



InnovaSUMP

Interreg Europe



European Union
European Regional
Development Fund

Prague SUMP with its sociologic survey

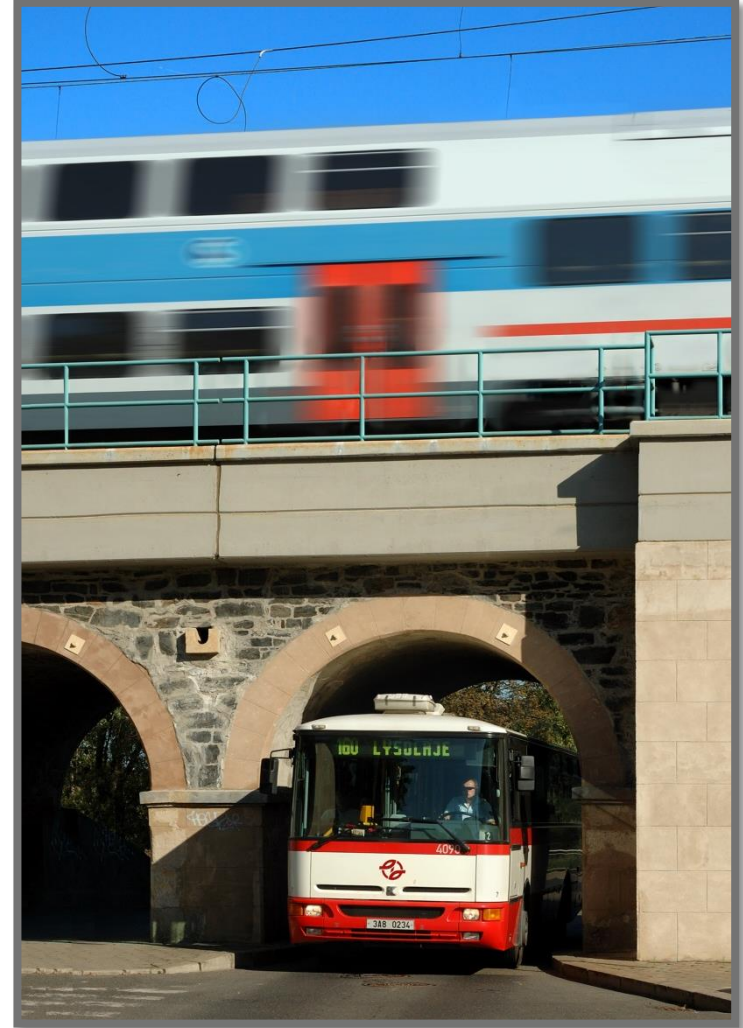
Václav Novotný

Transport planner, Prague Institute of Planning and Development

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Initiation of the project

- Started in 8/2015
- Project initiation 4 months
- Transport Development Unit of Prague City Hall responsibility
- Replace Transport Policy (1996)
- Executive document for Strategic plan
- EU Funds from 2018



City Planning Framework

Obligatory documentation

Spatial Devel. Principles, Land use plan, Planning analytical materials, Urbanistic studies, Air quality policy

Strategies and policies

Strategic Plan

Mobility Plan

Partial conceptual documents


Principles for the development of pedestrian traffic
Concept for paid parking zones

European tools


Operational programs
Integrated territorial investments

Methodologies

European Platform
on Sustainable Urban
Mobility Plans



Guidelines
Developing and Implementing
a Sustainable Urban Mobility Plan



Financed by the Intelligent Energy Europe
Programme of the European Union

Plány udržitelné
městské mobility

PLÁNY
UDRŽITELNÉ
MĚSTSKÉ MOBILITY



Návod
KE ZPRACOVÁNÍ A REALIZACI PLÁNU
UDRŽITELNÉ MĚSTSKÉ MOBILITY

Supported by
INTELLIGENT ENERGY
EUROPE

www.mobilityplans.eu

Jaspers

Viedeň, 8. června 2015
JASPERS/2015-434/PNR/15

Metodické pokyny

Autoři: různí členové týmu JASPERS Vienna

Věc: Příprava místních a regionálních plánů rozvoje dopravy (TMP) -
pomocné metodické pokyny vypracované JASPERS pro zadavatele v České
republice

CDV CENTRUM
DOPRAVNÍHO
VÝZKUMU

Centrum dopravního výzkumu, v. v. i.

**Metodika pro přípravu plánů
udržitelné mobility
měst České republiky**

Autoři:
Mgr. Radomíra Jordová
Ing. Zbyněk Sperat, Ph.D.
Ing. Mgr. Hana Brůhová Foltýnová, Ph.D.
Ing. Jaroslav Martinek

Brno, prosinec 2015

*Tato metodika je výsledkem řešení výzkumného projektu č. TD020164 „Integrace plánování
k udržitelnosti na městské úrovni“ programu OMEGA Technologické agentury ČR.*

