

**16. SLOVENSKI  
KONGRES**

**O PROMETU  
IN PROMETNI  
INFRASTRUKTURI**



## **Inducirani promet in integrirano načrtovanje**

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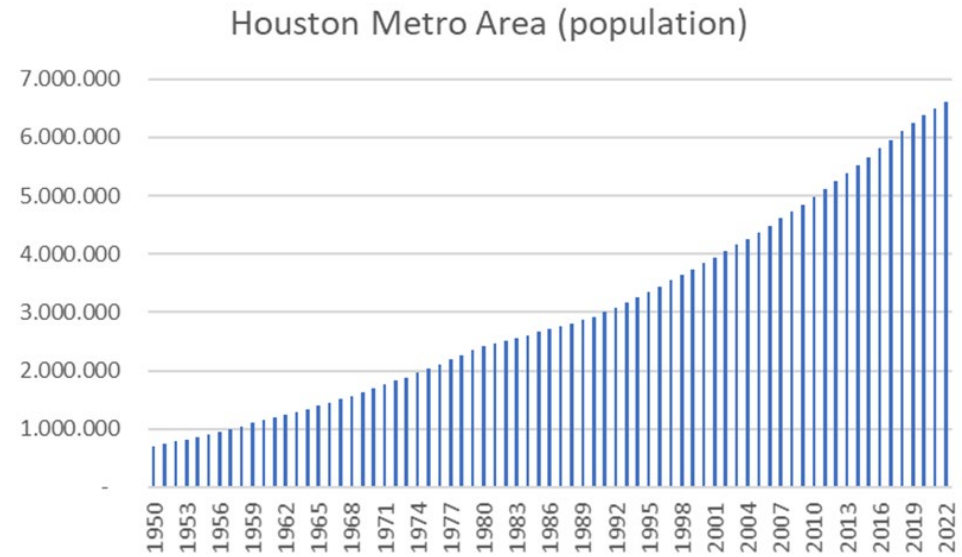
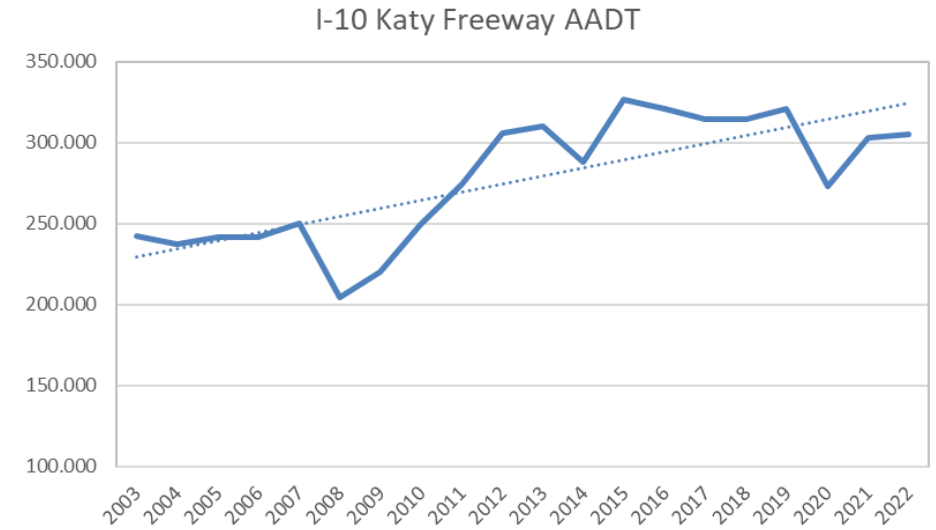
# Inducirani promet



