



EUROPSKI TJEDAN MOBILNOSTI

16. – 22. RUJNA 2018.



Sveučilište u Zagrebu

Fakultet prometnih znanosti

ZAVOD ZA GRADSKI PROMET



OKRUGLI STOL: “ZNAČAJ BIKIKLISTIČKOG PROMETA U PLANOVIMA ODRŽIVE URBANE MOBILNOSTI”

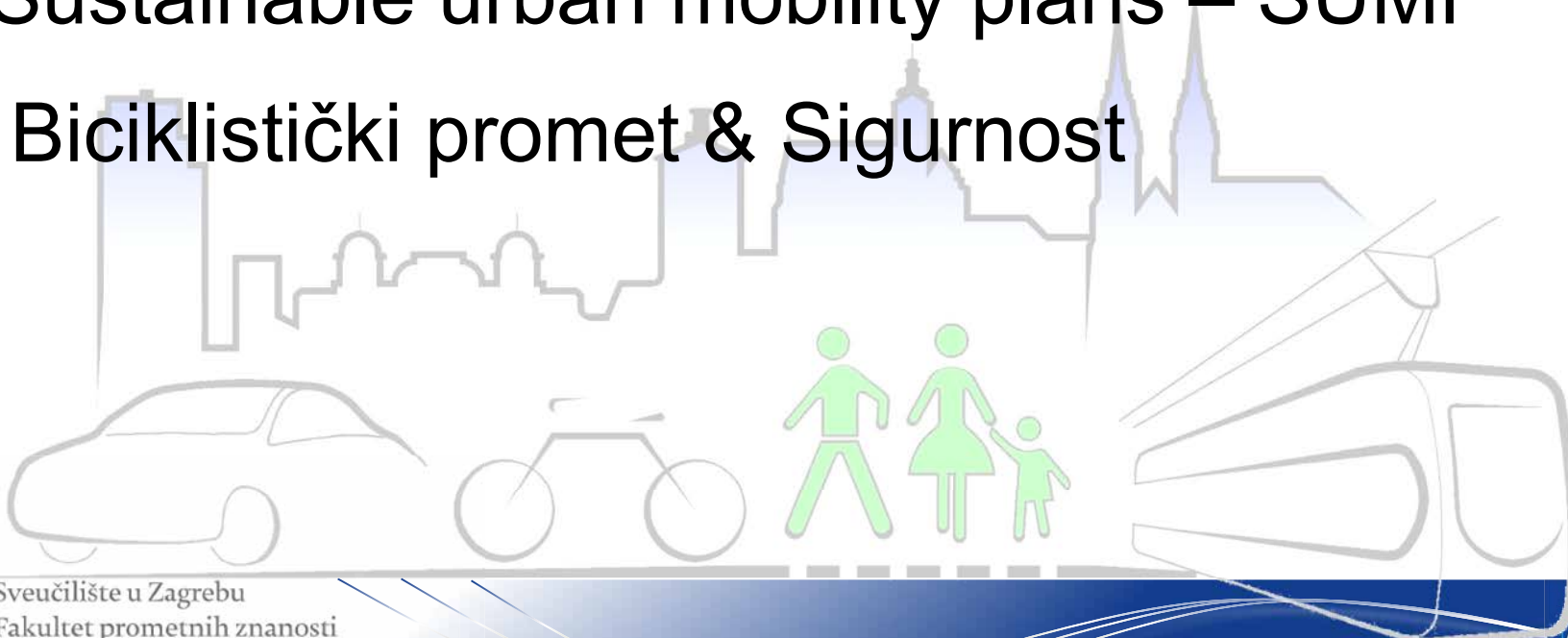
ZNAČAJ BIKIKLISTIČKOG PROMETA U PLANOVIMA ODRŽIVE URBANE MOBILNOSTI

Doc. dr. sc. Marko Slavulj

ZAGREB, 21 RUJNA 2018.

Sadržaj

- Smart City
- Smart Mobility
- Sustainable urban mobility plans – SUMP
- Biciklistički promet & Sigurnost





SMART CITIES AND COMMUNITIES

European Commission > Eip > Smart Cities and Communities > Key documents & links

Home

Smart Cities and Communities Key documents & links

[KEY DOCUMENTS & LINKS](#) | [EVENTS](#)

About the partnership

Who's who?

