



Územný generel dopravy s prvkami SUMP

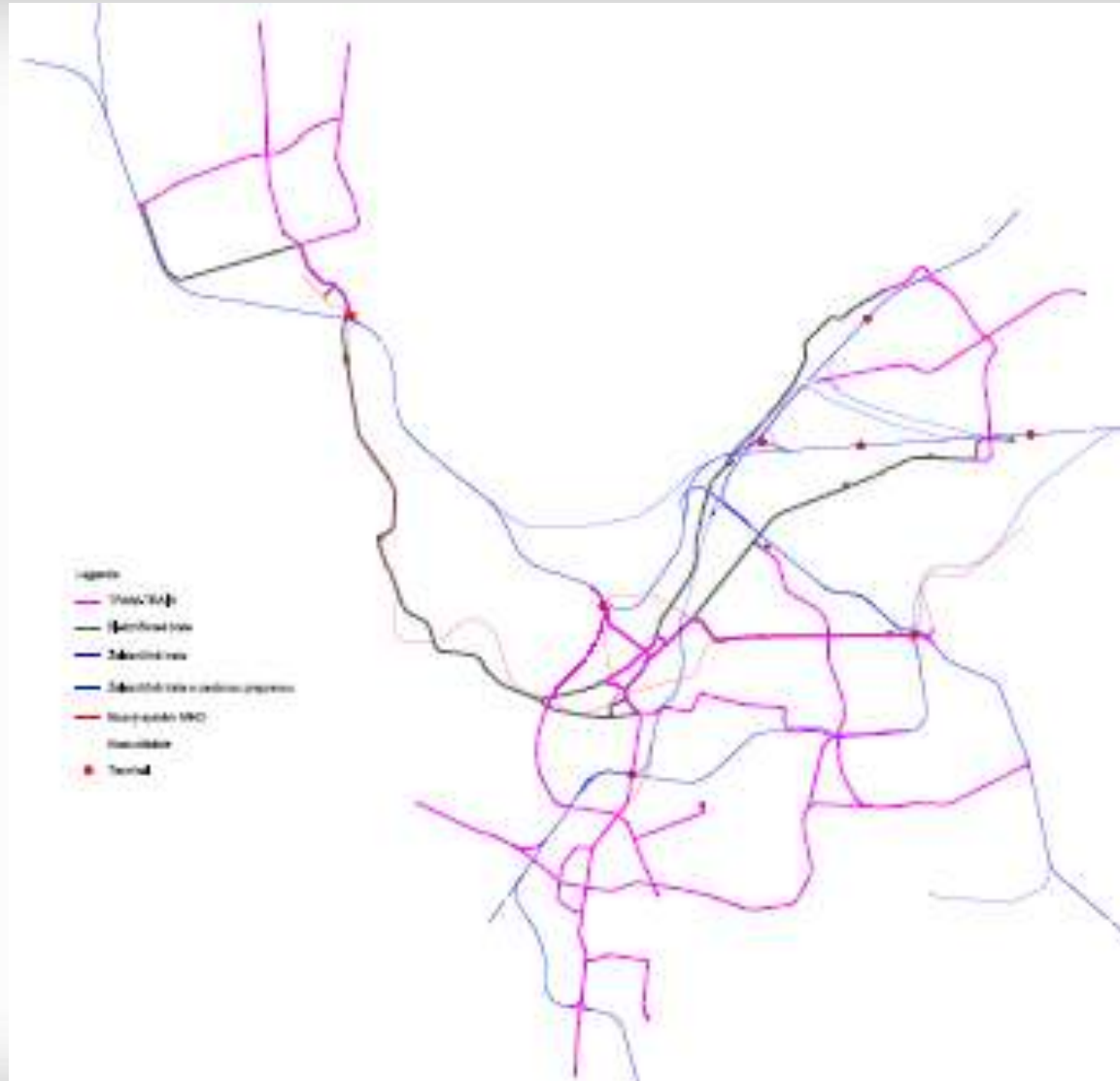
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Hlavné mesto SR Bratislava

**seminár k plánom trvalo udržateľnej mobility
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Strategická štúdia Bratislavského železničného uzla



