

# **Aktuálna situácia v zavádzaní plánov mobility na Slovensku**

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# Obsah prezentácie

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- Plánovanie trvalo udržateľnej mobility – status quo v mestách SR
- Podporné aktivity projektu ADVANCE a ENDURANCE pre plánovanie mestskej mobility

# Manažment mobility na Slovensku

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- Koncept manažmentu mobility je v mnohých slovenských mestách ešte stále novým pojmom.
- Neexistuje žiadna národná stratégia alebo legislatíva v oblasti plánovania mestskej mobility.
- Na národnej úrovni doposiaľ neexistovala podpora, ani systematický prístup k tejto problematike.
- Chýba širšia podpora a potrebné nástroje na uvedenie manažmentu mobility a plánovania mobility do praxe.

usually missing.

## Aký postoj ku konceptu PUMM majú slovenské mestá?

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- Väčšie mestá boli o koncepte informované.
- Mestá deklarovali ich všeobecný záujem o plány trvalo udržateľnej mobility.
- Niektoré mestá už začali implementovať opatrenia pre zlepšenie mobility.
- Obvykle tak začali konať na základe tlaku zdola.
- Samosprávy len málo spolupracujú s obyvateľmi, zainteresovanými stranami a odborníkmi.

# Pilotné projekty - Žilina

- Audit ADVANCE
- Akčný plán mobility

*Objemová prognóza vnútornej prepravy osôb, scenár A*

Druh prepravy	Rok 2025			
	Del'ba PP	Pomer IAD/ost	Pomer IAD/MHD	Hybnosť B
IAD	<b>50</b>	50	77	
MHD	<b>15</b>		23	
Pešia a cyklistická	<b>35</b>			
Ostatná*		50		
<b>Spolu</b>	<b>100</b>	100	100	3,90

*Objemová prognóza vnútornej prepravy osôb, scenár B*

Druh prepravy	Rok 2025			
	Del'ba PP	Pomer IAD/ost	Pomer IAD/MHD	Hybnosť B
IAD	<b>34</b>	34	51	
MHD	<b>33</b>		49	
Pešia a cyklistická	<b>33</b>			
Ostatná*		66		
<b>Spolu</b>	<b>100</b>	100	100	3,90



Počet prepravených osôb DPMŽ (v období rokov 2005 až 2012) a medziročné indexy.

# Problémy mesta

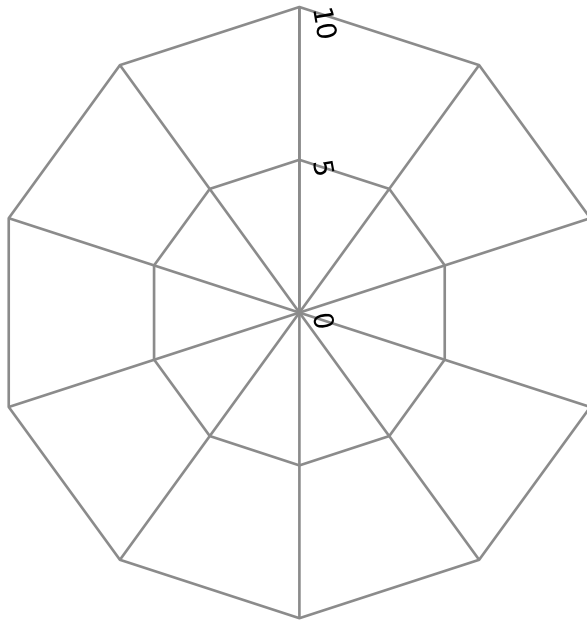
Rok	Počet prepravených osôb za rok	index
2005	15 616 869	0,90
2006	14 666 257	0,94
2007	14 349 000	0,97
2008	13 505 000	0,94
2009	11 838 671	0,88
2010	11 312 297	0,96
2011	11 120 339	0,98
2012	10 890 930	0,98



