

# European Commission Executive Agency for Small and Medium-sized Enterprises

Intelligent Energy Europe
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### CH4LLENGE

# Addressing Key Challenges of Sustainable Urban Mobility Planning

# D6.3 Post-seminar notes of national SUMP challenge seminars Czech Republic

Deliverable	D6.3 Post-seminar notes of national SUMP challenge seminars
Work Package	WP Training and exchange
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#### 1. Targets and expected outcomes of the national seminar

The aim of the CH4LLENGE National Seminar was to present examples of good practice from other European countries as well as the examples from Czech cities which have already started with the preparation of a SUMP.

#### 2. Current situation of sustainable urban mobility planning in the Czech Republic

The process of SUMP development is at its beginning in the Czech Republic. There is no national guideline or legal obligation to prepare/adopt a SUMP for cities, agglomeration or regions. European guidance is the only one available. However, with the new EU programming period the necessity of SUMP development has become even more relevant. The biggest challenge in sustainable mobility planning, which Czech cities are facing now, is to develop SUMPs without national guidelines.

Nevertheless, every city and region has to have a master urban plan, which covers the whole area of city development including transport. The existence of such a document is set by law (Building Act). In addition to these obligatory documents, plans for different transport modes such as cycling, public transport, walking, individual cars, etc. or development plans for traffic management (use of ITS) are existing in Czech municipalities. In addition, documents for improvement of the urban environment (especially regarding air quality) are prepared in cities and regions.

The use of sustainable transport modes and the development of the relevant infrastructure are supported in all national policy documents. The process of public participation and citizens' involvement in preparation of the strategic documents, other than obligations set by the law, is still at its beginning. Nevertheless, the situation regarding the SUMP process has started to change (also due to EU policy and the upcoming funding programming period) and steps towards inclusion of SUMP among the strategic documents have been made.



#### 3. Local SUMP experience

The preparation of the Sustainable Urban Mobility Plan (SUMP) for Brno was at the very beginning at the time of the National Seminar, despite the city being among the first cities in the Czech Republic which have started with the preparation of a SUMP. Works on the analysis of the current situation began in August 2014, the strategy for public participation was prepared in November 2014.

The city of Brno decided to engage citizens in the process of SUMP development in a much broader way than it is usually done. SUMP working groups of active citizens were established. Besides that, public discussion and consultation took place throughout the whole process of SUMP development. The comprehensive participatory approach and the alignment of the process to the SUMP cycle are the main distinctions of Brno's SUMP compared to other Czech cities.

#### 4. Seminar presentations

Below is an English summary of presentations delivered at the national seminar in local language.

- CH4LLENGE Project (Iva Machalová, Transport Department, Brno City Municipality)
   The presentation focused on providing basic information about the CH4LLENGE project and its aims in the City of Brno. The four challenges of developing a SUMP were introduced.
   Participants of the event were informed about planned activities of the project.
- Introduction to Sustainable Urban Mobility Plans (Petr Kurfürst, Transport Research Centre (CDV), Brno)

Sustainable urban mobility planning was introduced within this presentation. Documents available for Czech cities regarding the development of SUMPs were presented. The presentation focused on explaining the differences between traditional transport planning and sustainable urban mobility planning. The benefits of the use of sustainable urban mobility planning, but also challenges which cities can experience were presented. Possible sources for funding of SUMP were listed. The presentation also showed examples from different European countries mostly regarding the legislation necessary for SUMP development.

- Transport Plan for Bratislava, Slovakia experiences from preparation and realization (Tibor Schlosser, City of Bratislava)
  - Bratislava is the capital city of the Slovak Republic. For the city, it was necessary to prepare an analysis of the mobility situation in the city and the surrounding agglomeration. The document, which is under preparation, is called Transport Plan and show similarities with a SUMP. Experiences from the development of the Transport Plan were included in the presentation. Complex mobility research was part of the analysis of the current situation; this data was completed with transport data. The example of future development of one of the Bratislava city districts was presented as well.
- SUMP and the current situation in the Czech Republic (Zbyněk Sperat, Transport Research Centre (CDV), Brno)

This presentation was a description of the current situation in the Czech Republic with a special focus on the fact that there is now a methodology for SUMP development. Czech cities are using the current legislation on urban mobility to start the development of a SUMP.



Possible sources of financial funding for SUMP development as well as tools for SUMP implementation were presented as well – such as ITI, IROP, Horizon 2020.

#### Sustainable Urban Mobility Plan in Brno (Vladimír Bielko, Head of Transport Department, Brno City Municipality)

This presentation informed about Brno's current situation in SUMP development which began in August 2014. The analytic part of the SUMP has been elaborated. Brno's SUMP development is connected to the Transport Policy adopted by the City Assembly in 1998. This policy puts an emphasis on the increase of the use of sustainable transport modes (cycling, walking, public transport). The City of Brno has many strategic documents which are used as a basis for the SUMP – e.g. topic plan on cycling, walking, strategy of ITS development, of city logistics, etc.

#### • Sustainable Urban Mobility Plan in Ostrava (Jiří Landa, AF CITYplan)

An example was delivered by another Czech city working on SUMP. Ostrava is the capital of North Moravian Region, located in an area with heavy industry and coal mining. Ostrava's approach in SUMP development has been different from Brno's. Involvement of citizens was the main focus in the presentation of the results of Ostrava's SUMP. The mobility plan is cofinanced by EU funds.

- Sustainable Urban Mobility Plan in Plzeň (Ondřej Kokeš, Daniel Šesták, Mott Macdonald)
- The presentation described the development of SUMP in the city of Plzeň. Plzeň's SUMP is
  developed by the city in cooperation with a consultancy. Research on mobility behaviour
  took place and a series of workshops were prepared to discuss results and findings. Citizens
  were informed about the results.
- Brno Public participation in the SUMP process (David Holman, MEDIA AGE)

A communication strategy and a plan for citizens' involvement and institutional cooperation for Brno's SUMP were developed as a part of the CH4LLENGE project in Brno. The principles of Brno SUMP communication, target groups, planned activities, and tools were presented.

 SUMPs in Flanders, with references to the cities of Antwerp and Gent (Dirk Engels, Transport&Mobility Leuven)

This presentation focused on the situation of sustainable urban mobility planning in Flanders, Belgium. The cities of Antwerp and Gent are working on a second generation of SUMPs. Their experiences with regard to mobility and the development of SUMPs were presented.

 The Dresden SUMP process - experiences and results (Kerstin Burggraf, City of Dresden, Germany)

The city of Dresden is working on a SUMP. Their experiences with the SUMP development with special emphasis on citizen involvement were presented.

• CH4LLENGE Project (Miriam Lindenau, Rupprecht Consult)

The CH4LLENGE project and its objectives with regards to the four major challenges in sustainable urban mobility planning were presented. A general introduction about sustainable urban mobility planning and European guidelines was given. Expected outputs available in the national language of the project's partner cities were presented to the participants.

#### 5. Conclusions drawn by participants & speakers

The CH4LLENGE National seminar in Brno focused on explaining the SUMP concept and first examples from the Czech Republic, as well as good practices from other European countries. The differences between current transport planning and a "new" sustainable urban mobility



**planning** were discussed. The **benefits** of the use of sustainable urban mobility planning, but also **challenges** which cities can experience were presented.

Czech cities are using the current legislation on urban mobility to start the development of a SUMP. Possible sources of financial funding for SUMP development as well as tools for SUMP implementation include ITI, IROP, Horizon 2020.

Presentations in the first part of the seminar introduced the **concept of SUMP in general and the specific situation in the Czech Republic**. The following session focused on **three examples of SUMP preparation in the Czech Republic**. Brno, Ostrava and Plzeň are three pioneer cities, where the process of SUMP preparation has begun in the last few years. These cities have chosen different approaches, which were presented to the audience.

As part of the **exchange of good practices with other places in Europe**, the cities of Bratislava, Antwerp, Gent and Dresden presented their work on SUMP. The Slovak capital Bratislava has started to work on a General Plan for transport which is similar to the concept of SUMP. SUMP examples from Flanders (Belgium) and Germany, as well as the project CH4LLENGE were presented in the last afternoon session.

Many of the presentations concentrated on the **importance of involving the citizens** and the citizen participation method that they have chosen – e.g. in the cities of Brno, Ostrava, Gent.

#### 6. Annexes

- Final agenda
- Presentations/ lecture notes of speakers
- Signed list of participants
- ☐ Any other relevant document about the event



#### **Annexes**

#### **■** Final agenda

#### SUSTAINABLE URBAN MOBILITY PLANS IN CZECH REPUBLIC

#### CH4LLENGE NATIONAL SEMINAR

13th October 2014 Brno University of Technology, Veveří 95, Brno 602 00 Room number: A424

#### Agenda

Moderator: Jana Válková

8:45 - 9:30	Registration of participants and Coffee
9:00 - 9:15	Welcome Vladimír Bielko, Brno City Municipality, Head of Transport Department
9:15 - 9:45	Project CH4LLENGE
9:45 - 10:15	Iva Machalová, Transport Department, Brno City Municipality • Introduction of Sustainable Urban Mobility Plans (SUMP)
	Centrum dopravního výzkumu
10:15 - 10:45	Transport Plan for Bratislava – capital of Slovakia – experiences from preparation and realization
	Tibor Schlosser, City of Bratislava, Slovakia
10:45 -11: 15	SUMP and Situation in Czech Republic
	Centrum dopravního výzkumu
11:15 - 11:30	Coffee Break
	SUMP in Czech Republic
11:30 - 12:00	Sustainable Urban Mobility Plan in Brno
	Vladimír Bielko, Brno City Municipality, Head of Transport Department
12:00 - 12:30	Sustainable Urban Mobility Plan in Ostrava
	Petr Hofhansi, AF CITYplan
12:30 - 13:00	Sustainable Urban Mobility Plan in Plzeň
	Ondřej Kokeš, Daniel Šesták, Mott Macdonald
13:00 - 13:30	Brno - Public participation
	David Holman, MEDIA AGE
13:30 - 14:30	Lunch
	SUMP in Europe
14:30 - 14:50	<ul> <li>SUMPs in Flanders, with references to Antwerp and Gent Dirk Engels, Transport&amp;Mobility Leuven</li> </ul>
14:50 - 15:10	The Dresden SUMP process - experiences and results
	Kerstin Burggraf, City of Dresden, Germany
15:10 - 15:30	Project CH4LLENGE
	Miriam Lindenau, RUPPRECHT CONSULT
15:30-16:00	Wrap up

Interpretation in Czech and English will be provided.



#### ■ Presentations/lecture notes of speakers

1. **CH4LLENGE Project** – speaker: Iva Machalová, Transport Department, Brno City Municipality (9<sup>15</sup>-9<sup>45</sup>)







2. **Introduction to Sustainable Urban Mobility Plans** – speaker: Petr Kurfürst, Transport Research Centre (CDV) (9<sup>45</sup>-10<sup>15</sup>)



#### Plán udržitelné městské mobility: Co to je?

- Strategický plán
  k uspokojení potřeby
  mobility ve městech ke
  zlepšení kvality života
- Vychází ze stávajících postupů a zohledňuje zásady integrace, participace a evaluace



#### Oblast působnosti SUMP

Zásady a opatření SUMP by měly řešit všechny druhy a formy dopravy v celé městské aglomeraci:

- · veřejná i soukromá
- osobní i nákladní
- motorizovaná i bezmotorová
- · v pohybu i v klidu

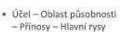
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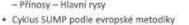
#### Hlavní rysy SUMP

- Aktivní zapojení a podpora účasti
- Závazek k udržitelnosti
- · Pohled přes hranice oblastí
- · Smělé, avšak měřitelné cíle
- Vyvážení nákladů a přínosů
- Všechny fáze tvorby a implementace



#### PLÁN UDRŽITELNÉ MĚSTSKÉ MOBILITY: Představení konceptu





- Situace v zahraničí Legislativa Metodiky
- Zkušenosti s implementací v zahraničí

#### Plán udržitelné městské mobility: K čemu je?

- · Cíl: Udržitelný městský dopravní systém
  - Prostředky:
    - · Dostupnost pracovních míst a služeb
    - Lepší bezpečnost a ochrana obyvatel
    - Méně znečištění, skleníkových plynů a spotřeby energie
    - Vyšší účinnost přepravy osob a zboží
    - Atraktivnější a kvalitnější městské prostředí

#### Přínosy SUMP

- 1. Vylepšený obraz města
- 2. Lepší kvalita života
- Zlepšená mobilita a dostupnost
- Přínosy pro životní prostředí a zdraví
- 5. Potenciál oslovit více lidí
- Rozhodnutí podporovaná občany a zainteresovanými stranami
- Vyšší konkurenceschopnost a přístup k financím
- Nová politická vize, Integrační potenciál

#### SUMP: Cyklický proces

Kontinuální proces.

11 kroků; 32 aktivit.

Prezentují se v logické

posloupnosti.

Mohou probíhat souběžně; zpětná vazba.

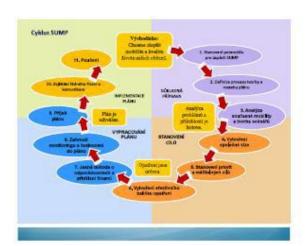




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# Zkušenosti a přístupy v zahraničí SUMP má přes 700 měst **ENDURANCE** V BE, F, NL, ES (v Belgii skoro 500)

#### Legislativa na národní úrovni

- Udržitelná mobilita:
  - doprava,
  - energie,
  - životní prostředí,
  - územní plánování

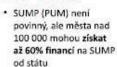
#### Problémy:

- rozdílnost mezi státy EU,
- závaznost a vymahatelnost,
- různé definice vztahu k udržitelné mobilitě.
- souvislost mezi dopravní politikou a SUMP (životní prostředí a městská doprava; cyklistická politika spíše rekreační)

#### Podpora SUMP z národní úrovně

- · Může být legislativní, finanční, organizační (např. příprava metodiky, průzkumy)
- Většina zemí s podporou SUMP má metodiku tvorby SUMP
- V některých zemích (Itálie, Španělsko, Vlámsko) je SUMP povinný k získání financí na dopravní projekty





Min. infrastruktury a dopravy vydalo metodiku

#### Podpora SUMP

Nizozemsko



 Každá obec (cca 400) je povinna mít Obecní dopravní plán (GVVP) na 5-10 let

 Zahrnuje všechny aspekty cyklu SUMP a mobility





- Mobilita, územní rozvoj, soc. začleňování, ochrana ŽP
- Podrobný plán financování a realizace (30 let)
- Hodnoceni a aktualizace každých 5 let

#### Podpora SUMP



#### Rakousko 2004: klima:aktiv mobil

- bezplatné poradenství,
- finanční podpora opatření MM,
- doprovodné osvětové 3. kampaně,
- udílení cen a certifikace,
- další vzdělávání

#### Anglie a Wales

### Od r. 2000 zákonem

- povinně LTP (na 5 let) 2001-2008: LTP základ pro
- rozdělování peněz na dopravu Plán financování, měřitelné cíle, monitorování pokroku, personální zajištění
- Podrobná národní metodika
- LTP3: metodika méně přísná. finance nejsou vázány

#### Podpora SUMP

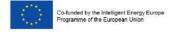
Belgie – Vlámsko



- 1992 (2009): "Dohoda o mobilitě" – mezi správou silnic, dopravním podnikem a obcemi
- "Vyhláška o místní politice mobility" (2009): plán mobility není povinný, ale obec dostane finance od vlámské vlády pouze se schváleným plánem

#### Možné zdroje financování SUMP

- · Zásadní část financí na SUMP ve většině zemí: rozpočet města (ve Švédsku jediná)
- · Významné regionální a národní financování, nové členské země z fondů EU
- · Belgie též soukromé financování
- · Norsko: výnos ze zpoplatnění vjezdu
- · Rakousko, Belgie: finance vázány na SUMP
- · Anglie: Fond udržitelné dopravy



20 March 2016



## Zkušenosti se zaváděním SUMP



- SUMP již existují ve
  - Velké Británii,
  - Francii,
  - Belgii,Nizozemsku.
  - MIZUZEITISK
  - Norsku
  - a Itálii



#### Zkušenosti: Francie

- Státní úřady připravily metodiku, observatoře a semináře
- Sítě měst si aktívně vyměňují zkušenosti
- Dobré zkušenosti s realizací SUMP například:
  - Lille: hierarchie komunikaci a optimalizace docházkové vzdálenosti k VD
  - Montpelier: podpora chůze a tramvajové dopravy, dostupnost, doporučení pro výstavbu komunikací a veřejných prostranství
- Nedostatečné sankce, nejasná souvislost mezi SUMP a financováním veřejné dopravy

#### Nedostatky v procesu SUMP a jak je překonat

- Nejčastější: neinformovanost, málo dobrých příkladů (místních) a nepochopení cyklu SUMP
- Další: finance na SUMP, vize, integrace plánování, zapojování stakeholderů, monitoring, aktualizace
- Nedostatek politické vůle, nedůvěra k měkkým opatřením; legislativní nedostatky
- Nepřesné vymezení "co je a není SUMP"
- Řešení: osvěta a lepší spolupráce



#### Zkušenosti: Velká Británie



- Převážně dobré zkušenosti
- Národní metodika LTP: přehledná, systematická, řídí se modelem SUMP; hojně uplatňovaná
- Centra excelence LTP: finance na informování ostatních měst
- Dobrá spolupráce s nevládními organizacemi a dopravními podniky
- Světová špička ve zvyšování bezpečnosti provozu a řízení parkování (skvělá spolupráce s policií)
- Od roku 2011 význam LTP upadl



#### Zkušenosti:

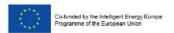
#### Norsko

- Nový fond udržitelného dopravního plánování (2004) možnost financování pro všech 13 měst ve svazku "Města budoucnosti" (iniciativa MŽP) s upřednostněním 4 největších
- Závazek pokrýt veškerý růst osobní dopravy ve městech veřejnou dopravou, cyklistikou a chůzí
- · Přednost mají města zkoušející zpoplatnění vjezdu
- Národní metodika nejednoznačně formulovaná, nejasné role aktérů

#### Děkuji Vám za pozornost.

Petr Kurfürst

Centrum dopravního výzkumu, v.v.i.





3. Transport Plan for Bratislava, Slovakia – experiences from preparation and realization – speaker: Tibor Schlosser, City of Bratislava (10<sup>15</sup>-10<sup>45</sup>)







#### Zmapovanie súčasného stavu

- Presne stanoviť disproporcie dopravnej infraštruktúry od konca 80-tych rokov, zhodnotiť GD z roku 1996
- Zhodnotiť rovnováhu (equilibrium) medzi funkciami na území a dopravnou službou/infraštruktúrou definovať základný problém "otvárania nožnic" potreba – poskytovanie dopravných/prepravných aktivit na území mesta
- Deklarovať stav a dopad dopravných služieb a infraštruktúry rozpad komplexnosti rozvoja mesta za reálnymi potrebami a funkciami prepravnej práce na ploche agiomerácie
- Určiť a zaradiť postavenie Bratislavy v kvalite dopravných služieb v rámci niektorých iných miest a tak poukázať na veľké zaostávanie v kvalite života za posledných 25 rokov možno hovoriť o udržateľnosti rozvoja mobility v našom meste?



#### Anketový prieskum

- Veľká medializácia v lokálnych novinách a TV staniciach 1.
- 2. Lefáky v prostriedkoch MHD
- 4. Možnosť prihlásiť sa aj coz Internet na stránke generelu www.braticiava.ck -vyhľadávanie: general dopravy prieskum dopravného správania, dotaznik odkaz: ugd@bratislava.sk

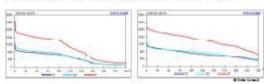




#### Dopravné prieskumy

Automatické sčítače dopravy: dĺžka prieskumu 1 mesiac, 50 rezov v meste Smerový dopravný prieskum: 12 h, 600 jazdných pruhov v meste

Rozbor podľa TP 10/2010 - Výpočet kapacity pozemných komunikácií



Príklad: Analýza n-rázových hodín na sletí miestnych komunikácií.

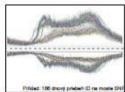


#### Výsledok analytickej časti

Porovnanie súčasného stavu dopravných podmienok v meste a kvalifikácia mobility v intenciách:

Sustainability in space Mobility on agglomeration Accessibility in time Real environment friendly Transport energy saving

Definovať súvisiace hlavné a vedľajšie efekty komplexnej dopravnej služby

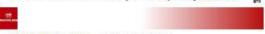


Byť "udržateľný" (kontinuálne a kvalitne rozvíjajúci sa) nie ien v pohybe z A do B, ale Vytvorií podmienky na závázné versjné rozhodnuta a technologické riešenia

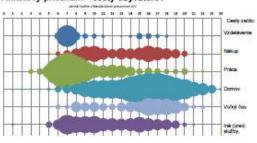
Sustainable Urban Mobility Planning

#### Analýza v genereli dopravy

- 1. Demografia podklady z roku 2001 (?), sčítanie ľudu 2010 (??), rôzne databazy (???) - cnýba systém, odnad počtu obyv: 463 000 – 2013, oficiálny stav 413 000, iné DB 490 000 ...... ???? prechodné ubytovanie, týždennývidenne prítomní občania za prácou
- Anketový prieskum základ dotazník BRAWISIMO, vzorka 10%, propagácia, medializácia efektívnosť
- Rozdelenie analyzy dopravy všetky druhy základných dopravných prieskumov: ASD, smerový, statická doprava, MHD
- Tvorba dopravného modelu súčasný model versus nový, scenáre počet DU okrskov: 264 mesto, BA kraj 302, analýza a objektívna potreba rovnováhy na území: funkcie územla/skladba obyvateľstva/postupná zmena štruktúry obyvateľstva
- 5. Klasifikácia súčasného rozvoja mesta za posledných 25 rokov



#### Anketový prieskum – cesty obyvateľov

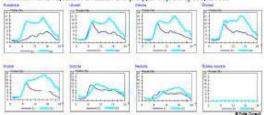


Priidad: Prerozdelenie ciest obyvateľov počas priememěho dňa



#### Dopravné prieskumy II

Prieskum statickej dopravy: prieskumu v noci pred smerovýmDP Priekum MHD: zložitosť a rozsah ako pre plán dopravnej obslužnosti

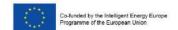


Priklad: Analýza denného priebehu ID na reze komunikácie v týždr



#### Prognóza

- 1. Stratégia rozvoja mesta
  - trendy urbanizácie
  - rozvojové možnosti
  - princípy regulácie územia v jeho funkčnom využití,
  - · priority defby prepravnej práce
- 2. Dopravné subsystémy a sieť
- 3. Verejná osobná doprava
  - Integrácia mesto, región, cezhraničné nástroje,
  - kapacitný model scenáre ▶ ▶ hastroje



20 March 2016













4. **SUMP and the current situation in the Czech Republic** – speaker: Zbyněk Sperat, Transport Research Centre (CDV), Brno (10<sup>45</sup>-11<sup>15</sup>)













#### SUMP ve strategických dokumentech ČR a v legislativě

- legislatívní otazníky nad SUMP
  - legislatívní zařazení SUMP dnes (Územní studie?)
  - SUMP pavinnast?
  - strategie MD (budouci legislativní pozice SUMP)
  - vztah a hierarchie vůči ÚP

Zákon č. 183/2006 Sb. o územním plánování a stavebním řádu (Stavební zákon)

§ 18 Cile územního plánování: "Územní plánování zajišťuje předpoklady pro udržitelný rozvoj území"



15



20 March 2016













#### Fond aktivit

#### Ûrovně:

- ¹nspirovat se': studijní cesty, semináře nebo podobné aktivity na začátku procesu přebírání zkušenosti; max. výše 5000 Euro
- Strukturální dialog": výměna zaměstnanců mezi městem, které předává zkušenosti a městem, které přebírá zkušenosti; max. výše 5000 Euro
- "Studie": evaluace (dlouhodobá; dopad a proces), studie proveditel atd.; max. vyše 7500 Euro
- Systematický přenos zkušeností : studie proveditelností vedoucí k pilotním demonstracím s implementaci, max, výše 10 000 Euro





#### Fond aktivit









5. **Sustainable Urban Mobility Plan in Brno** – speaker: Vladimír Bielko, Head of Transport Department, Brno City Municipality  $(11^{30} - 12^{00})$ 









#### Cíle zpracovávaného plánu udržitelné městské mobility

jsou v souladu se schválenou Dopravní politikou města Brna:

- Vytvářet podmínky pro rozvoj kvalitní dopravní soustavy postavené na využití jednotlivých druhů dopravy,
- jednostvých druhu dopravy. Vytvářat předpohledy pre snížování emisi, hluku a jiných škodlhých látek s ohlodem na minimalizaci dopadů na veřejné zdraví a životní prostředí. Veřejné prostory budou přizpůsobovány potřebám pěšího pohlybu a života ve městoch, budou rozvijeny cykli stoké stozky ve městoch a pěší zóny, na okrajích měst budou budovány pro individuání automobilovou dopravu záchylná parkoválá P+R (Park&Ride) s návazností na MHD.
- Město Brno bude udržovat vysoký podí MHO v dělbě přepravní práce, Bude řešeno zvýšení její kvařty, zejména nabídky, spolehlivosti, pohodli, bazpečnosti a cestovní rychlo
- Pohodíný pohyb pěších a plynutý provoz veřejné dopravy je nadřazen požadavkům automobilové dopravy v místech, kde není vzhledem místním podmírkém umožněn rovnocenný rozvoj všech druhů doprávy,

















6. Sustainable Urban Mobility Plan in Ostrava – speaker: Jiří Landa, AF CITYplan (12<sup>00</sup> – 12<sup>30</sup>)





Af-CityPlan







#### Analytická část – průzkumy a dopravní model!

- Zajištění kvolity projektové a přesprojektové přípravy

Stěžejním obsahem průzkumy – dopravní a sociodoprayn(!

- 5 skupin vozidel;
- Dopravní průzkumy křížovatek 35 křížovatek;
   Kordonový směrový dopravní průzkum 45 profilů;
- Průzkumy hromadné dopravy: kalibrační profilový na 47 zastavkách a 13 profilech:
- Průzkumy cyklistické dopravy na 28 křížovatkách;
- Průzkumy dělby přepravní práce na 17 proflech
- Socio-dopravni průzkumy 2500 domácností 30
- Výsledky průzkumů základním nástrojem pro tvorbu matic a kalibraci dopravniho modelu!

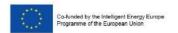


#### Přijatá vize dokumentu:

Ostrava – město ekologické, bezpečné a udržitelné dopravy s vysokým podílem cyklistické a pěší dopravy, město bez bariér, s vynikající dopravní dostupností a efektivním využitím infrastruktury, vysokou kulturou cestování a transparentními informacemi. AF-City/Fu







EE AF-City/5



# Tvorba modelu PTV VISION dopravní síť: jednotně pro všechny druhy dopravy, bude obsehovat rychlostí a kapacity pro jednotlivé druhy dopravy; bude obsehovat na území milata: dálnicí, sihica I – III síldy, místní konunikace I a I tíndy základní síť cyklostezek včetně sdružených vjohrané chodníky v místech přestupních uzlů bude obsehovat v navazujířím území obrasu Ostrava: dálnící, slinice I – III tíndy, všechny žetezních tattě Vnitní denění dopravních okraků obce Ostrava bude provedeno ote. Statistických obvodů ČSÚ vnejší navazující území obce Ostrava (ORP Ostrava, nebo obvodí MHD Ostrava bude pro dopravní okraky provedeno rovněž dle statistických obvodů ČSÚ. Došť vnější úžemí bude članěne míslamáně v datale obcí. Počet vníšních zán (ažitacích obvodů dle ČSÚ) pro město Ostrava je

# Souhrnná analýza výchozího stavu - Charleselvita pozdvky - nozila (rytvest, cilha přepavel price prindmá přepavel vrátlanost de medi - mostradekurovalina, hlavní s vých spáraní - mostradekurovalina, hlavní s vých - přepavel oprivne v cilhana souhu a tellahol dopravy, vshrpá a cydlaticka doprava - obsevy vshrpí a roznate souhu a tellahol dopravy, vshrpá a cydlaticka doprava - obsevy vshrpí s postradovalníma, a samouh a tellahol dopravy, vshrpá a cydlaticka doprava - obsevy vshrpí s postradovalníma, samouh a tellahol dopravy, vshrpá a cydlaticka doprava - obsevy vshrpá se vshrpá samouh a tellahol doprava, doprava doprava - obsevy vshrpá sa cydlaticka souhu a tellahol doprava - přepavel záme, intervita silvaním souhu doprava - přepavel záme, intervita silvaním souhu - opavita se postradovalním souhu - obsevy se post



#### Stav zpracování a poznatky

Probíhá zpracování analytické části – tvorba mutlimodálního modelu, zpracování průzkumů pro kalibrací modelu, analýza jednotlivých systémů dopravy. Práce probíhají úspěšně a dle plánu.

Práce probíhají úspěšně a dle plánu.

Nejnáročnější bylo vlastní provedení průzkumů, do kterých bylo zapojeno celkem 417 regletrovaných brigádníků z řad studentů ostravských škol, bylo vyplněno a následně zpracováno 366 sčítacích sešitů, pro sčítače byla uspořádána série školení a dohlížela nad nímí sestava inspektorů.

Bylo vyvlnuto značné úsliť na propagaci projektu ve fázi strategické. Přes značné propagační úsliť byl zájem veřejnosti v této fázi poměrné malý. Rovnéž mobilizace odborných skupln byla poměrné náročná jak z hlediska jejich účasti, tak z hlediska jejich aktivit.

#### Sledované výstupy modelových výpočtů! Modelové výpočty imisní a hlukové zátěže, vstupní data pro výpočet hlukové zátěže z automobilové dopravy; vstupní data pro výpočet hlukové zátěže z tramvajové a železniční dopravy; · provedení sady kontrolních měření hlukové zátěže za účelem ověření validity výpočtů; · posouzení dopravní situace z hlediska minimalizace vlivu hlukové zátěže; Af-ObyPlum Pokračování obsahu analytické části d Individuální doprava, vozový park 5 Veřejná zovobní doprava jebetné železnicej 6 Cydiduckich doprava 7 Polid doprava 7 Polid doprava 8 Naljadní vletení a železniční doprava, kombinované doprava 9 Lesecki a vodní doprava 10 Organizace a řízení pravace, IT systémy 11 Biospečnost alimičního pravace 12 Úlniky a čeleznický přepravních čelnosti 12 Veře dopravy na životní pravální 13 Veře dopravy na životní pravatních 14 Merit Šladna a mohronid dopravách filozofické presů 1.3 Miv depravy na životní grnetinal 14 kleništikace a možnosti dostupných finančních zdnejú 15 Skerništace indiktorů 16. Živiér analýzy výchozího stavu, problémy a přiležitosti s vozbou na oblastí no postavingu s eledované indiktory 17. ZWOT anxièta pro jednotiné druhy dopravy 10. Sociot jednoti ke konceptu analytické člatí – palitici, veřejnost, odbotnici 19. Zövér, manažerská shrnutí 20. Tvorba prezentačních materiálů



Af-CityPla





20 March 2016

22







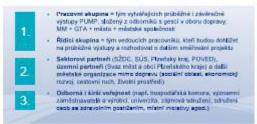
7. **Sustainable Urban Mobility Plan in Plzeň** – speaker: Ondřej Kokeš, Daniel Šesták, Mott Macdonald (12<sup>30</sup> – 13<sup>00</sup>)



Plán udržitelné mobility Plzně



#### Úrovně zapojení do projektu







Hlavni činnosti







#### 1. Analýza současné mobility

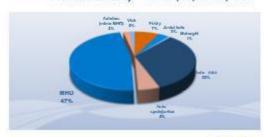
#### Zgracování matematického dopravního modelu veřejně dopravy, který dopřívje stávajtel model sutemobilové dopravy

- Provedení průzkumu dopravní mobility, zaměřeného na zmagování "castovního daníku" a volby pro jednotívé druhy dopravy (naprace KDNTIV)
- Přehled současného statusu městské moběly, vyčislený pomoci již sledovených nebo doplněných indikátorů dopravního systému města Plzně
- Prvet workshop zaměřený na seznámení s PUMP, dlakoza nad "plusy a minusy" dopravy v Ptzní, zadění pro sosnáře vývoje městaké naděžy



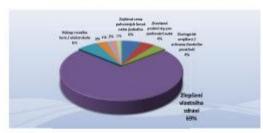


#### Průzkum mobility - Dělba přepravní práce





#### Průzkum mobility - Proč jezdíte na kole?





#### 2. Scénáře vývoje městské mobility

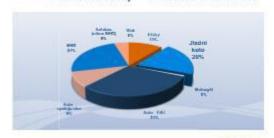
- Dětí schůzky sa záčastněnými partnery za účalem sběru podnětů pro sestavení možných scénářů vývoje městské mobility
- Zpracování získané zpětné vachy do "zásobníku podnětů" gra datší rozpracování v pracovní skupině
- Vytvoření nizných scénářů městské mobility v pracovní skupině na základé vhodné kombinace podnětů – přistpoklad dvou až čtyř záměmě vytvanémych přístupů k rozvoj dopravy
- Zgracování dokumentu "Scánáře vývoje městaké mobility", který goslouží jako pozvánka na druhý společný workshop



#### Město Plzeň a řešené okolí

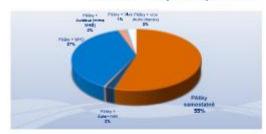


#### Průzkum mobility - Volnočasové cestování



Mon NocDonald

#### Průzkum mobility - Analýza chůze





#### 2. Scénáře vývoje městské mobility

Regulativni scanir	And the control of th
Liberální scánář	The process of the control of t
Udržovaci scenář	According to the second

Most Mer Deseit



#### 3. Společná víze mobility

- Uruhý workshop Nedání společná víze mástaké mobilky na zádadě zpracovaných podnětů a kvantifikovaných scéndřů vývoje
- Zgracování dokumentu "Společná víze městské mobility", starý gogíže nalezenou "kompromian" (společensky příjalehovu) variantu rozvoje dopravního systému Plzně
- Informační kampaň široké veřejnosti a představením apotečné víze mástaké modelny – vyteří základy pro pozačíjší převedení Jivaštalivních cíků do podoby konferetních projektů



### Zásobník projektů Projektové balíčky

- Sestavení "zásobníku projektů" v pracovní skupině, lj. na úrovní města a městakých spolotnosti
- DNG schúzky se zúčastněným subjekty za účelem doplnění "záaobníku projektů" za sektorové partnery.
- Dopracování "zásobníku projektů" o takové studie nebo záměny, které jsou
  potřetní pro spřeletí cítů, avšak dosud nebyty nikým z aktórů zpracovány (často
  jde o "měkká opodření")
- Roztřídění "zásobníku projektů" podle náročností přípravy, investiční nákladu, předpokladaných výsledků opařínní jstav před a po realizaců, nostřelů projektů.
- News projektových baličků v pracovní skupině, schužujech úzce provázané návrhy tierminová, vilonié, vhodné ku společné nadosci, všetně kumbinace "projech" (infrastrukturálních) a "měkkých" (organizačních) opařívní.