Management structure

- Elaboration city organizations and Municipality

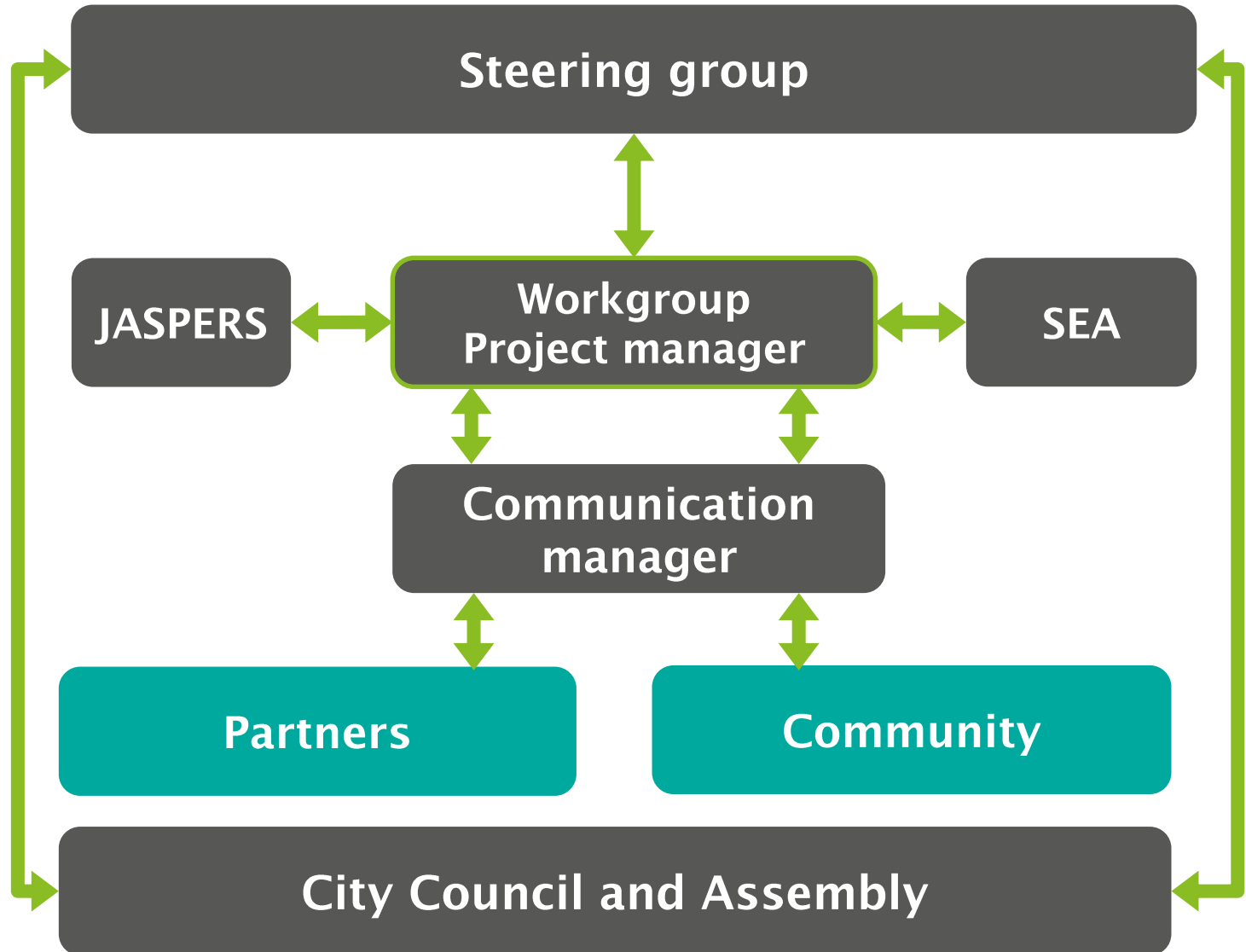


- External project manager
- Partly external consultants for specific tasks
- Transport modelling in-house
- Advantages and disadvantages



Centrum pro otázky
životního prostředí
Univerzita Karlova v Praze

Management structure



Time Horizons

Process start:

IIIQ / 2015

Valid from:

IIIQ / 2018

Strategical time horizon:

2030 (12 years)

Action time horizon:

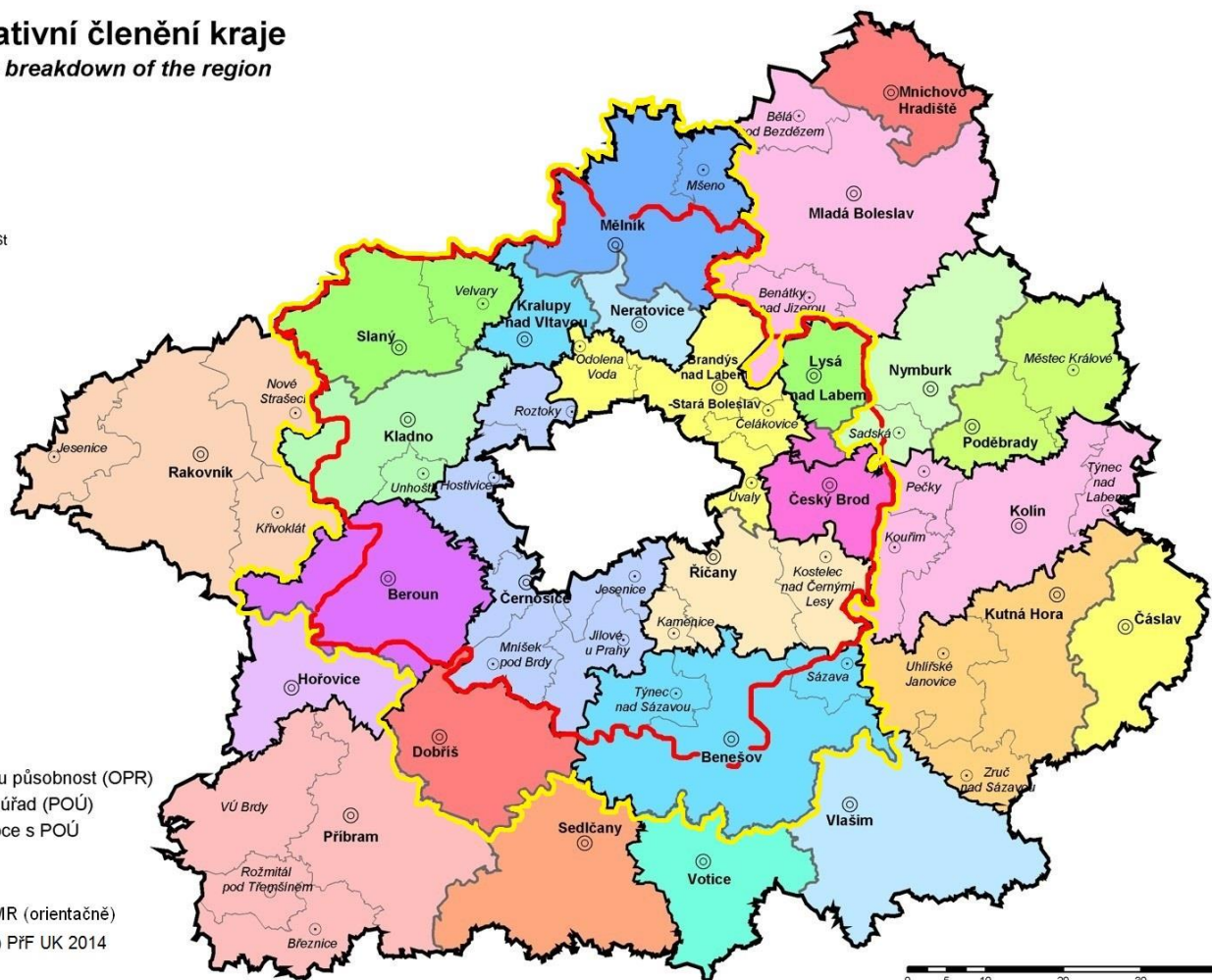
2023 (5 years)