Timeline

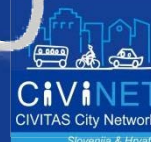
Key documents

- [Communication from the Commission that launched the European Innovation Partnership on Smart Cities and Communities \(EIP-SCC\)](#)
- [1st High Level Group meeting 14th May 2013: Executive report](#) (25 kB)
 - [Speech Commissioner Kallas](#)
 - [Speech Commissioner Oettinger](#)
 - [Speech Commissioner Kroes](#) (16 kB)
- [2nd High Level Group meeting 14th October 2013: Adoption of the Strategic Implementation Plan](#) (213 kB)
- [The Strategic Implementation Plan](#) (880 kB)
 - [Operational Implementation Plan](#) (2.15 Mb)
- High Level Group and Commissioner - [Photo](#)



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Smart cities

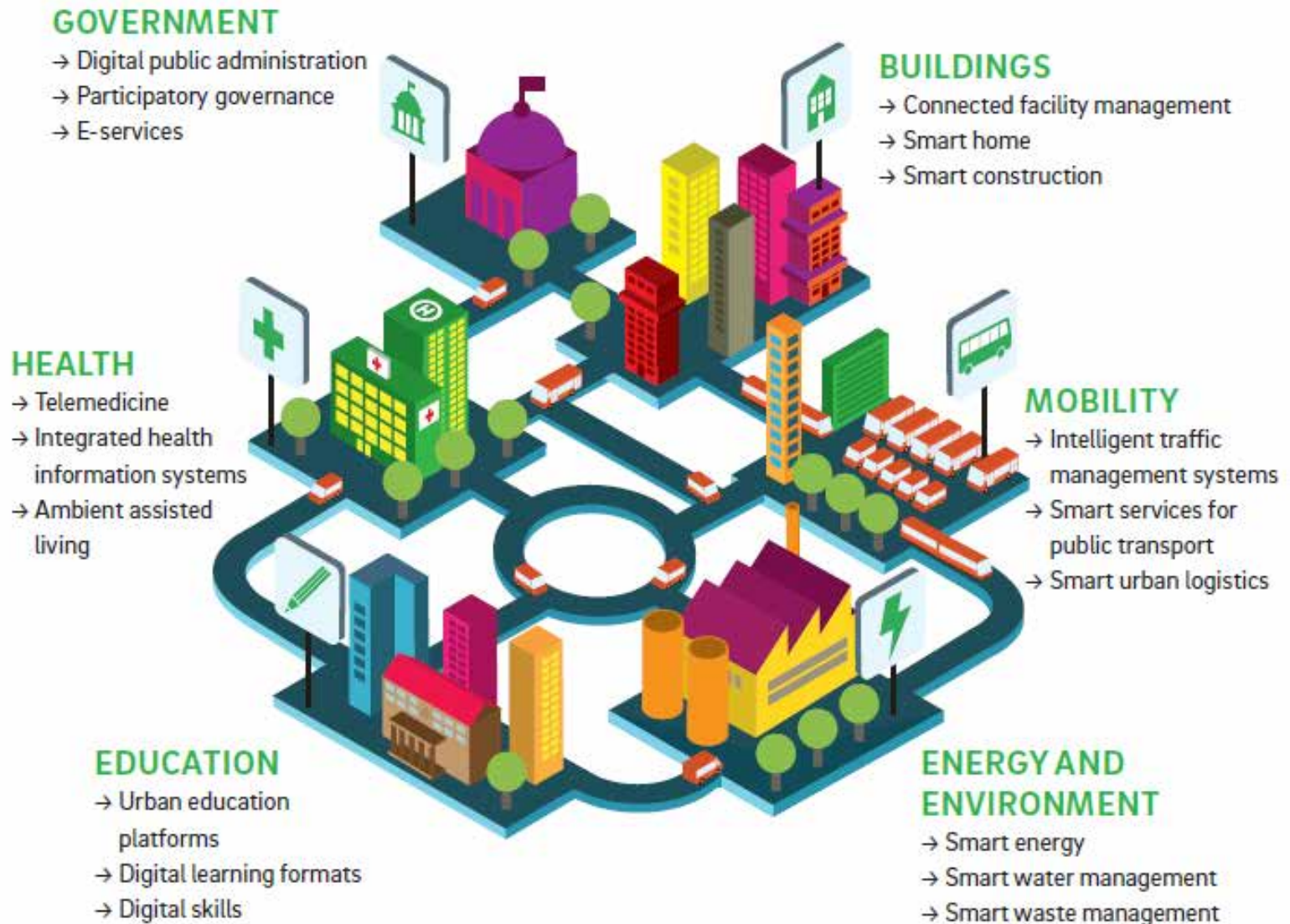
What are smart cities?