# Rozpočet a financování Monitoring a informace

- Rozpočet jednoflových akci satružených do projektových baličků na základě podeladů od zúčastněných autjektů
- Návrh hrancování mvestic, zejměna z vázbou na strukturální fondy SU v programovám období 2014-20
- Moeitoring naphlování PUMP prezont akupina definuje indikatory pro monitoring realizace jednotkých opatření, Indikatory mosí jednoznačné vyathovat efekt darých opatření, aby poskytly zpětnou vazbu po realizací opatření.
- Informační kampaň široké veľejnost s představením závěrů projektu PUMP



#### 4. Priority a cile

- Stanovení priorit pro rozvoj mobility tormou měřítelných cílů – využítí dříve shromážd árrych nadkátorů dopravního zystému a obborný ochad pracovní skupiny na jejich chové hodnoty
- Třetí worksíhop konzultace priort a cíb na 2. komunikační úrovní, příprava zadání pro sestavení "zásobníku projektúr (včetně časovitko prostoru pro případná doplnění zásobníku)





#### 7. Harmonogram a odpovědnost

- Zgracování dokumentu "Hodnocení projektových balíčků", který popíše výsledky multisthofidního hodnocení a porovná je se společnou vzí městské mobility – posklad na workahog
- Čtvrtý workshop projednání hodnotícho dokumentu, seřazení projektových balíčků a násán harmonogramu odrážející priority realizace
- Harmonogram revisses sestavený pracovní skupincu s využítim poznatků z workshopu, v časových krocich: 2 roky, 5 let. 10 let.
- Odpovědnost za realizací slanovení nostolů projektových habídů agolugráce na 2. drovní komunikace



#### www.mobilita-plzen.cz





8. **Brno - Public participation in the SUMP process** – speaker: David Holman, MEDIA AGE (13<sup>00</sup> –  $13^{30}$ )



Komunikace a zapojování občanů do připravy SUMP

David Holman, Media Age



 Všechna města odpradávna hledají svůj řád a vizi



Premisa

- Obranné mechanismy:
- Zúžená komunikace jen v samosprávě
- Jednosměrná komunikace bez zpětné vazby
- > Formální komunikace "aby se neřeklo"
- Agresivní komunikace vůči kritikům
- Bagatelizace

od nepaměti jsou vedení měst frustrována komunikací s veřejností



Podmínky "udržitelné komunikace" KOMUNIKACE ČEHO, PROČ A S KÝM

Komunikace čeho, proč a s kým -

Komunikace čeho, proč a s kým -... a s kým ? "My versus Oni" NEKVALIFIKOVANÍ AKTIVISTÉ

KVALIFIKOVANÍ AKTIVISTÉ PETENTI KVERULANTI ZHRZENÍ EXPERTI

AND MEDIA AGE



potížisty na své straně

Změňme úhel pohledu, uvidíme



MAC MEDIA AGE

- Zasedací pořádek
- Facilitovaná diskuse Neformální jmenovky
- Příjemné prostředí
- Prezentační prostředky dostupné všem



MAN MEDIA AGE

Zapojování občanů do přípravy SUMP -

Téměř vše souvisí s téměř vším!









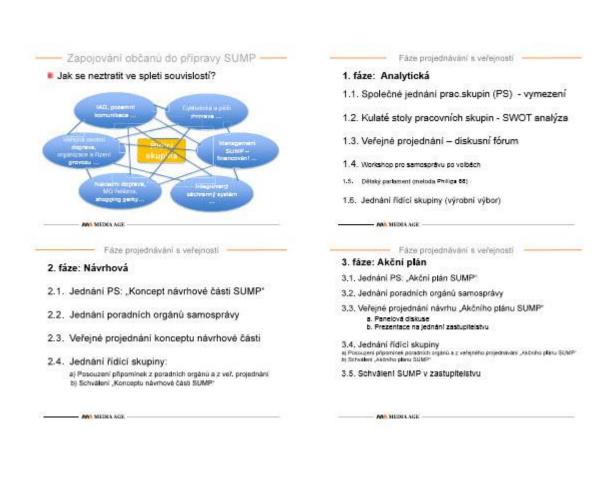


Zapojování veřejnosti

PRACOVNÍ SKUPINY A FÁZE PROJEDNÁVÁNÍ







Děkuji za pozornost a přeji dobrou chuť.

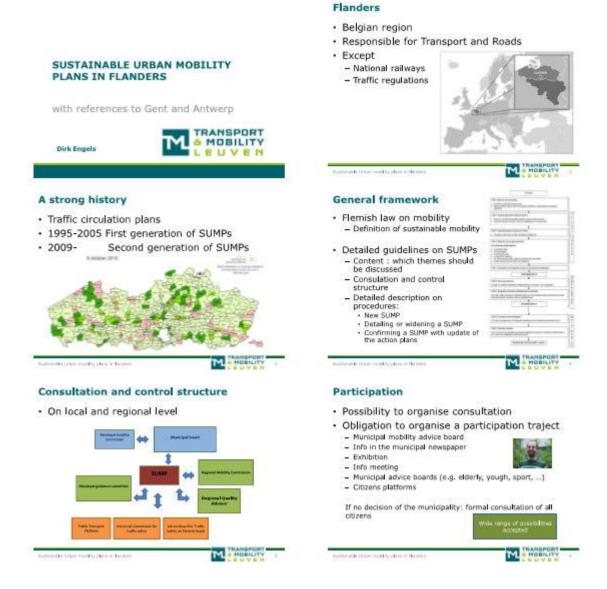
Komunikace a papopovani občanů do připrany SUMP - Bmo Devid Holman, Media Age







9. **SUMPs in Flanders, with references to the cities of Antwerp and** Gent – speaker: Dirk Engels, Transport&Mobility Leuven (14<sup>30</sup> – 14<sup>50</sup>)





#### Objectives and work domains

- · 5 main objectives:
  - Accessibility of economic poles
  - Selective accessibility for everyone to participate in societal live
  - Traffic safety
  - Livebility (barriers, noise, ....)
  - Reduce Environmental damage caused by our transport system





#### Action plan

- · Clear actions for each network
- Timing
- · Who is responsible
- · Budget estimation





#### Procedures - important stages

- PROGRESS REPORTING
  - When: Every year
  - Goal; overview of the status of the actio
  - How: FORM or access-database
  - Status-levels:

    - Actions delayed
       Actions advanced
       Actions advanced
       New projects with
      mobility
       Planned actions
      next year



M HOBILITY II Second generation of SUMPs - Gent:

- · Second generation of SUMP: started in 2009 'Detailing or widening' with a
  - parking
  - Environment
  - Traffic circulation

process is going on

· new plan expected this automn

#### Second generation of SUMPs - Antwerp

- · First mobility plan 2005 valid for 5 years
- Second generation of SUMP: started in 2010 'Detailing or widening '

- · Pre-version of mobility policy plan approved by the Board of the Mayor and Alderman on 4.4.14
- · Consultation of
  - Stakeholders
  - City districts
  - Advice boards
     Mobility forum ( knowledge centres and interest groups)
- Discussion in Municipal guidance committee 14.11.14





#### Objectives and work domains

- · 3 work domains
  - spacial developments
    - Mobility effects of special developments and measures to manga mobility aspects
  - networks for each mode - Supporting measures

  - Awareness raising
     Enforcement

  - · Participation

#### · Extra objectives:

- Particicipation
- STOP principle: walking-cycling- public transport private cars (parking)







#### Procedures - important stages

- QUICKSCAN
  - When:
    - · new local government.
  - New interacting planning doc's
     Important startegic project

  - Is the current plan still o.k. ?
    - Objectives supported by local actors
       Are the themes in the SUMP well detailed?
  - Standard form to be filled in and discussed





PROGRESS REPORTING



#### Second generation of SUMPs - Gent: process is going on

· First mobility plan 2003





#### Second generation of SUMPs - Gent: stakeholders platform

- User needs
- Policy making Mobility planning
- Cycling Public Transport
- Traffic management Mobilitymanagement
- · Evaluation
- > New focuses in the development of the plan



#### Second generation of SUMPs - Antwerp

- · Integrated vision
  - Link with environment and economics





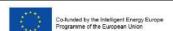
· 5 main axes

- Cycling

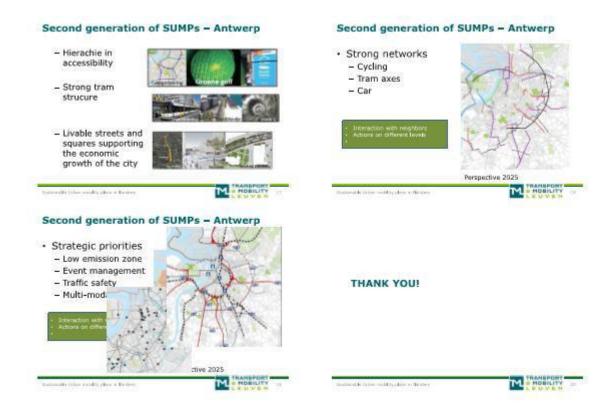
- Parking for citizens and visitors













10. The Dresden SUMP process - experiences and results - speaker: Kerstin Burggraf, City of Dresden  $(14^{50} - 15^{10})$ 





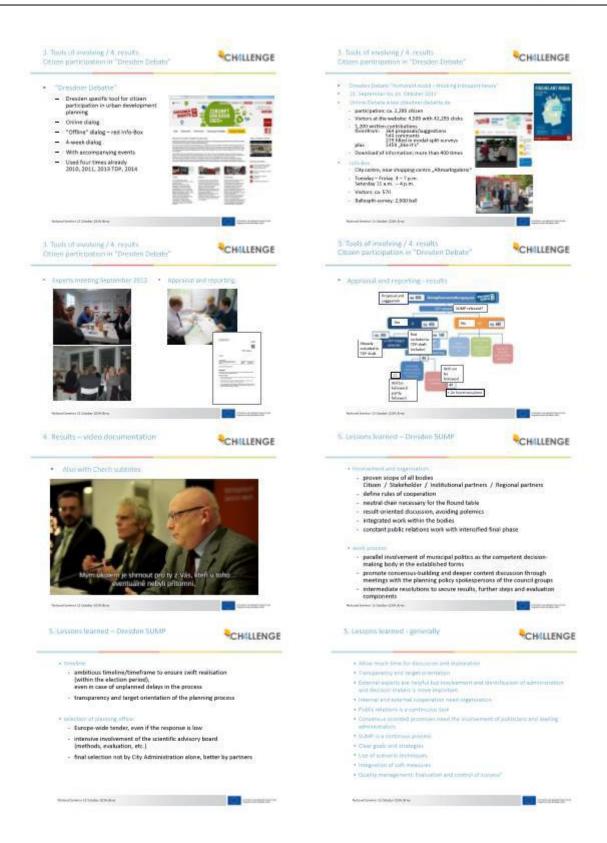










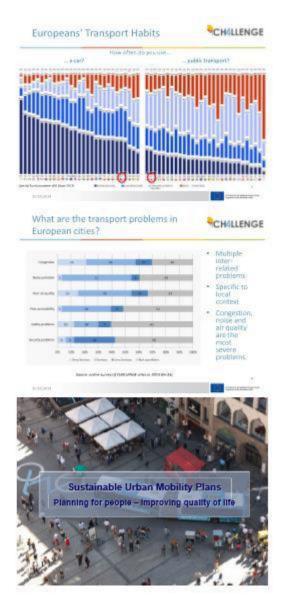






11. CH4LLENGE Project – speaker: Miriam Lindenau, RUPPRECHT CONSULT  $(15^{10} - 15^{30})$ 

















### ■ Signed list of participants

















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### European Commission Executive Agency for Small and Medium-sized Enterprises

### Intelligent Energy Europe Contract Number IEE/12/696/SI2.644740

### **CH4LLENGE**

### Addressing Key Challenges of Sustainable Urban Mobility Planning

### D6.3 Post-seminar notes of national SUMP challenge seminars Croatia

Deliverable	D6.3 Post-seminar notes of national SUMP challenge seminars
Work Package	WP Training and exchange
Dissemination level	Public
Author	City of Zagreb, Polis
Submission date	20 March 2016
Status	Final
Project Start Date and Duration	21 March 2013, 36 months



National event organised by: City of Zagreb, City Office for Strategic Planning and Development of the City
Place of national event : Gajeva ulica 27, ZAGREB
Date of national event : 27th, October 2015
The national event was (tick the box):
■ An independent event □ An event organised together with
Attended by (number of people and what type of stakeholders):
37 people
Diverse stakeholders participated in the event: representatives of the City administration, the Faculty of Science, Faculty of Transport and Traffic Science, NGO's, representatives of other Croatian cities (Koprivnica, Rijeka,)

### 1. Targets and expected outcomes of the national seminar

The aim of the seminar was to present the local (national) context and legislation with regard to SUMPs in Croatia, to compare it to the EU regulation, and to present to the cities in Croatia the CH4LLENGE Project and its guidance on how to successfully develop a SUMP through four key challenges. Another objective was as well as to receive an input from the national level (Ministry of Maritime Affairs, Transport and Infrastructure). The seminar was also seen as a great opportunity to exchange experience among more advanced and starter cities in Croatia and with other institutions (Faculties, NGO's, etc...).

### 2. Current situation of sustainable urban mobility planning in Croatia

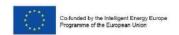
In Croatia there is **neither national guidance for SUMP development,** nor guidance related to the SUMP challenges identified by the project. SUMPs are not connected to national funding sources, but political support to SUMPs does exist.

The Ministry of Maritime Affairs, Transport and Infrastructure launched the **Transport Development Strategy for Croatia 2030**, where in some parts of the document the SUMP is recommended for cities and agglomeration areas. The Department of Urban Transport within the Faculty of Transport and Traffic Sciences has carried out two scientific research projects (funded by the University of Zagreb): the Development of Sustainable Urban Mobility Plans (2013-2014) and the Analysis of the Role of Public Transport in Sustainable Urban Mobility (2014).

The existence of NGOs working very actively on the topic, and the interest of city administrations in working for the improvement of the current situation, are the main drivers for developing of SUMPs in Croatia.

### 3. Local SUMP experience

The **City of Zagreb has no SUMP** as a separate document, but its principles are contained in certain areas of the development strategy of the City of Zagreb. Citizens are informed of what a SUMP document is and what its benefits are, so they can be more involved in the process towards SUMP.





Interest in SUMPs exists, to some extent, in particular in certain elements of the SUMP, thanks to the lobby work of several citizens. However, for the time being, citizens do not have enough information to see the big picture and the overall benefit of the SUMP document.

Other Croatian cities have developed SUMPs thanks to their participation in some European projects. The cities of Dubrovnik , Umag and Novigrad have prepared Sustainable Urban Mobility Plans through the Adria.MOVE IT! project (2007-2013). The City of Koprivnica developed a SUMP within the CIVITAS Dyn@mo project (2012-2016) and the City of Zagreb plans to take a new innovative, participative and successful step in sustainable urban mobility planning through the CH4LLENGE project (2013-2016).

The **City of Koprivnica** has been showcased as a successful example in Croatia in terms of **SUMP development**. The city decided and agreed on the decision to adopt a SUMP because of too many cars in the city, lack of public transport and limited resources available.

A number of **measures** were put in place:

- Integrated spatial and transport planning
- · Walking and cycling
- Public transport and intermodal transport
- Electro mobility
- Optimisation of motorised traffic

The City of Koprivnica encountered however various **challenges**, the main of which refer to the lack of human resources, the lack of national framework and practice, and time constraints.

In the process of development of their SUMP, they have realised that there is a lack of strategic planning to support their existing spatial planning — an issue also analysed within the CH4LLENGE project. In the process of making basic analysis they have faced lack of existing data, which could have been less problematic if there were a longer tradition in **monitoring and evaluation**. Inclusion of citizens and the general public was also more challenging than expected, and could have been more easily addressed if a longer tradition in **participation** and practice in open dialogue with all important predefined stakeholders was in place.

They have also addressed the lack of resources in working capacity as well as the fact that urban mobility is not highly positioned on the list of priorities, which could be solved partly by raising awareness of mutual needs as well as building mutual vision within **institutional cooperation**. Finally, proper **measure selection** which is giving a proper answer to local situation, can be helpful when facing restrictions in the existing legal framework – something Koprivnica had to deal with as well.

The City of Koprivnica learnt in the process towards a SUMP that cooperation with all relevant stakeholders is very important and that involving all relevant stakeholders and citizens is crucial. Another lesson was that a basic quality analysis is a good point to start your plan from. Finally, by sharing experience with other cities, the transferability potential within and outside the country is increased.

The conclusion was made that the City of Koprivnica was a well-chosen case study for the purpose of the national seminar. The needs, barriers and challenges they have been facing can be closely connected to the agenda of the CH4LLENGE Project.



### 4. Seminar presentations

This section provides an English summary of presentations delivered at the national seminar.

Presentation	Speaker	Main points
SUMPs in the City of Zagreb and CH4LLENGE role	Matija Vuger and Ana Magdic, City of Zabreb	The presentation explained that there is no SUMP as a separate document, but its principles are contained in certain areas of the development strategy of the City of Zagreb. Therefore, citizens are still being informed on what a SUMP is and what its benefits are, in order to be more involved in the process towards SUMP. There is a traffic Master plan for the City of Zagreb currently in preparation.
Transport Master plan for the City of Zagreb	Damir Kapuđija, IPZP (Integrated Transport of Zagreb area)	Presentation about the development of the Transport Master plan for the City of Zagreb area and its phases.
SUMPs in Croatia	Petra Grgasović and Damir Šoštarić, the Ministry of Maritime Affairs, Transport and Infrastructure	Presentation of the financial requirements and programmes available to finance future projects regarding mobility. The presenters pointed out that guidelines for developing a SUMP can be expected soon.
SUMP in City of Koprivnica	Helena Hećimović, City of Koprivnica	Presentation on the current status of Koprivnica SUMP. The City of Koprivnica has approved the SUMP in June 2015. The speaker talked about the main objectives of the SUMP document and reflected on the lack of national guidelines, because of which they have used mostly EU legislation when developing the city's SUMP.
SUMP in City of Rijeka	S. Skunca, City of Rijeka	Presentation on the city of Rijeka's preparation to develop a Traffic Master Plan. The city is also looking forward to the National guidelines for developing a SUMP.

### 5. Conclusions drawn by participants & speakers

As stated earlier, **no national guidance for SUMP development**, neither any guidance related to the SUMP challenges identified by the project exists in Croatia. Nevertheless, **some cities have already developed a SUMP**. Thus, the main conclusion is that even though the political will does exist and the cities are very interested in SUMPs, there is **still a lot to do** for the cities to develop a SUMP. Waiting for the Ministry to develop guidelines and financial constraints are just some examples. Until then, the cities will **rely on** their own budget and on guidance and good practices from **the EU**.



One conclusion drawn at this seminar was that in the process of sustainable urban mobility planning city authorities can have a very important role in decision-making which can generate further development and activate processes to improve existing quality of life. On the other hand, the role of the national level is important in order to provide the legal framework which can create a strong push to develop a new vision, to implement improvements and to give a proper answer to contemporary urban trends.

The presentation of **case studies from the national context**, such as experiences of advanced cities, as well as **from international practice** is of great importance. The latter helps gaining new knowledge, but experiences from cities in local environment is needed too in order to showcase how challenges can be solved in areas of same social, economic and political background.

Another important conclusion from the national seminar in view of the current national context was that the seminar was a great **opportunity to gather different cities in Croatia** and to get their input on challenges they are facing in the development of their SUMPs. The Round table discussion brought up needs and barriers of every particular city. Therefore, all participants and particularly the **Ministry of Maritime Affairs, Transport and Infrastructure found the seminar extremely useful**, as it was a unique opportunity to get an overview of current activities on SUMP within different relevant institutions. The Ministry found the event as a **strong push** in the process of development of national guidelines for SUMP. Deliverables from the CH4LLENGE project will also be used in their basic analysis.

### 6. Annexes

- Final agenda
- Presentations/ lecture notes of speakers
- Signed list of participants
- Any other relevant document about the event: pictures



### **Annexes**

### **■** Final agenda



ADDRESSING KEY CHALLENGES OF SUSTAINABLE URBAN MOBILITY PLANNING

### Nacionalni seminar CH4LLENGE Projekta

### u Zagrebu

27. listopada 2015 ZgForum, Gajeva 27 10 000 Zagreb

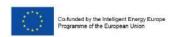
### Raspored događanja Agenda:

8:45-9:30	Okupljanje sudionika uz kavu dobrodošlice (Get together and coffe)			
9:30:9:45	Pozdrav sudionicima i uvod u radionicu (Welcome speach by the Head of the Office) Jadranka Veselić Bruvo, pročelnica Gradskog ureda za strategijsko planiranje i razvoj Grada Zagreba			
9:45-10:15	Projekt CH4LLENGE, Miriam Lindenau: (Rupprecht Consult)			
10:15-10:45	EU Projekt CH4LLENGE i uloga u pripremi plana održive mobilnosti Matija Vuger i Ana Magdić, Grad Zagreb, Gradski ured za strategijsko planiranje i razvoj Grada (City Office about SUMPs in City of Zagreb and CH4LLENGE role )			
10:45-11:15	Uloga i podrška Ministarstva pomorstva, prometa i infrastrukture RH razvoju urbane mobilnosti Petra Grgasović, Ministarstvo pomorstva, prometa i infrastrukture Republike Hrvatske (Ministry about SUMPs in Croatia)			
11:15-11:30	Pauza za Kavu (Coffe break)			
11:30-12:00	O Planovima održive urbane mobilnosti  Marko Slavulj, Fakultet prometnih znanosti (Faculty of Traffic and Transportation: about SUMPs)			
12:00-12:30	Participacija građana u projektu Civitas elan  ODRAZ – Održivi razvoj zajednice (NGO ODRAZ about participation in CIVITAS ELAN Project)			
12:30-13:30	Ručak (Lunch)			
13:30-14:00	SUMP u Koprivnici Helena Hečimović, Grad Koprivnica (SUMP in City of Koprivnica)			
14:00-14:30	SUMP u Rijeci (tbc) (SUMP in City of Rijeka, S. Škunca)			
14:30-15:00	SUMP u Ljubljani, Mojca Bolant, UIRS (Good practice examples: Slovenia)			
15:00-15:30	SUMP u Dresdenu, Miriam Lindenau, Rupprecht Consult (Good practice examples: Dresden)			
15:30-16:00	Institucionalna suradnja u postupku SUMP-a, Ivo Cre, POLIS (Good practice examples: Instituional cooperation)			
16:00-16:30	Diskusija i završetak programa (Disscussion and end of meeting)			

- · Svaka prezentacija ima vrijeme za raspravu (10min) (Each presentation has 10 min. For disscussion)
- Službeni jezik seminara je hrvatski (official language of the seminar is Croatian; consecutive translation for non-Croatian participant is ensured)
- · Sudjelovanje na seminaru je besplatno (no cotization for the seminar)

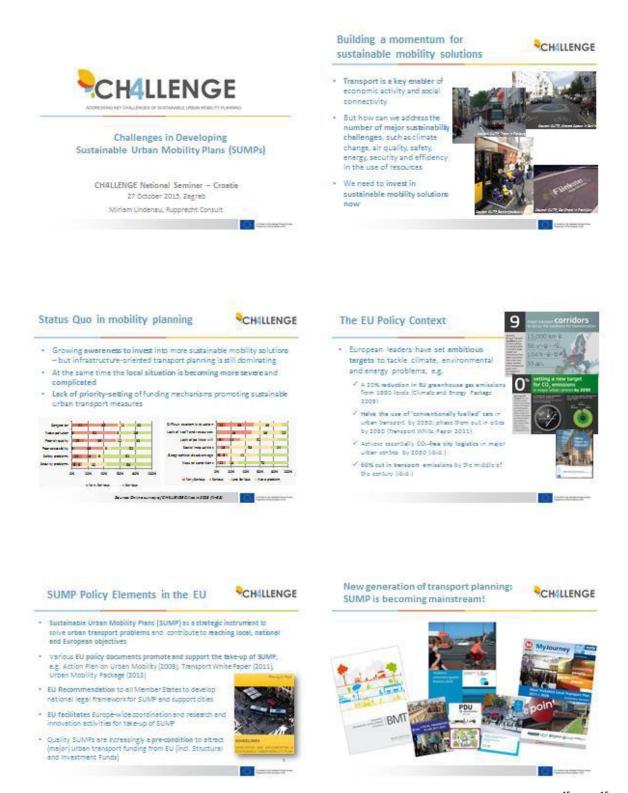
Moderatori/Moderators: Matija Vuger, Ana Magdić







### ■ Presentations/ lecture notes of speakers



1. Challenges in Developing SUMPs – Speaker: Miriam Lindenau, Rupprecht Consult  $(9^{45} - 10^{15})$ 













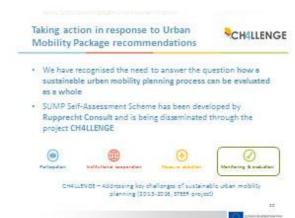












# The SUMP Self-Assessment Scheme A tool to assess the compliance of a SUMP with EU requirements, based on the EC's SUMP concept and guidelines as presented in the Urban Mobility Package An online self-assessment free of charge that cities can take at their own pace A clear and transparent assessment of the SUMP preparation process and of the plan's content A concept and assessment questionnaire that have been developed in dose cooperation with DG MOVE







 In-depth analyses of assessment results across Burope's regions, against SUMP characteristics, SUMP development steps etc.

results

- Ananymised benchmarking information











2. SUMPs in City of Zagreb and CH4LLENGE role – speaker: Matja Vuger and Ana Magdic, City









2. Što je CH4LLENGE



- 9 gradova: Amiens (FR), Brno (CZ), Budapest (HU), Dresden (DE), Gent (BE), Krakow (PL), Timisoara (RO), Zagreb i West Yorkshire (UK)
- S institucija: RC Rupprecht Consult Rorschung and Berstung GmibH, UNIV - Leeds-University of Leeds (Institute for Transport Studies), PUT - "Politehnica" University of Timisorae, UIRS - Urban Institute of the Republic of Slovenia, ATU - The Association for Urban Transition, POUS - Promotion of Operational Links with Integrated Services, UBC - Union of the Baltic cities Commission on Environment, FGM Amor



### 2. Što je CH4LLENGE



- Partneri podjeljeni u tri grupe gradova prema njihovom statusu u planiranju održive mobilnosti
- 1. "optimizing cities": Amiens (FR), Dresden (DE), Gent (BE), West Yorkshire
- \*advancing cities\*: Brno (CZ), Budapest (HU), Krakow (PL)Timisoara (RO), Zagreb
- "follower cities": 30 sijedbenika gradova izvan konzorcija koji se zalažu za poboljšanje planiranja mobilnosti

### 2. Što je CH4LLENGE

CH4LLENGE

CHILINGE FOR ► "follower cities": 30 sljedbenika gradova izvan konzorcija koji se zalažu za poboljšanje planiranja mobilnosti

### 3. Čime se bavi CH4LLENGE



### 3. Čime se bavi CH4LLENGE





Četiri ključna izazova u planiranju:

- 1. Participacija
- 2. Institucionalna suradnia
- 3. Identifikacija najučinkovitijih mijera
- 4. Monitoring i evaluacija

- Participacija (uključivanje građana i dionika) ciji je azviti primjenjiva rježenja za previladavanje izazova povezanih sa uključivanjem dionika u proces razvoja i implementacije POMG-a (biti će izrađeno nekoliko
- Institucionelne suradnja (suradnja lokalne uprave, stručne javnosti i poslovnog sektora) razviti primjenjivu strategiju za prevladavanje izazova u svezi povezivanja institucionalne suradnje u proces razvoja i implementacije POMG-a
- Identifikacija najučinkovitijih mjera definiranje paketa mjera uskladu s smjernicama za izradu POMG-a
- Praćenje i evaluacija cilj projekta je podržati gradove u planiranju programa za evaluaciju i praćenje pri izradi POMIG-a

GRAD ZAGREB Gradski ured za strategijsko planiranje i razvoj Grada





### CH4LLENGE

### PILOTIRANJE: PARTICIPACIJA I MEĐUINSTITUCIONALNA SURADNJA

### Participacija



### Pilot Projekt :

Podizanje razine participacije i međuinstitucionalne suradnje u procesime POMG-e





















### Međuinstitucionalna suradnja <sup>®</sup>СНЦLENGE

### Važnost međuinstitucionalne suradnje: -institucionalna suradnja podrazumijeva

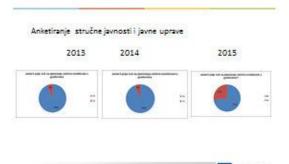
-institucionalna suradnja podrazumijeva suradnju i zajednički rad unutar i izvan institucije, kako bi se zajedničkim naporima isplanirale aktivnosti i njihova implementacija

-temelji se na kontinuiranom dijalogu o razmjeni ciljeva, znanja, resursa, ovlasti i suglasnosti – koji tebaju biti rezultat zajedničke strategije

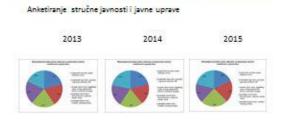
-sinergijsko djelovanje može planiranje učiniti učinkovitijim i prihvatljivijim za implementaciju, odgovarajući na stvarne potrebe različitih sektora društva



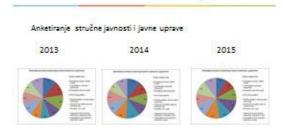
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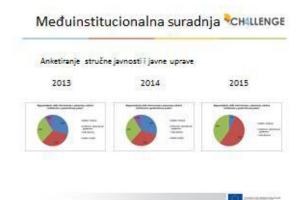
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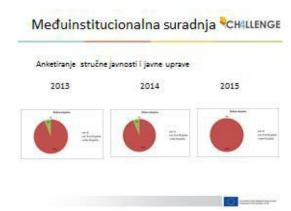


### Međuinstitucionalna suradnja €CH4LLENGE

























# SADRŽAJ OBRAZLOŽENJE SVRHE I OILLEVA IZRADE MASTERPLANA PROMETNOS SUSTAVIA MIPS-IS GRADA ZAGREBA ZAGREBAČKE ŽUPANJE I KRAPINSKO ZAGOREKE PO OKOMIENTACIJE I KRITERUI ZA IZBOR NAJPOVOLJNIJE PONJOTELJA IZRADE MPS-IS PROCJENA TROŠKOVAJZVOĐENJAMPS-IS \*\*TRENJTNI STATUS I PLAN PRIORITETNIH AKTIVNOSTI NA IZVOĐENJU I. FAZE MPS-IS

# OBRAZLOŽENJE SVRHE I CILIJEVA IZRADE MASTERPLANA PROMETNOG SU STAVA (MPS-a) GRADA ZAGREBA, ZAGREBAČKE ŽUPANIJE I KRAPIN SKO-ZAGOR SKE ŽUPANIJE Masterplan prometnog sustava predstavlja temeļni planski dokument trasaranja budulog dugoriočnog razvoja prometa, na njemota se temeļai prastomo urbanastičko planori u djelu koji se odnasi na prometi prometnu infrastrukturu. Na MPS-a temeļa se svi ostali pojedinačni infrastrukturu togastički prometin projekti budulog razvoja prometa. Jasten od snašanjah dijeva MPS-a je defininsti prostome. Nurkcomalna, institucionalna i logatička previpatavina budulog ustričenog pastopetnikog razvoja zagreba (njegori kapadeh) županija. Oug jednsko važan olj torade MPS-a je defininsti prospranske dokina oddzivog razvoja i unapježenja mobinosti i među stava podpadnog pravoja zagreba (njegoriožna u zagu anje projemena kvalista života. MPS tasi temejni strastaki obloment dugoriožnog nazvoja pramiti Grada Zagreba kod materoglanskog opodvija koja Veljuški projekta u kojima če se prijestovana govoda odravana model odkretvanja prinjemena mobinosti prakovjata u kojima če se prijestovana govoda odravana model odkretvanja prinjemena endotnosti prakovjata u kojima če se prijestovana govoda odravana model odkretvanja prinjemena dostavanija podpisa u sagreba kodinasti prodova i stamovnika kragoranog podvoduja szamovati na grindjema enaregiske udrivovitazili, oduvanje i zaštičke dokiša te na principu razdonalnosti.

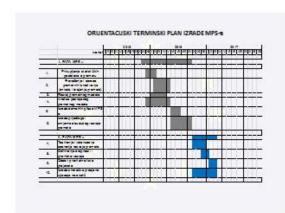
# OBRAZLOŽENJE SVRHE I CILJEVA IZRADE MASTERPLANA PROMETNOG SUSTAVA (MPS-a) GRADA ZAGREBA, ZAGREBAČKE ŽUPANIJE I KRAPIN SKO-ZAGOR SKE ŽUPANIJE \* 3 doziom na irenulno nezadovojskojuće starje glade ozivervanje mobinosti građena i stanovnika integramog metropolisanskog područja pri černu indurducim motomi promel još uvjek ima dominarinu vlogu, jedan od ternelijih oljeva NPS-a je trendum negovičjan strukturu obstavanja mobinosti promjesti u korati jevnog pri votaza. Diokličima i koratina i attendum nihodoška i korgresi izv. Model Sigli, berem do nazine 60.40 u korati jevnog putričkog prijevoza i stanovativnih doška kredaja i strukturu podrumata pisu podruga područanih strukturu doku metropa dostava stanovativnih doška kredaja i strukturu odkumentacija u podruga so oglevu postinjeg stratje i strukturu odkumentacija od strukturu odkumentacija i strukturu odkumentacija od strukturu su strukturu odkumentacija i strukturu od





**3.** Transport Master plan for the City of Zagreb – Speaker: Damir Kapuđija, IPZP (Integrated Transport of Zagreb area)





### OSNOVNI ELEMENTI NATJEČAJNE DOKUMENTACIJE I KRITERIJI ZA IZBOR NAJPOVOLJNIJEG PONUDITELJA IZRADE MPS-a ration zabekom sorbera -cijent (MSS-a -- sadati kije Initia izvršit komulant, -- rasion izvršitivnije i obrad i nagratku projekta, -- rasion pracertacje i obraještivnije o brad i nagratku projekta -- rasion izeromizaje projekta o teporud dijelova i opine projekta -- rasionis terminali glan. Prije navedeni kriteriji ocjenjivanje vrednovani su sukladno DZN u zijedečim omjerima s) lakustvo i kadrovska dagosobljenost gonuditelja iz 57% ukugnih bodova U vrednovanju kriterije (akustva i kadrovske osposlobijenosti ponuditelje (e28te je sukledno GZN bilo ne referencema ključnih eksperate

### TROŠKOVI IZRADE MPS-a

- Not beneju provisioning Medunanching javnog naljedaja i prikupljenih ponuda odlabrana je ekonomski i Francijski najpovljnja ponuda, aukledno čenu, úkupra vrijednosti brade i flaze MPS-a strasti 5.250.000,00 M. a POV, dota v rejednosti i flaze u MPS-a prodeplaja na 4.500.000,00 M. a POV. četa i rejednosti strudenja projekta MPS-a prodeplani au i tradicki upravljanja projektima MPS-a koji se odnosa na korinica upravljanja gleda, barkičku i sekonimizativnih pomoć u francopistoj rejednik la u irimmiranju javnosti i promidžej projekta, u vasni 1.200.000 kn, od čega 500.000 kn, za i frazu te 40.000.000 za ili Resu MPS-a.