**Freeway capacity grew faster than population, yet delay exploded**

- 42%
- 32%
- 144%

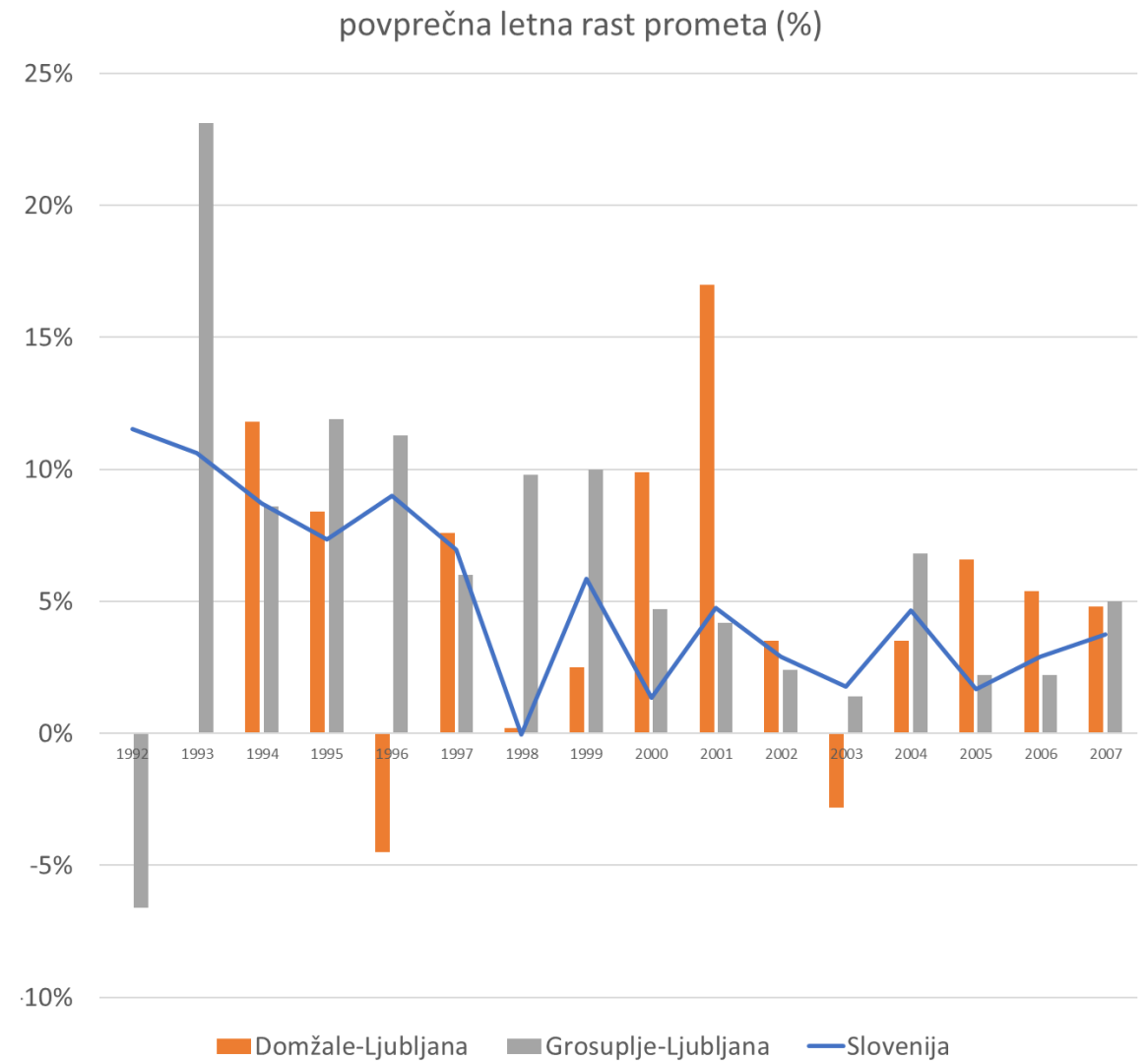
Change in freeway lane-miles, population growth, and annual hours of delay in the largest 100 urbanized areas from 1993-2017. Delay is defined as extra time spent traveling at congested rather than free-flow speeds. While FHWA only provides data on lane-miles of freeway, TTI's delay metrics capture both freeways and arterial roads.



