

With the advancement of living typical the specific car has been picking up speed to the detriment of other transport settings over the last years.

It created a decline of physical activity-- both strolling as well as cycling

The result is damage of physical, mental and also wellness problem of populace, in addition to adverse effects on the atmosphere. In developed countries this circumstance can be boosted by promotion of environmentally friendly transport modes as a choice to traditional ways of transport that utilize nonrenewable fuel sources.

For this reason these nations have actually witnessed the advancement not only of an extra environmentally appropriate mass transport, yet also of the nonmotor transport, specifically biking. The West European countries have in place their nationwide cycling approaches for a number of years.

By their implementation some of these countries have attained a double-digit share of the cycling transportation on the flexibility of city population, as an example the Netherlands (27%), Denmark (19%) and Germany (10%).

A number of Dutch cities attain a 35 to 40 per cent share of biking transportation on all drives.

A high share (greater than 30%) is observed in cities where the cycling transportation has actually constantly been an equivalent part of the transport policy¹. On the contrary, the Slovak Republic is at the start of a method, where it is essential to take concrete steps in order to put the biking transport and cycle touring to the foreground and also to utilize their possibility.

- The submitted document briefly explains the present, fundamental state of biking transportation as well as cycle touring in SR.
- The Slovak cities as well as communities have just discontinuous sections of cycle touring paths, which were primarily developed up without a clear conception and also not in conformity with foreign good methods.
- The opportunities of bike auto parking (at public establishments, railway and bus terminals, buying centres and so on) and also access of cyclists to public transport are not constant with recent trends either.

Advancement plans of cities as well as areas commonly do not take into consideration the layout of called for facilities, which make the potential planning of the development of biking transport difficult. On the other hand, outdoors country there is a network of more than 10 000 km of significant cycle touring courses which mainly make use of roadways that primarily offer for other functions.

These call for regular repair as well as replacement of noting to really offer for their meant function

Several records taken on by the European Commission, e.g. the White Paper-- Roadmap to a Single European Transportation Area, the Environment-friendly Paper-- Towards a brand-new society for city mobility as well as its Activity plan of city wheelchair and also various other documents plead in favour of the advancement of cycling transport.

These papers set numerous ambitious objectives-- such as the phase-out of traditionally fuelled cars in cities by 2050-- which will call for a far more considerable use of bikes, strolling and also public guest transportation.

- Not only the European goals, but especially the aspiration of SR to make sure a healthy and also lasting growth of wheelchair and also to create conditions for the increase of living standard of population, will require much greater assistance of biking transport in Slovak cities, too.
- The federal government of SR committed itself to the growth of non-motor, particularly biking transportation, in its Policy for the years 2012 -2016.

The vision of this paper is the emancipation of the cycling transport with other transportation modes for it to become a routine part of city and local transportation systems. It is likewise needed to enhance the general awareness of populace of benefits of the cycling transport and also cycle touring as a type of transportation to institution, work and also for entertainment, which is more beneficial to the setting, economic situation as well as human wellness.

82 Basis as well as vision of the national Biking Approach 92.

1 Basic "cycling vision" The standard vision of the cycling method is recognition of biking transport as equivalent transportation setting and also its integration with other transport settings, as well as enhancement of perception of bicyclists as full-fledged road customers.

The vision includes a considerable conditioning of cycle touring as a crucial section of tourist with large possibility, specifically for rural allocations, their development and also the increase of work as well as competitiveness, i.e. their sustainable growth.

In accordance with the standard vision of the Biking Method and also in the effort to relocate better to the adjoining European nations we should do whatever is needed to attain a 10% share of biking transportation on the complete division of transport work by 2020.2.

2 History to the Cycling

Approach Key factors for the assistance of biking transport and cycle touring can be separated right into 4 groups: **ECONOMICAL REASONS** The continuous rise of fuel prices and fare, regular traffic jam as well as resulting time loss in private or public travel transport increasingly highlights the benefits of biking transportation.

They are typically shown up there where conditions for its secure use exist.

Approximately 30% of all drives by cars and truck are much shorter than 3 km. On the various other hand, a bike might be quicker than a car and truck in the city up to the distance of 5 km. The cycling transportation is a financial alternative not only for road customers, but additionally for the state, areas or cities and also neighborhoods.

The development of biking transportation facilities is difficult without financial investment of public funds, however it is also an option in the process of gradual decrease of specific automobile transportation with a long-lasting goal to continually lower the variety of parking areas for electric motor transportation.

Completely different economic factors exist in favour of the growth of cycle touring.

This expands the possibilities of learning thenation and spending a holiday in Slovakia, which supplies an opportunity for the growth of services as well as growth of employment, specifically in rural areas, mostly in tiny as well as medium-sized business.

Also in the neighbouring Czech Republic the cycle touring has an important share in tourism and adds to economic climate of the state, self-governing areas as well as ventures. It offers an option in the kind of sustainable development of tourists as well as offers work in different locations of cycling-related services.

ENVIRONMENTAL FACTORS A bike is a way of transport that does not generate any kind of unsafe emissions. Its procedure is accompanied by much reduced degree of noise as well as vibrations contrasted to the motor transport. Using bike does not call for any type of energy intake (with the exception of the human one) and thus adds to 2 goals of EC: to decrease the dependence on fossil fuels and also to reduce greenhouse gas exhausts.