### TRENUTNI STATUS I PLAN PRIORITETNIHAKTIVNO STI NA IZVOĐENJU I. FAZE MPS-a

Trenum status : cordens je analiza 4 pragjele ponude i odebrana je ekonomski nagovojnija. Ponude za zradu I. faze MPS-a.

- Nakon perioda od 15 dana od jevne objeve odluke o odabiru najgovojnije. Ponude gratupit če se grocesu skiapanje Ugovora.
- Polgisivanje Ugovora planira se koncern studenoga ili požetkom prosinca 2015.
- nagement upravljanja projekta poglavko presposlavlja osiguranje alijedeči nekoliko upravljačkih orde
  - gomoć izvodileju MPS-s u dejguranju potrebnih kadrovskih i logističkih resursa, gosredovanje, odnosno koordinaciju između izvodileja MPS-s i druživa IPZP d.o.o. te parinera
  - parecorres, contante kalorines p. ametu svocie ja 10-24 i cruzina 10-24 il. a penner kannota i verfinosja svijedo svocilelja NPS-a o lovdenim djelovima projekla i o napreku projekla NPS-a. Premojeko kodenja pojekla. Premojeko kodenja pojekla.

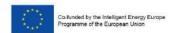
Reziog stoog kajeg je ustuge ugrevljenjeu grajektu MPS-e gatretina gavjenti ugavarnom gentneru je izu zelne slaženasti grajekte te jali ovijek reletivna nedaztelne ektytenasti družive IPZP d.a.a.

### TRENUTNI STATUS I PLAN PRIORITETNIH AKTIVNO STI NA IZVOĐENJU I. FAZE MPS-a

- Oruga vrio važna aktivnost o kiopi ovist usiglešan tijek i kvalitetni rezultati grojekta MPS-a je formiranje i aktivan rad Povjerenstva za gračenje izrade projekta MPS-a.
- Ovo povjerenstvo bili če sastavljeno od predstavnika gartnera u projektu (Grad Zagreb, Zagrebačka žugenja, Kraginsko-Zagorska župenja) i važnih donika.
- Polymentoro za grabenja tzrada IVPS-a bili če zastavljeno od članova užeg stručnog lima koji čine novati predstavnici perinas u grajektu. Grad Zagata 5 članova, Zagataliča Sugataja 2 člana, grata Zagataja 1 član, družnici pri od člana IVPS 1 član, M2-púnički prijavoz 1 član, M2-astručium 1 član, Zagatalički Holong 1 član, NPS- 1 član.
- Sin seator polyerentive ukļuūje vad brog predstannilas, patninas i sunedniloh tivtiki, udruga i jaunih slučal, ia po jednog predstannika cetatih patinera i sunednila u projektu, od kojih poljavito sljedoše. Hrvatsko salizosate HAC, ARZ (Nuscesta Rijeka Zagreti), Hrvatsko cetak, NUP Slučba sa sigurnati cestovnog promisa, MD Put Slučba sa sigurnati cestovnog promisa, MD Cergo, Sugarijska uprava sa cetak Zagretalova Sugarija. Sugarijska uprava sa cetak Zagretalova Sugarija. Sugarijska uprava sa cetak Zagretalova Sugarija. Sugarijska uprava sa cetak Stagretalova sugarija. Sugarijska uprava sa cetak zagretalova sugarija. Sugarijska uprava sa cetak Stagretalova Sugarija. Sugarijska uprava sa cetak Stagretalova sugarija. Sugarijska uprava sa cetak Stagretalova sugarija sa sagretalova sa sagretalova sagretalova.

Uži seziav pogimerativa seziajat če se prikom usvajanja izvježda se pojedne iliza projekte MPS-a, a po potrebi (dažda, a šir seziav pogimerativa seziajat če se grama potrebi, oviano o potrebi ukljuživanja u potrebima istopama projekte MPS-a, primjerče u svrtu privogljanja i akturanja podelaka ši u svrtu provođenja potenitir straživanja (atraka, projekte i alčno).















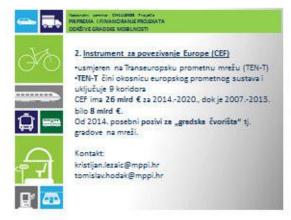




**4. SUMPs in Croatia** – Speaker: Petra Grgasović and Damir Šoštarić, the Ministry of Maritime Affairs, Transport and Infrastructure  $(10^{45} - 11^{15})$ 



















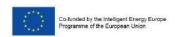




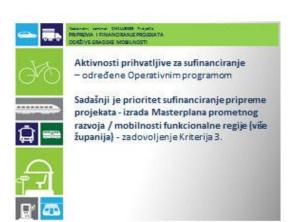


















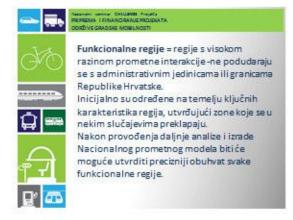




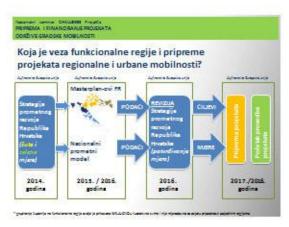














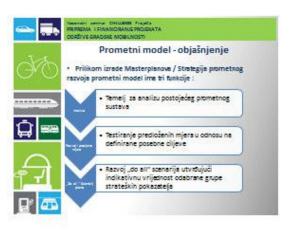
























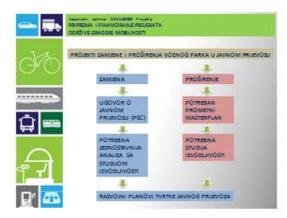












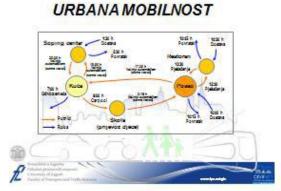




5. **SUMPs** – Speaker: Marko Slavulj, Faculty of Traffic and Transportation  $(11^{30} - 12^{00})$ 











### Što je SUMP ?

 Strateški plan koji se nadovezuje na postojeću praksu u planiranju i uzima u obzir integracijske, participacijske i evaluacijske principe kako bi zadovoljio potrebe stanovnika gradova za mobilnošću, sada i u budućnosti, te osigurao bolju kvalitetu življenja u gradovima i njihovoj okolini.









### Cili SUMP-a

Cilj SUMP-a je stvaranje održivoga transportnog sustava pomoću:

- osiguravanja dostupnosti mjesta zaposlenja i usluga svima
- poboljšanja sigurnosti odvijanja prometa i zaštite korisnika transportnog sustava
- smanjenja zagađenja, emisije stakleničkih plinova i potrošnje energije
- povećanja učinkovitosti i ekonomičnosti u transportu osoba i roba
- povećanja atraktivnosti i kvalitete mobilnosti na području grada.



### Karakteristike SUMP-a

- Nastavno na postojeću EU praksu i propise država članica, njegove osnovne karakteristike su sljedeće:
- jasna vizija, svrha i mjerljivi ciljevi održivost koja će uravnotežiti ekonomski razvoj, društvenu pravednost i kvalitetu okoliša
- integrirani pristup koji uzima u obolsa politike različitih sektora i razina uprave revizija transportnih troškova i koristi uzimajući u obzir ukupne društvene troškove i koristi
- participacijski pristup koji uključuje građane i sudionike od početka do kraja procesa planiranja



### Razlika između tradicionalnog i održivog planiranja prometa u gradovima

Tradicionalno planiranje prometa u gradovima		Održivo planiranje prometa u gradovima
Bazna se na prometnoj alfrantrukturi	>	Mrastratura je samo element provedo cijeva
Planeanys no projektna	- 50	Plentarge ou straterbia
Donošenje oduka je netransparentno	>	Donošenje oduka je transperentni te uktućaje sudetovanje princiši
Clairs clievi su poboljšanje propusne moč i povećanje bizane	3	Clave obre su dostupnost i kvalikita živlena
Organizano prema coobrem automobilime	>	Organizano na jude
Financipili zatignino planirarye	>	Plantanje koje je racionalno na Rnancipikoj razira
Zadovojenje procivtne potražnje	>	Upravljanje prometnom potražnjom
Followarpe na velike i skupe projekte	5	Fokusirarje na učirkovitest i postupne potroklarie
Područje obuhvata prometnih indensera	×	interdisciplinamo područje obutvata - zdravstvo, ekologija, jebanizam
Odativ prometrih projekala bisa stratelike progene	>	Stratelika procena cijeva s obsrom na postavbane cijeve

### Koristi od SUMP-a veća kvaliteta življenja ekološke i zdravstvene koristi poboljšana mobilnost i pristupačnost poboljšana slika grada odluke podržava javnost učinkovito postizanje zakonskih odredbi nova politička vizija integracija potencijala poboljšana konkurentnost i pristup fondovima EU

### Razvoj i implementacija SUMP-a, kontinuirani proces koji se sastoji od 11 glavnih koraka











### Zagreb - Parking management



- Parkiranje i parkirna politika u gradu Zagrebu ključni je segment u planiranju i implementaciji planova održive mobilnosti.
- mobilnosti.
  Naj veći broj parkirališnih mjesta u gradu Zagrebu su ulična, dok je u manjem brojugaraznih parkirališnih mjesta. U samom centru nalazi se 7 ja vnih garaza kojima upravlja Zagrebparking.
  Grad Zagreb je snižavanjem stalne parkirne karle stimuljirao kori stenje osobnih vozila u centru grada, tena taj način povecao potraznju za parkirališnim mjestima i prometno opterečenje na podvogu centra.
  Implementacija P&R sustava u gradu Zagrebu je u samim početcima.



### Group 2 - Street design, street scape and traffic calming

### Street design and traffic calming

- Measures on this field have the objective to make the public space more attractive and to ensure people to stay in public space.
- Slowing the speed of the traffic down (30 km/h)
- Shared Space Pedestrian zone
- Play streets
- Closing city centres for cars
- Green streets with trees and parks





### Public space

- This field concerns the exploitation of public space, road space and surfaces in order to make them more attractive for pedestrians and cyclists.

  Bring shops and business closer;
- Pedestrian zones;
- Green places (alleys, more trees); Lighting suitable for the target groups;
- Integration of MM in the planning process; Access to PT and services as a condition for new development;
- Spatial requirements for new developments such as parking spaces, delivery bays,...



### Group 3 - Walking

### Walking infrastructure

- Pedestrian infrastructure;
- Pedestrian zones;
- Construction of a pedestrian network covering the whole city and accessible for all, especially people with disabilities;
- · Indication of destinations including walking times;
- Street furniture (e.g. benches to rest);
- Avoidance of detours/long way pedestrians



### Complementary offers

- Safe routes to school;
- Walking bus for school children;
- Analysing/ reduction of potentially dangerous places;
- Measures for safe routes to school;
- Lighting of pedestrian paths;
- Avoidance offearful areas (e.g. und subways at junctions; empty buildings); underpass /
- Accessibility for disabledpeople;
- Info display for speed (speed control) near kindergarten and school



### Zagreb - Walking

Značajan udio pješačenja u nacinskoj razdiobi putovanja ističe važnost razmatranja mjera koje se odnose na pjesajok prometi njegovu promociju.

njegovu promodju. Iznjeseni podatak osobito je vazan pri planiranju , pjesajskih zona, koje će u budućnosti biti potjebno razmotriti kroz proširenja, koje su Gradu Zagrebu nužno potrebne kako bi se osigurala održiva mobilnost.



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### Group 4 - Cycling

### Cycling infrastructure

- Optimisation and extension of cycling network
- Construction of a cycling network covering the whole city;
- Analysing/removing gaps in the cycling network;
- Analysing/reduction of potentially dangerous places;
- Indication of destinations including cycling times; (signposting of cycling network)
- Excellent opportunities for shortcuts;
- Good connection with cross-border cycling networks (interregional,...);
- Green wave for cyclists



### Bike park

- Improvement and increase of bioycle parking facilities
  Installation of bioycle rack for bioycle garages; guarded and roof
  covered bioycle parking
  Self service stations at parking facilities
- Bike racks for special bicycles (cargo bikes, children bikes, trailers)

- Public services (e.g. self-repairstations)
  Prevention of bioycle theft (e.g. registration of bikes)
  Cycle hire services and Bike Sharing Systems (area wide flexible cycle hire services providing an alternative to individual bike ownership by offering hire of bikes at convenient locations within an area)
- Route planner for cyclists;
- Benefits for users (cheaper tickets)



### Cycling and PT

- Realisation of secure, accessible, attractive and sufficient bike parks, preferably next to important destinations and on intermodal points. Bikes parks for short and long term parking (bike racks as well as not covered parking facilities, blocke stations (including guidance, repair and bike hire facilities)
  Linking cycling to Public transport (bike parking facilities at PT stations).
- Possibility to take the bike on tram, bus, underground railway;
- Sizing of the PT network taking into account cycling (distance between stations, ...)



### Zagreb - Cycling



### Zagreb - Cycling



### Group 5 - Public transport

- Guarantee the quality of PT network and constantly improve PT network by:

  Daily schedules at close cadence;

- Regularity and amplitude; intercity connection;
- Attractive tariff (for different target groups students, seniors, commuters, tourists etc.);
  Good connections by night bus covering the entire surface of the city,

- Stops covered and lighted: Low floor vehicles to ensure accessibility to all, as part of a global policy dealing with accessibility to all; ITS,
- Green PT fleet.
- Demand response travel service:





Co-funded by the Intelligent Energy Europe Programme of the European Union



- · Partnership between different PT-operator;
- Synchronisation of timetables PT services;
- Camera surveillance (security);
- Real-time information in PT;
- Payment system based on GSM technology;
- Electronic ticketing (SMS tickets, online-tickets);
- Increased safety on PT;
- Integration of public transport with train, suburban andregional bus service



### Priority

- Priority is given to public transport:
- PT lanes (more lines or more optimal lines);
- Traffic light control, green wave for PT;
- Info table-display for arrival the bus at bus station

### Public transport and urban planning

- Definition of minimum building density around public transport stations
- Parking standards in new buildings related to public transport services



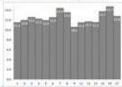
### Zagreb - Public transport

- ne postoji uspostavljena Integrirana tarifno-prijevoznička unija koja di obuhvaćala isve modalitete i bila rasprostranjena na području Grada Zagreba i okolnih županija modaliteti javnog gradskog prijevoza nisu međusobno dovojno usklađeni, kao niti s drugim hodalitetima u učinkovit intermodalni sustav prijevoza putnika nedovolj ne komercijalne brzine (posebice u tramvajskom podsustavi) u prokuju u smanjenje atraktivnosti javnog prijevoza te povešanje konštenja osobnog automobila. Sto nije u skladu s održivom urcanom mobilnošću.
- ne postoji dodjela prijoriteta projaska kroz raskrižje za vozila javnoga gradskog prijevoza
- izraženo je ne poštivanje žutih trakova od strane vozača osobnih automobila
- kao i djelomično riješene dostupnosti za osobe s teškočama u kretanju.



### Zagreb - Public transport

- Komercijalna brzina u 2014. godini po tramvalskim linijama.
- Proslek brzina na mreži: 12.4 km/h (2014 g.)







### Group 6 - Car related measures

### Collective transport

- Actions to develop innovative and demand responsive collective transport
- · Setting up carpool services
- · Setting up carsharing services

### Headways

· Real time traffic information to ensure free flowing by low speed driving on the headways.

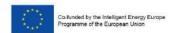


### Speed limitation zones and access restrictions

- Measures to slow down car traffic, to keep traffic out of the city
- Global plan to arrange speed limitation zones and access restrictions in the whole city.
- Dynamic traffic signs information;
- Congestion charging zone; Circulation plans;
- Shared spaces; Green zones;
- Low emission zones



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### Zagreb - Car related measures



### Zagreb - Car related measures

### Prosječna duljina putovanja

- Osobni automobil 7,6 km
- Bicikl 5,5 km

### Prosječna brzina putovanja

- Osobni automobil 16,1 km/h (CBD)
- Bicikl 14,5 km/h
- Tramvaj -12,4 km/h



### Group 7 - Mobility managment

### Information on sustainable mobility

- These measures are essentially driven by demand of the traveller. They provide the traveller with information and advice through a range of different media.
- Development of a mobility centre or mobility point,
- Information on not motorized mobility;
- Travel information delivered via a range of technologies, pre-and during the trip; City maps for PT users, pedestrians and cyclists;
- Ticket information (on web site);
- Actions on safety of road users (e.g. cyclists, pedestrians);
- Safety campaigns; Mobility packages for new employees or new citizens



### Promotion of sustainable mobility

- omotion of sustainable motionity

  These measures have at their core the idea of encouraging voluntary behaviour change through awereness raising, promotion of alternatives to the car, motivation and information provision.

  Advertising campaigns to citizens, schools, companies, ..., to encourage people to try walking, cycling, and/or public transport (Bike to Work, European Car Free dig...);
- - Personal travel advise
- Targeted promotion of alternative modes and trip reduction/ chaining;
- Targeted promotion of atternative modes and trip reduction chaining; incentives for atternative modes and cleah vehicles.

  Marketing of sustainable modes through advertising and the use of other marketing techniques, such as door to boor leafleting to households; increasing awareness of the dangers of CO2 that is generated from traffic.



### Mobility Management in the municipality

- This includes the offer, organisation and coordination of various types of MM-services to provide an alternative to single car occupancy, focussing on the employees of the city administration.
- Installation of bicycle parking facilities at companies
- Introduction of job-tickets for Public Transport
- Installation of showers



### Site-based Mobility Management

MM is dominantly a site-based activity connected to a traffic generating site such as a company, school, university, concert venue...

- A mobility plan encourages its employees to behave in a conscious manner in mobility.
- Regulation of parking spaces nearby communal buildings;
- Bike services and business car sharing;
- Discouraging the use of the car travelling to work;
- Possibility to take a shower at work;



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### Group 8 - Freight managment

## Re-organisation Re-organising and rationalising deliveries by a company and/or by suppliers to reduce fregint trips to and from the site. Consolidation centre:

- Freight lanes; Night distribution; Freight restrictions;
- Regulation on freight transport: delivery hours, sizing of loading bays, ...;

- Modal-Shift in freight transport.

  Use of cargo trams for (inner) city distribution

  Use of equipment for non-motorizes freight transport (walking and cycling -trolley: cargo bixes)

  Cycle couriers



### Zagreb - Freight managment

- Dostavni prometu Gradu Zagrebu djelomično je riješen, a reguliran je "Naredbom o mjerama za reguliranje prometa u središnjem dijelu Grada Zagreba".
   Gradskom regulativom odrečeno je vrijeme dostave u ranojutarnijm i kasnim nočnim satima, no u stvarnosti je situacija posve drugacija.
- Iz tog razloga, pokrenula su se dva pilot-projekta: pilot-projekt unutar CMTAS mjere 7.4, pod nazivom "Prijedlog rjesenja prih vatjivije regulacije dostave roba u sredistu grada i europski pilot-projekt "Traiblazer".
- Oba projekta definirala su demonstracijske zone na kojima su se primjenjivale predložene mjere regulacije dostavnog prometa.



### Zaključak

- Izradom i implementacijom SUMP-a lakše će se ostvariti održivi oblik urbane mobilnosti.
- Na nacionalnom nivou (RH) treba <u>ojačati potporu</u> <u>lokalnim zajednicama</u> kako bi gradovi mogli unaprijediti gradsku mobilnost.
- EU fondovisu izvor sredstava EU-a za projekte mobilnosti i prometa u gradovima <u>preduvijet</u> za to je izrada SUMP-a.
- · Potreba izradesmjernica za koncept SUMP-a u RH



### HVALA NA PAŽNJI !!!

Fakultet prometnih znanosti Sveučilšta u Zagrebu Zavod za gradski promet

Dr. sc. Marko Slavulj

KONTAKT: e-pošta: mslavulj@fpz.hr tel.: 01-2380-226







6. CIVITAS ELAN Project – Speaker: Lidlja Pavic-Rogosic, NGO ODRAZ (12<sup>00</sup> – 11<sup>30</sup>)





### CIVITAS ELAN i građani

26. listopada 2015. Lidija Pavić-Rogošić ODRAZ-Održivi razvoj zajednice





- CIVITAS ELAN poticanje primjene novih održivih rješenja kao odgovor
- \*14 mjera za od<mark>rž</mark>ivu mobilnost, pod motom: Građani na prvom mjestu!

· Partneri u Zagrebu:

- Grad Zagreb, Gradski uredza strategijsko planiranje i razvoj Grada koordinator
- Podružnice Zagreb Holdinga:
  - ZET
  - Čistoća
- Fakultet prometnih znanosti
- ODRAZ Održivi razvoj zajednice
- Udruga Bicikl
- Hrvatske željeznice HŽ Infrastruktura



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### CIVITAS

- Poboljšanja u javnom prijevozu sufinancirane inoustkne komponente 70 niskopodnih tramvaja i 160 niskopodnih autobusa (100 blodizel + 60 plin)
- studd cikl prva besplatna usluga javnih bicikala za studente

Informiranje i uključivanje građana

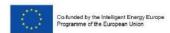
- Info-punkt, preuređeni stari tramvaj gotovo 22,000 posjetitelja
   1,400 sudionika u različitim
- događanjima



### Ostala postignuća:

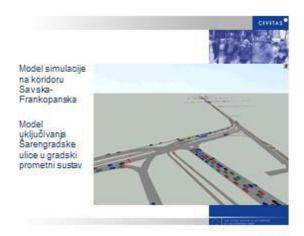
- promocija nove tarifne sheme naplate
- sufinancirana kupnja 52 vozila Čistoće na biodizel
- studija uređenja šireg prostora željezničke stanice Remetinec
- Auto za sve web portal za zajedničku vožnju

















































### CIVITAS ELAN I ETM

- Različitim aktivnostima obilježili ETM ;
- Okrugli stolovi
- Izložbe u Info-punktu ispred Tehničkog muzeja
- Prezentacije
- Foto natječaji
- Biciklijada









## II. razina – povratne informacije \* Istraživanja, anketiranje \* Mogućnost davanja mišljenja, prijedloga i komentara





































# CIVITAS nakon CIVITAS-a Nastavak modela uspješno provedenih razgovora sa starijim građanima o prometu s Gradskim uredom za socijalnu zaštitu i osobe s invaliditetom: O sudjelovanje na specijaliziranom sajmu za starije osobe "Pravo doba" (svibanj 2015.) O mediji zainteresirani temu (gostovanje u radio i TV emisiji "Treća dob", HRT) O priprema projektnog prijedloga na temu sigurnosti starijih građana u prometu











### Sastanci s građanima u mjesnim odborima

Mobilnost u mom kvartu!

- Građani najbolje poznaju uvjete prometa i kretanja u svom susjedstvu, njihova upozorenja na probleme i prijedlozi poboljšanja zavrjeđuju pozornost i odgovor
- Dvjestotinjak građana Zagreba sudjelovalo je u razgovorima o mobilnosti u kvartu koji su održani u devet zagrebačkih mjesnih odbora



### Susreti u mjesnim odborima

 Cilj: ohrabriti i potaknuti građane na promišljanje i predlaganje poboljšanja prometnih uvjeta u njihovom neposrednom okruženju

### Rezultat:

 susreti su pokazali nisko razvijenu praksu sazivanja građana na sastanke i informiranje o događajima u njihovom okruženju



### Radionice

- Radionice za partnere
- O kulturi dijaloga
- Uključivanje građana u proces planiranja i provedbe CIVITAS ELAN-a
- Radionice za gradane:
- Kako komunicirati s Gradom i formulirati svoje zahtjeve
- 143 gradana sudjelovalo na tim radionicama



### CIVITAS nakon CIVITAS-a

- sljedeći mjesec započinje projekt "Dijalog o mobilnosti" financiran iz sredstava IPA
- partneri:
- ODRAZ OdržMi razvoj zajednice
- Sindikat bicikilista
- Gradski ured za prostorno uređenje, izgradnju grada, graditeljstvo, komunakne poslove i promet



### UMJESTO ZAKLJUČKA

- Sinergijskim djelovanjem svih zainteresiranih pojedinaca i skupina
- Podizanjem svijesti građana o održivijem prometu i promjenama navika: informirje, edukacija, kampanje, suradnja s medijima
- Aktivnim sudjelovanjem javnosti
- Moguće je postići višu razinu kvalitete prometnog uređenja grada i dati doprinos čistijem i održivijem prometu: Effisanjil i internostali JGP, tehničke mjere (npr. izgradnja bioklističke infrastrukture) i dr.



Lidija Pavic-Rogosic

O.,,,

ODRAZ – OdržM razvoj zajednice

lidija@odraz.hr www.odraz.hr

www.clvltaszagreb.hr







7. SUMP in City of Koprivnica – Speaker: Helena Hećimović, City of Koprivnica  $(13^{30} - 14^{00})$ 







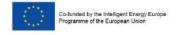




92 km bicikilističkih staza

Nagrada Europskog tjedna kretanja 2008.





























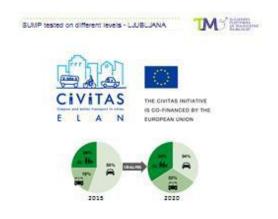




8. SUMP development in Slovenia – Speaker: Mojca Balannt, UIRS (14<sup>30</sup>-15<sup>00</sup>)





























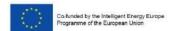
mojca balant@uirs.si



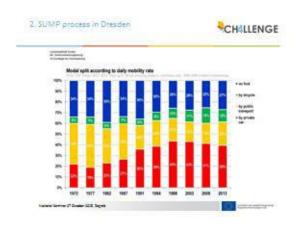
9. The Dresden SUMP process - Speaker: Kerstin Burggraf, City of Dresden and Miriam

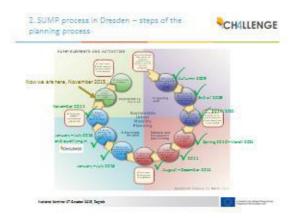


Lindenau, Rupprecht Consult ( $15^{00} - 15^{30}$ )

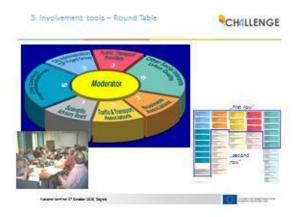












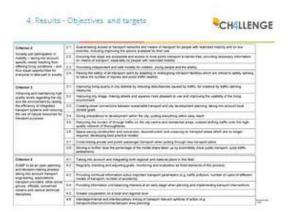


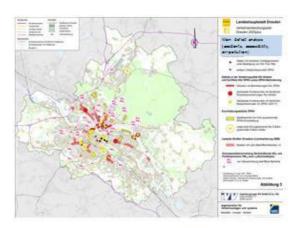


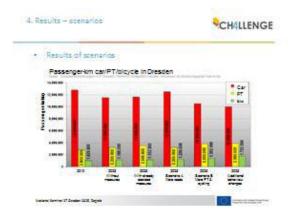


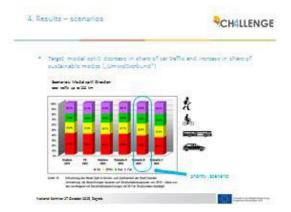








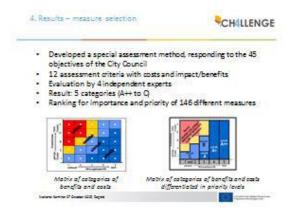














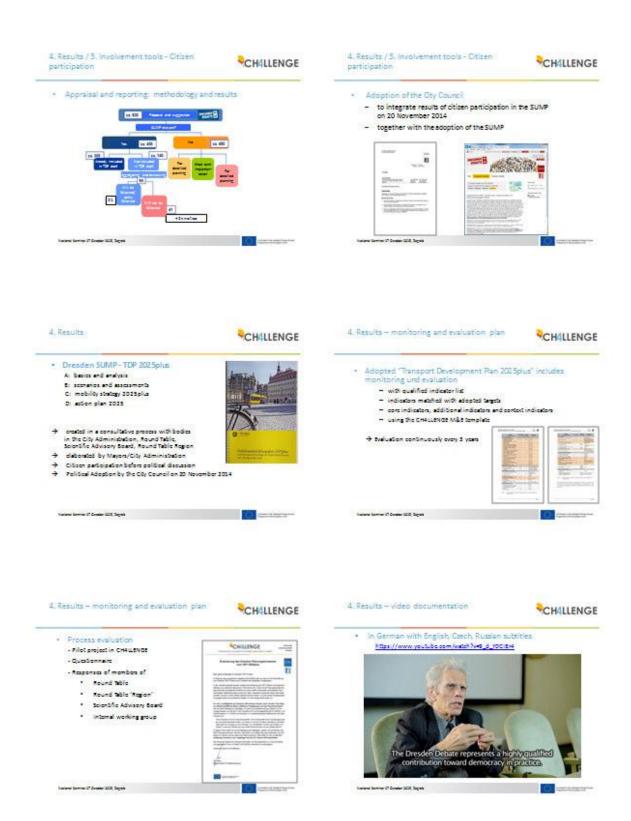












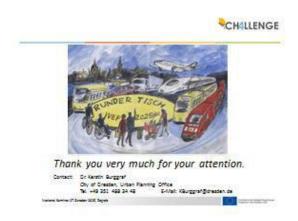


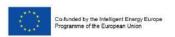










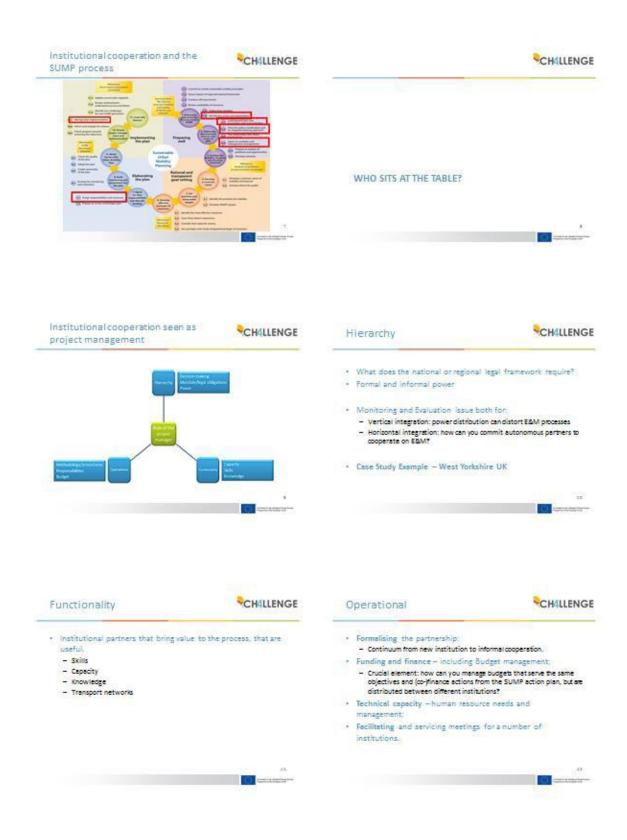




**10.** Institutional Cooperation – Ivo Cré, Polis and Jeff English, West Yorkshire Combined Authority  $(15^{30} - 16^{00})$ 



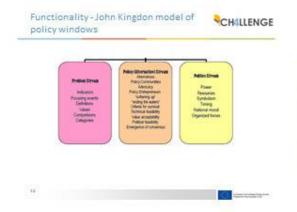












Kingdon relevance	Kingdon streams	CHALLENGS SUMP functionality	OHILLENGE relevance
Power Resources	Politica stream	Political august	Who can sesure political aupport? Who can sesure nectures to allow for SUNP implementation?
Technical feasibility Technically sound plan	Policy stream	Transport network competence	Who managesthe respective transport networks?
		Espettie, skille, data	Who had the relevant skills and expendes to deliver a technically abund plan?
Valued Sense of urganity	Problem stream	Public support	Who understands problem perception from stakeholders and citizens? Who can assure public support?