A smart city is a place where traditional networks and services are made more efficient with the use of digital and telecommunication technologies for the benefit of its inhabitants and business.



THE WHOLE IS GREATER THAN THE SUM OF THE PARTS

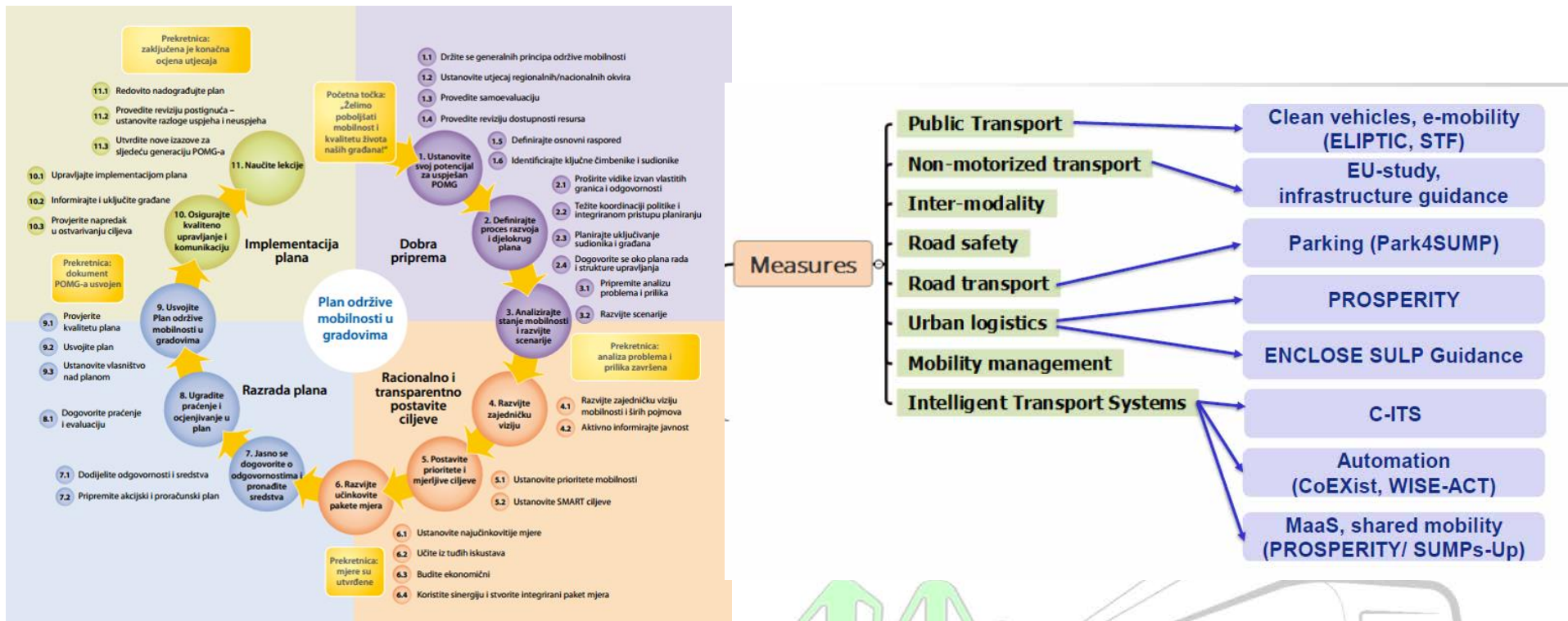
An ideal smart city strategy covers six interrelated action fields, comprising a host of subcategories and solutions