Geographical Scope

Administrativní členění kraje Administrative breakdown of the region

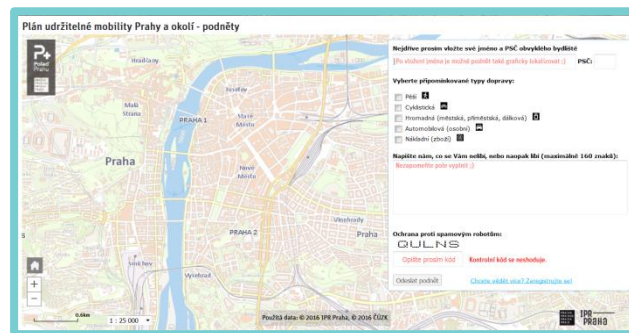
Správní obvod ORP

- Benešov
 - Beroun
 - Brandýs nad Labem-St
 - Dobříš
 - Hořovice
 - Kladno
 - Kolín
 - Kralupy nad Vltavou
 - Kutná Hora
 - Lysá nad Labem
 - Mladá Boleslav
 - Mnichovo Hradiště
 - Mělník
 - Neratovice
 - Nymburk
 - Poděbrady
 - Příbram
 - Rakovník
 - Sedičany
 - Slaný
 - Vlašim
 - Votice
 - Černošice
 - Český Brod
 - Čáslav
 - Říčany
 - ⊙ Obec s rozšířenou působností (OPR)
 - ⊙ Pověřený obecní úřad (POÚ)
 - Správní obvod obce s POÚ
 - ▭ Okres
- hranice pásma PMR (orientačně)
— hranice PMO (ITI) PŘF UK 2014

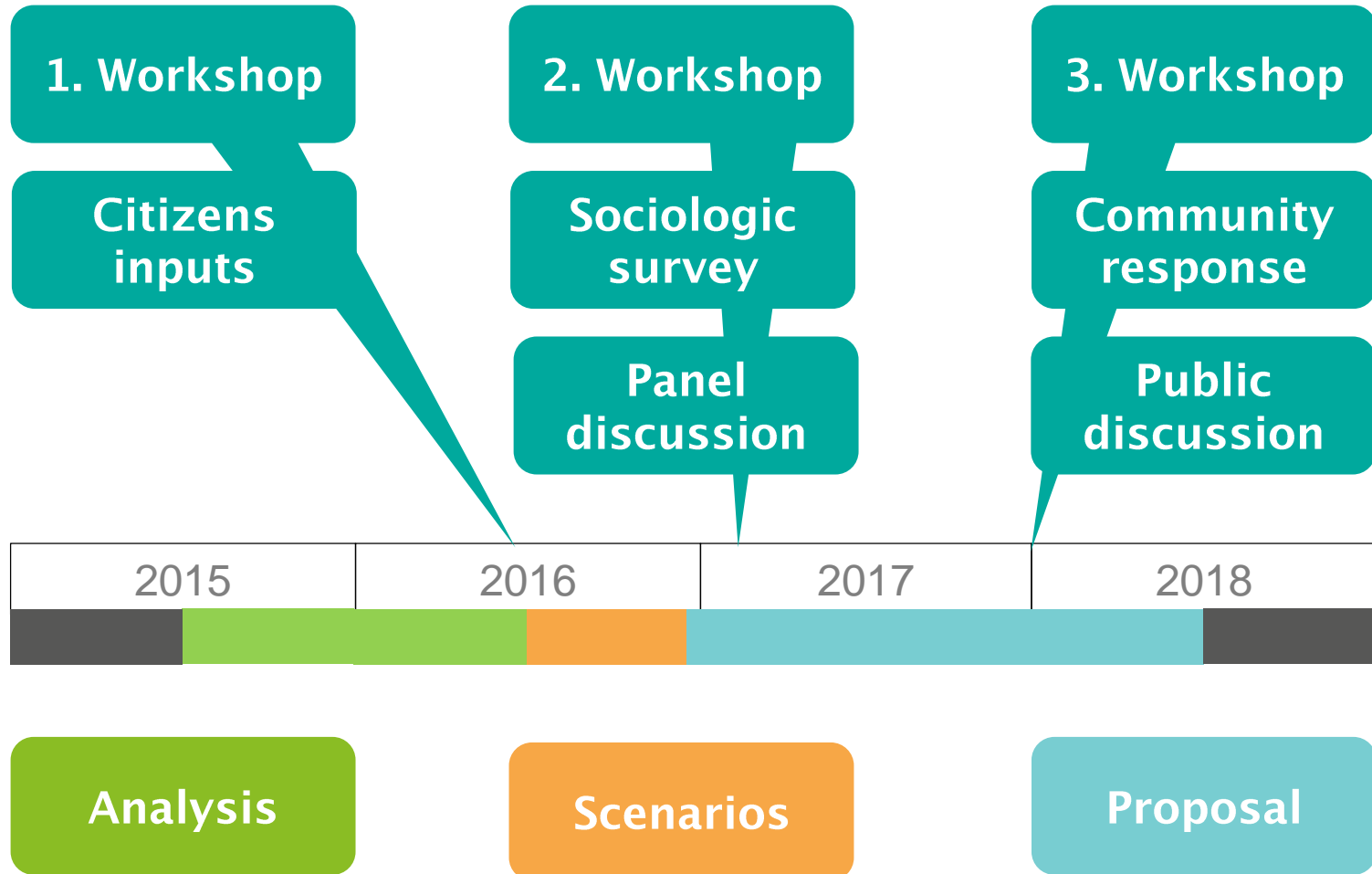


Marketing

- Brand
- P+ abbreviation
- www.poladprahu.cz/en
- „Polad’ Prahu“ campaign



Timetable



Participation

- **Public**

- Web app (5–7/2016)
- Panel discussion

- **Partners**

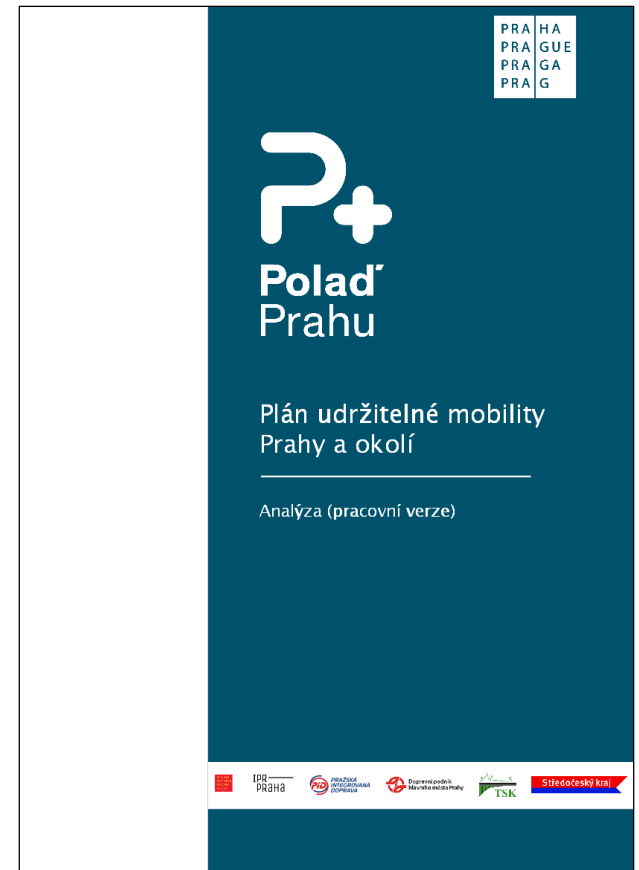
- Municipalities
- Experts
- Civil service
- NGO
- Professional associations
- ...
- 2 workshops took place



