

MOVING IN EUROPE – SLOVAK PERSPECTIVE

Society of Consumer Protection S.O.S. Poprad

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our presumption

Only failed cities try to prohibit something to its citizens.

- Prohibit parking or prohibit access of cars to city centre.
- Successful and smart cities are able to offer better alternatives...
- Thanks to those better alternatives of transport people naturally start to change their behaviour...

measurability

It is important to work with specific data, not only with feelings and good intentions.

- Be able to count the benefits of what we want to reach.
- To count how big volume of exhaust gases we can save by lowering to certain amount of cars.
- Or how many meters of cycle path do we need to decrease the impact of greenhouse impact.

avoid pseudo-solutions

The initiative of Bratislava Council to motivate people to buy electric cars by allowing them to use faster tram lines.

- Looks as a good practice, but it is just short-term-pseudo-solution.
- The main problem with the cars is actually the place what they occupy.

motivation by combination

- When the street width dimensions are suitable for cars, pedestrians have a problem to cross the road, and wait long at traffic lights.
- People see it as a barrier which discourages them from choosing walk as the type of transport when going to work, school, shop or cinema. It is actually just easier for them to use for the same purpose a car.
- So it is no really important if we have cars powered by gas, oil, electricity or even air.
- Car is still bulky object which does need a lot of space and always interferes.
- Combination of walking and cycle paths with public transport is the solution. Considering appropriate terms of comfort, cleanliness, reliability and modern design, of course.

public space real time negotiation

- We need to allow people walk in the city, again. It is often very difficult for them. Especially if you are elderly, have your children on hand or pulling over a large luggage.
- An example: We have separate lines for cars and they just act sovereignly. Drivers are fast and reckless. But if we design a street, with the bars to limit speed and all, pedestrians, bikers and cars together are naturally forced to go slowly, almost step by step, car drivers just have to negotiate the space to go through in real time with the rest of road and street users.

free choice for citizens

- It is important to expand and diversify types of transport available for use while moving around the city, so that people can actually substitute them.
- When it is snowing, I will use a car. Sunshine out there? Let's go bike. Do you feel you need to clean your head or just be active and still relax? Healthy walk is the right thing for you. Smart city allows all those possibilities to its citizens.

better alternatives as cars

- To offer high quality alternative types of transport can be also the solution to ongoing problems with lack of parking spaces.
- In city centres, housing developments and suburbs as well.
- There is no need to think about parking ban. We have to discuss how to improve possibilities of foot-passing the cities for pedestrians, to improve public transport and make it more attractive and to build cycle paths, too.
- Once people have better alternatives, they decide to give up cars themselves. They simply stop to use them.

no car, no worries

- We should give up legislation which requires newly built house has a legal obligation to provide also secure parking space for its resident.
- This is currently considered to be just artificial barrier.
- Cars are generally expensive, suck money out of people, and bring more worries to our every day life. In Slovakia, we have simple proverb saying *if you have no problems, buy a car...*
- We use financial funds on cars instead of invest them into culture, education, children or our hobbies...

conclusion

Smart cities offer better alternatives than cars and roads.

Public space should be so balanced, that all its residents and users can feel comfortable. No matter what type of transport they choose...

European Consumer Consultative Group – European perspective

Policy-making can greatly benefit from a better understanding of people's behaviour. Often the assumption has been that people are 'rational'. However, this assumption has been shown to be unrealistic, and perhaps explains the limited effectiveness of some policies in the past.

Well-designed behavioural studies can offer useful insights to policy-makers by generating the evidence required to improve policies. Such studies are applicable to a wide range of EU policy areas, wherever a behavioural element exists.

Whether policy-makers aim at changing behaviour or designing better regulations, greater knowledge on how people are likely to behave should serve them well.