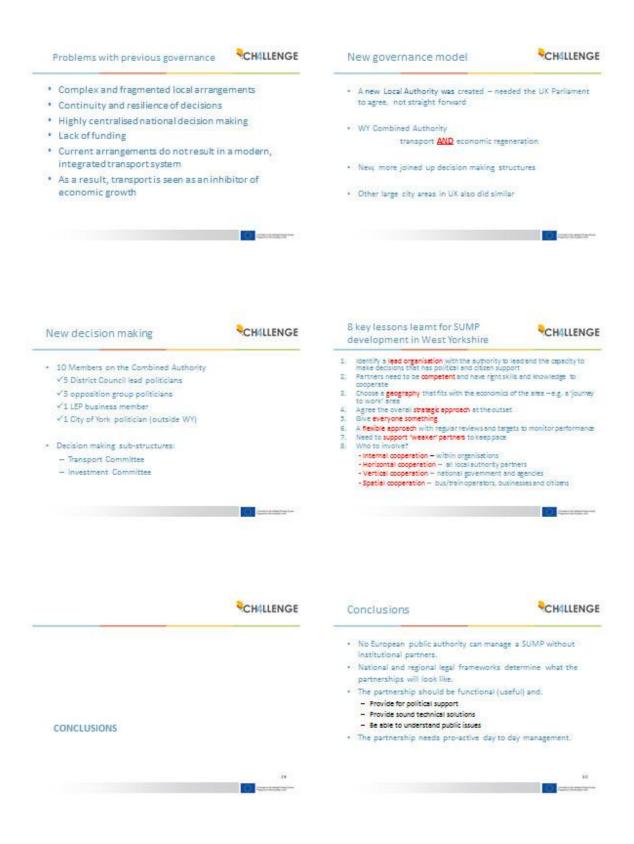




















# ■ Signed list of participants

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# ■ Any other relevant document about the event: pictures















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# European Commission Executive Agency for Small and Medium-sized Enterprises

Intelligent Energy Europe
Contract Number IEE/12/696/SI2.644740

# **CH4LLENGE**

# Addressing Key Challenges of Sustainable Urban Mobility Planning

# D6.3 Post-seminar notes of national SUMP challenge seminars Hungary

Deliverable	D6.3 Post-seminar notes of national SUMP challenge seminars
Work Package	WP Training and exchange
Dissemination level	Public
Author	BKK Centre for Budapest Transport, Polis
Submission date	20 March 2016
Status	Final
Project Start Date and Duration	21 March 2013, 36 months





National event organised by : BKK Centre for Budapest Transport
Place of national event : Design Terminal, 11 Erzsébet tér, 1051 Budapest
Date of national event : <b>4</b> <sup>th</sup> <b>March 2015</b>
The national event was (tick the box):
■ An independent event □ An event organised together with
Attended by approximately 45 participants including people from planning companies, the local mobility manager (BKK), transport associations, universities, the Hungarian Academy of Science, Budapest district government, Hungarian city governments, international consulting companies and CH4LLENGE partners (see participant list in annex)

#### 1. Targets and expected outcomes of the national seminar

The main target of this National Seminar was to **bring together mobility experts, architects, public representatives and politicians**, all playing a very important part in developing strategies for the cities they are representing, strategies that at the end are gathered in the final form of a SUMP.

#### 2. Current situation of sustainable urban mobility planning in Hungary

The process of SUMP development is in an early stage in Hungary without legal obligations to prepare/adopt SUMPs in the cities, agglomerations or regions. However, the Ministry of National Development released guidelines about the use of the SUMP methodology that intend to submit applications for funds of the Integrated Transport Development Operative Programme. In addition, all Hungarian cities have to prepare a master urban plan by law, which covers all areas of city development including transport. Most of the Hungarian cities are aware that one of the most important strategic documents towards the efficient use of available financial resources is SUMP. Therefore the use of sustainable transport modes and the development of their infrastructure is supported in all national policy documents.

In the specific case of the Hungarian capital, the objectives of the **Balázs Mór Plan (BMT)** reflect the **development of Budapest and its urban area** in line with the approved urban development plans, and therefore individual measures may be implemented in a coordinated and comprehensive context and not in isolation. Social and transport development objectives of local and national development documents (see Figure 1), prepared at various levels, and often simultaneously, were taken into account in the Balázs Mór Plan.



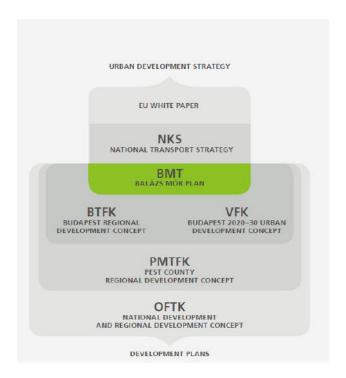


Figure 1: Documents used for drafting the Balázs Mór Plan of Budapest

Of the listed documents, the Budapest and Pest County Regional Development Concepts contained several joint proposals for the development of the region of the capital city, which are priorities among the objectives of the Balázs Mór Plan.

#### 3. Local SUMP experience

In 2014, BKK developed the Balázs Mór Plan (BMT) to replace the former plan of 2011. The transport development strategy, based on sustainable urban mobility principles, defines the main directions of development for the period 2014–2030. The draft version of the first SUMP-based transport strategy of Budapest was approved by the General Assembly of Budapest in June 2014, and BKK was appointed to carry out a large-scale public consultation. The public and institutional consultation took place in Budapest from August to December 2014, while the analysis and evaluation of the results were on-going at the date of the National Seminar. Therefore, it was decided that the CH4LLENGE National Seminar in Budapest will focus on the explanation of the SUMP concept and the consultation process and results.

#### 4. Seminar presentations

The National Seminar in Budapest followed the thematic structure of the four key challenges, namely participation, cooperation, measure selection and monitoring & evaluation. Two presentations were held on each of the topics, one related to the methodology and one about best examples and practices. 20-minute time windows were included in the agenda for questions and answers of the audience at the end of each session.



Presentation	Speaker	Main points
SUMP in Budapest	László Somodi, BKK	The presentation showed sustainable mobility planning as the core issue for Budapest in terms of transport strategic planning. Integration and harmonisation of citizens' needs and mobility services were highlighted as essential for a modern smart city in Europe.
Frames of institutional cooperation in Budapest	Zsolt Denke, BKK)	Mr Zsolt Denke (BKK) presented the framework of institutional cooperation in Budapest. Smart cities need cooperation in terms of sectoral policies and plans, different transport modes and land use planning. Mr Denke explained that one of the main messages of BMT Balázs Mór Plan is integration, which should be facilitated by local, regional and national stakeholders to provide harmonised services, better customer information and integrated fare and marketing system.
Institutional cooperation in sustainable urban mobility planning	Ivo Cré, Polis	The speaker made an introduction to the methodological background of institutional cooperation. One of the most important challenges in cooperation is to find policy windows enabling different stakeholders (politicians, planners, operators, etc.) to cooperate with each other. The three different levels of planning (strategic, tactical, and operational) require different stakeholder involvement and different time scale as highlighted in Table 1 below.
Stakeholder involvement and public participation in sustainable urban mobility planning	Miriam Lindenau, Rupprecht Consult	Ms Lindenau emphasised the importance of active involvement of stakeholders and citizens into decision-making as a basic principle of sustainable urban mobility planning. Long-term perspective of SUMP requires a high degree of support and public acceptance, because it increases transparency and helps decision-making.
Experience in public participation during the development of	Tamás Fleisher, MTA KRTK	The speaker made an introduction of the preliminary results of the on-going analysis and evaluation of the public consultation of BMT. BKK



Balázs Mór-plan		received 272 letters with 1281 different comments from institutional and public stakeholders, with over 85 percent of positive supportive or positive constructive responses. The feedback was processed by an expert group of BKK and external experts, resulting in a proposition for finalisation of the BMT. The main challenges of the consultation were the underestimated timeframe and the involvement of elderly people. The picture on Figure 2 below represents the most frequently used words of the consultation, including the words of transport, tram, metro, public and Budapest.
Measure selection in Dresden Practice	Kerstin Burggraf, LH Dresden	Ms Burggraf explained the historical background and the present situation of the SUMP process in Dresden starting from 2009. During the consultation process they used different tools for stakeholder involvement (e.g. steering committee, round table, advisory boards, consultants and project groups) and citizen participation (e.g. online-debate with 2.200 involved citizens and offline info-box with 570 visitors). After a large number of consultation activities and assessment processes, 149 measures were chosen to the SUMP draft called TDP 2025plus. The adopted Transport Development Plan includes a chapter for monitoring & evaluation as well, with qualified indicator list, indicators matched with adopted targets, and core, additional and context indicators.
Measure selection – theory, practice and a tool	Attila Gönczi, PUT	The speaker presented the theory of measure selection and introduced the use of online KonSULT tool. Analysis and evaluation of large number of potential solutions are essential to find the best solutions. An appropriate measure-generator process is needed to find the most effective measures and packages of measures. KonSULT (Knowledgebase on Sustainable Urban Land use and Transport) is a tool assisting creative and complex way of thinking and systematic harmonization of measures, based on deep theoretical knowledge and international



		empirical evidence. It contains a Measure Option Generator (MOG), a description of 60 measures and a guidebook for decision-makers.
New integrated transport model in Budapest – indicators for strategic planning	Melinda Ábel, BKK	Ms Ábel introduced the first Integrated Macroscopic Transport Model of Budapest. The newly developed Integrated Transport Model of Budapest is going to facilitate the decision-making on best projects later in the implementation phase, while a methodology for project ranking is being elaborated by BKK with the help of external experts.
Analysing, monitoring and indicator systems	Tamás Mátrai, BME	Mr Mátrai presented the planned Monitoring & Evaluation system related to BMT, including the use of core output and impact indicators. BKK will use external expertise to develop a methodology for project ranking and monitoring & evaluation. Figure 3 below presents the simplified SUMP circle applied in Budapest.

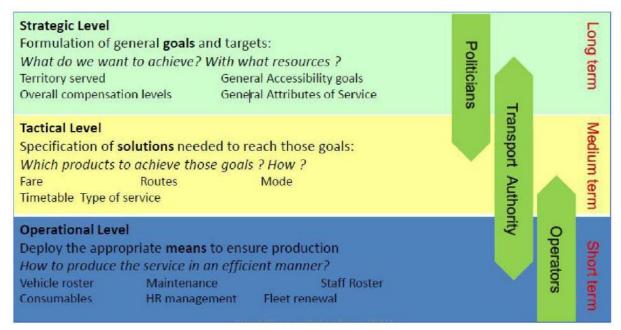


Table 1: Three levels of planning in institutional cooperation



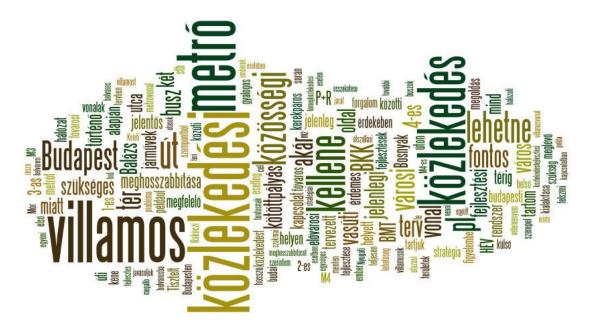


Figure 2: Most frequently used words of the consultation in public consultation for the Balázs Mór Plan

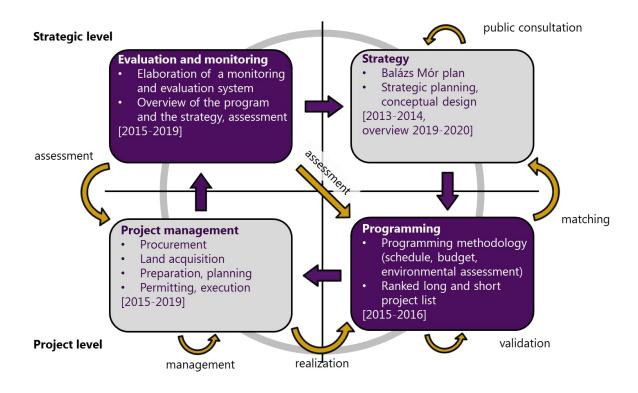
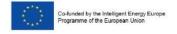


Figure 3: Simplified SUMP circle applied in Budapest

#### 5. Conclusions drawn by participants & speakers

The main points discussed during the seminar were: general information about SUMP development and necessity, what a SUMP consists of, challenges in the entire process, bringing the SUMP into





#### public view and self-assessment of the SUMP.

The **overall feedback was positive** from the participants. For those who have been already working with SUMP methodologies, the national seminar was a good opportunity to have a better insight into the various topics of SUMP challenges, while at the same time, it gave a comprehensive package of information for the ones who are at the beginning of applying the SUMP approaches. The feedback was mainly received via personal discussions and in the Q&A session.

#### 6. Annexes

- Final agenda
- Presentations/ lecture notes of speakers
- Signed list of participants
- ☐ Any other relevant document about the event



#### **Annexes**

#### **■** Final agenda



# **NATIONAL SEMINAR**

Budapest, 04. 03. 2015.

9:00	Registration of participants
9:30	Welcome speech Kálmán Dabóczi, dr., CEO, BKK
9:40	Frames of institutional cooperation László Somodi, BKK / Zsolt Denke, BKK
10:10	Institutional cooperation Ivo Cré, POLIS
10:40	Q&A
11:00	Participation planning as a part of mobility planning Miriam Lindenau, Rupprecht Consult
11:30	Experiences in public participation during the development of Balázs Mór-terv Tamás Fleischer, dr. MTA KRTK
12:00	Q&A
12:20	Lunch break
13:30	Measure selection in Dresden practice Kerstin Burggraf, dr., Landeshauptstadt Dresden (LHD)
14:00	Measure selection Attila Gönczi, PUT
14:30	Q&A
14:50	New integrated traffic model in Budapest Melinda Ábel, BKK
15:20	Analysing, monitoring and indicator systems Tamás Mátrai, BME
15:50	Q&A
16:20	Conclusion

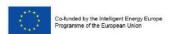








■ Presentations/ lecture notes of speakers

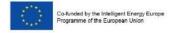




#### 1. Zsolt Denke - Head of Public Transport, BKK Centre for Budapest Transport

Frames of institutional cooperation in Budapest







2014. 01. 12. 11:40

#### Együttműködési lehetőségek

- A BKK kiemelten fontosnak tartja az elővárosi szolgáltatókkal, a MÁV-START Zrt.-vel és a VOLÁNBUSZ Zrt.-vel az együttműködés fejlesztését. A korábbi NFM munkacsoportot a BKK vezetésével újraindítjuk. Az együttműködés lehetséges területei:
  - Szolgáltatások összehangolása (csatlakozások, párhuzamosságok összehangolása)
  - Utastájékoztatás fejlesztése (online adatcserével: megállóhelyi, fedélzeti, internetes)
  - Egységes menetdíjrendszer megvalósítása
  - Értékesítés, ügyfélszolgálatok közös fejlesztése





#### Jelenlegi fővárosi-elővárosi menetdíjrendszerek

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    - Nem csatlakozó jegyek, bérletek is vannak



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#### Egységes menetdíjrendszer kialakítása

- Sztv. 32. § (6) bek.: "az ellátásért felelős a fóváros és elővárosa tekintetében a fóvárosi személyszállítási közszolgáltatás és az elővárosi személyszállítási közszolgáltatások igénybevételére jogosító egységes jegy- és bérletrendszert működtet."
- BKK elektronikus jegyrendszer projekt szállítói és űzemeltetési szerződés 2014. október 9-i aláírásával a megvalósítás fázisába lépett.
- Egységes fővárosi és elővárosi menetdíjrendszert NFM-mel közösen megvalósítjuk.



#### Egységes menetdíjrendszer kialakítása

- A BKK egységes menetdíjrendszerre vonatkozó javaslata
  - a BKK jelenlegi városi és elővárosi menetdíjrendszerét területi övezeti menetdíjrendszerben egységesíti,
  - alkalmas arra, hogy a MÁV-START és Volán-társaságok elővárosi szolgáltatásaira is kiterjedő egységes városi és elővárosi menetdíjrendszerré válion.
- Integrációirányába mutató kezdeményezések jelenleg is vannak a BKK menetdíjrendszerében
  – Szigetszentmiklóson alternatív útírányokon
  - kölcsönös bérletelfogadás a Volánbusszal



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#### Car-sharing – közösségi autóhasználat

A car-sharing a közösségi közlekedés egyik új irányzata, a felhasználók a saját gépjármú előnyeit élvezhetik a tulajdonlás állandó költségei és kötöttségei nélkül. A car-sharing a Bubihoz hasonlóan népszerű lehet az eseti használók, így a turisták körében is.

Főbb koncepcionális elemek:

- Alapvetően piaci alapú szolgáltatás, a BKK szerepvállalása mint szolgáltató-semleges szabályozó, Jogszabályi háttér ma még nem adott,
- Kedvezmények biztosítása célszerű (pl. parkolás),
- · Szolgáltatási modell kérdése: free-floating preferált a dokkolóállomás-alapú rendszer helyett,
- Területi lehatárolás, minőségi követelmények rögzítése,
- 300-500 járműves flotta a belváros lefedésére, Saját gépjárműhasználatot váltja ki, amivel a
- környezetkárosítás és a parkolóhelyek zsúfoltsága csökkenthető.





#### Jedlik Ányos Klaszter – Egy lehetséges partne

"A ktasztert azért hozták létre, hogy azok a gazdasági társaságok, amelyek a gyakorlatban is tenni tudnak az elektromobilitás elterjedésért, részt vehessenek és részt vállalhassanak a terv kidolaozásában:

A BKK Zrt. kiemelten fontos céljának tartja, hogy A BKK ZTT. kiemeiten Tontos cojanak Tartja, nogy tegyen a fenntartható, környezetbarát közlekedésért, ezért jelenleg tárgyalásokat folytat a Klaszterbe történő belépésének részleteiről, hogy aktív tagként segíthesse elő az elektromobilítás elterjedését Magyarországon.



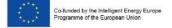














#### 2. Ivo Cré - Deputy Director, Polis

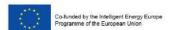
Who does What? Institutional cooperation in sustainable urban mobility planning

























Conclusions



- · Building partnerships is of strategic importance.
- No European public authority can manage a SUMP without institutional partners.
- . The partnership should be functional (useful) and.
  - Provide for political support
  - Provide sound technical solutions
  - Be able to understand public issues
- The partnership needs pro-active day to day management.
- Continuous dialogue does not remediate a flawed technical or political process.

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#### icre@polisnetwork.eu Contact for CH4LLENGE

Or-Ing, Susanne Böhler-Baedeker Miriam Lindenau Rupprecht Consult-Forschung & Beratung GmbH Clever Straße 13-15, Soße Köhl (Cologne), Germany Tel +49 221 60 60 55 – 14 3.boehler Brupprecht-consult.eu

www.rupprecht-consult.eu www.sump-challenges.eu [CH4LLENGE website launched in autumn 2013]



#### 3. Miriam Lindenau - Project Coordinator, Rupprecht Consult

Stakeholder involvement and public participation in sustainable urban mobility planning





What are the challenges for more and better participation?

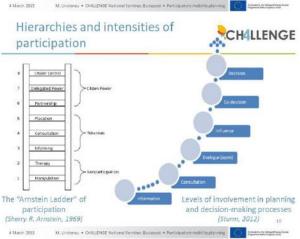


#### Academic perspectives on stakeholder and citizen involvement



- · Opening-up of a highly specialised and complex subject area for debate
- · Financial crisis forces many European cities to develop strategies aiming at effectiveness and efficiency
- · New processes, tools and more strategic approaches in public participation are required
- Differentiation between stakeholder and public involvement - distinction often blurred
- Mismatch between participation objectives and techniques observed - key objectives of participation (Glass, 1979)
  - information exchange
  - education
  - support building
  - supplemental decision-making and
  - representational input
- · Participation as knowledge development





Participation in SUMP development – why actually? CH4LLENGE



What are we looking at in CH4LLENGE? CH4LLENGE







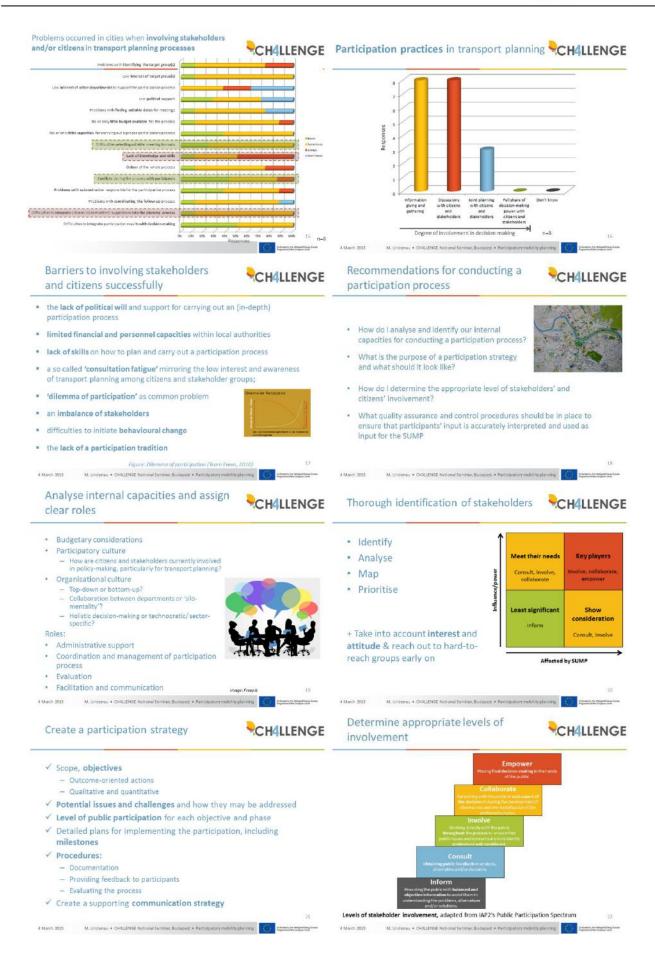
Stakeholder and public involvement practices in Europe



- · Countries with formal, mandatory consultation procedures for mid- and large scale transport projects as well as for the development of transport plans and SUMPs
- · Countries with experience in innovative involvement tools
- · Countries with no or only very limited formal procedures for involving citizens and stakeholders

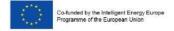














#### Critical reflection of participatory mobility planning





- Trend in cities observed to move away from top-down planning approaches to collaborative planning
- Phenonmenom of "Particitainment"? [Selle, 201.
- · Quality of decisions does it increase or decrease?
- · The question of democracy
  - Involvement of only small sections of the public or
  - "democratic" is not equal to "accepted"
- · How to take the results into account in the ongoing technical planning process?
- · How to come to a joint, accepted decision?





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### Moving back to top-down planning

Conclusions

- approaches is no option either
- Striking trend of people realising and showing that transport planning does not accord with their ideas and expectations





- Mobility planning in times of austerity: effective and (cost) efficient planning
- Participation as a mean for prevention of opposition and failure
- · Creation of ownership and greater sense of responsibility

#### Thank you for your attention!



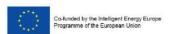








4 March 2015 M. Lindenau • CH4LLENGE National Seminar, Budapest • Participatory mobility planning



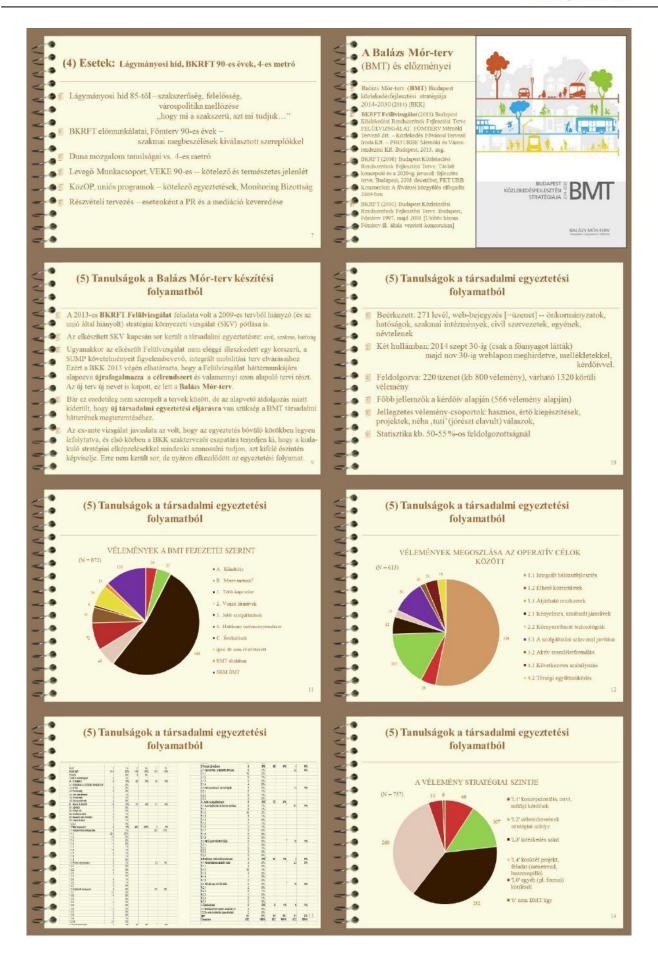


#### 4. Tamás Fleischer, dr. – Expert, MTA KRTK

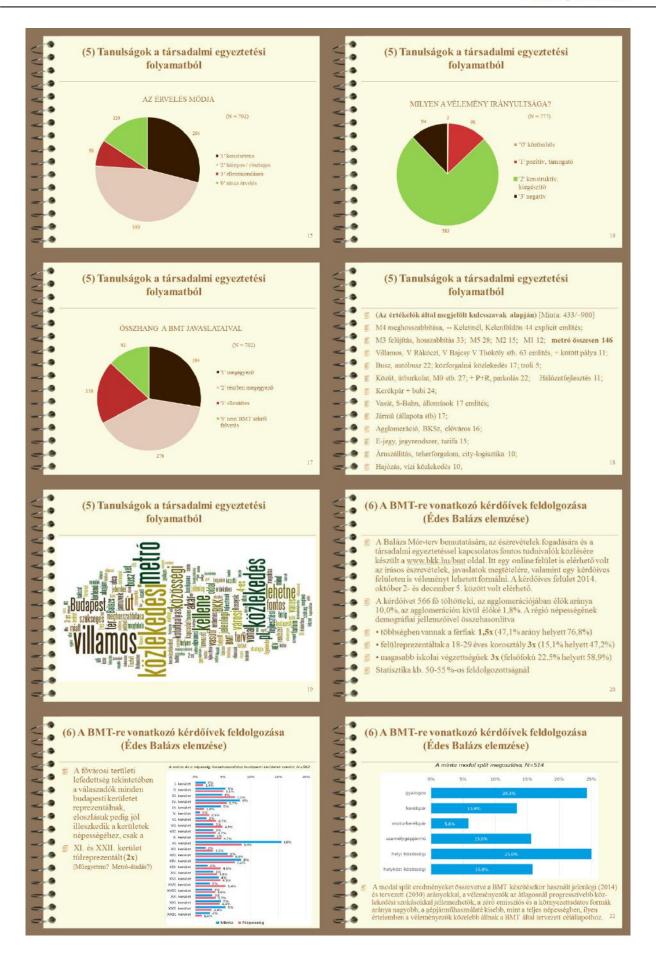
Experience in public participation during the development of Balázs Mór-plan



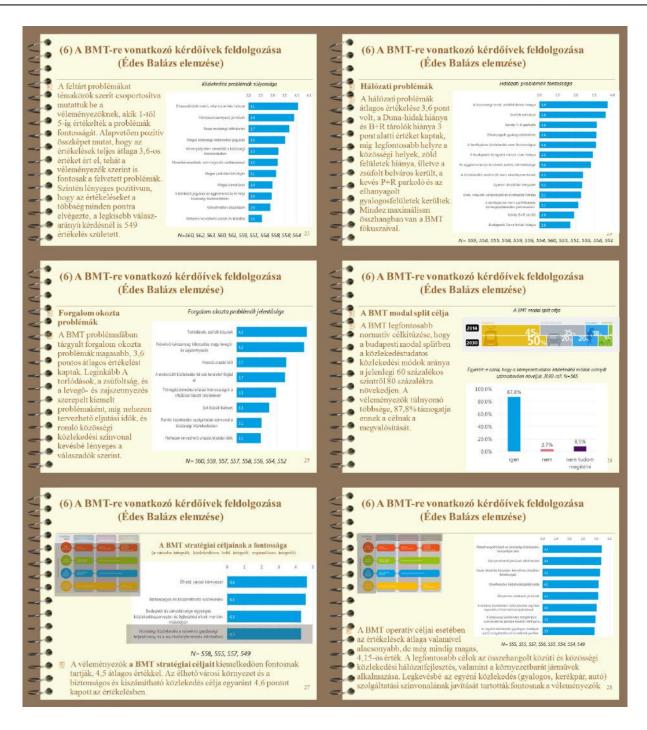
















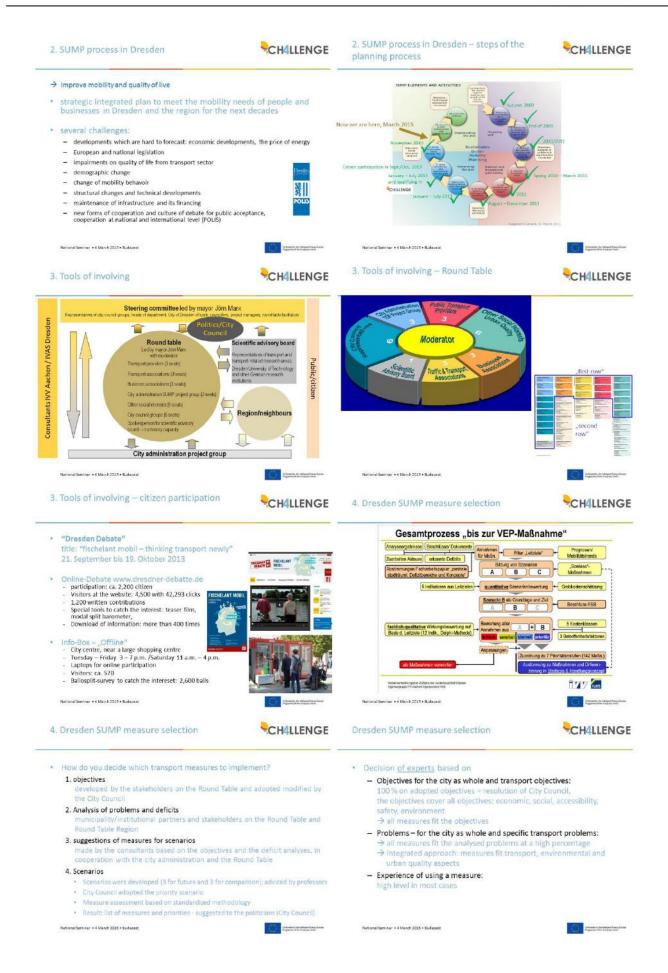


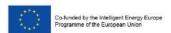
#### 5. Kerstin Burggraf, dr. - Department of Transport Development Planning, City of Dresden (LHD)

Measure selection in Dresden Practice





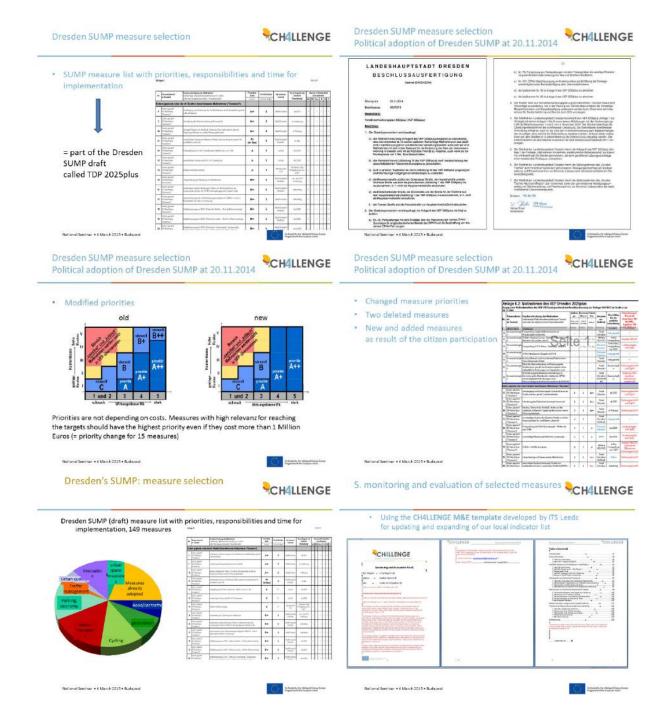














5. monitoring and evaluation of selected measures CH4LLENGE Political adoption of Dresden SUMP at 20.11.2014

5. monitoring and evaluation of selected measures CHALLENGE Political adoption of Dresden SUMP at 20.11.2014

- Adopted "Transport Development Plan 2025plus" includes
  - chapter 4.9 "Monitoring und Evaluierung"
     with qualified indicator list
     Indicators matched with adopted targets

  - core indicators, additional indicators and context indicators

→ Evaluation continuously every 3 years



5. monitoring and evaluation of selected measures CH4LLENGE Political adoption of Dresden SUMP at 20.11.2014

1, 61	ontrutual analysis (basic indicators)	
1	Motorisation (cars, houshold motorisation)	basic data
2	Travel behaviour characteristics (trip frequencies, trip purposes + Average car occupancy)	basic data
3	Commuter interdependencies	basic data
4	Traffic valume on permanent counting points (cars, bicycles) and PT passengers	basic data
5	raffic volume on Elbe bridges (cars, bicycles, padestrians, PT)	basicidata
6	Cor and FT traffic volume at access points to the city	basic data
7	ratio volume of heavy vehicle tratio	besicidate
8	Number and utilisation of parking spaces in the city centre and average parking fees in privat public parking locities.	basic data
9	Number Size of Park & Ride facilities in the city of Dresden	basic data
10	Development of individual transport costs (PT, cars)	basicdala
11	rivestments in maintainanceo(roads and PT (Investment volume per year in maintainance/management (in Euro))	besic date
12	nestresis in building rewinfastructure and construction of infastructure (complex researces respectively load, PT, cycling bot).  Thereforest hours get rear in new building and rebuilding/odesson in Euro).	bevir date
13	Municipal share offinancing PT	basicdata
14	Length of street notwork differentiated in several construction levels and tempo 30	basic data
15	Length of PT network	basic data
20	ecific data Dresdenmobility	
16	Modal spiri of Dresden residents (slittings and intround trips) and share of sustainable modes of transport	Increase share of PT, cycling and walking (+ sustainable modes of transport)
17	Medal spiror inbound and outcound traffic	Increase share of PT, cycling and walking
18	Travel behaviour characteristics (hip lengths, multimodal trips) National Samina: + 4 March 2015 + Budaneset	decrease of trip length, increase share of multimodality

5. monitoring and evaluation of selected measures Political adoption of Dresden SUMP at 20.11.2014 CH4LLENGE

ii.trai	Mic volume and traffic quality	
15	Eartrafic journe in the city centre (26er Ring)	decrease
20	Traffic accests of contraffic and PT on according toutes	Improve proportion PT; cars in teriour of PT
21	Public transport punictuality	increase
22	Number of PT passengers differentiated in regional rail transport transcribitus regional bus	increase
23	Traffic performence in the citr of Dreaden (cartraffic, PT, biosole)	increase PT and circling
24	Number of abonnement tickets PT	increase
25	mobility management for companies	increase/improvement
Hilim	semodal traffic innovation	
26	humber of e-cers in Dresiden	increase
27	phare of electric vehicles in transport performance	increase
28	Number of Carsharing user, stations and cars	increase
29	Numbero/pedelecs	increase
IV. or	vironment and costs	
36	luel consumption car traffic of Diresden residents	expirit reduction
31	DOZemissions of traffic	decrease potentially based EU and national targets
32	Days exceeding critical levels	decrease, based on EU arrouality standards
33	number of affected people from critical levels of local poliutants	decrease
34	Noise exposure of residents	decrease based on EU noise directive
35	phare of regenerative energies in energy consumption of motorised Iteffic	incresse
36	Validation of financing inhastructure mantanance	Target + 1 (secure existing infrastructure)

V. de	velopment of infrastructure/read safety	
38	Status assessment of road network (road surfaces) in cluding side facilities	improvement
39	Status assessment of pavements	improvement.
40	Status assessment of cycling facilities	improvement.
45	Share of traffic caiming	increase
42	Length of cycling network differentiated in kinds of tracks/construction levels	ncrease
43	Share of barrier-free PT stops and PT vehicles	Increase conformable to a alional largets in accordance to to Convention on the Rights of Persons with Disabilities
44	Accidentidate by location, killed and senously injured personally mode	decrease, polentially based on national targets
45	Fublichansportcatchmentarea	ncrease
46	Setsfection with trensport offered (PT, parking, cyclingfacilities)	ncrease
Y1. 85	tate of implementation	
47	Status of measure implementation	implementation
48	Evaluation of transport, economic, environmental and other quality orderies for specific SUMP measures	performance of specific largets of measures

National Seminar + 4 March 2015 + Budapost

National Seminar + 4 Merch 2015 + Budapost





# 6. Attila Gönczi, PhD – Transportation Engineering Department – Politechnica University Timisoara

Measure selection – theory, practice and a tool



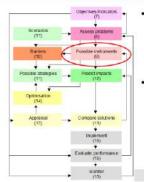


# A lehetséges megoldások megtalálása



# Mind több lehetséges megoldás létezik a mobilitási problémákra

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- Hiba a megoldás(ok) meghatározásával kezdeni!
  - A politikusok gyakran megígérnek vagy kitalálnak megoldásokat és azokat próbálják keresztülvinni.
  - Pld. "új metróvonal kell"
- Ennek veszélyei:
  - Nem feltétlenül a fontos problémákat orvosoljuk így.
  - Vajon nem okozunk újabb, esetleg nagyobb problémát ezzel?
  - Van esetleg más lehetséges, vagy jobb megoldás?
  - Ez a legköltséghatékonyabb megoldása a problémáknak?