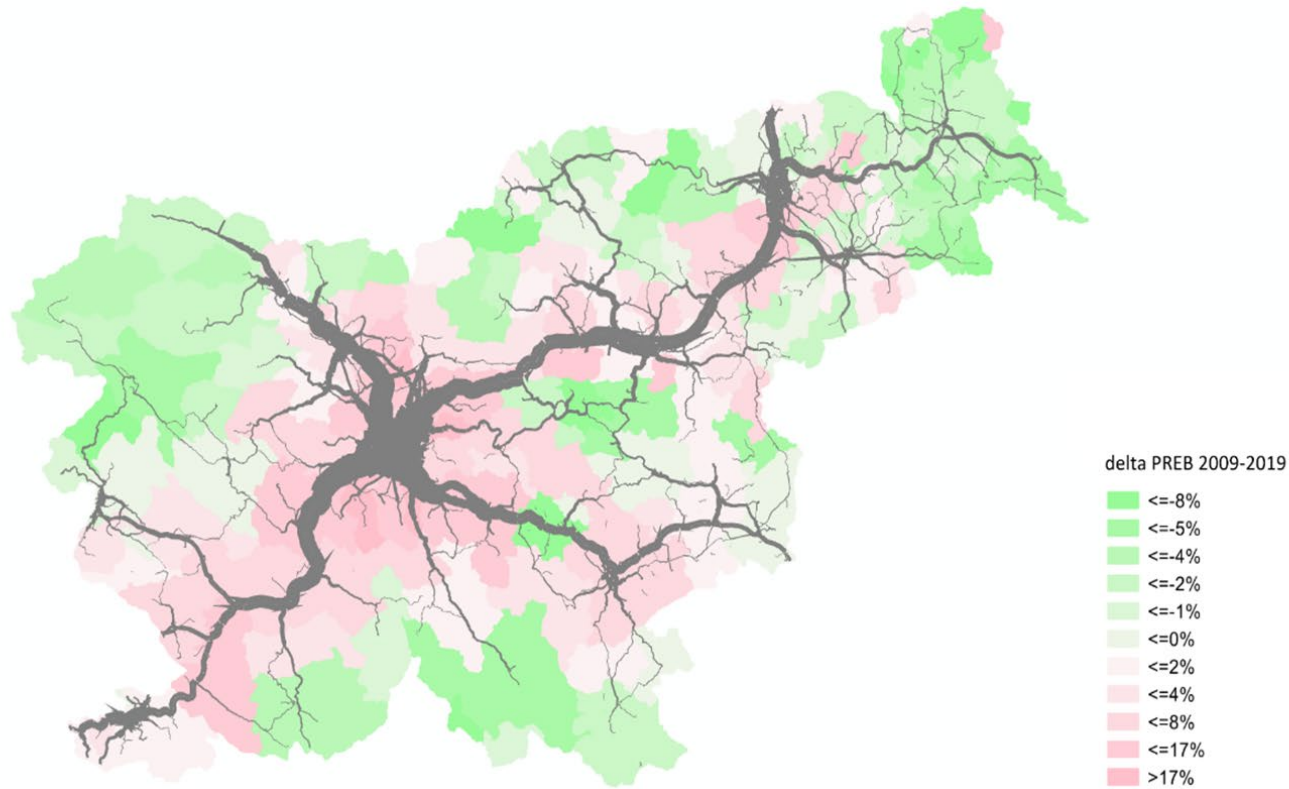
# Preusmerjeni promet?



