

# Zajednički prostor

## Shared Space

U proteklih deset godina Ljubljana se iz uspavanog postsocijalističkog grada prometnula u suvremeni europski grad. Glavna gradska ulica je Slovenska cesta, koja se proteže u smjeru sjever – jug. Ona je 1960-ih pretvorena u prometnicu s četiri trake te je promet u središtu postajao sve gušći. Dosljednim provođenjem strože prometne politike grad je 2012. konačno uspio zatvoriti Slovensku cestu za automobilski promet.

Grad je 2012. objavio natječaj na kojemu su sudjelovali uvaženi slovenski arhitektonski uredi: Dekleva Gregorič arhitekti, Katušič Kocbek arhitekti, Sadar + Vuga i Scapelab.

In the past ten years Ljubljana has transformed itself from a sleepy post-socialist town into a contemporary European city. The main street of the city is the Slovenska Street (the Slovenian road), which crosses the city in the north-south direction. In the Sixties it was transformed into a four-lane roadway, and more and more traffic flowed through the centre of the city. By executing a strict and consistent traffic policy the city finally achieved the right conditions to close the Slovenska Street for car traffic in 2012.

In 2012, the city issued a call for proposals, in which prominent architectural offices participated: Dekleva Gregorič architects, Katušič Kocbek architects, Sadar+Vuga and Scapelab. It soon became apparent that the problem was much more complex than it appeared to be. The Slovenska Street is the main public transport artery in the city centre. Coincidentally it collides with the main pedestrian promenade, linking the city centre with the Tivoli Park. It is surrounded by important institutional buildings and the area is listed as protected heritage.

The four offices thus decided to continue the project as a common, synthesis solution. The completed renovation was planned as the first phase, and in the future, it will



UREDENJE SLOVENSKE CESTE, LJUBLJANA, SLOVENIJA | SLOVENSKA STREET RENOVATION, LJUBLJANA, SLOVENIA | arhitektonski uredi\_architectural offices DEKLEVA GREGORIČ, KATUŠIČ KOCBEK, SADAR + VUGA, SCAPELAB, STUDIO KRIŠTOF | fotografije\_photographs by MIRAN KAMBIČ | investor\_client OPĆINA LJUBLJANA\_MUNICIPALITY OF LJUBLJANA | površina\_area 14 000 m<sup>2</sup> | realizacija\_completed year 2015

Ubrzo se ispostavilo da je situacija puno složenija no što se prvotno smatralo. Slovenska cesta najvažnija je arterija javnog prijevoza u centru grada. Ujedno se susreće s glavnom pješačkom šetnicom koja povezuje gradsko središte s Parkom Tivoli. Okružena je važnim javnim

continue all the way to the inner city ring. The New Slovenska Street project is based

on cutting-edge concepts in public space design. Despite the large volume of pedestrian and bus traffic, it is designed as a *shared space*. The transformation drew inspiration from typical avenues in large European cities which are always marked by two key elements—a vertical and a horizontal



zgradama i upisana na listu zaštićenih spomenika. Četiri arhitektonska ureda stoga su odlučila provesti projekt kao zajedničko, sintetsko rješenje. Izvedena obnova pripada prvoj fazi, a u budućnosti projekt će obuhvatiti i unutrašnji gradski prsten.

Projekt nove Slovenske ceste temelji se na najnaprednijim konceptima u oblikovanju javnog prostora. Usprkos značajnom obimu pješačkog i autobusnog prometa, projektirana je kao *zajednički prostor*. Preoblikovanje je nadahnuo tipičnim avenijama velikih europskih gradova koje su određene vertikalnim i horizontalnim elementima. U ovom slučaju, riječ je o drvodu crnoga jasena te geometrijskom uzorku nogostupa koji optički proširuje gradski prostor.

Nova Slovenska cesta tako je manifest za budućnost Grada Ljubljane. Riječ je o vizualnom i funkcionalnom preoblikovanju u kojem je prednost kretanja gradom dana javnom prijevozu, pješacima i biciklistima. Ulica je, kako je uvijek i bila, mjesto *postajanja* – prostor u kojem grad pokazuje kakvoj budućnosti stremi.



one. In this case, these are the

tree-line of manna ash trees and the geometric pattern of the pavement which increases the optical dimensions of the urban space.

The new Slovenska Street is thus a manifest of the future of the City of Ljubljana. It is a visual and functional transformation of the city in which public transport, pedestrians and cyclists are given a key advantage in moving through the city. The street is, as it has always been, a place of *becoming*—a place where the city shows towards what kind of future it strives.

floor  
floor plan