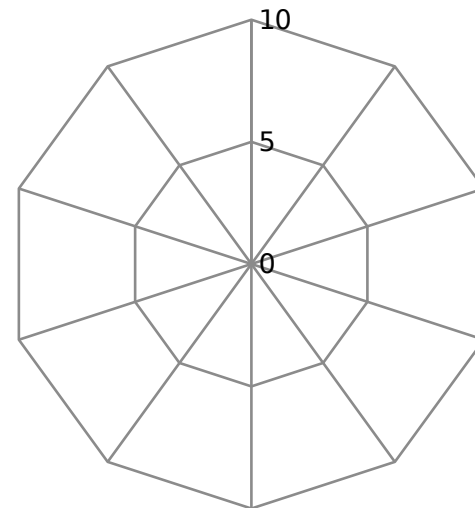
# Výsledky z auditu

## Polia aktivít a procesy

**Polia aktivít**



**Procesy-plánovania**



# Výsledky z auditu

## A7 - Manžment mobil

0 1 2 3 4 5 6 7 8 9 10

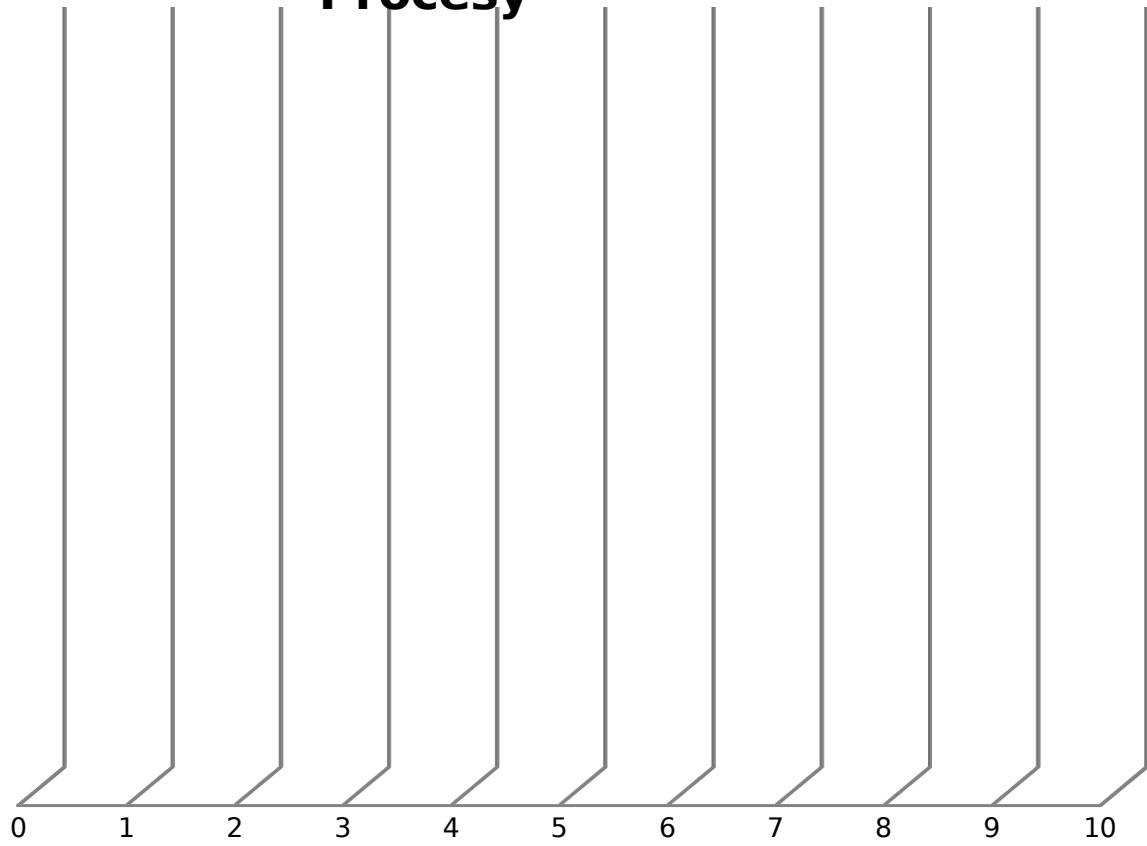
## A4 - Cyklistická doprava

0 0.1 0.2 0.3 0.4 0.5 0.6 0.7 0.8 0.9 1



# Výsledky z auditu

**Procesy**



# Opatrenia

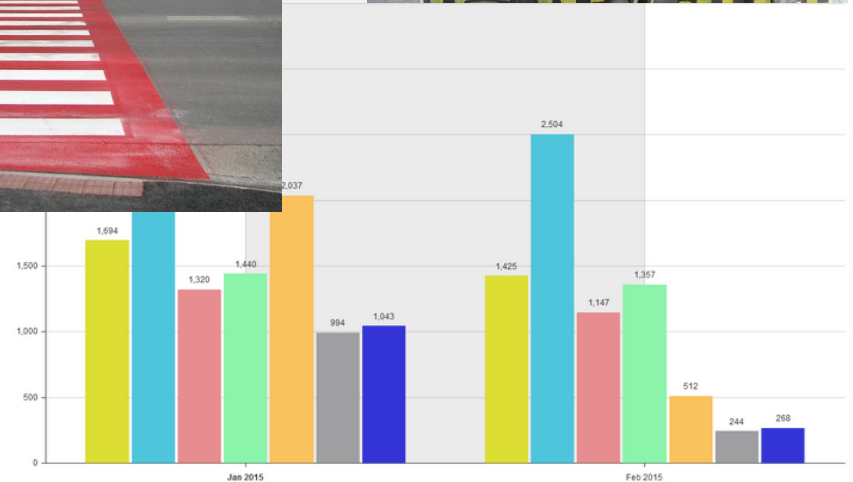


Správa z auditu ADVANCE  
a akčný plán mobility pre mesto  
Žilina na roky 2014-2025

Organizácia:  
Mestský úrad v Žiline  
Nám. obetí komunizmu 1  
011 31 Žilina

