TEACHING MATERIAL GUIDANCE

1. Title of the material

DEVELOPMENT STATUS OF SUSTAINABLE URBAN MOBILITY PLANS IN EUROPEAN UNION NEW MEMBER STATES

https://www.witpress.com/Secure/ejournals/papers/TDI010102f.pdf

2. Which section of the SUMP it is relevant to?

The article was created to show how important it is to use appropriate monitoring tools for the implemented SUMP. The material indicates a tool for points 12.1-2.3 SUMP, i.e. the analysis of the effectiveness of activities carried out under the SUMP. As a consequence, identifying new challenges and supporting solutions for more effective Sustainable Urban Mobility Plans.

3. Problem approached and content overview

The authors of the article focus on the concept of introducing SUMP in Slovakia. The first part lists general problems related to the implementation of SUMP in Slovak cities. The problems related to such elements as: politics, economy, society and its attitude to changes, technological limitations, legislation, environmental protection are briefly described. It was indicated that over 5% of the EU funds intended for the development of urban areas are allocated to the sustainable development of the individual regions capitals. Local authorities are supported in their activities by many NGOs. At the same time, less than 4% of budgetary funds support measures to promote sustainable mobility, hampering the development of such an approach. Often the implementation of SUMP depends on European funds. Observations of the behavior of the population show that their interest in the entire mobility planning process is very low, but they support small initiatives such as building bicycle paths or increasing the frequency of public transport. As for technological development, it is most visible in large centers and consists of activities such as:

- Dynamical junction management (Bratislava, Žilina, Košice, Prešov, Trnava);
- Prioritization for public transport (Žilina, Bratislava);
- Dynamic weighting and toll system (highways);
- Navigation parking system (Bratislava, Košice);
- Information system for public transport (Žilina, Bratislava, Košice);
- monitoring systems (traffic counters and air pollution).

Unfortunately, Slovak cities are far from the idea of smart cities and such ideas are not supported by the government. Similarly, the problem of mobility management in small towns from the national level, where regional problems and city-specific needs are not known, was indicated. Prioritizing actions is often chaotic and dictated by upcoming elections rather than a systemic approach to the problem. Another gap was a fragmentation of sources and carriers of progress. The carriers of progress, especially representatives of NGOs, cycling initiatives,

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academia, mobility and transport experts worked in individual ways. Many times they did not know each other's work. This lack of cooperation and knowledge of the right hand not knowing what the left hand was doing were also evident within the levels of local government. Unfortunately, smaller cities (less than 100.000 participants) remain neglected when it comes to introducing SUMP and that should also be changed.

The following is an example of introducing a SUMP in a city Ružomberok. It is a city with a population of less than 50,000 residents, struggling with the congestion problem, and as a consequence a resultant pollution. After the creation of SUMP in 2015, it was decided to conduct an independent audit by ADVANCE. A working group was established with 12 internal and external members representing all interested SUMP institutions. The final stage of the audit was a questionnaire consisting of 131 questions. It concerned various areas covering the SUMP as well as the actions taken and the expectations of individual partners. Ratings were on a scale from 1 to 4. The obtained ratings place the analyzed city in the "starting cities" position, so many elements need to be improved and refined.

4. Who could be interested in this material?

Students and those looking for review of problems related to the implementation of SUMP in Slovakia. An example of how helpful an ADVANCE audit of activities carried out in the initial phase of SUMP implementation may be.

5. What is worth mentioning as an innovative factor for the reader?

The article provides valuable information on the problems faced with the implementation of SUMPs in Eastern European cities where mobility has never been so dealt with. Individual shortcomings and mistakes made in many cities were listed, and then focused on the specific case of a small town.

6. Limitations

The material is a case study of Slovakia and then a single city, which is a limitation, but can be a good source for problem summaries in individual cities and countries implementing SUMP.

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