# Povzročeni promet?



# Spodbujeni promet?



# Zakaj ga ne modeliramo?

# Zakaj ga modeliramo?

generacija

Parameters: EVA trip generation

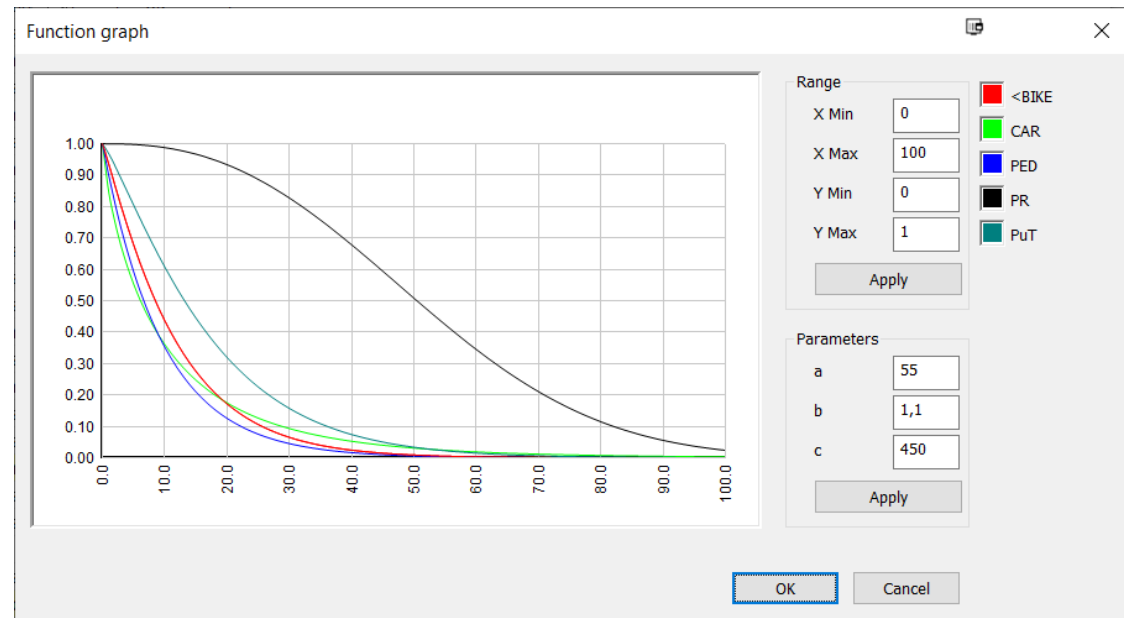
For active zones only  
 Prior to the calculation, set all output attributes to 0  
Balancing is not possible.

Key	Demand stratum	Type	Kind of trip	Person group / Structural property	Rate constant	Rate	SA factor cons ^
1	01/Home/EMP	01	1 Home trips	EMP zaposleni (po mestu bivanja)	<input type="checkbox"/>	From zone attribute	<input type="checkbox"/>
2	01/Attr/WP	01	1 Attractions	WP Delovna mesta	<input type="checkbox"/>	From zone attribute	<input type="checkbox"/>
3	02/Home/COLL	02	1 Home trips	COLL srednjescoli	<input type="checkbox"/>	From zone attribute	<input type="checkbox"/>
4	02/Home/PUP	02	1 Home trips	PUP osnovnosolci	<input type="checkbox"/>	From zone attribute	<input type="checkbox"/>
5	02/Home/UNI	02	1 Home trips	UNI studenti	<input type="checkbox"/>	From zone attribute	<input type="checkbox"/>
6	02/Attr/WP_COLL	02	1 Attractions	WP_COLL Delovna mesta SŠ	<input type="checkbox"/>	From zone attribute	<input type="checkbox"/>
7	02/Attr/WP_SCHOOL	02	1 Attractions	WP_SCHOOL Delovna mesta OŠ	<input type="checkbox"/>	From zone attribute	<input type="checkbox"/>
8	02/Attr/WP_UNI	02	1 Attractions	WP_UNI Delovna mesta VŠ	<input type="checkbox"/>	From zone attribute	<input type="checkbox"/>
9	03/Home/POP	03	1 Home trips	POP prebivalci	<input type="checkbox"/>	From zone attribute	<input type="checkbox"/>
10	03/Attr/SHOP	03	1 Attractions	SHOP Kvadratura prodajnih površin	<input type="checkbox"/>	From zone attribute	<input type="checkbox"/>
11	03/Attr/WP_SHOP	03	1 Attractions	WP_SHOP Delovna mesta (trg)	<input type="checkbox"/>	From zone attribute	<input type="checkbox"/>
12	04/Home/POP	04	1 Home trips	POP prebivalci	<input type="checkbox"/>	From zone attribute	<input type="checkbox"/>
13	04/Attr/POP	04	1 Attractions	POP Prebivalci	<input type="checkbox"/>	From zone attribute	<input type="checkbox"/>
14	04/Attr/WP_III	04	1 Attractions	WP_III Delovna mesta (III)	<input type="checkbox"/>	From zone attribute	<input type="checkbox"/>
15	04/Attr/WP_R	04	1 Attractions	WP_R Delovna mesta (prosti cas)	<input type="checkbox"/>	From zone attribute	<input type="checkbox"/>