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Žilina, september 2013



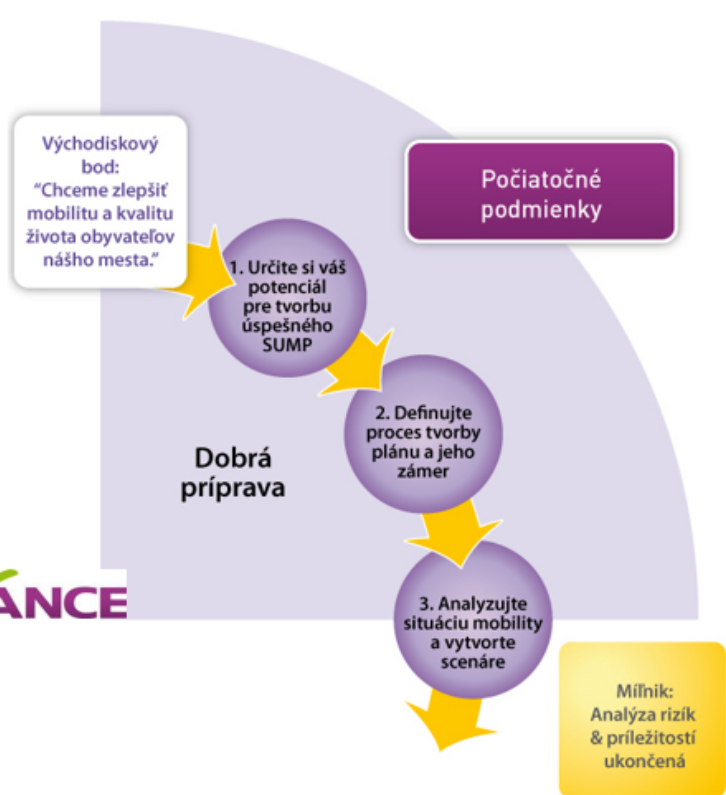
# Postavenie auditu v cykle PUMM

## Dobrá príprava

Element 1: Odhadnite svoj potenciál pre úspešný PUMM!

- 1.1 Zaviažte sa k princípom trvalo-udržateľnej mobility
- 1.2 Stanovte dopady v regionálnom a národnom kontexte
- 1.3 Uskutočnite sebahodnotenie
- 1.4 Posúďte dostupnosť zdrojov
- 1.5 Definujte základný časový rámec
- 1.6 Identifikujte kľúčové osoby a zainteresované strany

ADVANCE



# Pilotné projekty - Košice

- SUMP v rámci projektu ATTAC – 2014



Sustainable Urban Mobility Plan of the Košice (2014)