- Közlekedés-szervezés (menedzsment)
- Alacsony kibocsátású zónák Információ szerzés - megosztás
  - Optimális útvonaltervezés Járműben valós idejű információ
- Crowd sourcing
- Szokások befolvásolása
  - Sétáló buszok
  - Személyre szabott ajánlások
- Bike sharing (közösségi kerékpárkölcsör Költségek befolvásolása
- Útvonalhasználati/behajtási díjak

- Okos kártyás rendszerek kétszer több mint 1984-be
- De mennyít is tudunk ezekről? Jól, optimum közelében hasznosítjuk őket?



## Csomagok kidolgozása



#### Megoldások hatásának becslése

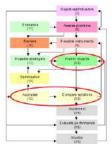


- Egyetlen megoldás soha nem lesz elegendő a problémák kezelésére
- · Egy hatékony csomag
  - Kihasználja a megoldások egy nagyon széles skáláját és több irányból is támadja a problémákat.
  - Biztosítja hogy az egyes megoldások kölcsönösen erősítik egymást.
  - Az egyik megoldás segít legyőzni a másik hatékony alkalmazása útjában álló akadályokat.



Meg kell jósolnunk az egyes megoldások illetve csomagok hatását

- A meghatározott célok szempontjából.
- Matematikai modellek segítségével (ha lehetséges)
- A döntéshozatalban is igen fontos hogy össze tudjunk hasonlitani különböző forgatókönyveket
  - Formalizált (módszeres becslés)
    - lásd Challenge 4
  - Vagy jóváhagyják a legjobb megoldást,
  - Vagy visszamegyünk és újraindítjuk a megoldás-keresést vagy a csomagok összeállítását



# Monitoring és értékelés: tanuljunk a hibákból!



## Az SUMP ciklus és az intézkedések generálása - bemenetek



- A megoldás vagy csomag megvalósítása/alkalmazása még nem az út vége!
- Minden megvalósított intézkedést értékelni kell
  - A meghatározott célok teljessége szempontjából.
  - Lásd monitoring és értékelés.
  - Fel kell ismerni a gyenge pontokat és kijavítani azt ami nem működik jól.
  - A jövőbeni megoldás-keresés javítása céljából adatok gyűjtése.
  - Lénveges bemenet a tapasztalat átadása/átvétele szempontjából.

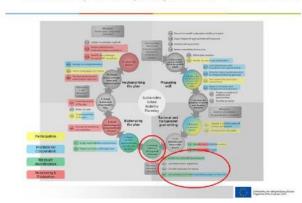


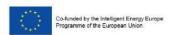
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The SUMP cycle and option generation



- A 3, 4, 5, 7, 8-as elemek
- 3.1: Készítsünk egy problémaelemzést illetve mérjük fel a lehetőségeket
- 3.2: Fejlesszünk ki forgatókönyveket. 4.1: Dolgozzunk ki egy közös hosszútávú általános elképzelést arról hogy hova akarunk eljutni
- 5.1: Azonosítsuk a mobilitási prioritásokat
- Más szóval, a célokat és határozzuk meg a fontossági sorrendjüket
- 5.2: Fejlesszünk ki okos célokat, úgy hogy azoknak elérése mérhető legyen
- Amelyek teljesítmény indikátorokon alapszanak
- 7.1: Készítsünk akció tervet és költségvetést
- Legalább egy megközelítőleg pontos költségvetést ismernünk kell előre!
   8.1: Készítsük elő a monitoring és értékelés tervet.
- - A monitoring terv a 3.1-es tevékenység bemeneti oldalán szükséges.





20 March 2016



#### 6. lépés: Dolgozzunk ki hatékony intézkedés-csomagokat



# Kutatási eredmények az intézkedés generálással kapcsolatban



- · 6.1: Azonosítsuk a leghatékonyabb intézkedéseket.
  - ELTIS, CIVITAS, EPOMM, BESTFACT, KonSULT
- 6.2: Tanuljunk mások tapasztalataiból
  - NICHES, SUGAR
- 6.3: Keressük a legjobb ár/érték arányt.
  - Szoros kapcsolatban a monitorozással illetve az értékeléssel
- · 6.4: Próbáljunk szinergiát teremteni és integrált intézkedési csomagokat létrehozni.
- Az egyenként alkalmazott intézkedések hatásainak kiterjedt irodalma van
  - ELTIS, CIVITAS, EPOMM, VTPI, illetve szakmai és tudományos cikkek és szakkönyvek
  - A KonSULT szakértői adatbázis
- · Az intézkedés-csomagok teljesítményével kapcsolatban
  - Sokkal kevesebbet tudunk mivel nagyon kevés empirikus adatunk van.
  - Ezek helyett főleg az előrevetítő matematikai modellezésre építünk.
  - Nagyon fontos az integráció elveinek a megértése.

Az optimális stratégiák -

főbb kutatási eredmények (hat brit város) Az optimális stratégiáknak általában tartalmazniuk kell.

Régiós szinten komoly tarifacsökkenést a közszállításban.

A városokban a követési időközök csökkenését. Csúcsidőben a városközpontra kiterjedő kordonos dugódíjat.

Alacsony költségű forgalmi kapacitásnövelést,

De ugyanazon költségekkel mint a szokásos stratégiák, az optimálishoz nagyon közeli (csak 15%-kal alacsonyabb hatékonyságú) majdnem optimális csomagokat is ki lehet dolgozni

Általában egy 15%-os csökkenést okoznak a szgk i használat arányában. És kb. 4000 - 8000 €/lakos nyereséget hoz a most szokásos stratégiákhoz képest.

Az optimális stratégiák elvben magasabb költségűek.

# Indicated by the residuent Energy Corpor

# A PROPOLIS projekt eredményei

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- A közszállítás sebességének, szolgáltatási színvonalának és tarifarendszerének fejlesztése nagyon javíthatja a mobilitást.
  - De növelheti az átlagos megtett utak hosszát, növelve a keresletet!
- A személygépkocsi-használat költségeinek mesterséges nővelése szignifikáns javulást hozhat
- De bátoríthatja az áttelepedést!
- Az alternatív területfejlesztési politikák önmagukban gyenge hatást fejtenek ki
  - De a magasabb laksűrűségű vegyes városfejlesztés, összekapcsolva a minőségi közszállítással és költségekkel kapcsolatos intézkedésekkel nagyon jó együttes hatást érhet el.
- Az infrastruktúra fejlesztési projektek előnyőket generálhatnak
  - de csak ha költséghatékonyak

Szinergia keresése

és ha az általános stratégiába beleillenek.









# A megoldás generálás főbb akadályai

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# Az integráció elvei

Amikor két vagy több intézkedés egymást erősíti.

(A+B) nyeresége > A nyeresége + B nyeresége

Az akadályok kiküszöbőlése vagy enyhítése

Komplementaritás (kiegészítés):

Új elővárosi vasútvonal vagy szolgáltatás és vele együtt P+R

(A+B) nyeresége > mint akár A nyeresége akár B nyeresége

- Az egyik intézkedés csökkenti a másik alkalmazásának útjában álló

Szinergia: együttműködés, együtthatás: amikor több elem vagy tényező együttműködéséből nagyobb teljesítmény, magasabb eredmény jön létre, mintha az elemeket vagy tényezőket egyszerűen összeadnánk.

 A közszállítás javítása könnyebben elfogadhatóvá teszi a dugódíj bevezetését. A fő akadályok: anyagi, intézményi és politikai természetűek illetve az intézkedések elfogadásával kapcsolatosak.



# ECMT 2002 felmérés 168 városban:

- Integrált csomagok alkalmazásáról bizonyítottan könnyebb beszélni mint a gyakorlatban megtenn
- A főbb akadályok:
  - az előítéletekre támaszkodó gondolkodás:
  - a tradicionális, kinálatot növelő megoldások alkalmazása a keresletet célzó intézkedések helyett;

  - a lehetséges intézkedések teljes skálája mély ismeretének a hiánya;
     a kevésbé ismert intézkedések hatásának felületes ismerete, főleg más kontextusban;
  - a módszeres megoldás-keresési módszerek hiánya;
  - egy adott intézkedés helyi igényeknek megfelelő tervezéséhez szükséges szakértelem hiánya;

  - nehézségekbe ütközik a lehetséges intézkedések hatékonyságának, elfogadhatóságának és ár/érték arányának a meghatározása.





# A KonSULT tudásbázis - segédeszköz



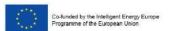
- Az intézkedések széles skálájára ad pontos információt.
- Egy következetes 11 pontos értékskálát alkalmaz (-5 ... +5)
- Alapos elméleti ismeretekre és nemzetközi empirikus bizonyítékokra épül.



- Három fő része van
  - Az intézkedési opció generátor (Measure Option Generator MOG)
  - A kézikönyv ami 60 különböző intézkedést ír le részletesen
  - A döntéshozó kézikönyve (a döntéshozatal minőségének a javítását hivatott segiteni)
- A KonSULT nem recepteket ad, hanem segít a kreatív gondolkodásban illetve a komplex(ebb), rendszerszerű(bb) megközelítés meghonosításában.



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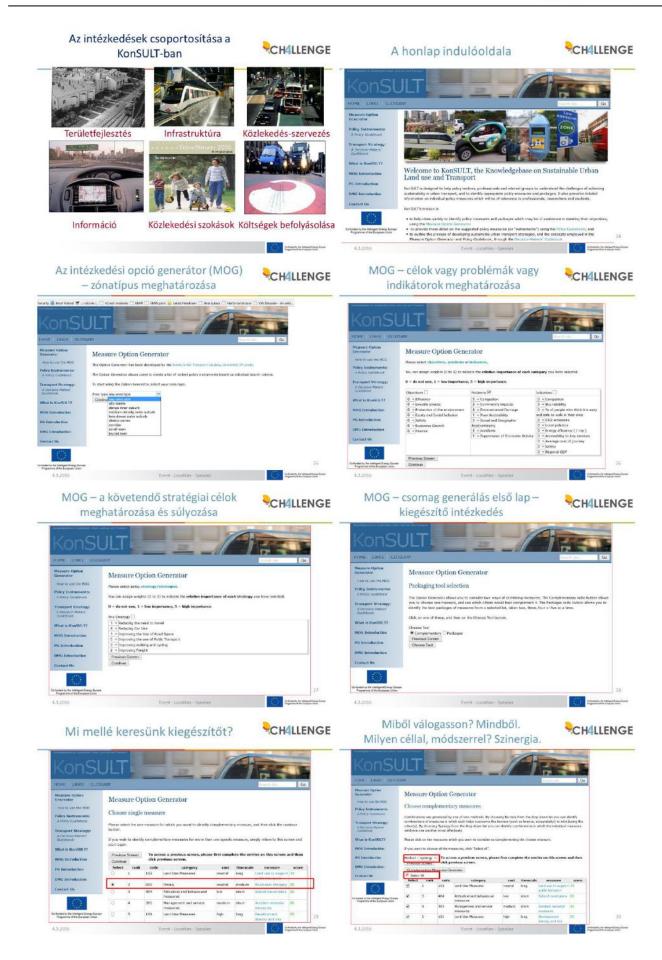


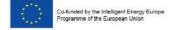
20 March 2016

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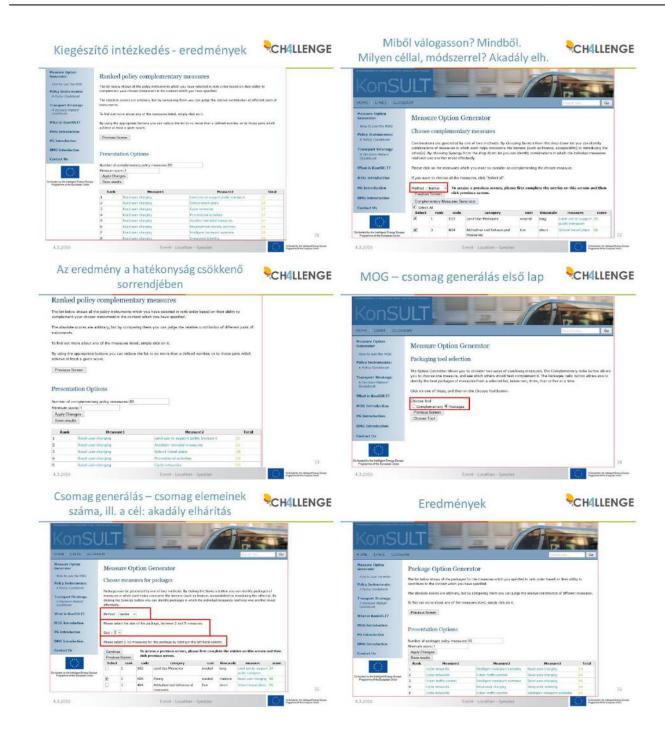














# Csomag generálás – csomag elemeinek száma, ill. a cél: szinergia









# Intézkedés generálás a jövőben



- · Az alkalmazható megoldások köre gyorsan nő (Illetve nőtt eddig)
- Kb. 30 volt 1984-ben; több mint 60 volt 2014-ben
- Főleg az információs technológiák fejlődésének köszönhetően.
- · Az alkalmazott intézkedések hatásainak sokkal pontosabb felmérése
  - Az adatgyűjtés módszereinek kiszélesedése és költségeinek csökkenése
  - Valószínűleg sosem fog megszűnni az a politikai akadály hogy nem szeretjük/akarjuk beismerni ha hibázunk
- · Sokkal "áramvonalasabb" hozzáférés a teljesítmény indikátorokhoz
  - Sokrétűbb és hatékonyabb keresési funkciók ami segíti az átvehetőség elemzését
  - A KonSULT el fog avulni, de a benne alkalmazott elvek még sokáig hatékonyak maradnak.
  - Tobábbra is nagy szerepe kell legyen az emberi kreativításnak.





#### Köszönöm a megtisztelő figyelmet!

http://www.konsult.leeds.ac.uk/

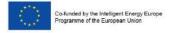




# 7. Melinda Ábel – Project manager, BKK Centre for Budapest Transport

New integrated transport model in Budapest – indicators for strategic planning



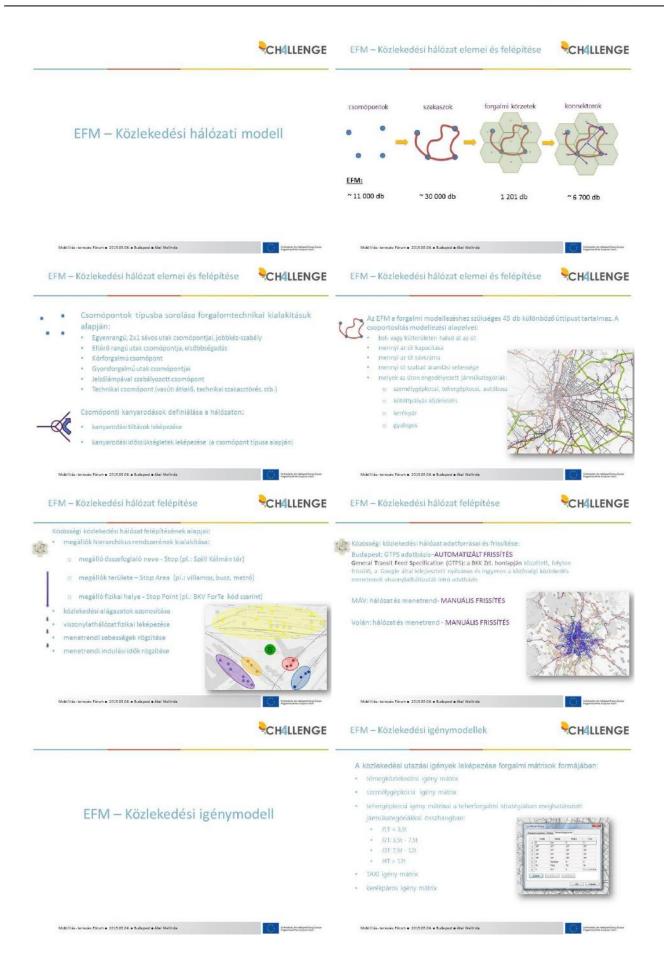






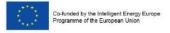




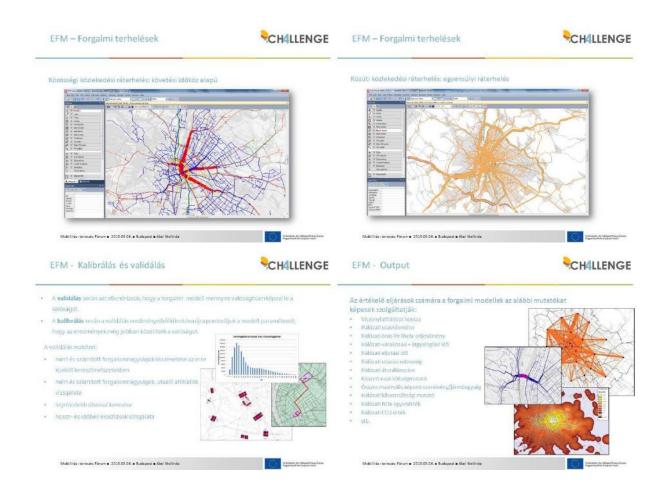














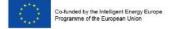
# 8. Tamás Mátrai - PhD Student, Budapest University of Technology and Economics

Analysing, monitoring and indicator systems





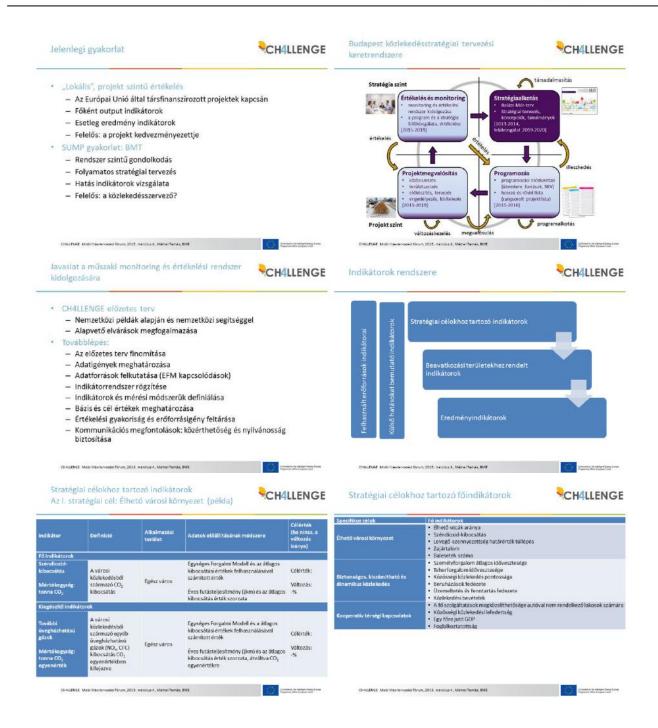




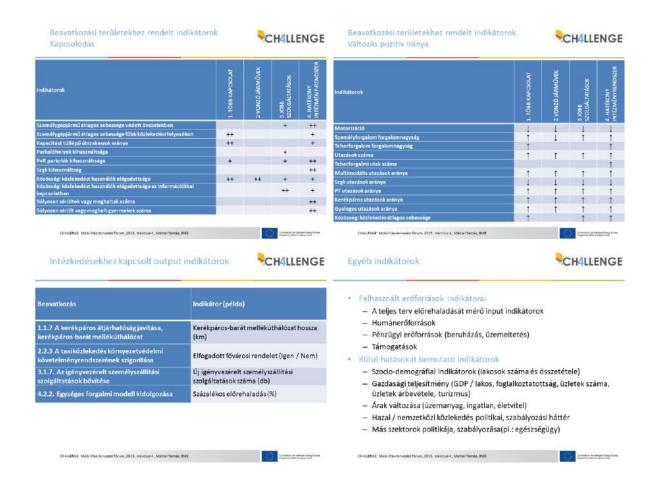














# ■ Signed list of participants

Attenadnce sheet CH4LLENGE National Seminar Budapest 4th March 2015





#	First Name	Family Name	Organization	Signature
1	Ákos	Burghardt	BILK KSF	Bylneh Kk
2	András	Kőrizs	BKK- KSF	& Sizs Audiof
4	András	Martinovich	BAE KOŁLENGOESM.K.	Iction toly
5	Anikó	Halász	SZIVAV D. 7. V. Poly-W.	This is
7	Áron	Kovács	BME - KTK	Myerry Min
8	Attila	Gönczi	PUT-TEMESUAUR	Coni
9	Attila	Glász	BME-KJK	gai Mi
10	Attila	Jakab	KTI	Salat Atila
11	Attila	Kása	MTSZ52	Mana Cycle
12	Attila	Pinkóczi	Hobricity BX	L.
13	Balázs	Szűcs	V	
14	Csaba	Orosz	BME UVT	0_0
15	Dávid	Földes	BME-KJK	FalsDol
16	Dávid	Östör	FONTER V ZRI	Osto David
17	Dea	Németh		(1)
18	Domokos	Esztergár-Kiss	13175	any De
19	Edina	Balogh		10
20	Éva	Csobod	Reginalis Kory vetol delin len	of Ene bortol
21	Gábor	Heves	REC	Mer Galos
22	Gábor	Pauer	BME - KAK	Parts
23	Gábor	Patek		
24	Gergő	Varga		
25	György	Szesztal		Q
26	Gyula	Törő	4WITERU 21+	ClCy
27	Imre	Pásti	BILL	Part of
28	lvo	Cré	Polis.	nous
29	János	Mondovics	Biomitat 18ft	M
30	Jenő	Maklári	Kozlekodel KA	20



Attenadnce sheet **CH4LLENGE National Seminar** Budapest 4th March 2015





#	First Name	Family Name	Organization	Signature
31	Judit VISZAM	Técsi ISTVAN	XI. WER SNIGHTANTUT	des
32	Kálmán	Dabóczi Dr.		
33	Kerstin	Burggraf	City of Dresden	Busggrof
34	Klára	Macsinka	SZIE-YMEK	haisire kir
35	Krisztina	Járja	Szélvofehervár M.J.V. Ora	Juga / let
36	László	Somodi	BKK	Sun
37	László	Makula		
38	László	Nemes	SZKT Szeged	News tinto
39	László Sándor	Kerényi		
40	Margit	Sersliné Kócsi		
41	Márton	Garay		
42	Matija	Vuger	CITY OF ZAGREB	Leiger
43	Mattias	Juhász	SZE TRANSP CONSULTING	Julian
44	Melinda	Ábel	Bill	u he
45	Melinda	Mondovics	BKK	Maidaves M.
46	Miriam	Lindenau	RC	Mr. Lindenen
47	Örs	Szokolay		
48	Péter	Dalos		
49	Péter	Pásztor		
50	Richard	Kojedzinszky		
51	Soma Mátyás	Horváth	BHE- UUT	Hount Sen 15/1
52	Steve	Heckley		
53	Tamás	Fleischer	MTAKRTE / BMT exact	Theosof ?~
54	Tamás	Mátrai	BLE WKG	14
55	Tamás	Tóth	BME KOYEKEDIESMER DOKI ES	Ale Jandy
56	Tamás	Várady	MALL KETLEKI	POUS KAT
57	Tibor	Polinszky	Offel Eldonost	of felling
58	Tímea	Lendvai	Leis n We	sen GLE
59	Tünde	Hajnal	Mejul Timole	10 BKK
60	Viktor	Takács		



Attenadnce sheet CH4LLENGE National Seminar Budapest 4th March 2015





#	First Name	Family Name	Organization	Signature
61	Zoltán	Pető	BAUT KUL.	Pls m
62	Zsófia	Puskás-Derts	KIL Nonbraff Kft	Pu-D-M W
63	Zsolt	Denke Dr.	BICIC KAF	Den 200
64				
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# European Commission Executive Agency for Small and Medium-sized Enterprises

# Intelligent Energy Europe Contract Number IEE/12/696/SI2.644740

# CH4LLENGE

# Addressing Key Challenges of Sustainable Urban Mobility Planning

# D6.3 Post-seminar notes of national SUMP challenge seminars Poland

Deliverable	D6.3 Post-seminar notes of national SUMP challenge seminars
Work Package	WP Training and exchange
Dissemination level	Public
Author	City of Krakow, Polis
Submission date	20 March 2016
Status	Final
Project Start Date and Duration	21 March 2013, 36 months



National event organised by: City of Krakow, CH4LLENGE Team		
Place of national event : Krakow's University of Technology, Warszawska Street, Krakow		
Date of national event :29 <sup>th</sup> of June, 2015		
The national event was (tick the box):		
■An independent event □An event organised together with		
Attended by (number of people and type of stakeholders):		
✓ 52 participants		
✓ Representatives of municipalities, universities, NGO's and private companies		

# 1. Targets and expected outcomes of the national seminar

The aim of this seminar was to specifically link to the national context and legislation with regard to SUMPs guidance and to make a step towards understanding better the SUMP principles and creating awareness of the current situation in Polish cities regarding urban transport planning. The seminar in Krakow allowed to stimulate exchange between the external experts, CH4LLENGE partners attending the seminar and the other participants from the country.

The main targets of the national seminar were:

- to familiarise seminar participants with the SUMP concept and requirements
- to show good and bad examples of planning of urban transport in Polish cities
- to show innovative tools and ideas in the area of transport planning
- to show innovative tools and ideas in the area of public participation and institutional cooperation
- to discuss and agree on the terminology, requirements, etc.
- to discuss about current status of SUMPs in Poland and present key legislation, such as the National Transport Policy for 2006-2025 and National Transport Development Strategy 2020

# 2. Current situation of sustainable urban mobility planning in Poland

The Marshal's Office of each city is responsible for formulating regional transportation policies, strategies and plans in line with national policies and regulations. In Poland there are legally-mandated documents, which are potentially of use in promoting and enabling more integrated sustainable transport, mobility management and land use planning. Transport plans are included in the following documents: Transport Policy, Development Strategy, Spatial Development Policy, Integrated Public Transport Development Plan. These documents exist at the national, regional



and local level, although they are not always available at all levels due to time lags in their preparation.

The main policy document and basis for promoting sustainable mobility policy is the National Transport Policy for 2006-2025, developed by the Ministry of Infrastructure and adapted by the Polish Government in June 2005. Among others, it assumes urban quality improvements, including through increase of competitiveness of public transport versus individual transport, improvement of pedestrian and cycling conditions with special attention to disabled people.

Another key legislative document approved by the Polish government is the **National Transport Development Strategy 2020** with the perspective 2030 approved by the Government in 2013. The main goals are to increase accessibility and transport quality, to improve efficiency and safety of the transport sector by creating a coherent, sustainable and user-friendly transport system at national and local levels.

SUMP is implemented by several Polish cities like Krakow, Gdynia, Gdańsk and Warsaw. The Public Transport Act approved by the Parliament in 2010, obliged, among others, all cities with above 50.000 inhabitants to approve a Plan for Sustainable Development of Public Transport, called Transport Plan. This is a good occasion to develop and implement SUMP, thanks to which they will: have better access to sustainable transport modes, improve safety and security; reduce pollution, greenhouse gas emissions and energy consumption; increase the efficiency and cost-effectiveness of transport of people and goods. Last but not least, there are reasons to expect that conditions to get access to European Funds will have impact on wider implementation of SUMPs in Polish cities.

#### 3. National context

This section provides an English summary of presentations delivered at the seminar. The **national context** has been mainly covered in the **presentation of prof. Wojciech Suchorzewski (CH4LLENGE Ambassador)**.

#### Main topics:

- Legal requirements concerning transport planning in Poland
- Different objectives and approaches of Polish cities
- New document in consultation process National Policy for Cities

# • Main conclusions:

- SUMP is a sign of comprehensive approach to mobility planning
- Currently established transport plans (public transport) can be a basis for future SUMPs, but diagnostic parts have to be shortened. Plans have to cover modes of cycling, walking and private cars and, in addition, mobility management measures
- Cities deciding to prepare a SUMP shall start with revision of existing documents, analysis, development strategies, covering all aspects of mobility in a certain city
- o **So far in Poland**, there is **no obligation to develop a SUMP**, nor to include sustainable mobility as a main objective of a transport plan
- In the majority of the developed plans, no services of small public transport operators are covered, despite the fact that their share of the market is large, especially in crossmunicipal transport services



- Despite the current situation, more and more Polish cities try to include sustainable mobility in their plans, by different methods and approaches
- There is a need to develop and establish legal context, which would make SUMP elaboration an obligation, or at least to cover the idea of sustainable transport in main development documents

# 4. Local SUMP experience

## Main topics in local city examples:

# 1) City of Gdynia:

- CiViTAS Dynamo project as a trigger to new SUMP elaboration,
- Key elements of the process:
  - Establishing a common vision
  - Different development scenarios
  - Identification of problems and weaknesses
  - Establishing priorities in mobility
  - Establishing strategic objectives
  - Establishing operational objectives
  - o Measure selection
- Self-assessment of the situation with the use of ADVANCE project
- On-line survey for different stakeholders
- Examples of wide participation tools and methods
- Use of on-line Mobility Platform
- Description of transport modelling used in the process

#### 2) City of Warsaw:

- SUMP for the City of Warsaw
- Main areas in new transport plans:
  - spatial planning
  - roads system
  - public transport, integration of different modes
  - ITS measures
  - parking issues (Park & Ride, paid parking)
  - cycling and walking
  - means to protect natural environment
  - · safety issues
  - legislation and enforcement



- education and financing
- First draft of new Warsaw Mobility Policy is available

# 3) City of Krakow

- Presentation of examples of citizen participation in urban transport planning
- Description of "Procedure of evaluation of transport policy for Krakow in the SUMP context"
- Mobility of children in Krakow cycling and walking to school within the STARS Europe project

# 5. Conclusions drawn by participants & speakers

The major theme of the seminar was concerning the challenges in the planning of mobility in Polish cities and in Europe. Discussion among participants focused mainly on Polish "transport plans" dealing with public transport and local transport policies and its combination with SUMPs.

The speakers from Gdynia and Warsaw underlined the **main barriers**: public involvement in Poland is not fully developed yet; there is a lack of knowledge and preparation on the administration side; and a lack of preparation and full engagement of citizens. In an open discussion participants raised some problems with regard to institutional cooperation, i.e. the lack of expertise and lack of well-developed models of cooperation.

The seminar participants repeatedly pointed out the **necessary cooperation between urban planners and transport planners**. They emphasised that the authorities should not issue permits for construction of settlements in areas where there is no adequate transport infrastructure, but also should not run away from unpopular decisions on the liquidation of parking spaces on the streets. **Planning for sustainable mobility requires long-term goals and courageous approach, without which they fail.** 

An important outcome of the open discussion between seminar participants and experts during the "wrap up" session was that **cooperation is necessary** between institutions e.g. decision makers, city departments, urban, and transport planners. In general, **the National Seminar was a big step towards better understanding of SUMP principles and better awareness of the current situation in Polish cities** regarding urban transport planning. Despite that sustainable development has become the generally agreed principle in Polish cities' transport planning, it is important to note that there is **still quite low level of awareness and knowledge about SUMPs**. This is mainly due to still a low offer to the cities regarding SUMP knowledge-sharing (e.g. printed materials in Polish language, workshops, etc.), but also to recent years' planning principles directed by national law, such as the need to provide Plans for Sustainable Development of Public Transport, which actually lack many SUMP elements and in many cases were not of good quality.

#### 6. Annexes

- Final agenda
- ■Presentations/ lecture notes of speakers
- ■Signed list of participants
- Any other relevant document about the event (photos)



# **Annexes**

# **■** Final agenda

# SUSTAINABLE URBAN MOBILITY PLANS IN POLAND CHALLENGE NATIONAL SEMINAR IN KRAKOW

# 29<sup>th</sup> June 2015

Krakow University of Technology, Warszawska 24 street Conference room "Kotłownia"

#### Agenda

Moderator: Tomasz Zwoliński, City of Krakow

9:00-9:30	Registration of participants
9:30-9:45	Welcome     Łukasz Szewczyk, City of Krakow
9:45-10:15	Project CH4LLENGE     Susanne Boehler-Badecker, Rupprecht Consult
10:15-10:45	Procedure of evaluation of transport policy for Krakow     Łukasz Szewczyk, City of Krakow
10:45-11:15	Challenge of measure selection: KonSULT tool     Maciej Michnej, Krakow University of Technology     Tomasz Zwolinski, City of Krakow
11:15-11:30	Coffee Break
11:30-12:00	SUMP for City of Gdynia     Aleksandra Romanowska, City of Gdynia
12:00-12:30	SUMP for City of Warsaw     Stanisław Jedliński, City of Warsaw
12:30-13:00	Mobility of children in Krakow ( STARS Europe)     Dariusz Niewitała, Urząd Miasta Krakowa
13:00-13:30	Status of sustainable mobility planning in Poland     prof. Wojciech Suchorzewski, CH4LLENGE Ambassador
13:30-14:30	Lunch
14:30-15:00	Citizen participation in urban transport planning     Martyna Bieleń, City of Krakow
15:00-15:30	Poly-SUMP in Parkstad Limburg     Paul Alzer, Parkstad Limburg
15:30-16:00	SUMP for City of Dresden     Kerstin Burggraf, City of Dresden
16:00-16:30	Wrap up + coffee break

- Each presentation has time foreseen for questions/discussion (total 30 minutes).
- Interpretation Polish/English will be provided.
- Participation in seminar is free of charge.