OK Cancel

število potovanj fiksno

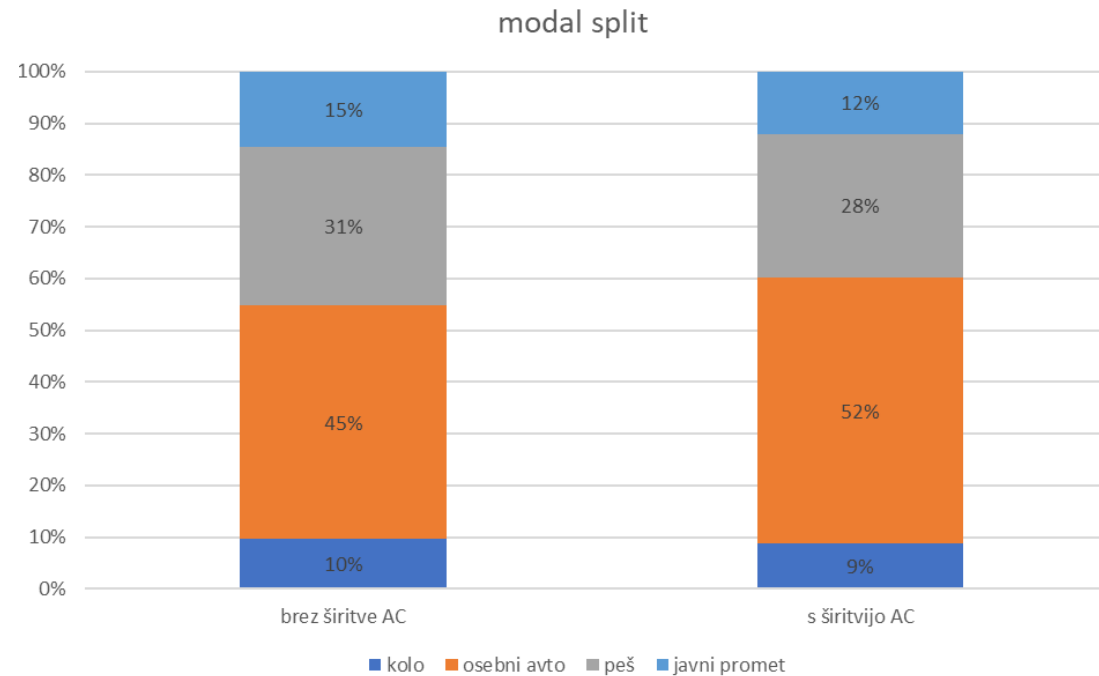
distribucija in izbira prometnega sredstva