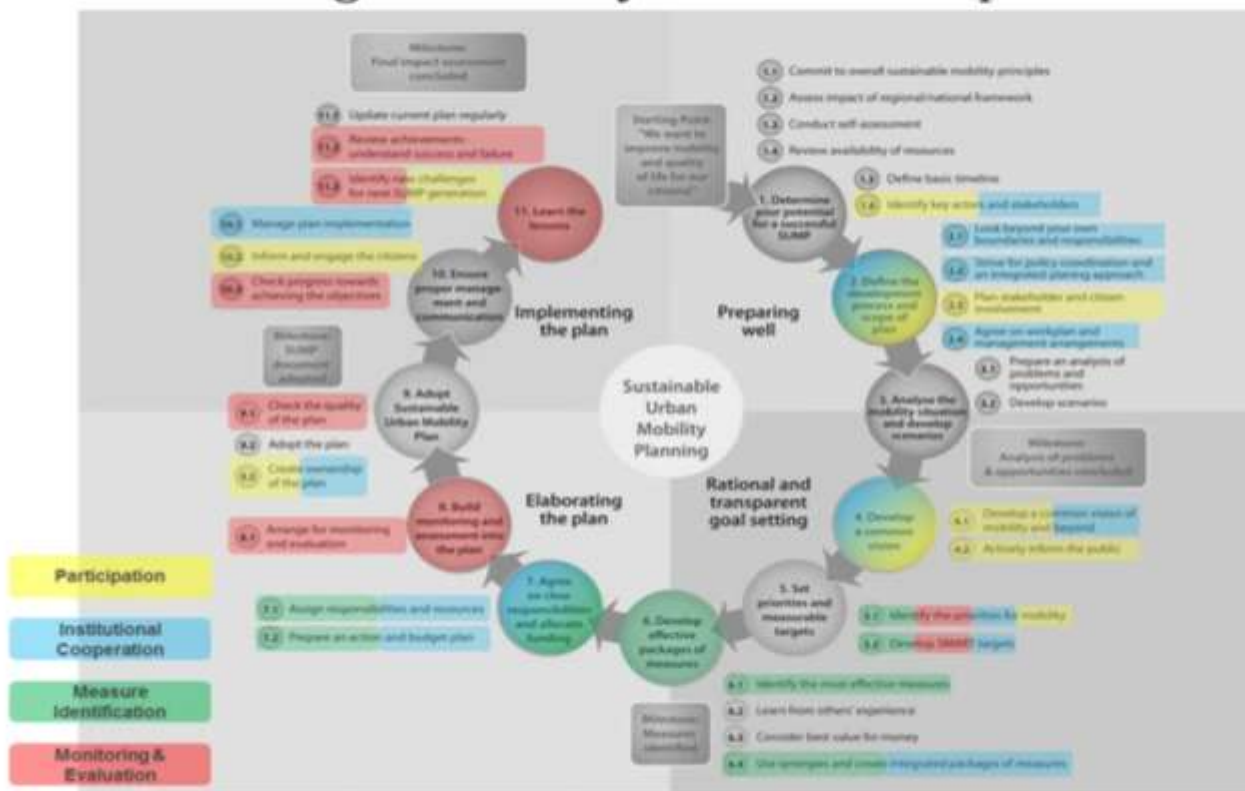
Čo je SUMP?

Summary and conclusion

- There is strong evidence that cities need a more strategic and comprehensive planning approach like SUMP
- SUMP is an **innovative planning concept** providing **innovative approaches** to address local challenges more effectively
- SUMP provides the chance to **incorporate new policy measures and packages**
- Cities face a variety of different **challenges** in the SUMP process and in the implementation of innovative measures and packages like
 - ✓ **finding a common vision for transport and urban development**
 - ✓ **effective governance & leadership**
 - ✓ **long-term political commitment**
 - ✓ **strong links with land-use planning and**

Generel vs. SUMP

Challenges for a city in the SUMP process



Dopravný generel sa spravidla zaoberá výhradne tvrdými dátami a rýdzo inžinierskymi kvantitatívnymi hodnotami.

SUMP a inovácie



The TIDE project Transfer of innovative mobility measures



SUMP

SUMP a ukazovatele

Measure selection in SUMP development

Usually,....

- limited availability of knowledge of measures, and limited evidence on performance, especially in specific city contexts, is a barrier to effective measure selection



SUMP a ukazovatele

A growing range of policy measures

Management

- Bicycle sharing
- Walking buses

Information

- Trip planning systems
- In-vehicle real time guidance

Awareness

- Personalised travel advice
- Company travel plans

Pricing

- Road user charging
- Smart card fare systems

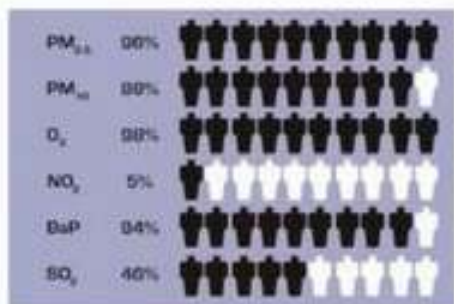


Perhaps twice as many as in 1984

- But how much do we know about them?
- Are we making good use of them?

Prečo dopravné plánovanie

Urban Transport in Europe



Exposure to air pollution



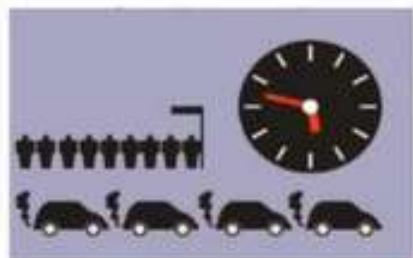
Share of all kilometres travelled by:
**WALKING + CYCLING
+ PUBLIC TRANSPORT**

| | | | |
|------------|------|-----------|------|
| Paris | 87 % | Vienna | 71 % |
| Barcelona | 83 % | Valencia | 67 % |
| Amsterdam | 79 % | Berlin | 60 % |
| Helsinki | 75 % | Seville | 60 % |
| Stockholm | 75 % | Turin | 59 % |
| Madrid | 74 % | Stuttgart | 49 % |
| Copenhagen | 72 % | | |

Transforming urban mobility



Growing urban population



Commuting time spent in transport



Exposure to night-time traffic noise

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ĎAKUJEM ZA POZORNOSŤ