■ Presentations/lecture notes of speakers

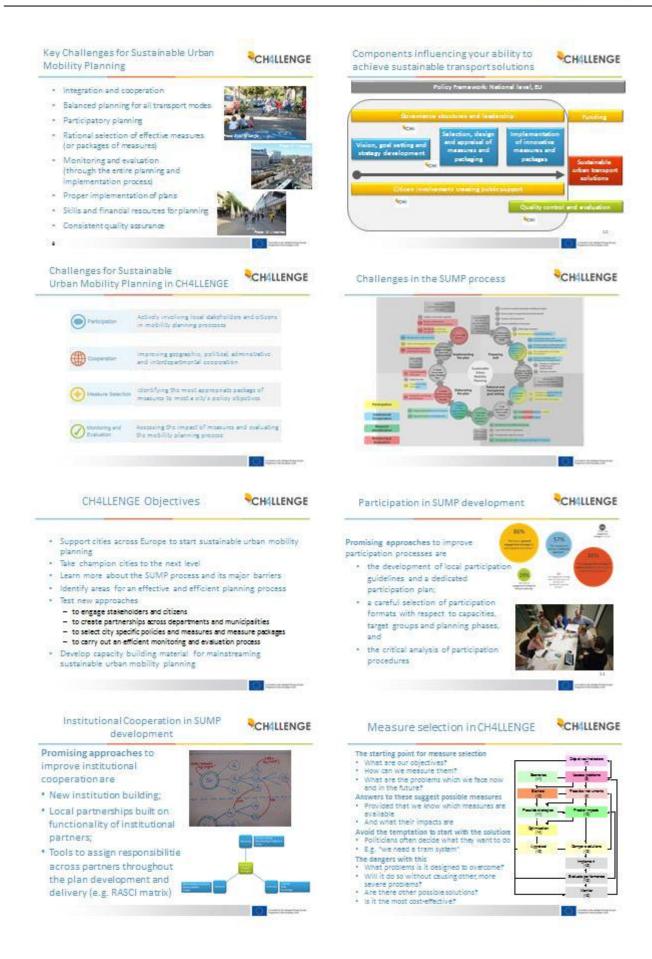




# 1. Project CH4LLENGE – speaker: Susanne Boehler-Badecker, Rupprecht Consult (9<sup>45</sup>-10<sup>15</sup>)

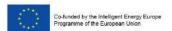




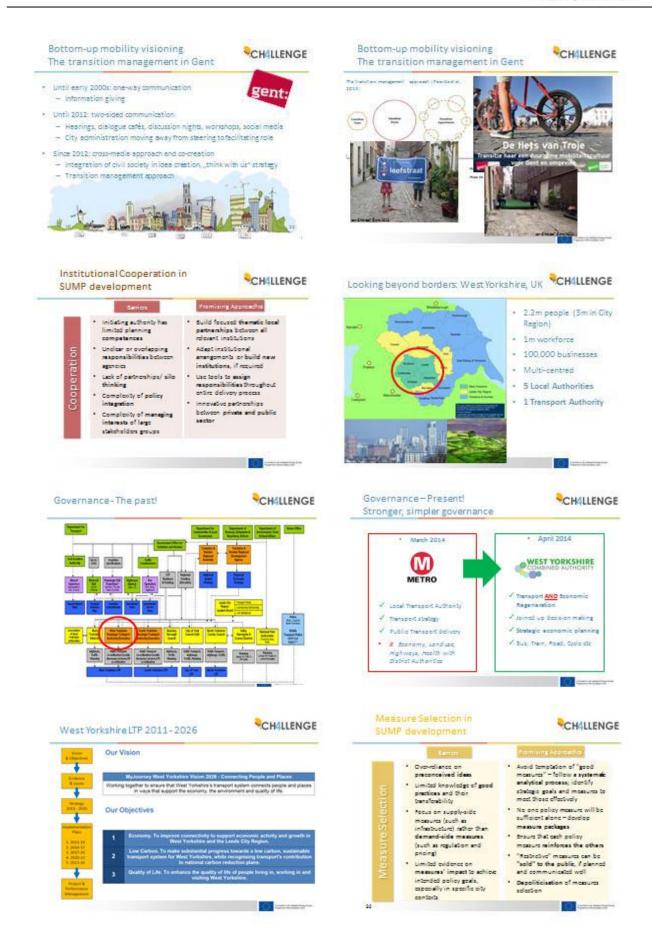














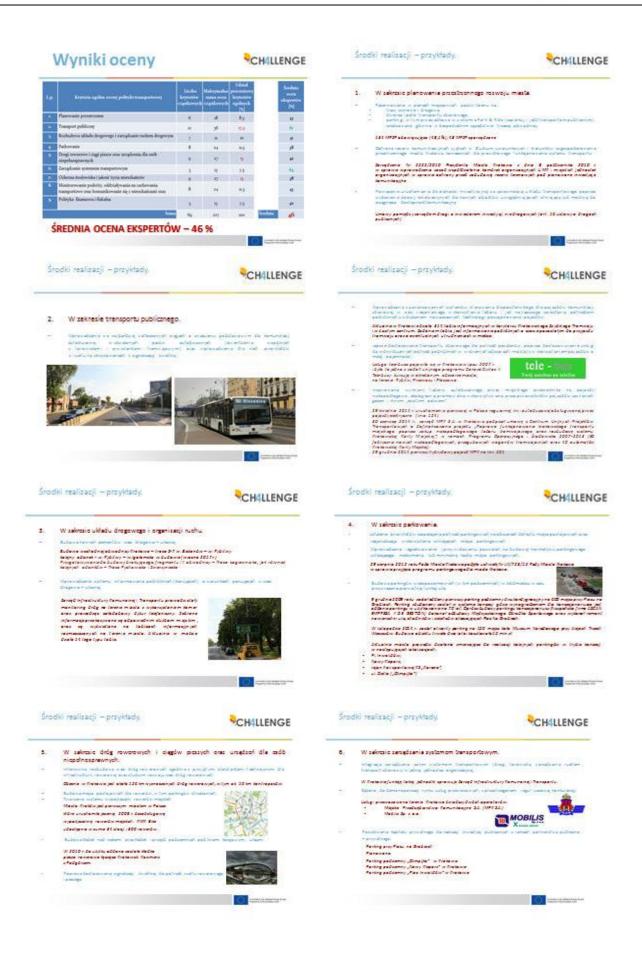




 Procedure of evaluation of transport policy for Krakow – speaker Lukasz Szewczyk, City of Krakow (10<sup>15</sup>-10<sup>45</sup>)











**3. Challenge of measure selection: KonSULT tool** – Maciej Michnej, Krakow Univeristy of Technology and Tomasz Zwolinski, City of Krakow (10<sup>45</sup>-11<sup>15</sup>)





Identyfikacja instrumentów polityki transportowej i planowania przestrzennego: baza wiedzy KorSULT

CH4LLENGE

- · Punkt wyjścia
  - · Jakie są nasze cele?
  - Jak możemy je mierzyć?
  - Jakie są problemy obecne i przyszłe?
- Odpowiedzi na te pytania dadzą sugestię możliwych rozwiązań
  - Przy założeniu wiedzy na temat dostępnych rozwiązań...
  - \_ oraz jakie są ich wpływy na otoczenie

Identyfikacja instrumentów polityki transportowej I planowania przestrzennego: baza wiedzy KorSULT

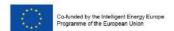


- · Unikanie pokusy rozpoczynania od rozwiązań
  - · Politycy często decydują o tym, co należy wdrożyć
  - Np. "potrzebujemy systemu tramwajowego"

#### Zagrożenia

- Jakie problemy dane rozwiązanie pozwoli pokonać?
- Czy to się stanie bez powstania nowych, poważnych problemów?
- Czy są inne możliwe rozwiązania?
- Czy to jest rozwiązanie najbardziej efektywne ekonomicznie?















#### **4. SUMP for City of Gdynia** – Aleksandra Romanowska, City of Gdynia (11<sup>30</sup>-12<sup>00</sup>)















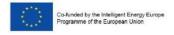






CH4LLENGE







## 5. SUMP for City of Warsaw – Stanislaw Jedlinski, City of Warsaw (12<sup>00</sup>-12<sup>30</sup>)



























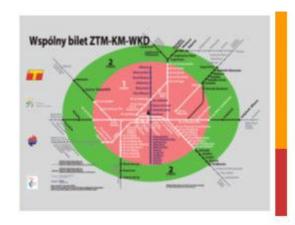










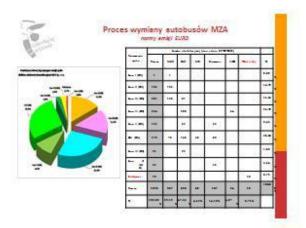




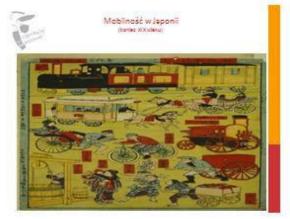




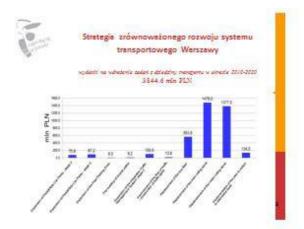




























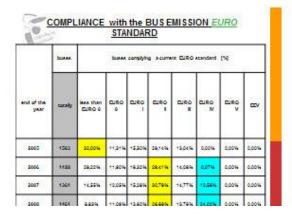












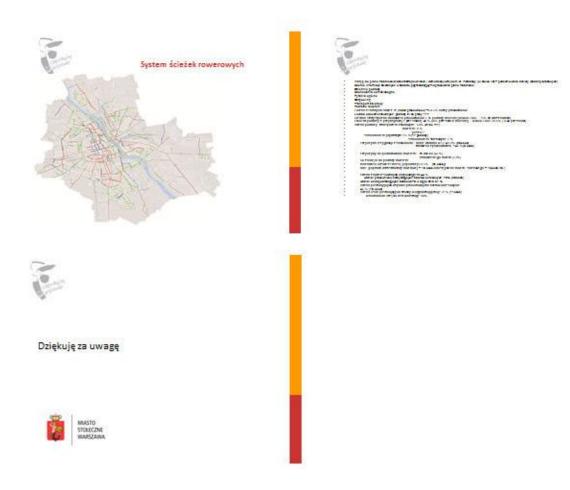




#### Koszty

- Rozbudowa metra Il linia odcinek centralny 4 mld zł
- Modernizacja taboru 4,4 mld st,
- Rozwój systemu tramwajowego 400 mln zł,





**6. Mobility of children in Krakow (STARS Europe)** – Dariusz Niewitala, Urzad Miasta Krakowa (12<sup>30</sup>-13<sup>00</sup>)





#### Projekt STARS

STAR 8 – Sustainable Travel Acoreditation and Recognition for Schools (Akredylacja zrównoważonego podrożowania i lidentyfikacja szkól w zakresie podroży)

- Data rozpoczęcia: marzec 2013 r.
- ⋆ Data zakończenia: marzec 2016 r.
- Wartość Przedsięwzięcia (dotyczy budżetu GMK): ok. 100 000 euro
- ★ Udział środków zewnętrznych: ok. 75 000 euro / 75%
- \* Czas trwania: 38 miesięcy
- Žródło finansowania: Agencja Wykonawcza ds. Małych i Średnich Przedsiębiorstw – EASME
- \* Program: Inteligentna Energia Europa



#### Projekt STARS

#### Założenia projektu

- Podróże odbywane w celu odwożenia dzieci do szkoły stanowią znaczną część podróży wykonywanych przez gospodarstwa domowe
- Skutek zatłoczenie komunikacyjne 1 wzmożona emisja szkodilwych substancji zwłaszcza w godzinach szczytu
- Podrôže do i ze szkoły maja codziennie ten sam cel
- Podróż do szkoły jest najczęściej krótka i nie przekracza 5 km.
- Taki dystans można swobodnie pokonać rowerem
- Priorytetem projektu jest zapewnienie długoterminowej zmiany kultury mobilności wśród dzieci i młodzieży

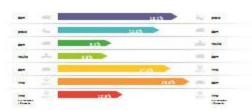




Žiódlo: Kompleksowe Sadania Nuchu w Kakowie 2015



#### Motywacje podróży



Źródło: Kompleksowe Sadania Ruchu w Krakowie 2013



#### Projekt STARS

#### Cele projektu

- Zwiększenie udziału podróży rowerowych wśród uczniów szłół podstawowych i ponadpodstawowych, rodziców i nauczycieli
  - Osiągnięcie 5% ograniczenia korzystania z samochodu na rzecz roweru – udało się osiągnąć wzrost w udziale podróży rowerowych na poziomie 5,88% w szkołach podstawowych i 5,2% w szkołach średnich (rok szk. 2013/14)
  - Zmniejszenie emisji CO<sub>2</sub>
  - Zapewnienie szkołom dostępu do wiedzy
  - Opracowanie ogólnoeuropejskiego programu zrównoważonej mobilności w zakresie podróży do szkoły
  - Zaangażowanie 9 szkór (2013/2014) i 16 szkór (2014/2015) osiągnięty!



#### **Projekt STARS**

STARS koncentruje się na realizacji dwóch sprawdzonych inicjatyw

- Działania dla szkół podstawowych akredytacja szkół (poziom złoty, srebrny, brązowy)
  - Stworzenie możliwości do częstszej jazdy na rowerze szkoły mogą decydować o poziomie zaangażowania w zależności od wykonywanych działań na rzecz promocji jazdy na rowerze
- Działania dla szkół średnich angażowanie rówieśników
  - Akcja zachęca uczniów do opracowania własnych kampanii promujących jazdę na rowerze tak by zachęcić rówieśników/ nauczycieli/rodziców (program Niody Ambasador)
  - Wyzwanie Rowerowe- współzawodnictwo na poziomie klasy/ szkoły/Roskowa



#### Szkoły STARS w Krakowie

- SP 1 ul. św. Marka
- SP 22 ul. Chmlelowskiego
- SP 36 ul. Mazowiecka
- SP 52 os. Dywizjonu 303
- (SP 93 ul. Szlachtowskiego)
   SP 126 os. Tysiąciecia
- SP 27 ul. Podedworze
- SP 27 ul. Podedwor.
  SP 51 ul. Stawowa
- SP 53 ul. Skošna
- SP 64 ul. Sadzawki
- SP 80 os. Na skarple
- SP 95 ul. Wileńska
- SP 104 os. Wysokle
  SP 117 ul. Kurczaba

- SP 144 os. Boh. Września
   SP 454 os. Boh. Września
- SP 151 ul. Lipińskiego
- Glm. 16 ul. Konarskiego
   Glm. 17 ul. Litewska
- \* XI LO os. Teatraine
- Glm. 23 ul. Lipińskiego
- Glm. 49 os. Słoneczne
   Glm. 82 ul. Stawowa
- Gim. 82 ul. Stawo
   III LO os. Wysokie
- VLO ul. Studencka
- X LO ul. Wróbiewskiego





9



#### Badania ankietowe STARS

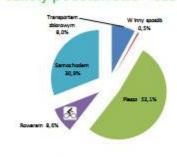
#### Pytania:

- Jak podróżują uczniowie?
- Jak uczniowie chcieliby podróżować?
- Jaka jest odległość z domu do szkoły?
- Pierwsze badanie:
  - Październik 2013
  - 1150 uczniów szkół podstawowych 1 1050 uczniów szkół średnich
- Drugie badanie:
  - Czerwiec 2014
  - 1340 uczniów szkół podstawowych 1730 uczniów szkół średnież



# Szkoły podstawowe – październik 2013 Transportem zbiorowym 9,0% Serrochoden 20,1% Finate 31,5% Samouric spiliteatir - Scale Waring, William

#### Szkoły podstawowe - czerwiec 2014





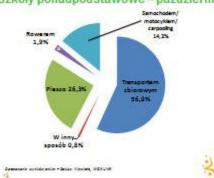


## Jak podróżują szkoły (podstawowe)?

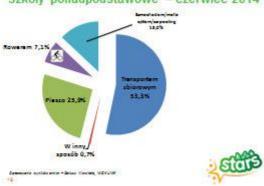
	2013	2014	zmiene
Please	51,51%	52,05%	0,54%
Rowerem	2,76%	8,56%	5,80%
Samochodem	36,07%	30,90%	-5,16%
Transportern Iblanowym	8,97%	7,97%	-1,01%
Winny sposób	0,69%	0,52%	-0,17%



#### Szkoły ponadpodstawowe - październik 2013



#### Szkoły ponadpodstawowe - czerwiec 2014

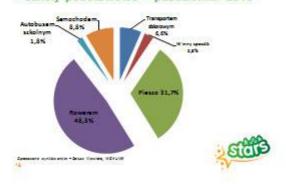


# Jak podróżują szkoły (ponadpodstawowe)?

	2013	2014	zmiene
Pleaso	26,33%	25,89%	-0,44%
Rowerem	1,90%	7,12%	5,22%
Samochodem	14,16%	13,01%	-1,15%
Transportern Iblorowym	36,84%	53,29%	-3,56%
Winny speeds	0.76%	0.68%	-0,08%



# Jak uczniowie chcą podróżować? - Szkoły podstawowe – październik 2013





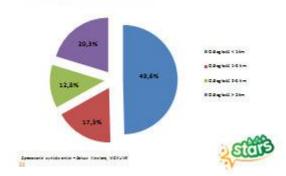


Jak uczniowie chcą podróżować?
- Szkoły ponadpodstawowe

Samochodem/
motocykam/
capocing
30,3%

Winny
species

#### Odległość szkoła – dom - szkoły podstawowe









140 rowerów na 140 lecie SP nr 1



Wagary na dwóch kółkach 2014 - SP1



Wagary na dwoch kółkach 2015 - SP1



200 rowerów na 200 lat szkoły SP 36





Wizyta serwisantów SP 93



Wizyta serwisantów SP 80



Cykloedukacja SP 22



Cykloedukacja SP 95



Malowanie koszulek SP 126



Podchody Rowerowe - SP 126 i SP1



Happening przeciw nielegalnemu parkowaniu - SP 93



Happening - SP 93





Happening - SP 126 - Walk to school



Happening - SP 126 - Walk to school



Warsztaty dla Młodych Ambasadorów 2015



Piknik rowerowy - gimnazjum 16



#### Wystawa Eko rower - Gimnazjum 17



#### Wyzwanie Rowerowe

- Szkoły ponadpodstawowe miały także okazję przystąpić do działania pod nazwą Wyzwanie Rowerowe
- Jego celem jest zachęcenie do aktywnego podróżowania młodzieży szkolnej poprzez wzajemne angażowanie oraz współzawodnictwo.
- Wyzwanie rowerowe trwa przez 4 tygodnie
- Została uruchomiona strona internetowa do zapisywania podróży rowerowych w ramach szkół STARS
- Współzawodnictwo odbywało się na poziomie lokalnym (uczniowie/ klasy / szkoły) oraz europejskim
- http://cyclechallenge.eu/login/



Masa Krytyczna STARS - kwiecień 2014









#### Masa Krytyczna STARS - kwiecień 2015



#### Masa Krytyczna STARS – kwiecień 2015



#### Efekty dla szkół

- Udział w międzynarodowym projekcie
   Pomoc ekspertów (Stowarzyszenie Kraków Miastem Rowerów)
- Pomoc w organizacji imprez rowerowych (zgłoszenia, dokumenty etc.)
- Warsztaty dla uczniów
- Nagrody rowerowe dla uczniów
- Nagrody od sponsorów (MISTIA, ZIKIT)
- Banery promocyjne, ulotki, plakaty, wydruki
- Materiały plastyczne
- Dwie szkoły otrzymają nagrode główną udział w międzynarodowej konferencji STARS





#### Akredytacja



#### Stojaki rowerowe (ZIKIT)



#### Banery STARS



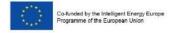


#### Rezultaty projektu

- 25 zaangażowanych szkół
- Udokumentowane zmiany w podróżach uczniów
- Ponad 300 zrealizowanych działań!
- 6 szkół podstawowych otrzymało akredytację na poziomie brązowym – aktualnie przeprowadzamy nowe audyty
- Rozdano gadżety rowerowe (~2500 sztuk)
- W Wyzwaniu Rowerowym (2015) w ciągu 4 tygodni wzięto udział 208 uczniow i nauczycieli (2014 – 91 uczniów)
- Zorganizowano 2 szkolne Masy Krytyczne









 Status of sustainable mobility planning in Poland – prof. Wajciech Suchorzewski, CH4LLENGE Ambassador (13<sup>00</sup>-13<sup>30</sup>)



#### Stan planowania zrównoważonej mobilności w Polsce

Wojciech SUCHORZEWSKI Politechnika Warszawska

Podstawy prawne planowania CH4LLENGE

Jedyne dokumenty wymagane przepisami:

- Do roku 2011: studium uwarunkowań i kzp, mpzp, oceny oddziaływania na środowisko
- Od roku 2011: plan transportowy

systemów transportu w miastach

- Dokumenty opracowywane na podstawie decyzji władz miejskich: polityka transportowa, strategia rozwoju transportu, plan kumenty wymagane przepisami:
- rozwoju systemu, lub jego elementów i inne...



SUMP w polityce transportowej Państwa Strategia Rozwoju Transportu 2020 (2030)

#### CH4LLENGE

#### Miasta – cele i działania:

- zwiększenie udziału transportu publicznego przez integrację, dostępność
- kluczowa rola kolei
- nowe formy mobilności: strefy bez samochodu, promocja rower-pieszy, redukcja popytu, tele-praca i tp.
- innowacje, w tym energia, emisje!!! (Low Emission Zone)
- stopniowe wdrażanie zasady "zanieczyszczający płaci, użytkownik płaci"!!! - powołanie się na politykę UE



#### 5.1. Kształtowanie przestrzeni, cd.

wersja marzec 2014 (konsultacje w toku)

Umowa Partnerstwa - zasady wspercia inwestycji w ramach funduszy europejskich na lata 2014-2020 (wybrane):

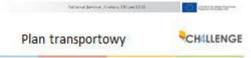
- powstrzymywanie żywiotowego rozlewania się miast, zapobiegania rozpraszaniu zabudowy i poglębianiu chaosu przestrzennego,
- lokalizacja silnych generatorów ruchu w obszarech obsługiwanych wysokowydajnym transportem miejskim,
- preferowania ponownego wykorzystania terenu i uzupełnienia zabudowy zamiast ekspansji na tereny niezabudowane (priorytet brownfield ponad greenfield)



#### Plan prezentacji



- · Podstawy prawne
- · SUMP w polityce Państwa
- · SUMP w polityce miast i województw
- Podsumowanie



Zgodnie z ustawą o publicznym transporcie zbiorowym, która weszła w życie z dniem 1 marca 2011 r., organizator – gmina, miał obowiązek opracowania i uchwalenia do dnia 1 marca 2014 roku planu zrównoważonego rozwoju transportu publicznego przy zachowaniu określonej procedury oraz przy uwzględnieniu jego zdefiniowanych elementów. Zakres (wymagany) nie obejmuje, m.in. innych form transportu zbiorowego (przewoźnicy).



#### 5.1. Kształtowanie przestrzeni

- Wiele niekorzystnych zjawisk wynikających z szeregu przyczyn, w tym z powielania błędów miast zachodnioeuropejskich.
- Rozpraszanie zabudowy mieszkaniowej w wyniku braku funkcjonalności planowania przestrzennego.
- Rozproszona zabudowa mieszkaniowa generuje nieracjonalnie wysokie koszty realizacji i utrzymania infrastruktury ponoszone przez wspólnoty samorządowe



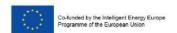
#### 5.1. Kształtowanie przestrzeni, cd.

W planowaniu rozwoju, miasta powinny działać zgodnie z ideą miasta zwartego, które promuje policentryczną strukturę, przyjmującą formę gęstej i wielofunkcyjnej tkanki zabudowy miejskiej, obsługiwanej komunikacją pieszą, rowerową i publiczną, przy jednoczesnym ograniczaniu transportu indywidualnego....

Realizacja tej koncepcji wymaga w pierwszym etapie możliwie skutecznego powstrzymywania rozpraszania zabudowy mieszkaniowej zarówno w granicach danego miasta, jak i w przestrzeni obszaru funkcjonalnego miasta....

Ward laws, July How Hill

33





Krajowa Polityka Miejska wersja marzec 2014 (konsultacje w toku) CH4LLENGE

#### 1. Kształtowanie przestrzeni cd.

Planowanie transportu jest częścią planowania przestrzennego

Charakter ZP ma wpływ na sposób i sprawność obsługi transportowej miasta. Układ transportowy miasta i jego obszeru funkcjonalnego, a także racjonane możliwości jego rozbudowy, powinny być zasadniczym elementem rozstrzygania o planowanym zagospodarowaniu przestczennym,

Konieczne jest integrowanie planowania przestrzennego i planowania rozwoju transportu, w taki sposób, aby oba teprocesy były współzależne.

Władze samorządowe powinny kłaść nacisk na realne powiązanie zagospodarowanie przestrzennego z rozwojem sieci transportowych, newet jesi obowiązujące przepisy nie wymuszają sustecznie petnej wspotzależności w tych dziełaniach. Zmiany przepisów powinny zmieszać w kierunku zapewnienia tego powiązania.

Mileral Service, Colony 25, Loy 2712

#### Krajowa Polityka Miejska 5.3. Transport i mobilność miejska



Polityke trensportowe formulowana na poziomie miasta lub obszaru funkcjonalnego i wyrażana w dokumentach o różnym charakterze (w tym obligatoryjnych dla miast o liczbie mieszkańców powyżej 50 tys. tzw. planach transportowych ... powinna jednoznacznie wskazywać osiągnięcie zrównoważonej mobilności jeko jej podstewowy cel. Musi wykazywać merytoryczne powiązana z innymi formułowanymi dokumentami programowymi i strategicznymi, w tym o charakterze ogólnymi oraz szczegółowym (w tym m.in. z wieloletnim planem inwestycyjnym, suikzp, planem gospodarki niskoemisyjnej, wieloletnim programem gospodarowania mieszkaniowym zasobem gminy)\_

#### Krajowa Polityka Miejska 5.3. Transport i mobilność miejska



Znaszna cigść instrumentów w tym zakretie spęczywa w rokach władz samorządowych, jednak zasób i skuteczność tych instrumentów powinny być wzbogacane i optymalizowane przez zmiany prawne i rozwiązania organizacyjne prowadzone lub inspirowane z poziomu rzędu...

Należy stormułować/doprecyzować przepisy więżące planowan przestrzenne z planowaniem transportu, w tym m.n.:

- wskazujących, że opracowanie dokumentów planistycznych musi być poprzedzone obowiązkiem przygotowywania studiów transportowych obejmujących m.in. pomiary i badania rudnu drogowego i pasażerskiego oraz modelowanie i prognozowanie rudnu pojazdow i pasażerów dla rozpatrywanych opcji zagospodarowania,
- lokalizacji i zasad obsługi transportowej obiektów będących silnymi
- zasad powiązania dokumentów planistycznych z planami transportowymi.

Notice of Service, Codes, 18, ve 1013

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#### Biała Księga Mobilności 2014

Inicjatywa Stowarzyszenia Transportu Publicznego

- 22 autorów
- 15 rozdziałów dot. wybranych tematów
- 14 przykładów
- 195 str.

http://www.njmck-kolojowy.pl/pliki/Siala\_Ksirga\_Mobil noso.pdf



#### Krajowa Polityka Miejska 5.3. Transport i mobilność miejska



Celem działań władz samorządowych powinno być osiągnięcie zrównoważonej mobilności w obszarze funkcjonalnym miasta....

Wymaga to jednak determinacji władz samorządowych, w tym skutecznej współpracy między JST, a także skutecznego współdziałania ze strony innych instytucji publicznych oraz wsparcia odzwierciedlonego w politykach krajowych. Zasadniczym priorytetem muszą być starania na rzecz zmiany zachowań komunikacyjnych, a zwłaszcza odwrócenia trendu polegającego na wzrastającym uzależnieniu od codziennego wykorzystywania samochodu osobowego przy przemieszczaniu się w obszarze miejskim...

Krajowa Polityka Miejska 5.3. Transport i mobilność miejska



Realizowane działania w zakresie transportu miejskiego wpisują się w priorytety UE w zakresie transportu w miastach tj. plany mobilności miejskiej, zastosowanie na szerszą skalę transportu zbiorowego, promowanie alternatywnych form przemieszczania się w miastach.

Zielona Księga "W kierunku nowej kultury mobilności" – KOM (2007) 551 oraz Komunikat "Plan działań na rzecz mobilności miejskiej" – COM(2009)490]

Niezwykle istotnym elementem miejskiej polityki transportowej musi być zaplanowanie i prowadzenie kompleksowych działań na rzecz konkretnych zmian w zachowaniach komunikacyjnych, wpisujących się w dążenie do mobilności zrównoweżonej

Stanowisko Rzadu do COM(2014) 490 KLUCZOWE ELEMENTY AGENDY MIEJSKIEJ UE



Stanowisko przyjęte przez Komitet do Spraw Europejskich 25.08.2015
Rządowy projekt Krajowej Polityki Miejskiej promuje model
miasta zgodny z wizją określoną w dokumentach krajowych i
unijnych, jako konieczne wskazuje:

racjonalne gospodarowanie przestrzenią (w tym zwłaszcza
racjonalne jej planowanie i odwrócenie niekorzystnych
trendów urbanizacyjnych).

dążenie do zrównoważonej mobilności miejskiej, z
przestrzenia dla tracporty kalonicznego (zbirowane)

- preferencją dla transportu ekologicznego (zbiorowego, rowerowego, ruchu pieszego), dążenie do zapewniania dostępnych, wysokiej jakości usług
- publicznych,
- publicznych, przywracanie funkcjonalności obszarom zdegradowanym, zwłaszcza śródmieściom i blokowiskom, w ramach prowadzonych działań rewitalizacyjnych,

Ocena stopnia zaangażowania w tworzenie i wdrażania SUMP w 36



 Zatwierdzone SUMP – 9 miast, w tym Warszawa?

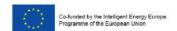
miastach projektu\*)

- Przygotowuje SUMP 9 miast (PL 2), w tym Gdynia i Kraków
- Zatwierdzone plany sektorowe (drogi rowery - piesi) - 18 miast, w tym Gdynia, Kraków i Warszawa

Źródło: CH4 -WP8: Update of IEE performance indicators. Dec.2013

\*) samo-ocena miast na warsztatach projektu

National Service, Codes (Browl) CC



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Gdynia - jednoz miast polskichz wzorcowo zarządzanym systemem dróg i transportu publicznego.

W 1992 roku decyzja władz miasta o powołaniu Zarządu Komunikacji Miejskiej, drugiego w Polsce, ní ezaležnego od przewoźników, organizatora zbi orowego transportu m iejskiego.

O docenieniu tematu planowania zrównoważonej mobilności świadczy utworzenie, w Zarządzie Dróg Zieleni, Referatu Projektów Unijnych i Zarządzania Mobilnością !!!.

Kraków – członek konsorcjum!

Pierwsza w kraju Polityka Transportowa 1992!!! Doświadczenie w zapewnianiu udziału społecznego planowaniu transportu Udział w projekcie CH4:

- obszar III testowanie generatora działań (KonSULT) przygotowanego przez Institute for Transport Studies w Leeds
- procedura monitoringu (obszar IV) wdrożona, jako ocena zgodności działań z "Polityką Transportową d la Miasta Krakowa na lata 2007-2015"

Trwają nad projektem polityk i transportowej, w któréj uwzględnione będą cele i środki zapewnienia zrównoważonej mobilności.

Polityka Transportowa dla Miasta Krakowa na lata 2007 - 2015



"Polityka jest dokumentem kierunkowym, nie należy jej traktować jako dokument SUMP (m.in. brak planu działań inwestycyjnych wraz z ich finansowaniem, horyzontem czasowym.)."

Będzie wykorzystana, jako dokument określający wizję i celerozwoju systemu transportowego Krakowa.

Planowana aktualizacja Polityki Transportowej w 2015 roku, uwzględniająca założenia SUMP

CH4LLENGE Warszawa

Drugie – po Krakowie – miastopolskie, którego władze (w 1995 r.) sformułowały politykę transportową z elementami planowania zrównoważonej mobilności

Strategia zrównoważonego rozwoju ST Warszawy do 2015 r. i na lata kolejne" - 2009

Plan transportowy 2015 - Warszawa i 30 otaczających gmin

Projekt Warszawskiej Polityki Mobilności -

#### Gdynia



W opracowaniu projekt planu SUMP (termin IV kwartałbr.).

Następny etap - konsultacje społeczne

W pracach nad planami zrównoważonej mobilności uczestniczy w iele podmiotów, w tym jednostki naukowe

M.in. Pogłębione badania preferencji i zachowań wszystkich grup użytkowników.

Prace nad podręcznikami, które zostaną opublikowane w br.

Polityka Transportowa dla Miasta Krakowa na lata 2007 - 2015



Zasada zrównoważenia systemu transportowego, wykorzystanie narzędzi sprzyjających ochronie środowiska przy jednoczesnym rozwoju systemów transportowych, działaniaw zakresie planowania i zarządzania, zgodne z metodologią SUMP.

M.in.: koordynacja rozwoju przestrzennego, integracja instytucjonalna, wzmocnienia udziału społecznegow procesie planowania, sparametryzowania celów i monitorowanie.