ANALYSIS

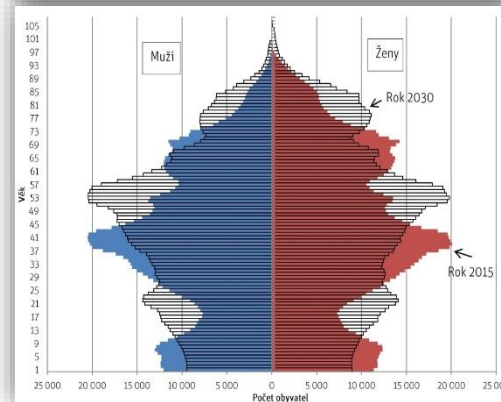
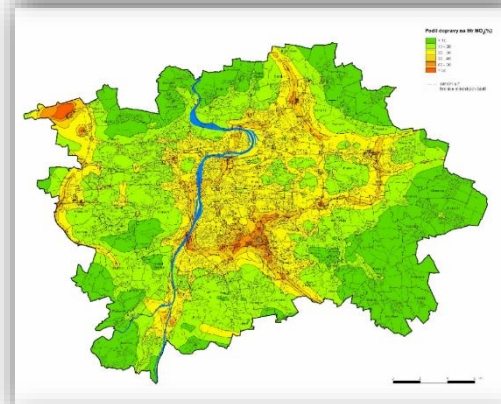
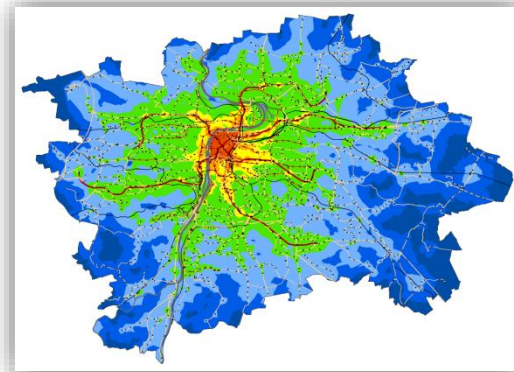
Analysis

- Approved 1/2017 (City Council)
- Text (400 pages)
- Graphics
- Online presentation

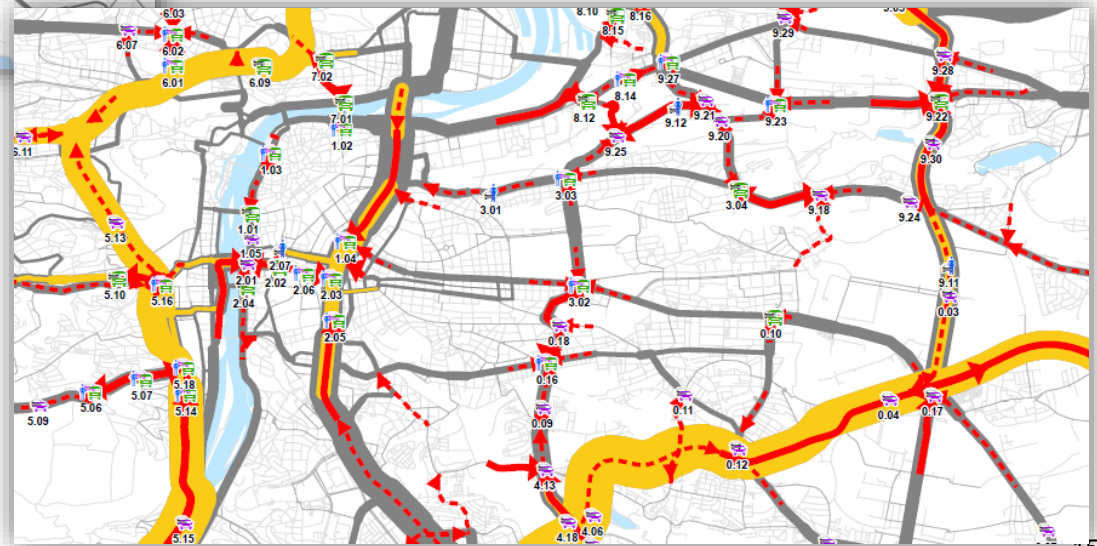
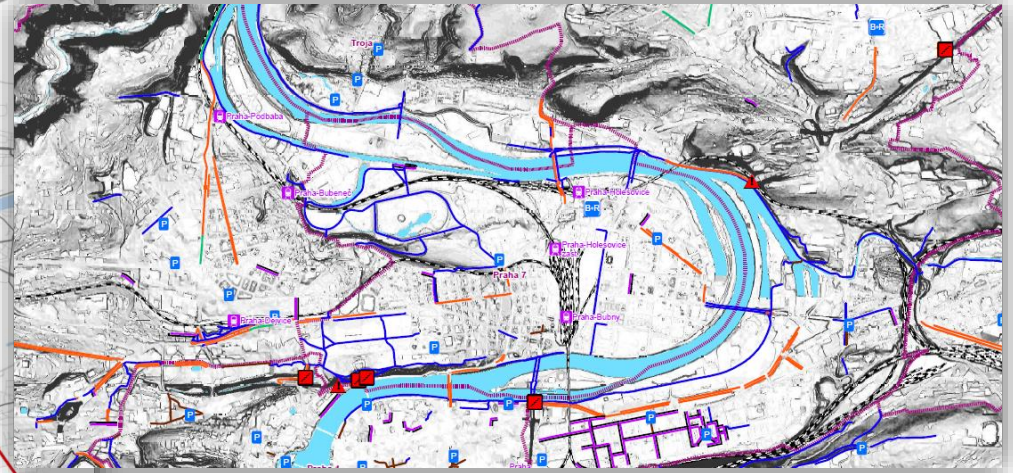
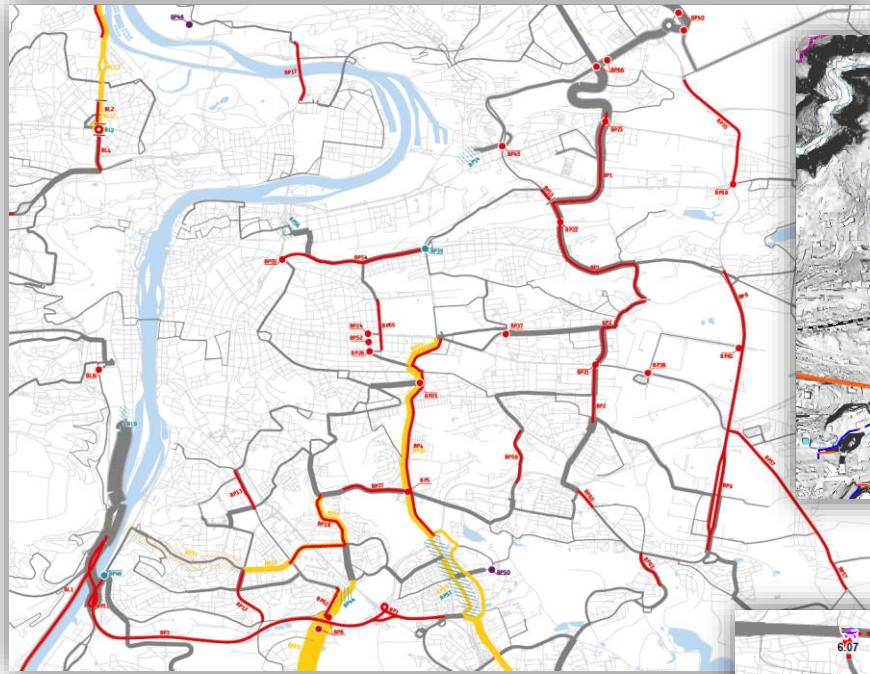