Source: Roland Berger



Mjere koje obuhvaća SUMP



Podrška – prepoznatljivost biciklističkog prometa

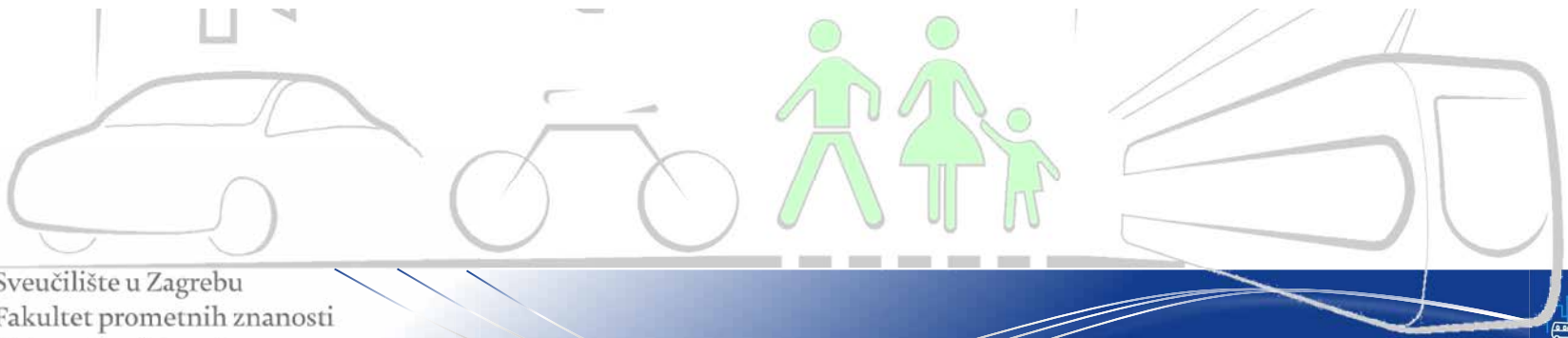
- More than 7% of EU citizens uses as a main mode of transport
- 12% of the EU citizens use bicycle at least once a day

But cycling is still often neglected/forgotten by decision makers!



Special Eurobarometer 406

ATTITUDES OF EUROPEANS TOWARDS URBAN MOBILITY



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Značaj biciklističkog prometa

health



environment



economy



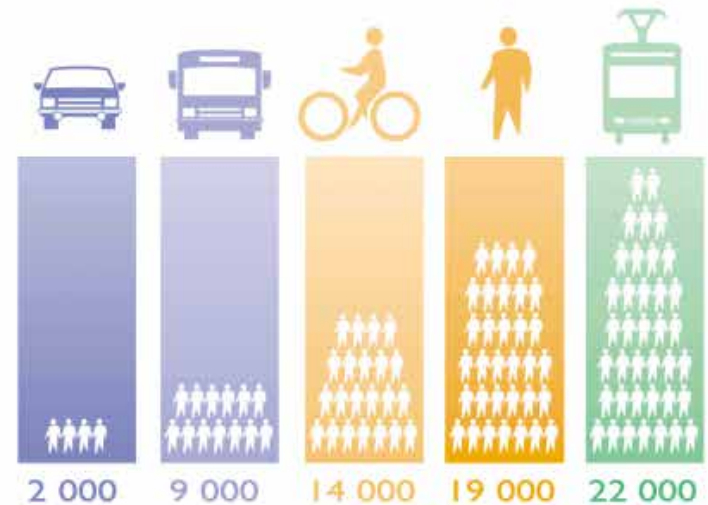
transport



Public space

Bicycles takes less space –
but cycling still needs
(public) space

Person Capacity per Lane-Equivalent



Number of people crossing a 3.5-meter-wide space in an urban environment during a one-hour period.

Source: *Ticket to the future: 3 Stops to Sustainable Mobility*. UITP, International Association of Public Transport, Brussels, 2003, based on Botma & Pependrecht, *Traffic operation of bicycle traffic*, TU Delft, 1991.

5th European Conference on Sustainable Urban Mobility Plans
14-15 May 2018 – Nicosia, Cyprus



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Public space - Don't

Don't reallocate public space for cycling on the expense of walking and/or public transport.



