

# Support of sustainable mobility in the post COVID-19 era in Slovakia

Michal Hladký  
Lucia Žitná

Ministry of Transport and Construction of  
the Slovak Republic

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# CYCLE TRANSPORT AND CYCLE TOURISM

- 550 km of paths for cycling transport
- 14 500 km of cycle touring routes
- 125 mil. € invested in building safe cycle paths during years 2007-2020:
  - 15 mil.€ - state sources
  - 110 mil.€ - EU funds



photo: Peter Klučka,  
National Cycle Coordinator (NCC) in Slovakia



photo: [www.spisskabela.sk](http://www.spisskabela.sk)

- within the first "Cycle Call 2019" 61 projects has been approved (out of 99 registered municipalities) by the Ministry of Transport and Construction of the Slovak Republic, in the total amount of approximately 13 mil. €
- support of cycling transport and cycle touring in 3 areas:
  - project documentation for the construction of cycle paths (44,064 km of cycle paths)
  - construction of cycle paths (37,18 km of cycle paths)
  - bicycle stands (886 parking spaces for bicycles)
  
- co-financing: 5 %

- legislation and strategic documents
  - National Strategy of Development of Cycle Transport and Cycle Touring („National Cycle Strategy“)
    - ✓ preparation of the „National Cycle Strategy“ update together with the definition of national network of cycle paths (Interreg project „Danube Cycle Plans“, implementation from 1.7.2020 to 31.12.2022)
  - Act No. 151/2019 Coll. on the provision of subsidies to support development of cycling transport and cycle touring (Slovak: Zákon č. 151/2019 Z.z. o poskytovaní dotácií na podporu rozvoja cyklistickej dopravy a cykloturistiky)



- A systematic solution for financing the support of building cycle paths is being considered, similarly to the Czech Republic (re-establishment of the National Transport Infrastructure Fund)
- Intersectoral working group (coordinator: Ministry of Transport and Construction of the Slovak Republic – MTC SR) - institutionalized in 2020
- National Cycle Coordinator (Peter Klučka) – MTC SR employee + regional and city coordinators
- Sustainable Mobility Plan (SMP) - regions and „regional“ cities (Sustainable Urban Mobility Plan – SUMP) have a duty to have a PUM developed so they can apply for EU funding

## Status after the declaration of COVID-19

- decrease in bicycle sales in May 2020, in June 2020 the level of sales same as before the pandemic, expected increase at the end of the year
- increase in sustainable mobility (bike) compared to car transport in the city
- transport modes
  - scooter „Bolt“ (green)
  - bicycles:
    - „Slovnaft Bajk“ (yellow bikes)
    - „Verejný bicykel“ (Public Bicycle) – operated by AntikTelecom
    - „Biele bicykle“ (White Bicycles) – operated by non-profit organization (Cycling Coalition)
- passengers worry public transport is not safe



In addition to the necessary investments in building safe cycling infrastructure, it is needed to focus on low-cost traffic calming measures:

- speed reduction
- retarders
- reducing space in city centers  
for dynamic and static motor transport



Photo: Peter Klučka (NCC), Grosslingova, Bratislava



Photo: Peter Klučka (NCC), Námestie SNP, Bratislava



- Cyklomost Slobody - Bridge of Freedom („Bridge of Chuck Norris“) – cooperation between Slovakia and Austria
- In process – building of another two crossborder cycle bridges (SK-AT)

Photo: Bridge of Freedom – „Bridge of Chuck Norris“ between Devinska Nova Ves (Bratislava, SK) and Schlosshof (A)