Analysis

- SUMP in general
- Strategical frame
- Mobility in Prague agglom.
- Public traffic
- Active traffic
- Car traffic
- City logistics
- Coherences
- KPI
- SWOT



Analysis – Problem maps



Problems and weaknesses (samples)

Worsening conditions for rail freight transport

Missing pedestrian and bicycle interconnections at the outskirts of Prague and in the region

Not meeting the P+R development program, lack of concept for P+R in the region

Capacity problems (Eska, tram and bus) and a low reliability of mass public transit

Incoherence of cycling measures

A low tram travel speed and an upward trend

The incomplete integration of the public transport in Prague and the Central Bohemian Region

NIMBY

Congestion and sensitivity of the road network

Insufficient support for the movement activities of citizens

Poor position of sustainable modes of transport in the time availability

Increase of the exterior routes into Prague (suburbanization)

Incomplete PO and MO network

GHG emissions from internal combustion engines (mainly AD)

Missing pedestrian and bicycle interconnection in the PMA

The negative impact of car transport on the air quality and public health (noise and exhaust immissions)

Aging population – an increase of 2.5 % in the number of people over 80 by 2030

Increase in the population in the PMA by 168 thousand by 2030 (approx. +10 %)

Incoherence of cycling measures

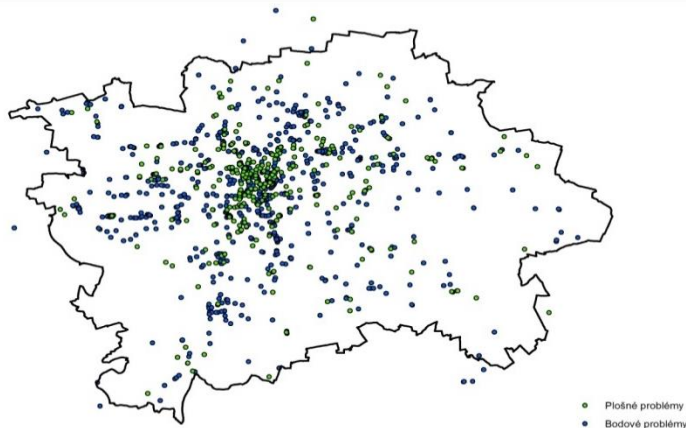
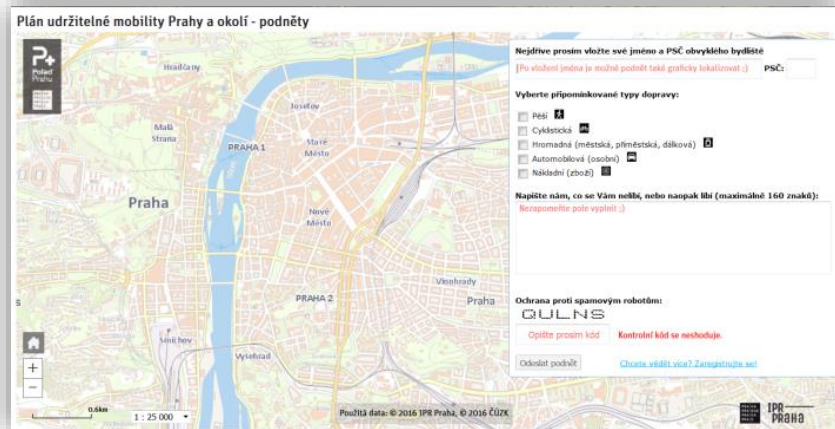
The existence of overloaded bus routes

Unused potential of advanced tools for traffic control

Citizens inputs

Web app www.poladprahu.cz

Ca 2700 inputs (text + localization)



Basic category	Outside Prague	Prague	Sum
Bezpečí	16	158	174
Kongesce	29	165	194
MHD, Parkování	50	659	709
Chybějící infrastruktura	51	428	479
Obsluha	84	326	410
Přetížená MHD	4	34	38
Nevyhovující infrastruktura	43	419	462
Úlet	0	14	14
Životní prostředí	2	89	91
Jiné	16	102	118
Celkový součet	295	2394	2689

SCENARIOS, TRANSPORT POLICY

Prague Strategic Plan

Not obligatory document, but very important

Sets out social and economic priorities and objectives

For medium- and long-term city planning

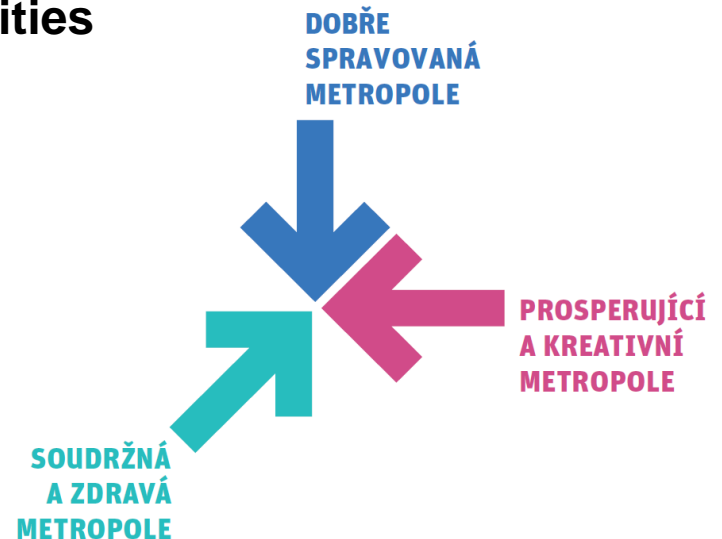
Strategical horizon 2030

Analytical + Strategical + Implementation part

Participated with stakeholders and municipalities

Strategical part approved in 2016

- Coherent and healthy metropolis
- Prosperous and creative metropolis
- Conceptually planned metropolis