5th European Conference on Sustainable Urban Mobility Plans
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Eltis European Platform on Sustainable Urban Mobility Plans



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Public space - Do

- Reallocate public space for cycling – in expense of individual motorized traffic!



(Road) safety – Don't

Stop using absolute figures about cycle safety.

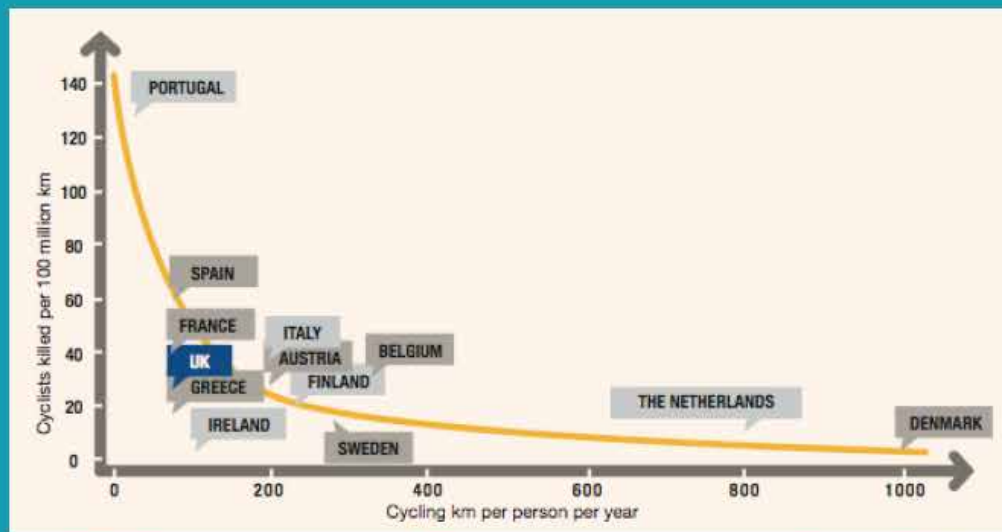
Table 3: Cyclist fatality rates per million population by country, 2006-2015

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
BE	8,8	8,5	8,1	8,3	6,5	6,4	6,2	6,5	6,8	7,4
BG	-	-	4,7	3,9	-	-	-	-	-	-
CZ	10,8	11,3	9,0	8,1	7,6	6,0	7,4	7,0	6,5	8,0
DK	5,7	5,9	9,9	4,5	4,7	5,4	7,0	5,9	5,3	4,6
DE	5,9	5,2	5,5	5,6	4,7	4,9	5,0	4,3	4,9	4,7
EE	9,6	9,7	6,7	5,2	0,0	0,0	0,0	0,0	0,0	0,0
IE	2,1	3,5	2,9	1,5	1,1	2,0	1,7	1,1	-	-
EL	1,9	1,4	2,0	1,7	2,0	1,2	1,9	1,4	1,7	1,0
ES	1,6	2,0	1,3	1,2	1,4	1,0	1,6	1,5	1,6	1,2
FR	2,9	2,3	2,4	2,7	2,7	2,2	2,6	2,3	2,5	2,3
HR	-	6,5	10,9	6,7	6,5	6,5	4,9	5,4	4,5	8,0
IT	5,4	6,0	4,7	5,0	4,5	4,2	4,9	4,2	4,5	4,1
CY	2,7	4,0	7,7	2,5	2,4	2,4	1,2	2,3	1,2	1,2
LV	14,8	8,2	6,8	12,0	6,1	7,2	8,2	6,4	8,0	4,5
LT	-	-	-	-	-	-	-	6,1	6,5	7,5
LU	0,0	0,0	0,0	4,1	2,0	3,9	0,0	0,0	0,0	0,0
HU	15,2	15,7	10,9	10,3	9,2	8,5	8,5	6,9	9,9	8,4
MT	0,0	0,0	0,0	0,0	0,0	-	-	-	-	-
NL	11,0	9,0	8,8	8,4	7,2	8,6	8,7	6,7	7,0	6,3
AT	5,9	4,5	7,5	4,7	3,9	5,0	6,7	6,7	5,7	4,7



(Road) safety - Do

Use exposure data to measure the safety of cycling.