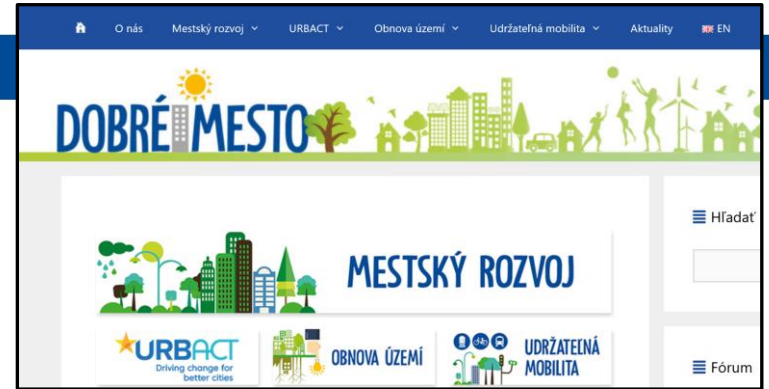


## Web sources:

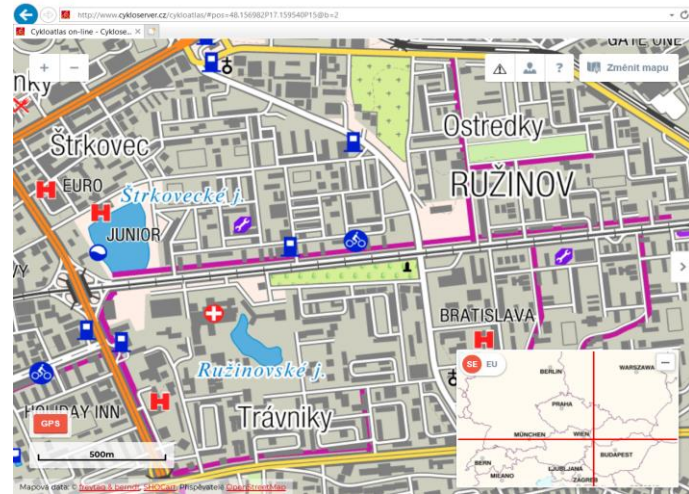
<https://dobremesto.gov.sk/udrzatelna-mobilita/>

<http://www.cykloportal.sk/>

<http://www.cykloserver.cz>



## Cyklotrasy na mape



- Preparation of **the law on public passenger transport** (currently there is no uniform law)
  - Improving the coordination of the various modes of transport through a coordinating body
  - Enabling travelling on 1 travel document (e.g. travel card) within the Slovak Republic
  - Unification of tariff and transport conditions
  - Support for formation and development of integrated transport systems
  - Interoperability of technical and operational systems of individual carriers

- **Other priorities of the MTC SR in public passenger transport**
  - construction of car parks (cars, bicycles) at major railway stations



Car park at the railway station near Bratislava

- construction of integrated passenger transport terminals
- connecting the public passenger transport system with other shared transport systems (bikesharing, shared electric scooters, etc.)

- construction and modernization of transport infrastructure, especially railway transport infrastructure (railway, tramway tracks, trolley tracks)
- modernization of the vehicle fleet of carriers, introduction of alternative fuel vehicles (CNG, LNG, LPG, electromobiles, hydrogen)
- preference of rail (rail, tram) transport as a base transport system in agglomerations of large cities



Starý most in Bratislava

# SUMMARY

- threat after the declaration of COVID-19: passengers worry public transport is not safe – potential increase in individual car transport, increase in accidents
- preparation of the update of the "National Cycling Strategy,,
- support for systematic financing of the construction of cycle paths
- preference for public passenger transport (interoperability, favorable tariff conditions, interconnection with shared transport systems)

## Vision:

- financing of sustainable modes of transport not only from the state budget but also from the European funds (Next generation etc.)
- achievement a 10% share of bicycle traffic on the total division of transport labour in the next period (now: approx. 5%)
- re-establishment of the National Transport Infrastructure Fund

# Thank you for attention 😊

Michal Hladký: [michal.hladky@mindop.sk](mailto:michal.hladky@mindop.sk)

Lucia Žitná: [lucia.zitna@mindop.sk](mailto:lucia.zitna@mindop.sk)

Marián Hanták: [hantak@cestnaspol.sk](mailto:hantak@cestnaspol.sk)