Relevant strategic goals

1.5A Preference of public transportation

1.5B Railway transportation development

1.5C Public area quality

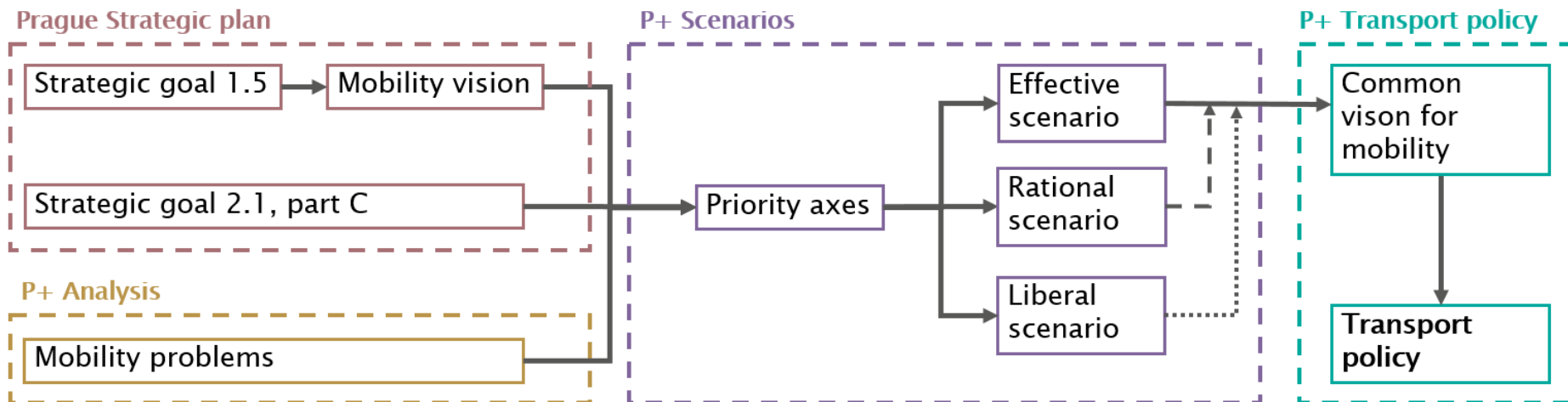
1.5D New connections

1.5E Electric-mobility

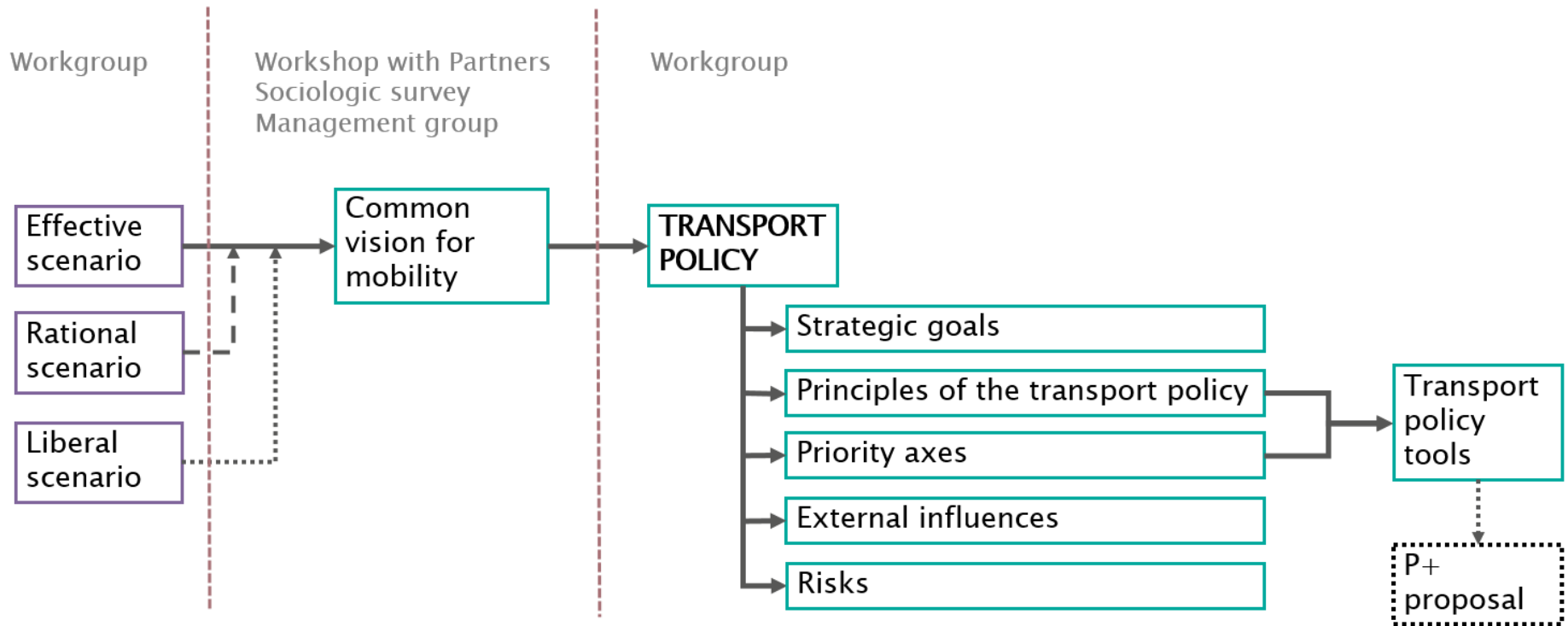
C1 To support state organizations in transport infrastructure projects