#### Kraków – Plan Transportowy

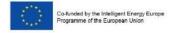


Plan z równoważonego rozwoju publicz nego transportu zbiorowego da Gminy Miejskiej Kraków oraz gmin sąsiadujących, z którymi Gmina Miejska Kraków zawarta porozumienie w zakresie organizacj publicznego transportu zbiorowego. (Uchwała RM 28.08.2013.) Elementy Planu Transp. do wykorzystania w pracach nad SUMP:

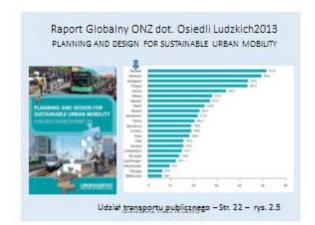
- Spójność z polityką transportową miesta,
- Analiza sytuacji społeczno-gospodarczej, Wpływ transportu na środowisko,
- Zwrócenie uwagi na potrzeby osób niepełnosprawnych,
- Analiza czynników demograficznych, społecznych, gospodarczych, Propozycje form finansowania usług komunikacyjnych, Analiza preferencji i postulatów mieszkańców w zakresie transportu
- Propozycje organizacji systemu informowania pasażerów
- Analiza integracji przestrzennej, intermodalnej i taryfowej

#### Zasady polityki transportowej Obszar miasta podzielony na strefy o









#### Warszawa - Plan transportowy

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Plan zrównoważonego rozwoju transportu zbiorowego dla m.st. Warszawy z uwzględnieniem publicznego transportu zbiorowego na podstawie porozumień z gminami sąsiadującymi. Uchwała Rady m.st. Warszawy Nr XI/198/2015 z dn. 7 maja 2015 r.

"Dokument swoim zakresem obejmuje podstawowe elementy obecnego systemu publicznego transportu zbiorowego organizowanego w ramach współpracy m.st. Warszawy z poszczególnymi jednostkami samorządu terytorialnego. Nie odnosi się do komunikacji miejskiej organizowanej samodzielnie przez poszczególne gminy sąsiadujące z Warszawą."

#### Warszawa - Plan transportowy

#### CHALLENGE

#### Warszawa - Plan transportowy



Tabela 3.4. Szacunkowa liczba pasażerów przewiezionych w 2013 r. z podziałem na rodzaje środków transportu zbiorowego.

Rodzaj środka transportu Liczba pasażerów [2013] 557 974 004 • Tramwaje 264 201 709

180 187 218 Metro · Kolej - Szybka Kolej Miejska 22 578 235 · Warszawska Kolej Dojazdowa 4 276 420 30 043 675 · Kolej - Koleje Mazowieckie

• Suma

1 059 261 261

"Obecnie, m.st. Warszawa udostępnia na swoim terenie przystanki ponad 200 przewoźnikom. Część z nich posiada zezwołenia i inne dokumenty uprawniające do wykonywania usług przewozowych z let 90-tych XX wieku. Zmiany w tym zakresie nastąpią od 2017 roku, kiedy stare dokumenty stracą ważność na mocy ustawy o PTZ. W nowym kadzie prawnym, w petni regulowanym ww. ustawą, podstawą do wykonywania przewozow na własny regluwanym win usawa, polszewą do win winy wania pi zebodow in w warny rednunek przedsjębiorcy będzie potwierdzenie zgłoszenie przewozu. Wydanie potwierdzenie przewozu zależeć będzie od uzgodnienie zesad korzystania z infrastruktury przystankowej i dworcowej, którego zarządca może odmówić jeśli np. nowe linie ograniczeleby przepustowość dworca lub przystanku". [7.1.2.2. Przewoźnicy]

Plan ogranicza się do operatorów całkowicie pomija przewoźników! Kierunki rozwoju (rozdz. 10) - generalne - bez konkretnych zadań.!

min mobilność wyłącznie "dostępność komunikacji miejskiej dla osób o ograniczonej mobilności, w tym niepełnosprawnych".!

#### Warszawska Polityka Mobilności CH4LLENGE



Projekt konsultowany z jednostkami miejskimi. 73 str.

Zakres i proponowane działania dają podstawy do jego traktowania, jako planu zrównoważonej mobilności (SUMP).

Priorytet działań redukujących wykorzystanie samochodu w podróżach na obszarze miasta. Efektem byłaby redukcja zatłoczenia, zwłaszcza w obszarach śródmiejskich

Lista zadań: 59 pozycji z 10 obszarów

Monitorowanie, ocena efektów - 49 wskaźników.

Budowa narzędzi, np. generator kosztów podróży dla użytkownika

# WPM Spis treści

#### Warszawska Polityka Mobilności CHILLENGE

Po blisko 20 latach realizacji pierwszej polityki transportowej (1995) i 5 latach realizacji Strategii (2009), Warszawa stawia sobie kolejne zadanie, polegające na aktywnym i skutecznym zarządzaniu popytem na transport w mieście i aglomeracji. Wykorzystując doświadczenia z ostatnich lat i biorąc pod uwagę współczesne wyzwania, zamierza realizować politykę zrównoważonej mobilności

Warszawska Polityka Mobilności CHILLENGE

"Jakościowa zmiana dotychczasowego podejścia.

Czerpiąc z doświadczeń i wzorów europejskich, większy wysiłek będzie skierowany na edukację transportową i zmianę świadomości społeczeństwa prowadzącą do zmiany zachowań komunikacyjnych (sposobu odbywania podróży)."

Noticed Senior, Colors Strate 1733



#### Warszawska Polityka Mobilności CH4LLENGE

Wymaga zrozumienia, że sprawność funkcjonowania transportu nie musi wiązać się wyłącznie lub przede wszystkim z rozwojem infrastruktury, który wymaga wysokich nakładów finansowych na etapie realizacji i eksploatacji. Problemy mogą być rozwiązywane także dzięki zmianom organizacji systemu transportowego i przyzwyczajeń jego użytkowników. Jako pierwszy etap realizacji Warszawskiej

Polityki Mobilności wyznacza się rok 2020.

Regionalny Program Operacyjny Województwa Mazowieckiego 2014-2020



Funkcję takich dokumentów mogą pełnić plany dotyczące gospodarki niskoemisyjnej lub Strategie ZIT lub plany mobilności miejskiej.

Dokumenty te powinny określać lokalne uwarunkowania oraz kieruńki planowanych interwencji na danym obszarze i w zależności od zidentyfikowanych potrzeb zawierać odniesienia lub wskazywać adekwatne obowiazujące dokumenty zawierające odniesienia do takich kwestii jak np: zbiorowy transport pasażerski, transport niezmotoryzowany, wykorzystanie inteligentnych systemów transportowych (ITS), logistyka miejska, bezpieczeństwo ruchu drogowego w miastach, czy wdrażanie nowych wzorców użytkowania".





#### Wrocław - WPM



"Cel generalny powinien być realizowany w oparciu o kształtowanie pozytywnych zachowań komunikacyjnych mieszkańców oraz harmonijne funkcjonowanie i rozwój miasta i otoczenia, w szczególności w zakresie struktury przestrzennej, transportu i środowiska".

Jednym z zadań jest "kształtowanie zrównoważonej mobilności" z wykorzystaniem środków, które są zgodne z rekomendowanymi w projektach unijnych.

6 celów podstawowych, 8 zasad, środki realizacji-15

Monitorowanie i ocena realizacji polityki z zastosowaniem 32 kryteriów oceny.





PLAN ZRÓWNOWAŻONEGO ROZWOJU PUBLICZNEGO TRANSPORTU ZBIOROWEGO DLA WOJEWÓDZTWA DOLNOŚLĄSKIEGO – 2014

"W 2014 roku na obszarze województwa dolnośląskiego usługi przewozowe w komunikacji autobusowej na podstawie zezwoleń wydanych przez Marszałka Województwa Dolnośląskiego realizowało 13 przewoźników powstałych z państwowych przedsiębiorstw komunikacyjnych (PKS).... O słabej kondycji finansowej przedsiębiorstw PKS świadczy liczba ogłoszonych w ostatnich latach upadłości przedsiębiorstw komunikacji samochodowej.

Poza tym w województwie działa 101 przewoźników, którzy zazwyczaj obsługują nie więcej niż trzy linie.

# Regionalny Program Operacyjny CH4LLENGE

Województwa Mazowieckiego 2014-2020



"W szystkie projekty związane z rozwojem zrównoważonej multimodalnej mobilności miejskiej muszą prowadzić do skoordynowania polityki transportowej z polityką przestrzenną tak, a by uzyskać zmniejszenie transportochłonności przyczyniając się do osiągnięcia niskoemisyjności".

"Muszą one wynikać z przygotowanych przez samorządy planów, zawierających odniesieniado kwestii przechodzenia na bardziej ekologiczne i zrównoważone systemy transportowe w miastach.

#### Wrocław - WPM



Pierwsze miasto polskie, w którym strategiczny dokument dotyczący polityki transportowej, akceptowany przez Radę Miejską w 2013 r., uzyskał nazwę "Wrocławska polityka mobilności" – WPM (19

"Generalnym celem Wrocławskiej polityki mobilności jest tworzenie optymalnych warunków do efektywnego i bezpiecznego przemieszczania osób oraz towarów w mieście i obszarze metropolitalnym, przy spełnieniu wymogu ograniczenia uciążliwości transportu dla środowiska".



Zmiana dotychczasowego podejścia do zagadnień transportowych wyrażona symbolicznie poprzez zastąpienie Polityki trensportow Polityką mobilności, a przejawiająca się faktycznie naciskiem na kształtowanie dobrych zachowań komunikacyjnych mieszkańców jest warunkiem osiągnięcia celu generalnego sformutowanego w

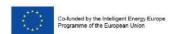
Należy mieć jednak świadomość, że proces kształtowania nowych zachowań komunikacyjnych jest długofalowy i wielowętkowy, nie można więc oczekiwać natychmiastowych pozytywnych efektów. Potrzebne są zmiany zarówno świadomości społecznej i nastawienia do problemu przemieszczania się w mieście, jak i konsekwentne decyzje i działania Miasta na wielu obszarach, aby móc po latach uzyskać oczekiwany efekt. Fundamentem powodzenia jest przekonenie mieszkańców do idei zróv mobilności, a następnie współdziałanie mieszkańców i Miasta w jej kształtowaniu.

#### Województwo Dolnośląskie Plan transportowy



Scenariusz I – stagnacja – utrzymanie obecnej oferty Sytuacja finansowa samorządu niepozwalająca na wydatkowanie większych środków skutkuje pozostawieniem oferty przewozowej na dotychczasowym poziomie... Dofinansowanie wyłącznie kolejowych połączeń o charakterze użyteczności publicznej. Scenariusz II – umiarkowany rozwój – stopniowy rozwój

W przypadku złego stanu technicznego infrastruktury kolejowej w początkowej fazie dopuszcza się obsługę tej części połączeń transportem autobusowym Scenariusz ten przewidywany jest do realizacji od roku 2020.



20 March 2016

oferty

37



CHALLENGE

#### Województwo Dolnośląskie Plan transportowy



#### Scenariusz III - dynamiczny rozwój - oferta maksymalna

Sytuacja samorządu umożliwiająca znaczne zwiększanie wydatkowania środków na transport publiczny oraz wykorzystanie w pełni możliwość transportu kolejowego i autobusowego zgodnie z określonymi standardami docelowymi (oferta przewozowa, jakość taboru i infrastruktury, cena za usługę).

Scenariusz przewidywany jest do realizacji od roku 2025.

#### Porównanie oferty transportu publicznego:

scenariusa	pociągokm	autobusy pojazdokm
	7 770 731	0
	10 088 625	13 084 704
	15 831 855	9 339 080
	Noticed Service, Codes, 18-July 1033	

#### Podsumowanie



- 1. W Polsce nie ma, jak dotąd, obowiązku opracowywania planów zrównoważonej mobilności, ani uwzględniania równoważenia mobilności jako jednego z głównych celów w planach rozwoju transportu, zagospodarowania przestrzennego i in. Wymogu takiego nie postawiono także w odniesieniu do tzw. planów transportowych.
- 2. W większości planów transportowych nie uwzględnia się usług transportuzbiorowego świadczonych przez przewoźników. Udział tych przewoźników jest znaczący, zwłaszcza w przewozach międzygminnych.



#### Podsumowanie

Diagnoza - wnioski [Hebel, Wyszomirski]

planowania mobilności w miastach

mobilnością

1. SUMP jest wyrazem kompleksowego podejścia do

2. Obecne plany transportowe uchwalone przez władze

lokalne wybranych polskich miast mogą stanowić

rowerowego i samochodowego oraz zarządzania

3. Miasta decydujące się na stworzenie SUMP (PZMM) powinny rozpocząć pracę od rewizji istniejących opracowań, ekspertyz, czy strategii rozwoju, obejmujących możliwie wszystkie aspekty mobilności w danym mieście

podstawę do opracowania planów SUMP, jednak po znacznym skróceniu ich części diagnostycznej i po

uzupełnieniu ich o zagadnienia dotyczące ruchu pieszego,



- 3. Mimo tego, coraz więcej miast podejmuje próby uwzględnienia idei zrównoważonej mobilności różnymi sposobami. Na szczególną uwagę i pozytywną ocenę zasługują inicjatywy miast opracowania planów SUMP, lub transparentnego uwzględnienia problematyki równoważenia mobilności w innych dokumentach.
- 4. Konieczne jest stworzenie ram prawnych, wymuszających opracowywanie planów SUMP, a co najmniej uwzględnienie idei zrównoważonej mobilności w dokumentach dotyczących planów rozwoju miast, suikzp, polityki transportowej i planów transportowych.
- 5. Konieczne jest sprecyzowanie zakresu planów zrównoważonej mobilności i stopnia dokładności ustaleń.



#### Źródła



Siala Kairga Mobileości 2014. http:// Hebel, K., Wyzominki, C. Plan srównoważonej mobliności miejskiej jako komplekcowe podejście do planowania mobliności w miastach. Autobusy: technika, eksploatacja, pystemy transportowe. 2014, nr

12. Plan arbunoważonego rozwoju publicznego transportu solorowego dla Gminy Miajakiej Kraków oraz gmin apakodjących. (Uchwata RM 28 08. 2012)
Plan arbunoważonego rozwoju publicznego transportu solorowego dla wojewódzowa dolnośląskiego. 2014

Plan arthunovadonego rozuoju publicanego transportu ablorovago dia m.st. Warazawy organizowanego na podszevile porozumień zgminami zgdadującymi. Uchwała Rady m.st. Warazawy Nr.W (198(2015 z do 1 maja 2015

eminarium "Plany zrównoważonej mobliności miejskiej". Wianzawa, 22.04.2015: Endurance, Krajowa sieć miast wspierająca przygotowanie i wdrożenie SUMP

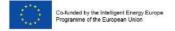
Endurance, Krajova side milate vaplenijska przypotowania i vodcania SUUP
 Totogrowano planowania mobilności miejskiej w Polsce -Tacofa i Praktyka.
 Zucialniał T. Poljaki CA-ILL-DNGE - nanod mietodologi SUNP w Kratovila.
 Sucharawski W CA-ILL-DNGE - Planowania erównowadowej mobilności w miastach. X Poznańska
Konferencja Nadowo-Tachniczena, Postaleny Komaniaczyle mobilności w w warunkach zafoczaniamotonyzacylwego". Poznań TT-19. 05. 2015. Makerday dz. 519-521.

Włoczawski Polityka Mobilności, 2012
Włoczawski Polityka Mobilności, 2012
Włoczawski Polityka Mobilności, 2012

Włoczawski Polityka Mobilności, 2012









8. Citizen participation in urban transport planning – Martyna Bielen, City of Krakow (14<sup>30</sup>-15<sup>00</sup>)









Dialog społeczny

Dialog spoleczny











































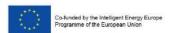
9. Poly-SUMP in Parkstad Limburg – Paul Alzer, Parkstad Limburg (15<sup>00</sup>-15<sup>30</sup>)















#### 10.**SUMP for City of Dresden** – Kerstin Burggraf, City of Dresden (15<sup>30</sup>-16<sup>00</sup>)



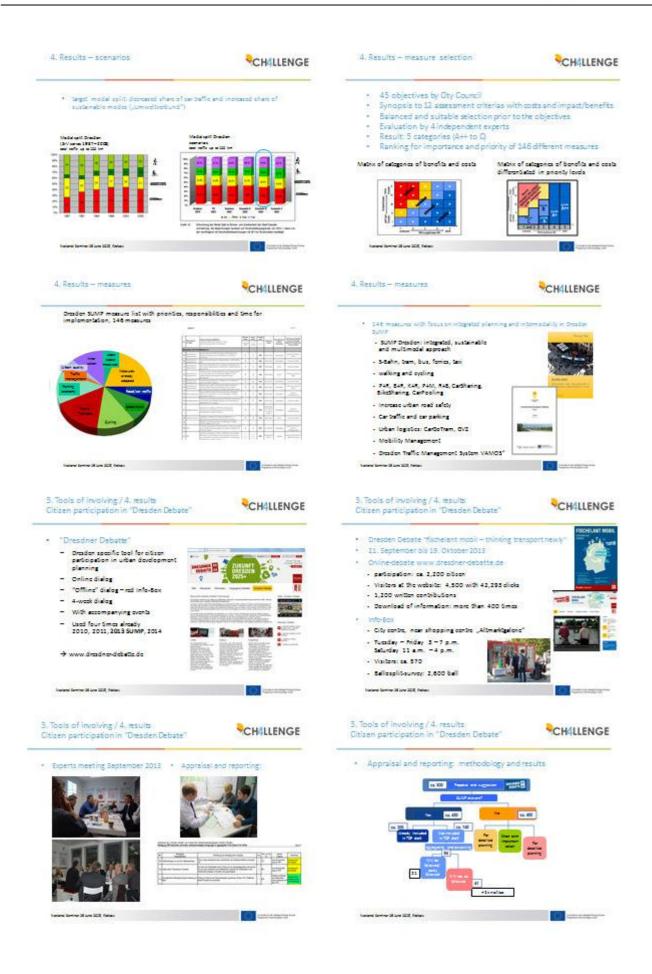




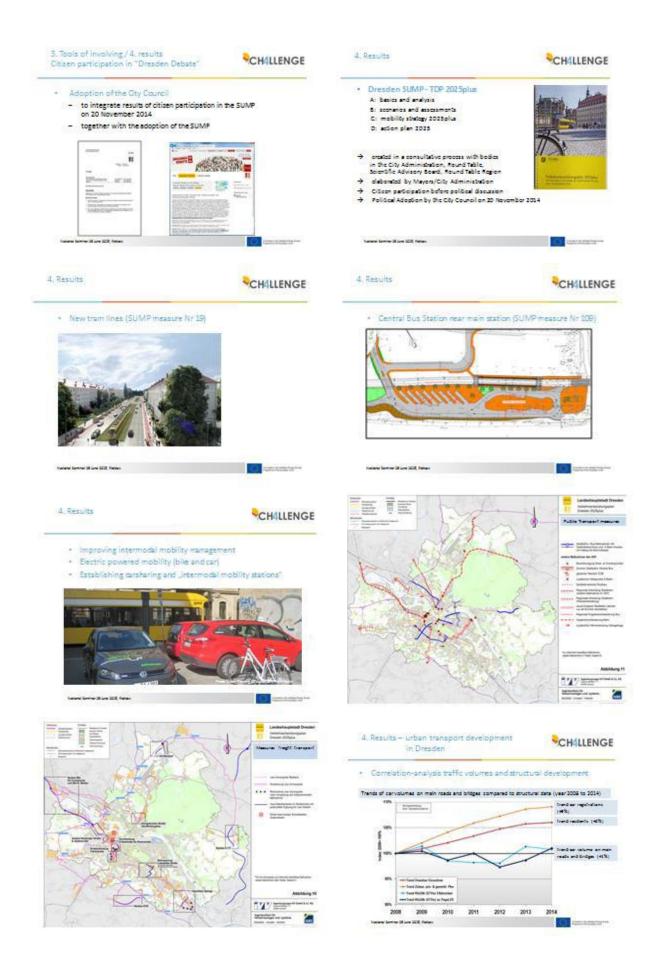




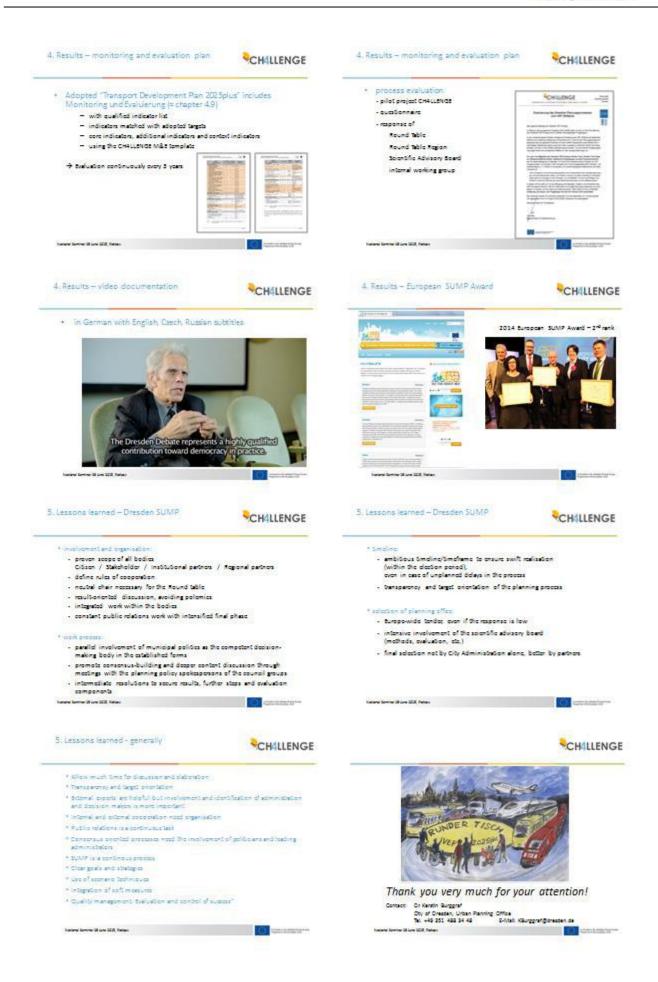














# ■ Signed list of participants

# CH4LLENGE National Seminar - Krakow 29th June 2015

# **PARTICIPANTS LIST**

	Name	Surname	Organisation	Signature
1.	Paul	ALZER	Parkstad Limburg	M-
2.	Martyna	BIELEŃ	Urząd Miasta Krakowa	3 wells
3.	Andrzej	BILLERT	Zarząd Dróg Miejskich w Poznaniu	BULL
4.	Adam	BLOT	KZK GOP	361
5.	Susanne	BOEHLER-BADECKER	Rupprecht Consult	SPOR
6.	Janusz	BOHATKIEWICZ	EKKOM Sp. z o.o.	Bolo
7.	Izabella	BRUCHAL	ZIKIT	Milal
8.	Kerstin	BURGGRAF	City of Dresden	Burgara
9.	Piotr	DERA	ZIKIT	1300
10.	Krzysztof	DREWNIOK	KZK GOP	Jeruis
11.	Urszula	DUDA	Politechnika Krakowska	0
12.	Aleksandra	FARON	Politechnika Krakowska	Have
13.	Łukasz	FRANEK	CiViNET Polska	Trail
14.	Joanna	GABIŚ	Zarząd Transportu Miejskiego w Poznaniu	Gabis
15.	Tadeusz	GIERASZEK	KZK GOP	V
16.	Ilona	HAŁUCHA	Edroga.pl Sp z o.o	> lestula
17.	Ireneusz	HYRA	Fundacja ILMARINEN	1
18.	Stanisław	JEDLIŃSKI	Urząd m.st. Warszawy	Vestin/
19.	Zbigniew	KOMAR	Urząd Miejski Wrocławia	Plant



20.	Magdalena	KOŚCIELNIAK-BARCIK	Urząd Miasta Krakowa	Garife	
21.	Anna	KOWALSKA	Zarząd Transportu Miejskiego w Rzeszowie	1	
22.	Luiza	KRAJNIK	ZIKIT	Sould	)
23.	Jarosław	KUCZAJ	Politechnika Krakowska	3 1	
24.	Małgorzata	KUŹNAR	Politechnika Krakowska Instytut Pojazdów Szynowych	Kuinar	
25.	Katarzyna	куć	Zarząd Infrastruktury Komunalnej i Transportu w Krakowie	1 de	
26.	Augustyn	LORENC	Politechnika Krakowska	the	
27.	Agnieszka	ŁAPCZUK-KRYGIER	PK		
28.	Mariola	ŁAZANOWSKA	Urząd Miejski Wrocłwia	Lonomodia	-
29.	Rafał	ŁYSIAK	Urząd Miasta Świnoujście		
30,	Joanna	MAJDECKA	Urząd Miasta Krakowa	200	
31.	Ernest	MARCINKOWSKI	Uniwersytet Ekonomiczny w Kraków	Jul,	
32.	Anna	MERCIK	KZK GOP	Muy luc	+
33.	Maciej	MICHNEJ	Politechnika Krakowska	Gradi	
34.	Dariusz	NIEWITAŁA	Urząd Miasta Krakowa	of the	
35.	Szymon	OLEKSIUK	Urząd Miejski w Bielsku- Białej	dy	1
36.	Alicja	ORZEŁ	Urząd Miejski w Gnieźnie	Orl	
37.	Martyna	PALUCH	Politechnika Krakowska		
38.	Kamil	PNIEWSKI	KZK GOP	Russ	
39.	Justyna	POLANSKA	Urząd Miejski Wrocławia	Theles	
40.	Jarosław	PRASOL	Miejskie Przedsiębiorstwo Komunikacyjne S.A. w Krakowie	J Pianes	



41.	Łukasz	QUIRINI-POPŁAWSKI	Zakład Przedsiębiorczości i Gospodarki Przestrzennej, Instytut Geografii Uniwersytetu Pedagogicznego w Krakowie	fan- Barbash.
42.	Aleksandra	ROMANOWSKA	ZDIZ w Gdyni	1. Laurely
43.	Krystian	SIWEK	Politechnika Krakowska	
44.	Zbigniew	SKROBACKI	Politechnika Świętokrzyska	5 51
45.	Wojciech	SUCHORZEWSKI	Politechnika Warszawska	My 1
46.	Adam	SUJKOWSKI	KZK GOP	
47.	Anna	SZCZEPANOWSKA	Fundacja ILMARINEN	
48.	Marta	SZCZEPAŃSKA	Urząd Miejski Wrocławia	MoHo Seaspersha
49.	Łukasz	SZEWCZYK	Urząd Miasta Krakowa	chase runge
50.	Mariusz	SZKLARZ	Koło Naukowe Systemów Komunikacyjnych	Marjuge &
51.	Michał	SZLOCH	Politechnika Krakowska	
52.	Dorota	SZYNDERA	Urząd Miasta Wrocławia	2 miles &
53.	Maciej	TATKA	Zarząd Infrastruktury Komunalnej i Transportu w Krakowie	Ata
54.	Błażej	TRZCINOWICZ	Urząd Miejski Wrocławia Wydział Transportu	3
55.	Dariusz	TURKIEWICZ	Urząd Miejski Wrocławia	pulsain 7 h
56.	Elżbieta	URBANEK	Urząd Miejski Wrocławia	U.bel 1
57.	Stanisław	WENGERSKI	Zarząd Transportu Zbiorowego w Rybniku	Marin o
58.	Agnieszka	WIĘCH	ZIKIT	Anipele :
59.	Aleksander	WOJNAROWSKI	Politechnika Krakowska	)



60.	Michał	WOJTASZEK	ZIKiT	Miles Closes	M
61.	Elżbieta	WYRAZ	Politechnika Krakowska, Instytut Pojazdów Szynowych	F. wyraz	
62.	Marcin	ZALESKI	Politechnika Krakowska	1	
63.	Tomasz	ZWOLIŃSKI	Urząd Miasta Krakowa	tell	
64.	MATILA	vugge	CITY OF ENGRES	0	8V
65.	MICHAE	ÉCHALINATIN (	UMA	Mentanil	i
66.	Wadimier	Zaleshi	uhe	MM	
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# ■ Any other relevant document about the event (photos)













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# European Commission Executive Agency for Small and Medium-sized Enterprises

# Intelligent Energy Europe Contract Number IEE/12/696/SI2.644740

# CH4LLENGE

# Addressing Key Challenges of Sustainable Urban Mobility Planning

# D6.3 Post-seminar notes of national SUMP challenge seminars

# Romania

Deliverable	D6.3 Post-seminar notes of national SUMP challenge seminars	
Work Package	WP Training and exchange	
Dissemination level	Public	
Author	City of Timisoara, Polis	
Submission date	20 March 2016	
Status	Final	
Project Start Date and Duration	21 March 2013, 36 months	



National event organised by : Timişoara City Hall
Place of national event : 300013 Timişoara, "Incuboxx" Building, Calea Circumvalaţiunii no. 2-4
Date of national event : 2 <sup>nd</sup> November 2015
The national event was (tick the box):
■ An independent event □ An event organised together with
Attended by (number of people and what type of stakeholders): approximately 60 participants such as mobility experts, architects, public servants of several city halls in Romania, representatives of urban transport societies and politicians.

# 1. Targets and expected outcomes of the national seminar

The main target of this national seminar was to **bring together mobility experts**, **architects**, **public servants and politicians**, playing an important part in developing strategies for the cities they are representing, strategies that at the end are gathered in the final form of a SUMP.

In particular, the seminar looked at:

- Discussing the current status of SUMP for different cities in Romania
- Presenting Timişoara's SUMP as a good-practice example
- Presenting the SUMP concept, process and stages/phases to develop

# 2. Current situation of sustainable urban mobility planning in Romania

A key component in the politics of the Growth Poles programme (as are Timişoara and six other cities in Romania, together with the capital Bucharest) is **promoting urban development, by means of developing sustainable means of transport**. The Sustainable Urban Mobility Plan (SUMP) indicates strategies, initiatives, key projects and priorities in order to obtain a sustainable transport network, network that supports the economic growth, but also has social and environmental targets.

The implementation of SUMPs in Romanian cities (regardless of their size) is of a major importance as it is a **mandatory document** in order to finance urban transport projects in the Regional Operational Programme 2014-2020 through the European Regional Development Fund.

Aligning to the national Romanian laws, according to Law no. 350/2001, the SUMP represents an adjunct document to the metropolitan development strategy and the general urban plan of each city, but also an instrument that helps bringing together the common development strategies of cities part of a growth pole.

# 3. Local SUMP experience

Timişoara was identified by the Government as one of the seven Growth Poles present in Romania, together with the capital Bucharest. **Timişoara SUMP** refers to Timişoara as the centre of the Growth Pole, together with 15 communes located at the outskirts of Timişoara and is for the upcoming **2016**-



# 2030 period.

The challenges identified in the process of developing the SUMP were: accessibility (connections as well as proper access to means of transport), safety and security when it comes to transport, environmental protection, economic efficiency and, as a whole, the quality of the entire urban life, so as to support citizens, economy and the entire society.

**Timişoara's SUMP** includes interventions (measures for specific projects) that have the scope of resolving the problems of a growth pole, identified in the previous current state analysis. It also proposes **key strategies in assuring an optimal urban mobility in the area.** 

One of the **biggest challenges** in drafting a SUMP for Timisoara was **data collection**. Taking into consideration the amount of the data and so many institutions that collect data, it was very difficult for the team that elaborates Timişoara's SUMP to organise all this data into proper results.

The SUMP process for Timişoara consists of the following steps/phases, each of them having its own importance and length:

- Inception
- Analysis (data collection, transport model, prioritisation model)
- Problems and objectives, when it comes to the following subjects: system of roads, rails, urban public transport, institutional measures, parking, freight, walking, cycling, air/water pollution and intermodal means of transport
- Identifying and testing the measures
- Preparing the SUMP
- Last, but definitely not least, implementing the SUMP

# 4. Seminar presentations

This section provides an English summary of presentations delivered at the national seminar.

Presentation	Speaker	Main points
Project CH4LLENGE	Violeta Mihalache, Timişoara City Hall	Introductory presentation summarising the project and all the steps (meetings, discussions) that took place until now.
Sustainable Urban Mobility Plans - strategic and integrated planning/concept and benefits, planning methodology	Ana Dragutescu, ATU Bucharest	The presentation focused on the <b>general and particular scope of a SUMP, its social and urban context</b> and began with an extended presentation of the current urban transport situation in Europe. In addition, the speaker made a general presentation of the SUMP, highlighting its importance, characteristics, politics, and explaining each step in the process.



Introduction to Timişoara Sustainable Urban Mobility Plan	Willem Brouwer, team leader of ARUP team that elaborated Timişoara SUMP	This presentation focused on what happened in the particular case of <b>Timişoara during the process of elaborating the SUMP</b> : the data collection, the problems encountered and suggestions.
How can SUMPs in the Regional Operational Programme 2014- 2020 be financed	Adrian Mariciuc, ADR Vest	This presentation was of particular interest for the guests and participants at the seminar, especially for the representatives of smaller cities that are not part of the Growth Poles list.
Timişoara mobility projects	Ciprian Cădariu and Culiță Chiş, Timișoara City Hall	The presentation brought to the attention of the participants the plans for the City of Timişoara: strategies, previous developments and future interventions, all summed up in Timisoara's SUMP.
Institutional cooperation in SUMP development	Thomas Mourey, POLIS	This was a very interesting presentation, especially in the social and political context of Romania, because institutional cooperation, together with public involvement, are for Timisoara the most important factors in developing a SUMP.
CH4LLENGE's SUMP learning resources and the SUMP self- assessment scheme	Miriam Lindenau, Rupprecht Consult	The presentation provided information regarding the CH4LLENGE project, its learning and SUMP resources (on paper and online) and scope; in addition, the SUMP Self-Assessment scheme was presented, a questionnaire of 100 questions for planning authorities to assess a SUMP's compliance with EC guidance (SUMP Guidelines, Urban Mobility Package).
Timişoara on bike	RATT' representative	RATT is the local public society for urban transport of Timişoara. This presentation, through short videos, highlighted the aspects of the new urban transport project implemented in Timişoara — bike-sharing - that was highly welcomed by the entire community for its main purpose: alternative means of transport. Using the bicycle is now more and more in the attention of all the citizens of Timişoara.

# 5. Conclusions drawn by participants & speakers

The main points of the seminar can be summarised as: general information about SUMP development and its relevance; what does a SUMP consist of; challenges in the entire process; bringing the SUMP into public view; and self-assessment of the SUMP.

In addition, **Timişoara SUMP** was presented as a **good practice** example (though still in progress).



