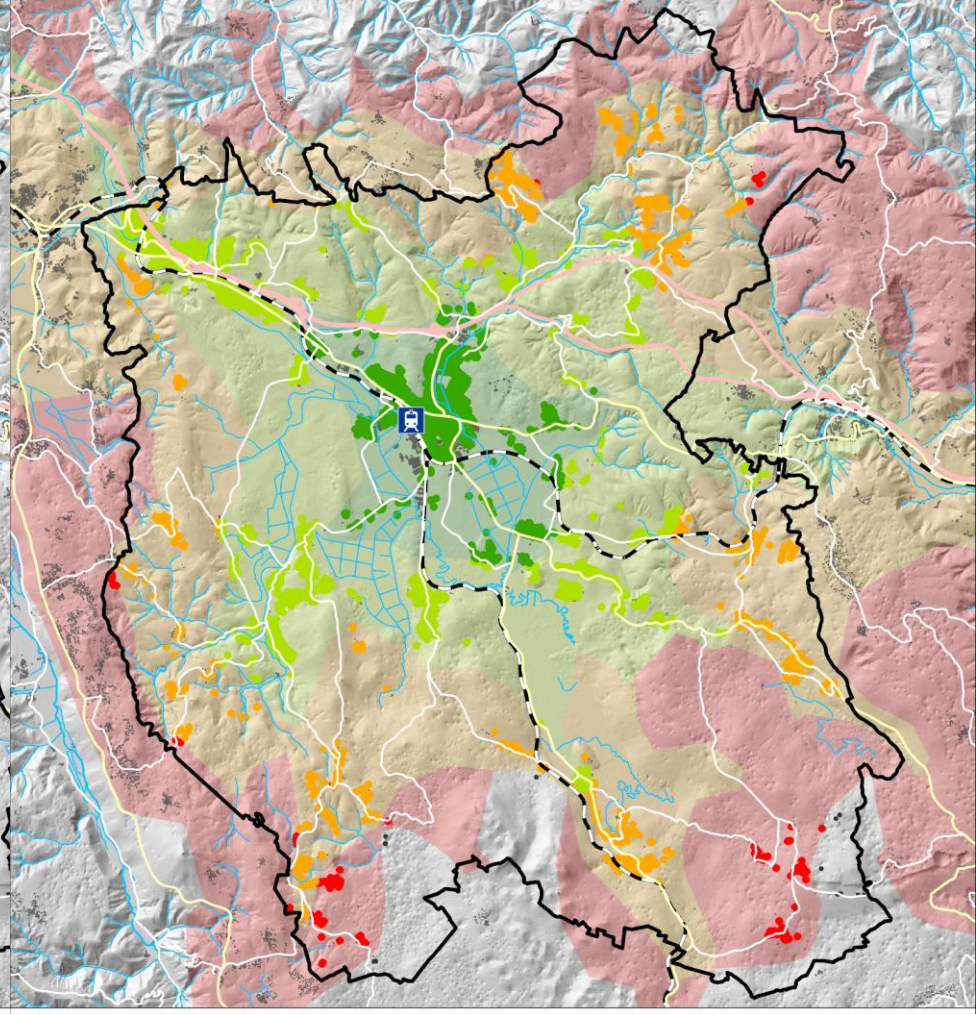
Isochrones in minutes







n Grosuplje, Brezje pri Grosupljem in Brvace -
top do železniške postaje v minutah

walking

bivalstvo

0 0,5

Avtorja zemljevida: Matej Gabrovec,

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Občina Grosuplje - dostop do železniške postaje s kolesom v minutah

- 5
- 10
- 15
- 20
- več kot 20

cycling

0

Avtorja zemljevida: Matej Gabrovec, M
Vi

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Občina Grosuplje - dostop do železniške postaje z avtom v minutah