## The expert group:

- Ing. Viera Šestáková (DPMK)
- Ing. Karol Kuzma (DPMK)
- Ing. Peter Šmihula (DPMK)
- Ing. Roman Danko (DPMK)
- Ing. Radovan Hužvík (Kosice self-governing region)
- Ing. Michal Dekánek (MDVRR SR)
- Ing. Tibor Kolesár (Kosice police corps)
- Sebastián Baran (IMHD Košice)
- Ing. Jaroslav Semančík (cycling activist)
- Martin Zimáni (cycling activist)
- Karol Labaš (Cycling Union of Kosice city)



Tab. 5.2 SWOT analysis of public mass transport in Košice

Strength	Options for using the strengths
Generally the most preferred way of transportation in the cities (together with bicycle transport) – in terms of safety, ecology, economy, place occupation, homogeneity and accessibility of urban areas and so on.	Maximum universal preference public mass transport from the level of government
Generally the necessary premise of mobility (and mobility is the premise for social inclusion) for the inhabitants who can not use the individual transport because of social, age or health reasons (at all or at least regularly).	On the base of quality standards to determine the minimum frequency for Urban mass transport for areas and times with the low transportation demands and their compliance.
There is relatively good configuration of transport network for public mass transport in Košice	Completing of missing tracks, communications, turnings and transferring nodes and the rational organization of Urban mass transport on the network
Weaknesses	The possibilities for removing the weaknesses
Generally objective immanent handicaps comparing to individual automobile transport – lower travel speed (not for saturated communications and areas with good preference of public transport), lower comfort of transportation, higher level of exposing to the weather conditions, higher risk of harassment by other persons, criminal behavior.	Positive (support of public mass transport) and negative (suppression of individual transport) measures from the level of government
Traffic-engineering approach to the organization of Urban mass transport in Košice was not good implemented (inadequate preference of tram and trolleybus transport, „main“ lines, etc) – the result – longer walking distance to access the public transport, longer travel time, need of more transferring.	The changes in approach of organization of Urban mass transport (tracing of lines, headways, capacity)
Unequal distribution of capacity in relation to the transport needs – enormous differences in the average occupancy of lines during the day even in closely related transport relations.	Correcting of existing weaknesses (at least the partial equalization of capacity)
Minimum coordination and integration of Urban and suburban public mass transport	At the beginning the coordination of timetables, minor structural modifications in the transferring nodes, at least partial mutual recognition of travel tickets.
Opportunities	Possibilities for exploitation of opportunities
The possibilities for improving the public mass transport in the city and region with the assistance of appropriately proposed effective and realistic	Proposal of appropriate, evidence-based and realistic projects.

# Pilotné projekty - Košice

## 7. Parking



Like other cities also the city of Košice faces to problems with parking. The actual demand for parking exceeds supply.

The parking is regulated for downtown while for other urban areas it is planned in the future. At present, the area around within city provides about 40 thousand parking spaces, while total demand is for about 54 thousand parking spaces. In percentage, this represents a deficit of about 25 percent, which means 14,000 missing parking spaces. The city is preparing a site for the building of collective garage in the center, but also in the neighborhoods. Just settlements are for static traffic long underpowered. Parking should preferably be addressed in the historic center of the city, the missing 1,600 sites. This problem also contributes to the fact that it is now better access to the city center such by individual cars as by public transport.

In terms of strategy documents the General Transport Plan counted for the projected period in 2010 the number of vehicles 104,650, while they occupy an area of about 81.41 ha. (That means 810 000 m<sup>2</sup> for 7.7 square meters for a vehicle. The city also ordered the elaboration of the Concept of parking in the city of Košice in 2013, which has not been approved (valid to February 2014). This strategy proposes the concept of parking solutions based on the following principles:

- Localities of mixed parking ( residents plus visitors ), limited parking for visitors
- price ( Payable peak static traffic ) - according to the attractiveness of individual locations ( tarifzones 1-4 ).
- Locations for residents only parking with capacity to transport services.
- Locations for parking for special populations ( children's drop out in kindergarten / elementary school, Judge: institutions, ... ) .
- Dedicated space for commercial operators concentrated into compact units following the junctions at maximum of 20 % of available capacity .
- taxi rank concentrated into compact units following the transport structure and natural need of this service .
- Places to severe disability in accordance with DIN 73 code 6110.