EU Road Safety Statistics 2017

25.300

people died in
road traffic in
the EU in 2017

135.000

seriously injured in
road traffic in the EU
in 2017 according to

EU Road Safety Statistics 2017

ROAD FATALITIES IN THE EU BY TYPE OF ROADS (2017)

8%



Motorway

37%



Urban areas

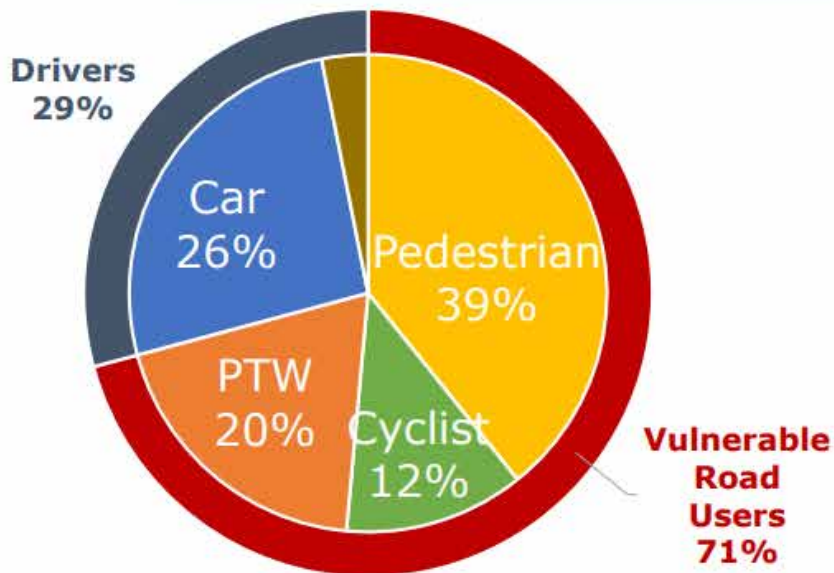
55%



Rural roads

Urban Road Safety Statistics

European Commission, Directorate General for Transport.
Annual Accident Report (June 2017)



2015 Road Deaths
in Urban Areas

73%
of polled citizens
considers road safety
to be a serious
problem in cities
(Eurobarometer 2013)

5th European Conference on
Sustainable Urban Mobility Plans
14-15 May 2018 - Nicosia, Cyprus
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Potreban integrirani pristup



Integrate road safety in the planning cycle of SUMP

Milestone: Have a SUMP with road safety measures included. Have clear responsibilities of who has accountability for taking up measures.

Milestone: Elaborate on the creation of a common vision and specific targets for road safety. List prioritized measures to get there in a SMART way.

Milestone: Measure the impact in relation with the road safety target. Revise targets and make targets more ambitious if needed.

Milestone: Identify the main road safety problems and the key stakeholders to tackle them. These form the opportunities for improvement.