Marchettijeva konstanta

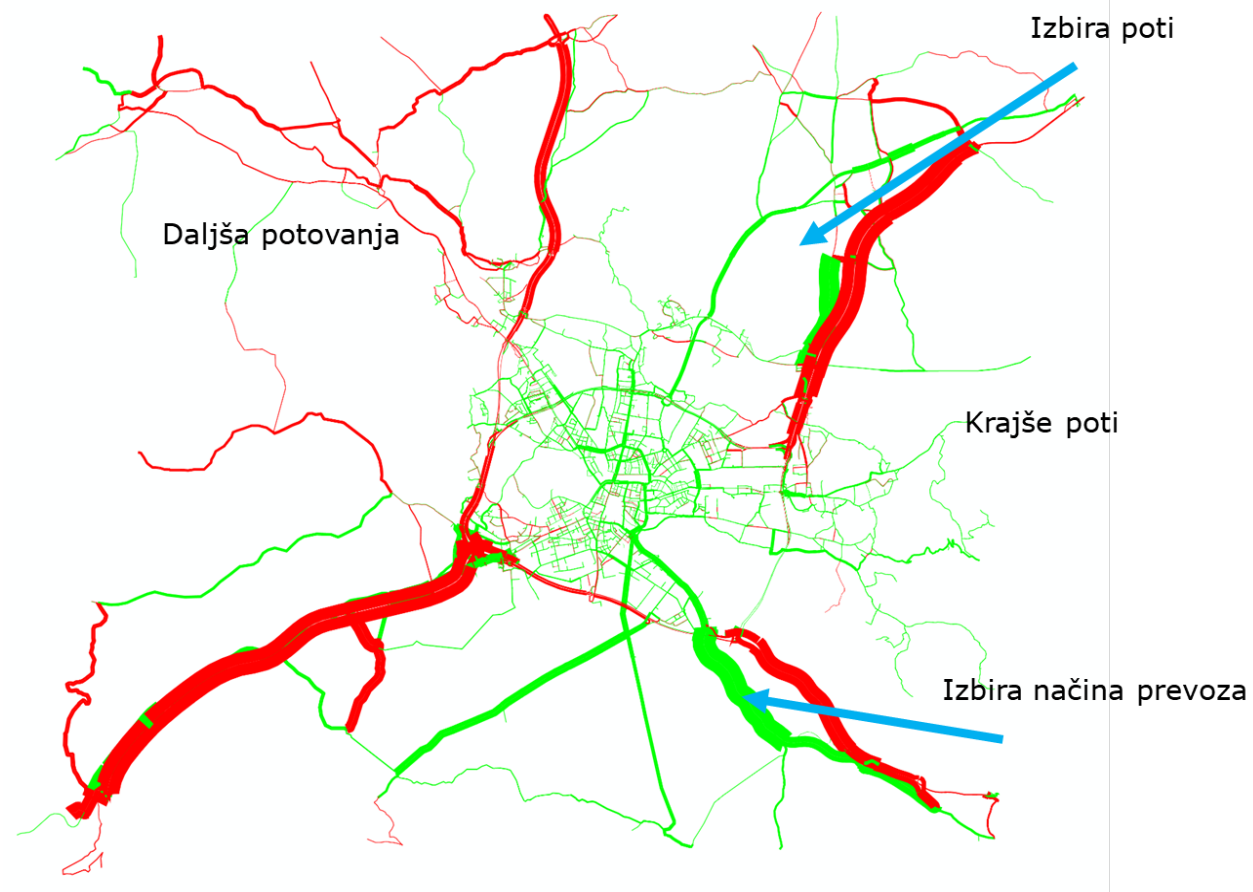
# Zakaj ga modeliramo?

	brez širitve AC	s širitvijo AC
osebni avto	1.370.271	1.566.240
javni promet	443.276	365.804
kolo	294.186	264.606
peš	932.176	843.259
	3.039.909	3.039.909





# Zakaj ga modeliramo?



# Zaključek

- Za uspešno obvladovanje inducirane prometa je potrebno integrirano načrtovanje
- Teoretično integracijo celostnega načrtovanja je treba nadgraditi tudi v praksi
  - zagotoviti integracijo ustreznih prometnih ukrepov v občinske prostorske plane in načrte, pa tudi v regionalne prostorske plane
  - kakovosten javni prevoz mora postati eno izmed ključnih meril pri umeščanju večjih prometnih generatorjev v prostor
- Uporaba mednarodno priznanih orodij za prometno načrtovanje mora postati sestavni del posameznih faz prostorskega načrtovanja, ki mora temeljiti na sprejemanju strokovnih in s številkami utemeljenih odločitev