Fig.7.1 Draft of Central Urban Zone (CMZ) solutions.

Possible solutions :  
Trend in Western Europe is the regulation of parking and shifting the costs to the car users. Besides of the concept related to the parking charging

## 8. Walking



Even the General Transport Plan highlighted the vital role of pedestrian traffic and the pedestrians surveys were carried out on the selected sidewalks. The city of Košice lacks conceptual programming document of pedestrian traffic that will ( as a like cycling document) contain binding development principles (i.e., eligibility for funding from the city budget, the obligation to deal with the movement of pedestrians in each transport investment, protection of territorial reserves pedestrian corridors). The Land Use Plan has defined mainly in the centre the important pedestrian paths and pedestrian areas, but in our opinion it is important that the different areas are interconnected by footpaths, so it will be possible to go on foot to different areas.

The basic problems of pedestrian traffic include:

- The interrelation of different areas trails,
- Poor surface trails,
- Poor availability of some bus stops for pedestrians,
- Reduced accessibility for persons with reduced mobility ( e.g. high curbs, etc. . )



Fig. 8.1 Sidewalks represent barriers for persons with reduced mobility

# Pilotné projekty - Košice

Tab.10.2 Proposal of new actions for period 2013 – 2015.

Measure	Responsibility	Expectation (i.e reduction of PM10 or air quality improvement )	Time schedule	Finance (Investments and other costs) [thous. €]	
Complete the bicycle infrastructure and isolate from car traffic by greenery planting	City Košice	Reducing of car traffic and reduction of CO2	year 2013 2014 2015	200 000 300 000 200 000	Zrealizovaná délka 20 km plán 30 km plán 20 km
Greenery planting	City Košice	Impact on air quality	Year 2013 2014 2015	Not available	Trees: 260 pcs. + 240 pcs.+ 260 pcs+ 240 pcs+ 260 pcs + 240 pcs

# Pilotné projekty - Košic

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In the case of plan proposals the experts agreed on the need of roofing the managing mobility by one worker or a need to introduce professional management of mobility management, which would be paid to this area. In terms of defined areas that experts identified as necessary to solve the following areas.

Strategy documents:

- Update the General Transport Plan .
- Define short and long term goals .
- Process sustainable mobility plan covering all modes of transport .

- Establish a methodology for assessing the impact of projects on transport.
- Conduct the Master plans for cycling and walking.
- Regularly update the SUMP.

# Ako ďalej?



## Integrovaný regionálny operačný program (IROP) Špecifický cieľ č. 1.2.1, aktivita:

- A.) spracovanie komplexných strategických dokumentov pre oblasť dopravy vrátane nemotorovej dopravy:
  - spracovanie, resp. aktualizácia strategických dokumentov a územnoplánovacích podkladov (plány mobility, generely dopravy, plány dopravnej obsluhy);<sup>u</sup>
  - IROP bude realizovaný prostredníctvom Regionálnych integrovaných územných stratégií (RIÚS) na úrovni samosprávnych krajov misin
  - Formuláre projektových zámerov



# Generely dopravy versus plány mobility?

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## Generel

- Základné vstupné údaje
- Demografický potenciál
- Modelovanie, kalibrácia modelu a zaťaženie
- Prognóza automobilovej dopravy
- Hodnotenie úrovne dopravnej obsluhy
- Návrh riešenia dopravy
- Závery, odporúčania a návrh opatrení

## PUMM

- Analýza stavu a východiskový scenár > PREDPOKLADY
- Definícia vízie, plány a ciele > VÍZIA A STRATÉGIA
- Výber politik a opatrení > IMPLEMENTÁCIA
- Alokácia zodpovedností a zdrojov > ORGANIZÁCIA
- Vypracovanie systému monitoringu a hodnotenia

# Čo je d'alej dôležité?



# Tréning

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- Národná podpora a legislatívny rámec
- Prístup k financovaniu
- Hodnotenie súčasného stavu mesta
- Návod a tipy na prípravu a implementáciu plánov udržateľnej mestskej mobility
- Ako stanoviť priority
- Vytvorenie miestnej kapacity
- Integrácia rôznych sektorov
- Kvalita života
- Pozitívny imidž mesta
- Príklady dobrej praxe