The outcomes of the seminar in the context of the national planning situation for SUMP can be summarised as:

- General concept and content of a SUMP for any city in Romania
- Funding opportunities for the SUMP for cities in Romania, other than the Growth poles
- Important challenges in the SUMP process specific for Romania, such as data collection, inter-institutional cooperation, lack of specialists and experience, as well as means for public involvement (other than the ones identified by the Romanian law, which do not function very well)
- Presenting Timişoara SUMP as a good practice example: the entire process, general
  challenges, how to choose the best all-encompassing projects for the city, as well as projects
  focused on a certain topic, such as bike-sharing, which is a novelty almost in the entire
  country.

# 6. Annexes

- Final agenda
- Presentations/ lecture notes of speakers
- Signed list of participants
- ☐ Any other relevant document about the event



# **Annexes**

# **■** Final agenda

# SUSTAINABLE URBAN MOBILITY PLANS IN ROMANIA

# **CH4LLENGE NATIONAL SEMINAR**

2<sup>nd</sup> November 2015 Incuboxx, Calea Circumvalaţiunii nr. 2-4

# **Agenda**

Moderator: Violeta Mihalache

9:45 - 10:00	Registration of participants and coffee
10:00 - 10:15	Welcome
	Dan DIACONU, Vice-Mayor of Timisoara
10:15 - 10:30	Project CH4LLENGE
	Violeta Mihalache, Timisoara City Hall
10:30 - 11:00	Sustainable Urban Mobility Plans - strategic and integrated planning / concept
	and benefits, planning methodology
	Ana Dragutescu, ATU Bucuresti
11:00 - 11:30	Introduction of Timisoara Sustainable Urban Mobility Plan (SUMP)
	Willem Brouwer, team leader of ARUP team that elaborated Timisoara and Cluj
	SUMP
11:30 - 11:45	Coffee Break
11:45 – 12:10	How can be financed SUMPs on POR 2014-2020
	Adrian Marciuc, ADR Vest
12:10 - 12:30	Timisoara mobility projects
	Ciprian Cadariu, Chief Architect of Timisoara and Culita Chis, Director of Technical
	Department of Timisoara City Hall
12:30 - 13:00	Questions and answers
13:00 - 14:30	Lunch
14:30 - 15:00	Institutional Cooperation in SUMP development
	Thomas Mourey, POLIS
15:00 – 15:30h	CH4LLENGE's SUMP learning resources and the SUMP Self-Assessment Scheme
	Miriam Lindenau, RUPPRECHT CONSULT
15:30 – 15:50	Timisoara on bike
	RATT
15:50-16:00	Wrap up

Interpretation in Romanian and English will be provided.



# ■ Presentations/ lecture notes of speakers

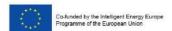
1. Project CH4LLENGE - speaker: Violeta Mihalache, Timişoara City Hall (10<sup>15</sup>-10<sup>30</sup>)





# 2. Sustainable Urban Mobility Plans - speaker: Ana Drăguţescu, ATU Bucarest (10<sup>30</sup>-11<sup>00</sup>)







# PLANURILE DE MOBILITATE URBANĂ DURABILĂ

- Pachetul de recomandări din partea structurilor UE (Carta Albă, Comunicările Comisiei, Ghidul de elaborare PMUD, etc.)
- REGULAMENTUL (CE) Nr 1370/2007 privind serviciile publice de transport
- Legea 350/2001 privind Amenajarea Teritoriului și Urbanismul, actualizată în iulie 2013, Planul de Mobilitate Urbană (PMU) reprezintă instrumentul de planificare strategică teritorială prin care sunt corelate dezvoltarea teritorială a localităților din zona periurbană/metropolitană cu nevoile de mobilitate și transport ale persoanelor, bunurilor și mărfurilor.
- Programul Operational Regional 2014-2020 componentă de dezvoltare urbană PMUD condiționalitate
- PMUD se va corela cu Planul Național de Transport, cu Planul Urbanistic General (PUG), cu strategiile locale de dezvoltare urbană și cu strategiile sectoriale de servicii sociale, sănătate, educație, creerea de locuri de muncă și dezvoltare economică.

#### Pentru a livra un sistem de transport durabil





# PLANURILE DE MOBILITATE URBANÁ DURABILĂ în Pachetul de Mobilitate Urbană



"Dezvoltat o Platformă Europeană pe tema PMUD" cu "un centru virtual de cunoaștere și competență

"Va sprijini autoritătile în dezvoltarea și implementarea Planurilor de Mobilitate, inclusiv prin promovarea unor "instrumente financiare"





Sprijin în dezvoltarea PLANURILOR DE MOBILITATE URBANĂ DURABILĂ CHALLENGE Producerea ghidurilo.

- Oconsolidare de cunoștințe, conștientizare și formare în domeniul PMUD în 31 de țări Europene
- Utilizare a recomandărilor existente privind Planurile de Mobilitate Urbană Durabilă (UE și naționale)
- Utilizând experienta profesionistilor de pe tot teritoriul european:
  - 49 de interviuri cu actori interesați din 26 de țări sondaj online, consultații de specialitate cu experti
  - 5 ateliere de lucru cu 168 de experți din26 de țări





PLANURILE DE MOBILITATE URBANÁ DURABILĂ în Pachetul de Mobilitate Urbană



Statele Membre trebuie să ia în considerare acest concept urban:

"Asigurăndu-se că **Planurile de Mobilitate Urbană Durabilă** sunt dezvoltate și implementate în zonele urbane și că acestea sunt integrate într-o strategie mai amplă de dezvoltare urbană sau teritorială"





Sprijin in dezvoltarea PLANURILOR DE MOBILITATE URBANĂ DURABILĂ CHALLENGE





Un Plan de Mobilitate Urbană Durabilă este

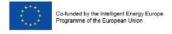




"un plan strategic conceput pentru a satisface nevolle de mobilitate prezente și viitoare ale persoanelor și mediilor de afaceri din orașe și din împrejurimile lor pentru o calitate mai bună a vieții. Se bazează pe practicile de planificare existente și ia în considerare principiile de integrare, participare și evaluare



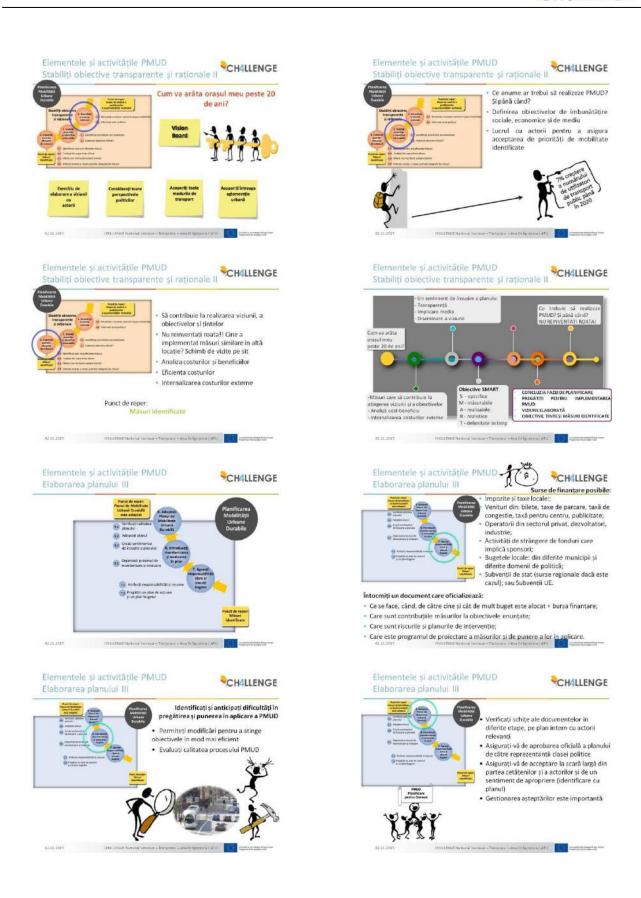




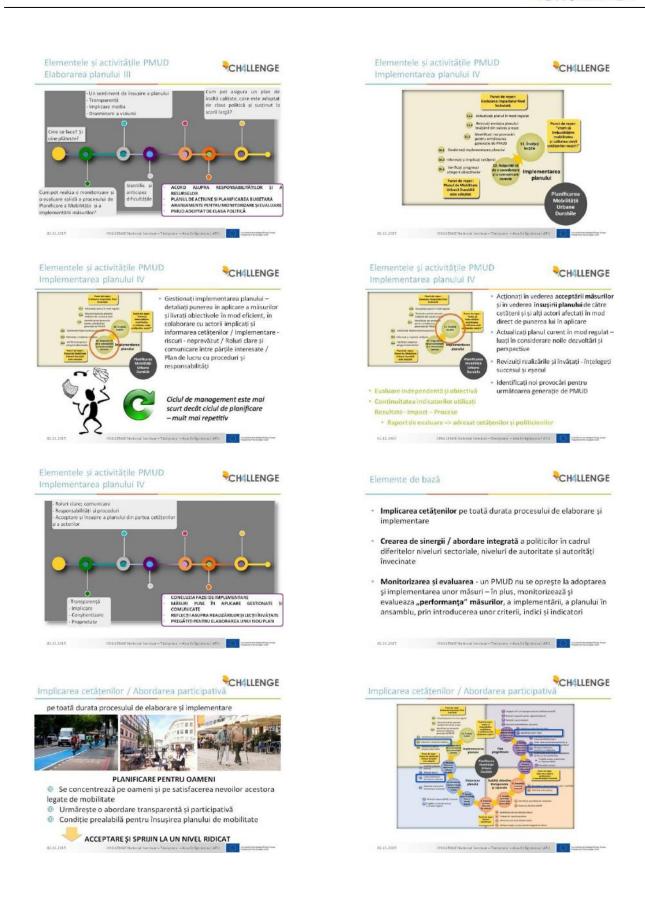


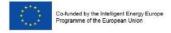














CH4LLENGE



# Crearea de sinergii / abordare integrată



#### Monitorizare și evaluare

Un PMUD nu se oprește la adoptarea și la implementarea unor

CH4LLENGE

Monitorizează și evaluează performanța măsurilor, a implementării, a planului în ansamblu, prin întermediul unui sistem de indicatori

Revizuirea planului de mobilitate urbană durabilă și a implementării lui ar putea sugera revizuiri ale obiectivelor și acțiuni corective în cazul în care sunt necesare

Un raport de monitorizare, comunicat în mod transparent cetătenilor și celorlati actori implicați



# Crearea de sinergii / abordare integrată

a politicilor în cadrul diferitelor niveluri sectoriale, niveluri de autoritate și autorități învecinate

- O Consultarea și cooperarea între departamente la nivel local, pentru a asigura coerența și complementaritatea cu politicile din sectoarele conexe (transport, amenajarea teritoriului, servicii sociale, sănătate, energie, educație, etc.)
- Schimb de informatii cu autoritățile competente de la alte nivele
- O Coordonarea activităților între autoritățile din zonele urbane și periurbane vecine





# Monitorizare și evaluare



# Beneficii PMUD

# CH4LLENGE

CH4LLENGE

# 1.Cresterea calității vieții

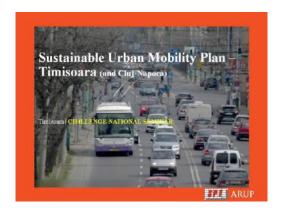
- spații publice mai atractive, îmbunătățirea siguranței rutiere, o sănătate mai bună a cetățenilor, mai puțină poluare atmosferică și fonică
- 2. Reducerea costurilor crearea de beneficii economice
- mobilitatea este o forță motrică importantă pentru economia locală un oraș bine organizat și durabil este mai atractiv pentru investitori
- 3. Contribuie la un mediu și un nivel de sănătate mai bune
- calitate mai bună a aerului și mai puțin zgomot
- reducerea emisiilor de gaze cu efect de seră din sectorul transporturilor
- 4. Îmbunătățirea accesibilității călătorii neîntrerupte
- încurajarea transportului multi-modal door-to-door
- aducând laolaltă actori se răspunde nevoilor efective de acces ale cetățenilor

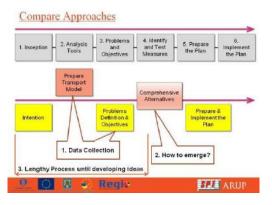
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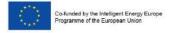


**3.** Introduction of Timişoara Sustainable Urban Mobility Plan (SUMP) - speaker: Willem Brouwer, team leader ARUP team that elaborated Timişoara SUMP (11<sup>00</sup>-11<sup>30</sup>)



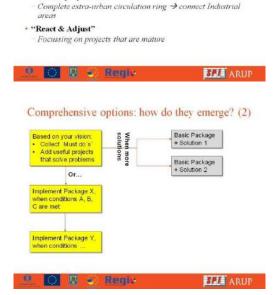






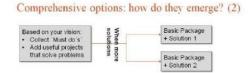


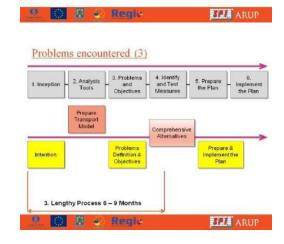
# What should be established? • Introduce a National Mobility Survey Program, compare 'National Travel Survey' (UK) Mobilităt in Stadten - SrV (D) 'Onderzoek Verplaatsingsgedrag in Nederland' (NL) · Make data better available ... and for free · 'Create a culture of Monitoring · When outsourcing/contracting, demand management reports O 🛭 👻 Regio S.L. ARUP Comprehensive options: how do they emerge? (1) 3 Options were required for Timisoara: · "Sustainable Mobility" Complete urban circulation Ring, Aggressive promotion of NMT "Economy Dynamics"





# Problems encountered (2) Prepare Transport Model Problems Definition & Comprehensive Alternatives Definition & Colectives Prepare & Implement the Plan 2. How to emerge?







Can I suggest...



4. How can be financed SUMPs on POR 2014-2020 - speaker: Adrian Mariciuc, ADR Vest.



# Oportunități de finanțare prin Programul Operațional Regional 2014 – 2020

# Planuri de Mobilitate Urbane Durabile

AGENTIA PENTRU DEZVOLTARE REGIONALÀ VEST Timigoara, str. Procismația de le Timigoara, nr.5, 300054, România lei: +40 256 491981, +40 256 491923, fax: +40 258 491981, +40 256 491923



# OBIECTIVELE UE PENTRU CREȘTERE DURABILĂ

- 1. reducerea cu 20%, până în 2020, a emisiilor de gaze cu efect de seră față de nivelul din 1990 - UE este dispusă să reducă emisiile chiar şi cu 30%, cu condiția ca şi alte ţări dezvoltate să își asume angajamente similare şi ca ţările în curs de dezvoltare să contribuie, în măsura posibilităţilor, în cadrul unui acord global.
- 2. creșterea ponderii surselor de energie regenerabile până la 20%
- 3. creșterea cu până la 20% a eficienței energetice.

AGENTIA PENTRU DEZVOLTARE REGIONALÀ VEST Timigiare, str. Proclamaje de la Timigiare, nr. 5, 300054, România bet +40 256 491981, +40 256 491923, faz. 440 256 491981, +40 256 491923 email: office@advest.ro; web: www.advest.ro.

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# AXA 3.2 PLANURI DE MOBILITATE URBANA – TRANSPORT PUBLIC:

Grup țintă: 38 de orașe mici și mijlocii din Regiunea Vest

Beneficiarii: autoritățile publice locale din cele 38 de localități urbane (posibil în parteneriat cu operatorul de transport public).

AGENTIA PENTRU DEZVOLTARE REGIONALĂ VEST Timigoara, str. Proclamația de la Timigoara, nr. 5, 300054, Remânia bet: +40 256 491981, +40 256 491923, fax. +40 256 491981, +40 256 49192



# 2014-2020: CARACTERISTICI

- ♦ Concentrarea resurselor pe obiectivele Strategiei Europa 2020;
- ♦ Orientare către rezultate;
- ♦ Recompensarea performantelor 6%:
- Sprijinirea programării integrate;
- Utilizarea instrumentelor financiare;
- Accentuarea dimensiuni urbane.

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# ALOCARE FINANCIARĂ: 8,25 miliarde euro\* (creștere cu 3,58 mld euro - 76,8%)

#### GESTIUNEA BUGET POR:

- nivel central: 20,45%;
- 7 regiuni: 74,11%;
- regiunea București-Ilfov: 5,44%.

"alocările includ FEDR, cofinanțare națională și rezerva de performantă

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# AXA PRIORITARĂ 3: SPRIJINIREA TRANZITIEI CATRE O ECONOMIE CU EMISII SCAZUTE DE CARBON

# Priorități de investiții:

- 3.1. Creșterea eficienței energetice în clădirile rezidențiale, clădirile publice și sistemele de iluminat public, îndeosebi a celor care înregistrează consumuri energetice mari
- 3.2. Reducerea emisiilor de carbon în zonele urbane bazate pe planurile de mobilitate urbană durabilă

AGENTIA PENTRU DEZVOLTARE REGIONALÀ VEST Tirrigoara, str. Proclamația de le Tirrigoara, nr. 5, 300054, România bel: +40 256 491991, +40 256 491923, faz. +40 259 491991, +40 256 491923 email: efficiele desperante ne vez new advestiro.



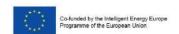
# AXA 4. SPRIJINIREA DEZVOLTĂRII URBANE DURABILE

# Priorități de investiții:

- 4.1. Promovarea strategiilor de reducere a emisiilor de dioxid de carbon, inclusiv promovarea planurilor sustenabile de mobilitate urbană
- 4.2. Acţiuni destinate îmbunătăţirii mediului urban
- 4.3 Sprijin pentru regenerarea fizică, economică și socială a comunităților defavorizate din regiunile urbane și rurale
- 4.4 Investiții în educație

AGENTIA PENTRU DEZVOLTARE REGIONALĂ VEST Timigoars, str. Proclamația de la Timigoars, nr.5, 300054, România lui: +40 256 491981, +40 256 491923, (ac. +40 256 491981, +40 256 49195

17



20 March 2016





#### PRIORITATE DE INVESTIȚII 4.1

· Promovarea planurilor sustenabile de mobilitate urbană

Beneficiari: autoritățile publice locale (posibil în parteneriat cu operatorul de transport public) din municipiile reședință de judeţ (inclusiv localitățile din zona funcțională urbană, după caz)

AGENTIA PENTRU DEZVOLTARE REGIONALÀ VEST Timigoara, str. Proctamaria de la Timigoara, nr.5, 300054, România tal: +40 256 491981, +40 256 491923, fax: +40 258 491981, +40 258 491923



# **OPERAȚIUNI INDICATIVE (1):**

- achizitionarea de material rulant electric/vehicule ecologice (EEV) inclusiv pentru proiecte pilot de introducere a transportului public;
- modernizarea/ reabilitarea/ extinderea traseelor de transport electric public (tramvai şi troleibuz);
- construire infrastructură necesară transportului electric (inclusiv stații de alimentare a automobilelor electrice);
- modernizarea/ reabilitarea depourilor aferente transportului public şi infrastructura tehnică aferentă, inclusiv construire depouri noi;

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# **OPERAȚIUNI INDICATIVE (3):**

- construirea/ modernizarea/ reabilitarea infrastructurii rutiere (pe coridoarele deservite de transport public);
- realizarea sistemelor de tip park and ride;
- realizarea de planuri de mobilitate urbană durabilă;
- realizarea de perdele forestiere, alineamente de arbori (cu capacitate mare de retenție a CO2).

AGENTIA PENTRU DEZVOLTARE REGIONALÀ VEST Timigoare, sir. Proclamația de la Timigoare, nr. 5, 300054, România bet +40 256 491981, +40 256 491923, fax. +40 256 491981, +40 256 491921 email office@advest.nc, web, www.xdvvest.nc



# CONDIȚII OBLIGATORII intervenții axele 3.2. și 4.1.:

# • PLAN DE MOBILITATE

# Art.15 (norme privind aplicarea legii 350 / 2001)

 are ca ţintă principală îmbunătăţirea accesibilităţii localităţilor şi buna integrare a diferitelor moduri de mobilitate şi transport;

•se adresează tuturor formelor de mobilitate şi transport, incluzând transportul public şi privat, de marfă şi pasageri, motorizat şi nemotorizat, în mişcare sau în staţionare.

> AGENTIA PENTRU DEZVOLTARE REGIONALĂ VEST Tinigoara, str. Prociamația de la Tinigoara, nr.5, 300054, România lat. +40 256 491981, +40 256 491923, faz. +40 258 491981, +40 256 491923 emai. official/badysas nr. sept. www.dynst.nr.



#### AXA 4. SPRIJINIREA DEZVOLTĂRII URBANE DURABILE

# Conditii preliminare de implementare (proiect de asistentă tehnică cu Banca Mondială):

- Concentrare teritorială: investițiile se vor adresa municipiilor reședință de județ din regiunile mai puțin dezvoltate, cu excepția municipiului Tulcea – 39 municipii reședință de județ;
- Acoperirea teritorială a SIDU: zonă funcţională urbană obligatoriu pentru polii de creştere şi opţional pentru toate celelate municipii reşedinţă de judeţ

AGENTIA PENTRU DEZVOLTARE REGIONALĂ VEST Timigoara, str. Proclamația de la Timigoara, nr.5, 300054, România bal: +40.256.461981, +40.256.461923, fex. +40.256.461981, +40.256.46192



#### **OPERATIUNI INDICATIVE (2):**

- · realizarea de trasee separate exclusive;
- îmbunătățirea stațiilor de transport public existente, inclusiv realizarea de noi stații și terminale intermodale;
- construirea/ modernizarea/ reabilitarea pistelor/ traseelor pentru biciclişti şi a infrastructurii tehnice aferente (puncte de închiriere, sisteme de parcaj pentru biciclete etc);
- crearea de zone si trasee pietonale;
- realizarea de sisteme de monitorizare video;
- realizarea de sisteme de e ticketing pentru călători și parcări;

AGENTIA PENTRU DEZVOLTARE REGIONALÀ VEST Tringoars, str. Proctamarja de la Tringoars, nr. 5, 300054, România bet +40 256 491981, +40 256 491923, fax: +40 256 491991, +40 256 49192 email office@dovestro, web www.aden.estro



# CONDIȚII OBLIGATORII intervenții axele 3.2. și 4.1.:

# • PLAN DE MOBILITATE

# Art.15 (norme privind aplicarea legii 350 / 2001)

- reprezintă o documentație complementară strategiei de dezvoltare teritorială periurbană/metropolitană și a planului urbanistic general (PLLG):
- constituie instrumentul de planificare strategică teritorială prin care este corelată dezvoltarea spațială a localităților și a zonei periurbane/metropolitane a acestora cu nevoile de mobilitate și transport ale persoanelor și mărfurilor.

AGENTIA PENTRU DEZVOLTARE REGIONALÀ VEST Timigoare, str. Proclamaja de la Timigoare, nr. 5, 300054, România bet: +40 256 491981, +40 255 491923, (ac. +40 258 491981, +40 258 49198



# CONDIȚII OBLIGATORII:

 Contractul de servici publice încheiat între autoritatea publică și operatorul de transport

Contractul este un contract de servicii publice, definit la art. 2 litera i) din Regulamentul CE nr. 1370/2007 drept actul obligatoriu din punct de vedere juridic care confirmă acordul încheiat între o autoritate competentă şi un operator de serviciu public cu scopul de a încredința respectivului operator de serviciu public gestionarea şi exploatarea serviciilor publice de transport de călători, sub rezerva unor obligații de serviciu public.

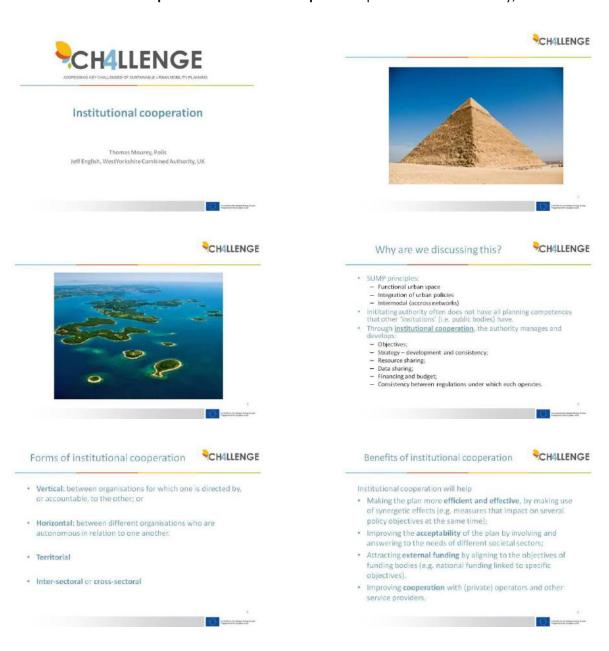
AGENTIA PENTRU DEZVOLTARE REGIONALĂ VEST Timigoara, str. Proclamația de la Timigoara, nr.5, 300054, România bet +40 256 461981, +40 256 491923, fax. +40 259 491991, +40 256 49192 email office@devisitor, web www.advestro

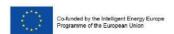
20 March 2016



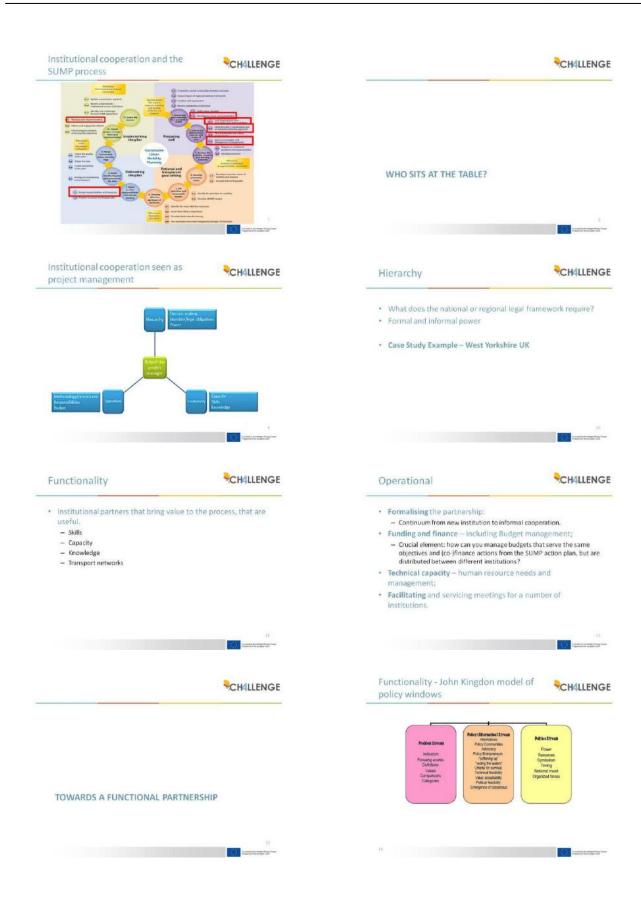


5. Institutional cooperation in SUMP development - speaker: Thomas Mourey, POLIS.







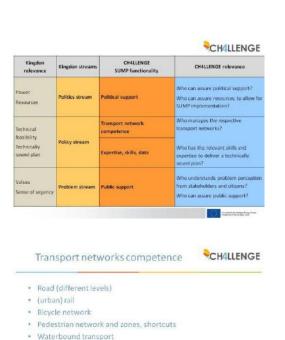




CH4LLENGE

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Other skills, capacity and knowledge nowledge
Environmental data
Demographic data
Spatial planning
Economic development
Energy sector Health and social issues Project managem Modeling CBA/appraisal

Within different institutions (local, regional, neighbouring authorities, national, European)

Political support

Executive politicians

· Majority/opposition? · Transport or other sectors?

Capacity

'mister'/'Mrs' SUMP

Legal capacity

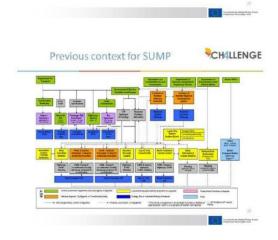
Labour intensive activities

Council members

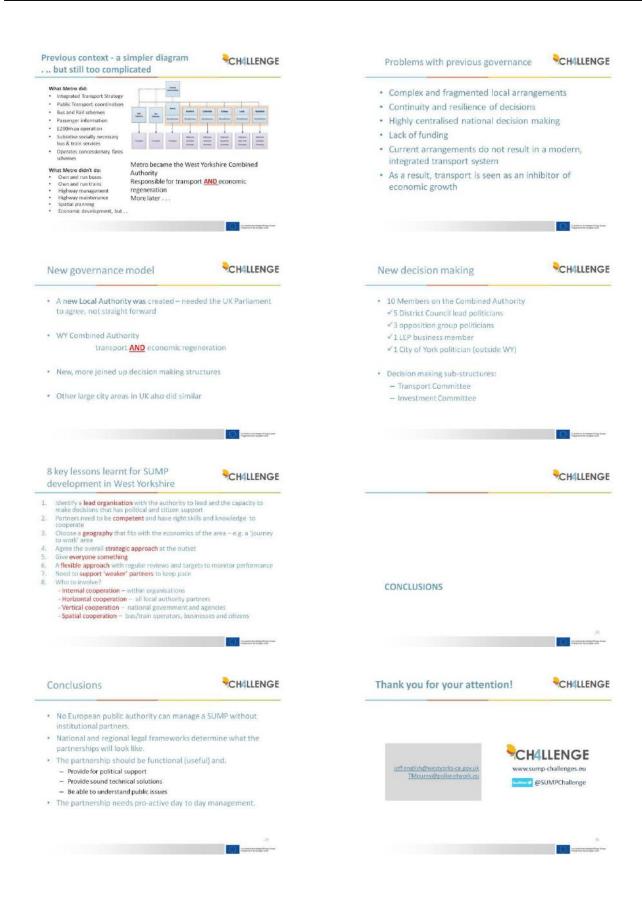
- · Specific locations: hospital and education campus Information network · Transport infrastructure (stations, parking) CH4LLENGE Institutions close to citizens
- · Schools
- Neighbourhood management
- · City communication networks
- · Police



# CASE STUDY: WEST YORKSHIRE (UK)



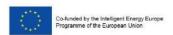






**6. CH4LLENGE's SUMP learning resources and the SUMP self-assessment** - speaker: Miriam Lindenau, Rupprecht Consult (15<sup>00</sup>-15<sup>30</sup>).



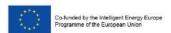






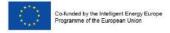










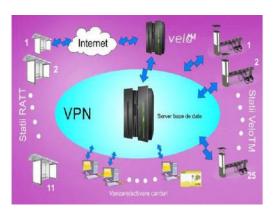




# 7. Timişoara on bike - speaker: Adrian Sârb, RATT (15<sup>30</sup>-15<sup>50</sup>).





























# ■ Signed list of participants



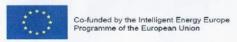
# SUSTAINABLE URBAN MOBILITY PLANS IN ROMANIA

**CH4LLENGE NATIONAL SEMINAR** 

2<sup>nd</sup> November 2015

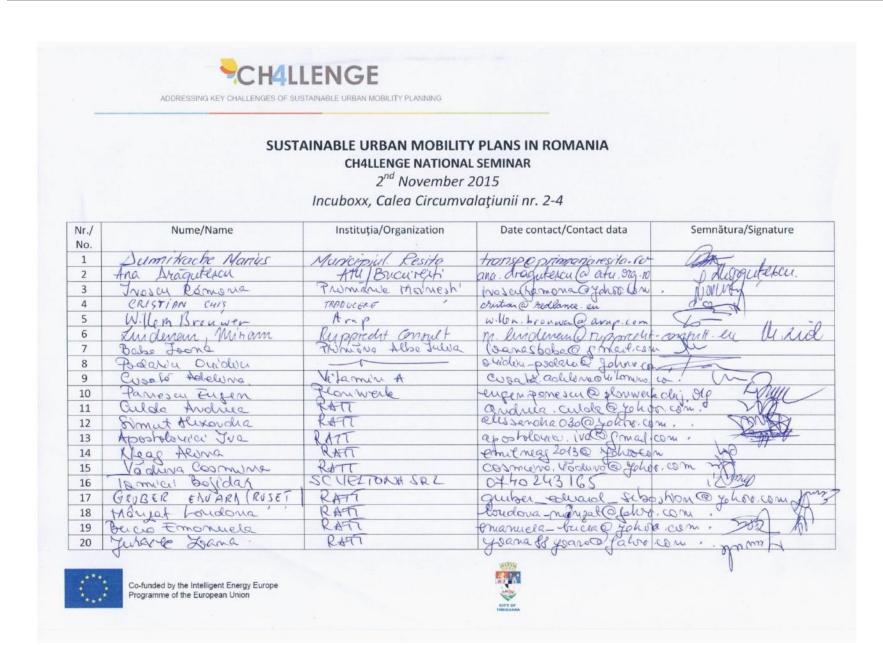
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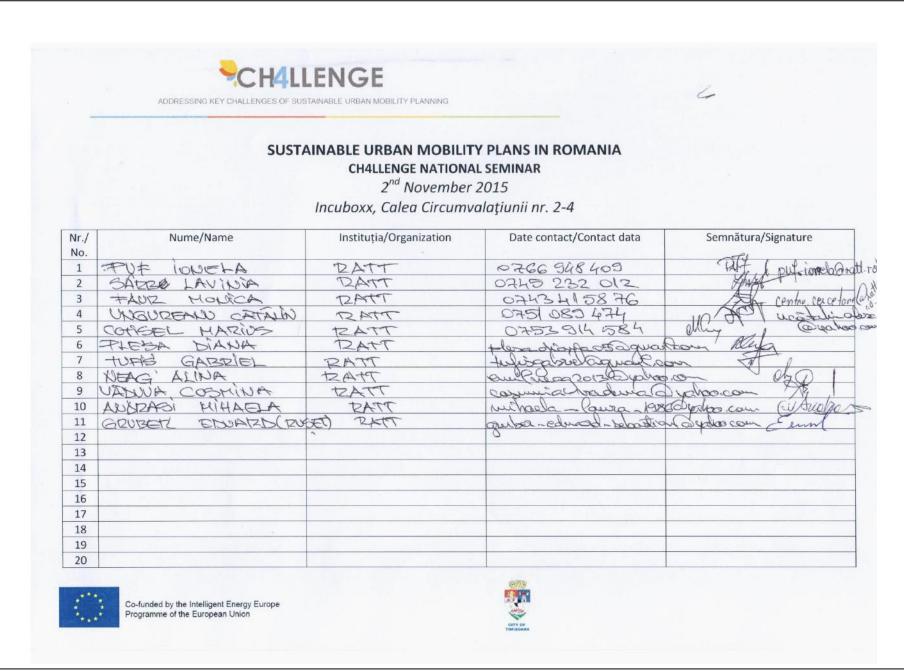














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