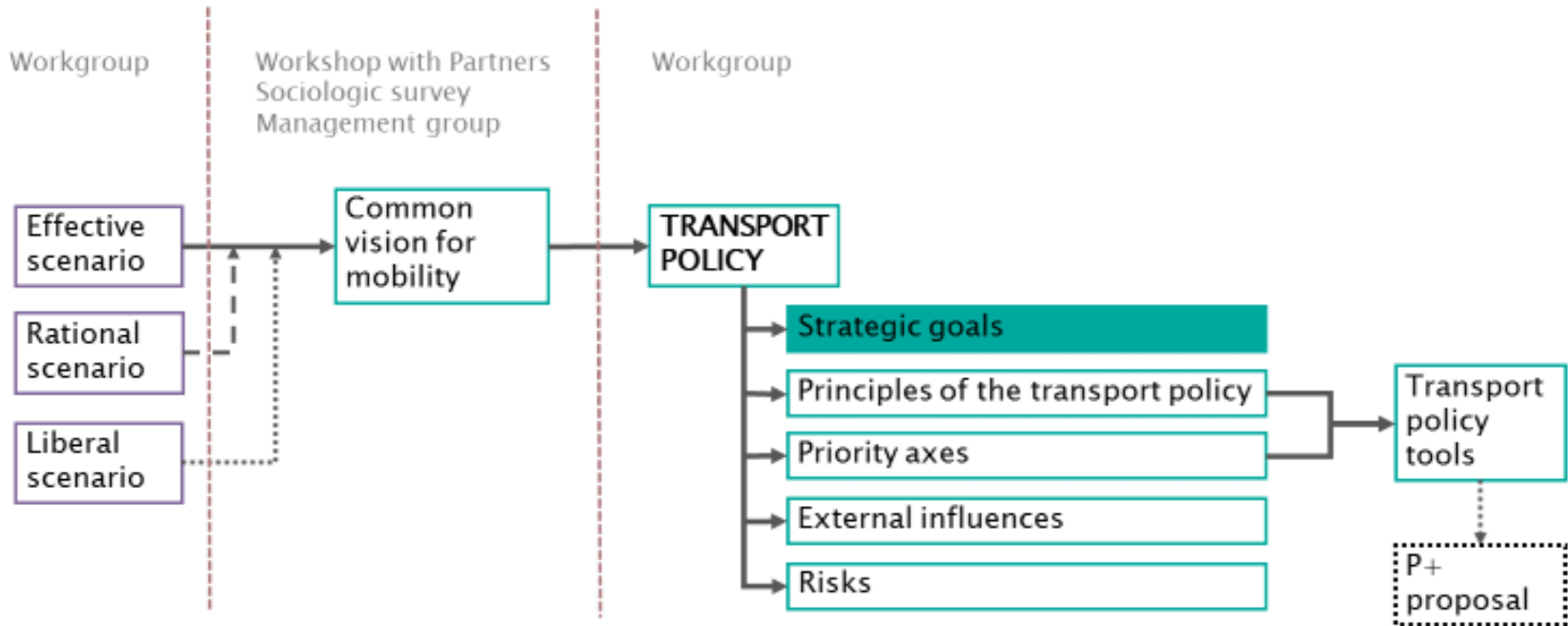
C2 To support Prague Airport development

Scenarios and Transport Policy



Scenarios and Transport Policy



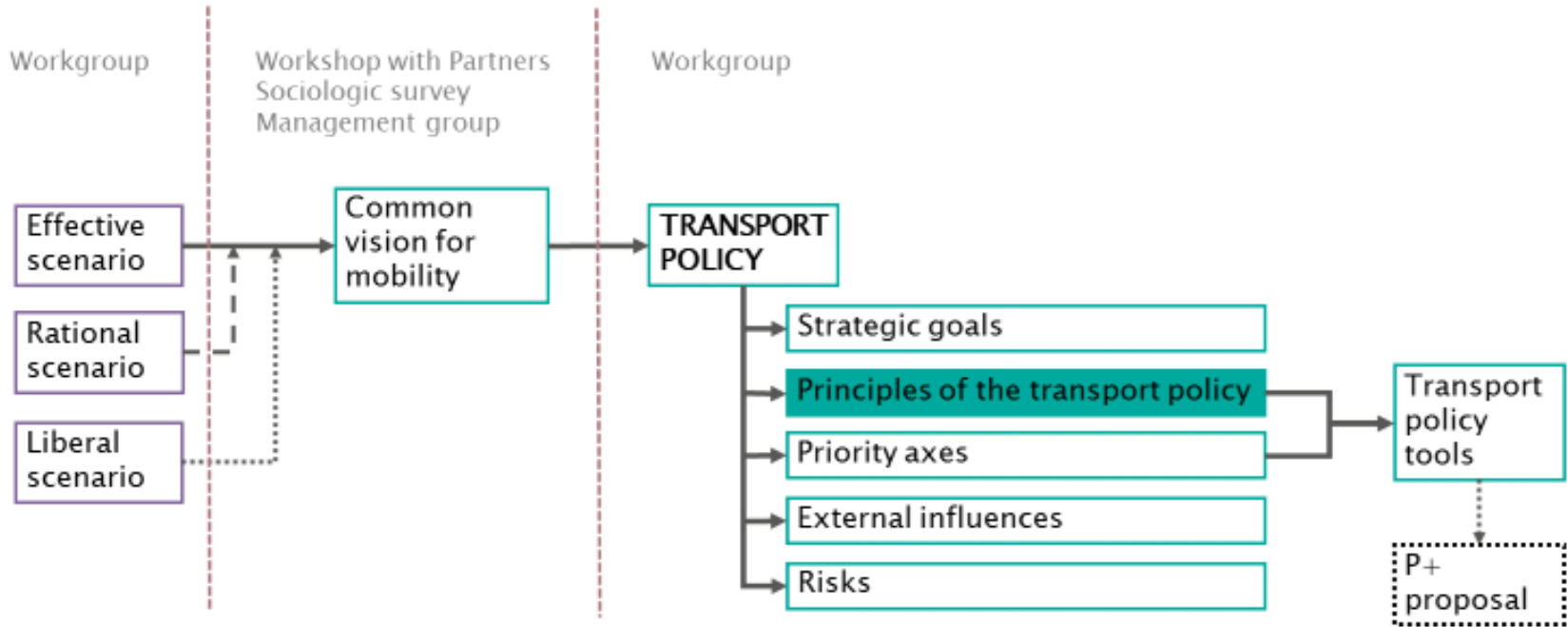


Strategic Goals

7 strategic goals each with 6-8 KPIs

Derived from SUMP methodologies

- 1. INCREASING THE SPACE EFFICIENCY OF TRANSPORT**
- 2. REDUCING THE CARBON FOOTPRINTS**
- 3. INCREASING PERFORMANCE AND RELIABILITY**
- 4. INCREASING SAFETY**
- 5. INCREASING FINANCIAL SUSTAINABILITY**
- 6. IMPROVING HUMAN HEALTH**
- 7. IMPROVING THE ACCESSIBILITY OF TRANSPORT**