Modal Hierarchy

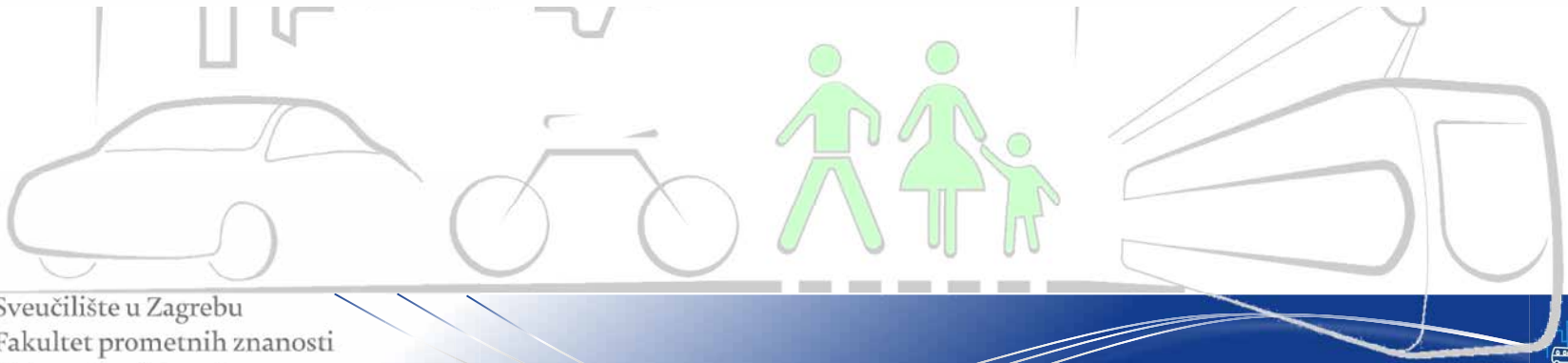
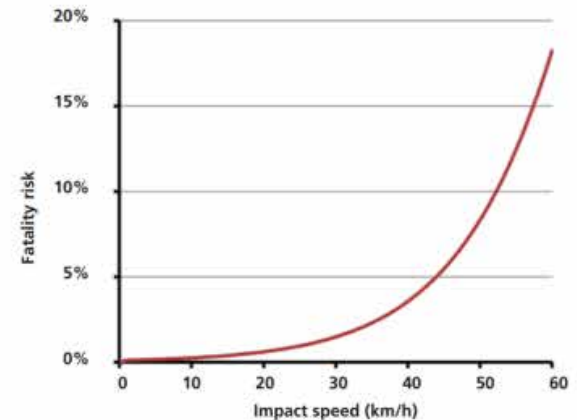
- Hierarchy based on safety, vulnerability and sustainability



30km/h zones

Benefits:

- Fatality risk 5x lower than at 50km/h
- London: 42% reduction in KSI
- Kids safety: 50% reduction in KSI
- Reduces feelings of danger



30km/h zones

- Adopt 30km/h zones in residential areas and other areas used by many pedestrian and cyclists
- Combine with traffic calming measures
- Enforcement



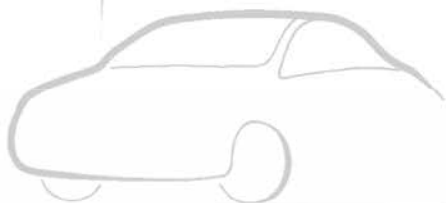
Zaključak (1)

- Sigurnost ranjivih korisnika (VRU) u urbanim sredinama treba biti poboljšana
- Potrebno je integrirati sigurnost prometa u Planove održive urbane mobilnosti - SUMP
- Dati prioritet sigurnosti biciklista i pješaka pri razvoju SUMP-ova
- Primjeniti koncept zona 30 km/h u stambenim područjima i područjima gdje je velik broj biciklista i pješaka kao jednu od mjera



Zaključak (2)

- Potrebno je sustavno planirati biciklistički promet
- Unutar novih smjernica SUMP2.0 realizirati potencijal biciklističkog prometa.



Hvala na pažnji !

Doc. dr. sc. **Marko Slavulj**

Voditelj katedre za tehnologiju gradskog prometa

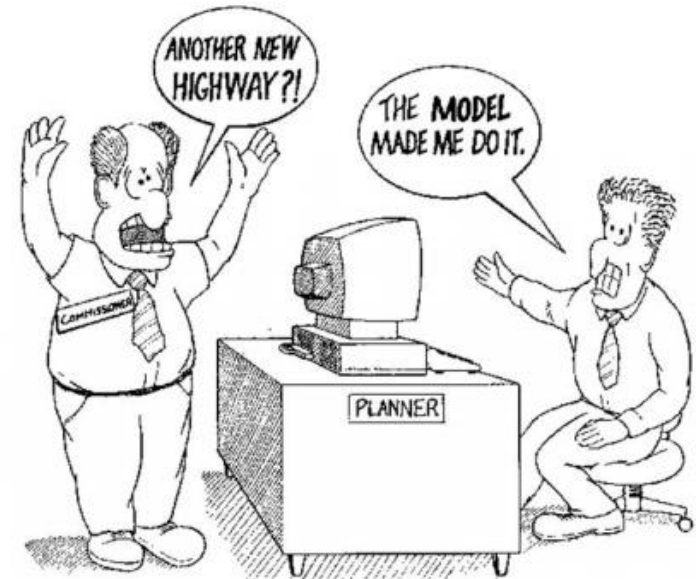
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**Transport models
determine action.**



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