- 5
- 10
- 15
- 20
- več kot 20

car

0 1 2 km

Avtorja zemljevida: Matej Gabrovec, Manca Volk Bahun
Vir: GURS, ARSO
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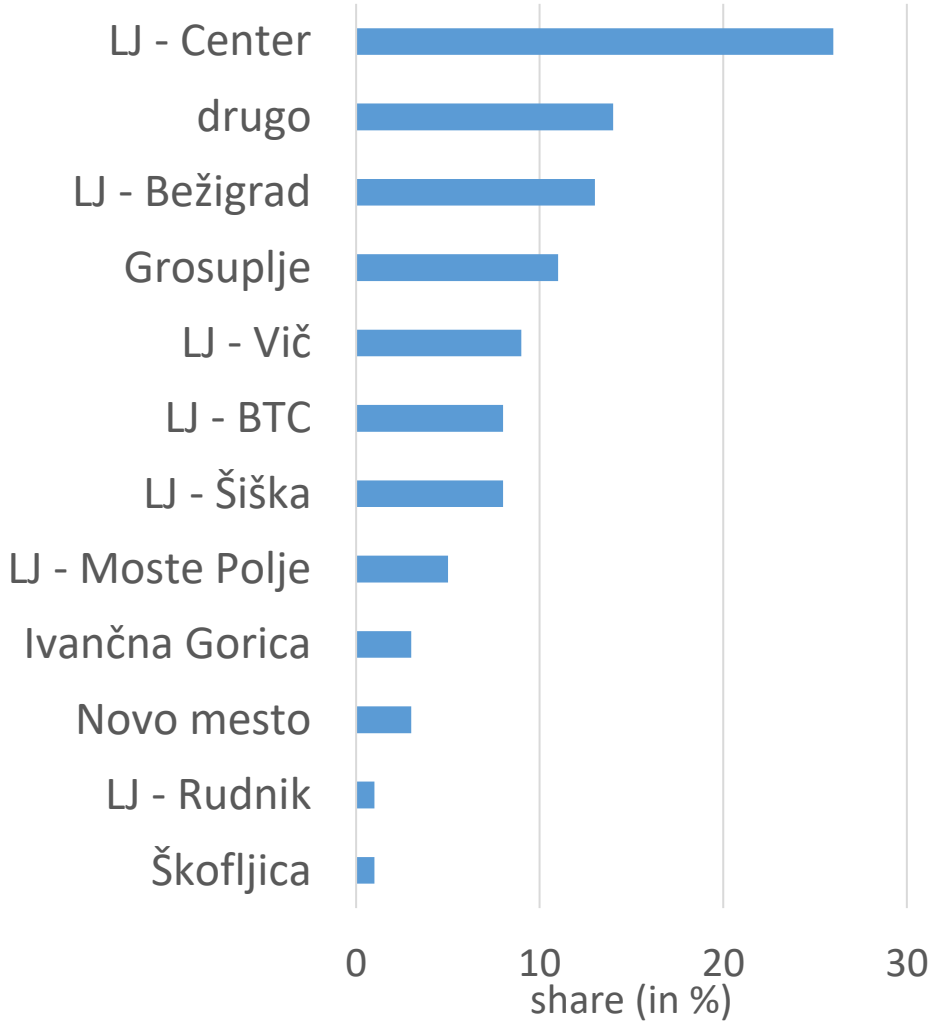
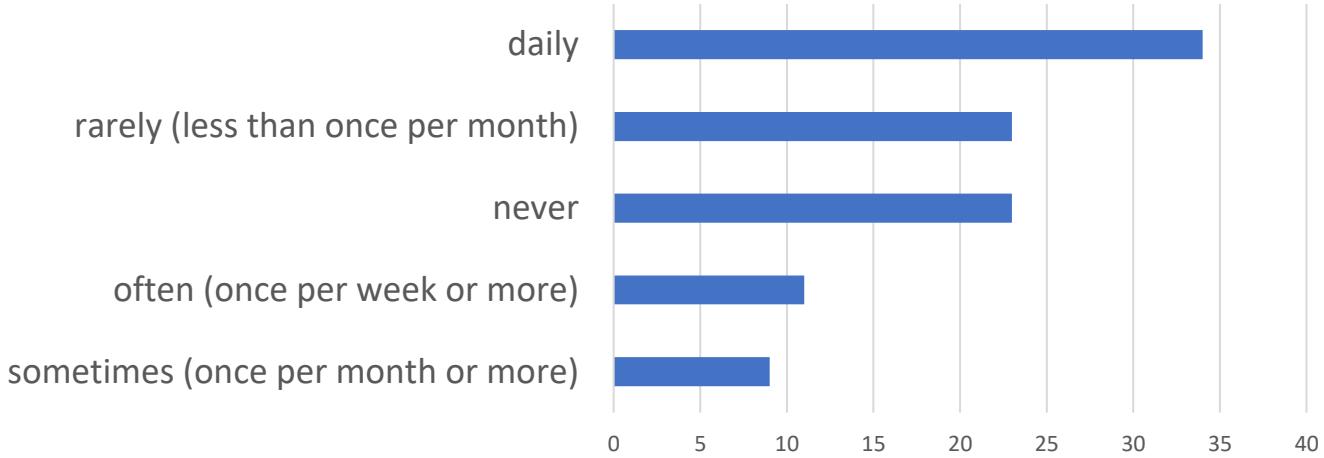
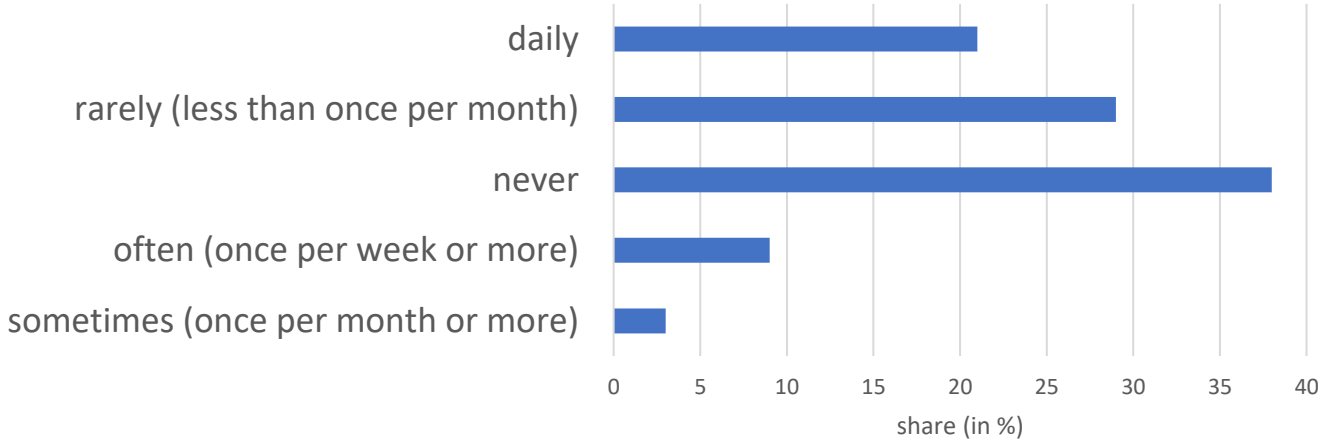
Location of work and education vs. use of public transport



Working/studying along the corridor



Working/studying elsewhere



Field work: joining observations with your own experiences

Division of participants in four groups (A, B, C, D):

Group 1: What is a minimum standard for a certain location to be perceived a 15mC? (availability of PT, possibilities for active modes of mobility, jobs, services, housing?) Are there different levels of 15 mC based on equipment and centrality of the locations? (Leader: Valentin)

Group 2: What are the interdependencies among the 15mC locations as well as with their hinterland at the functional urban level? Can 15mC at the regional level work without being closely connected to TOD? (Leader: Janez)

Group 3: How to decrease car-dependency? (Leader: Klaus)

Group 4: Which conflicts can you observe/identify in relation to 15mC implementation? (Leader: Levke)

Najlepša hvala!

Thank you!

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difu
Deutsches Institut für Urbanistik

LAUT

S&W

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RESEARCH CENTER OF TRANSPORT PLANNING AND TRAFFIC ENGINEERING

City of Vienna
Urban Development and Planning

ZRC SAZU

With funding from the:

Federal Ministry of Research, Technology and Space

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Social-Ecological Research

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Driving Urban Transitions

Co-funded by the European Union