Principles of the transport policy

Basic principles with Eye-catching headlines

Public transport above all

By car if there are no other options

Active transport for everyone

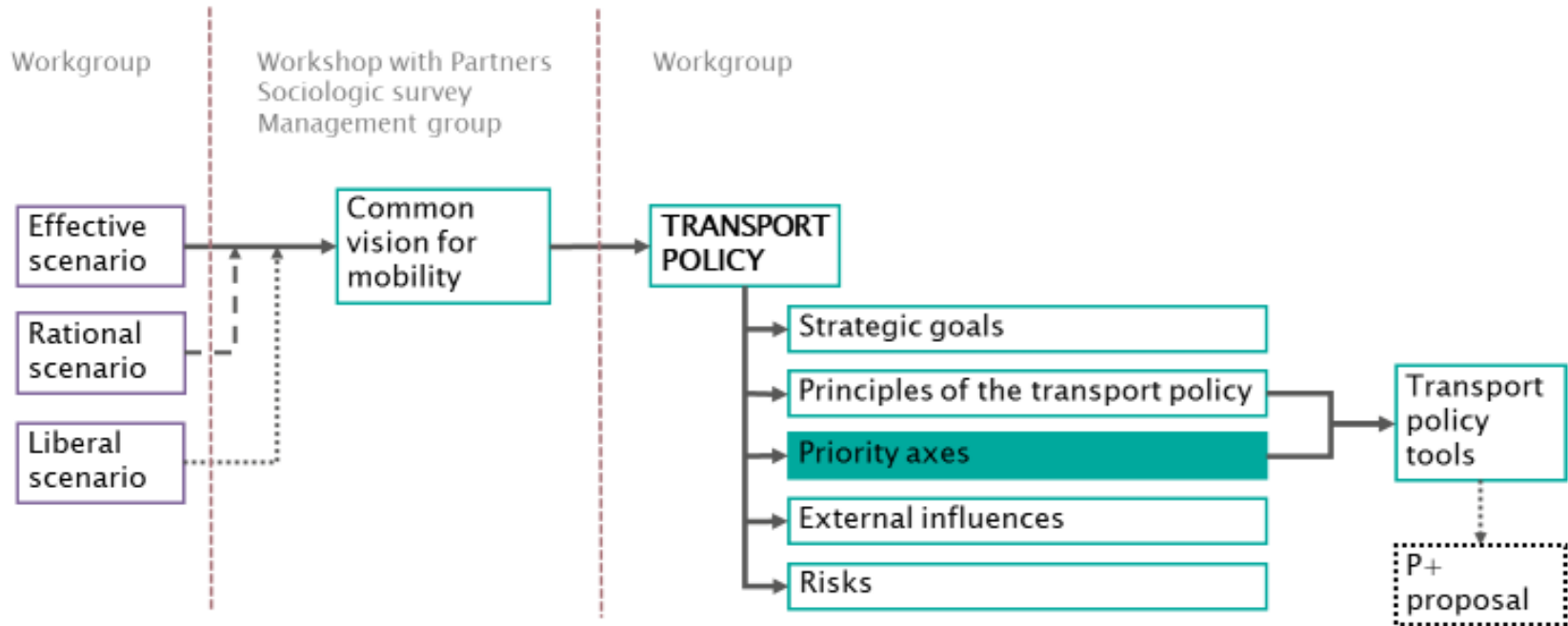
City for life

Planning for the future

The less building, the better management

Cleaner supply

Pulling together on one rope



Priority axes

- A. Giving preference to public transport and the development of rail transport
- B. Interconnecting the public transport with other modes of transport
- C. Reducing sensitivity and mitigating capacity problems in the transport network
- D. New interconnections for different modes of transport
- E. Promoting walking and transport cycling
- F. Optimizing city supply
- G. Improving transport accessibility for older and disadvantaged inhabitants
- H. Improving the quality of public spaces
- I. Reducing air pollution, noise and carbon footprints
- J. Reducing the spatial demands of transport
- K. Reducing the rate of traffic accidents
- L. Financial sustainability of the transport system
- M. Process support for sustainable mobility and efficient city administration
- N. Sustainable territorial development of the Prague metropolitan area
- O. Economic development of the city

Workshop with Partners

Held in March 2017

57 attendees

- 21 municipal districts
- 3 towns
- 20 professionals
- 9 NGOs
- 4 steering group members



Workshop with Partners

All 6 groups voted for Efficient Prague, but with alterations

Many ideas came with elements of Rational Prague to be included

No support for Liberal Prague



Sociological survey

I want to see...

	Efficient Prague	Rational Prague	Liberal Prague
01. Rail services to Prague's neighborhood increased.	Dark Green	Light Green	Light Red
02. Metro network in Prague extended.	Dark Green	Light Green	Light Red
03. New tram tracks in Prague built.	Dark Green	Dark Green	Light Green
04. Outer ring road completed.	Light Green	Light Green	Dark Green
05. Inner ring road completed.	Light Red	Red	Dark Green
06. New radial roads in Prague built.	Red	Red	Dark Green
07. More streets and sidewalks repaired.	Light Green	Dark Green	Light Green
08. More space for people and trees in the streets.	Light Green	Dark Green	Light Green
09. Less space for cars in the streets.	Light Green	Dark Green	Light Red
10. Buses and trams to get priority on traffic lights	Dark Green	Dark Green	Light Red
11. Better commuting on bike to school and work.	Light Green	Dark Green	Light Green
12. Bikesharing in the streets.	Dark Green	Dark Green	Light Green
13. Carsharing in the streets.	Light Red	Light Green	Dark Green
14. Congestion charging scheme in the centre.	Light Green	Light Red	Dark Green
15. Extension to the parking regulation.	Light Green	Light Green	Light Green
16. Additional P+R connected to public transport.	Dark Green	Light Green	Light Green
17. Advantages for e-cars compared to average cars	Light Red	Light Red	Dark Green
18. New houses built in the city rather than in the countryside.	Grey	Dark Green	Light Red

Sociological survey

I want to see...

07. šlo více peněz do oprav stávajících ulic a chodníků

04. byl dokončen vnější dálniční okruh kolem Prahy

08. ulice ve městě poskytovaly více prostoru pro lidi a zeleň

16. vznikla další záchytná parkoviště P+R s přestupem na veřejnou...

05. byl dokončen východní měst. okruh od tunelu Blanka směrem k Jižní...

02. síť metra v Praze byla rozšířena

06. vznikly nové silnice, které propojí vnější dálniční okruh s městským...

12. se jízdní kolo mohlo půjčovat přímo na ulici

10. autobusy a tramvaje měly na semaforech přednost před auty

01. železniční doprava do okolí Prahy byla posílena

03. v Praze vznikaly nové tramvajové tratě

11. se lépe jezdilo na kole do práce nebo do školy

18. nová zástavba vznikala ve městě, spíše než na polích za městem

17. elektromobily byly zvýhodněny před ostatními auty

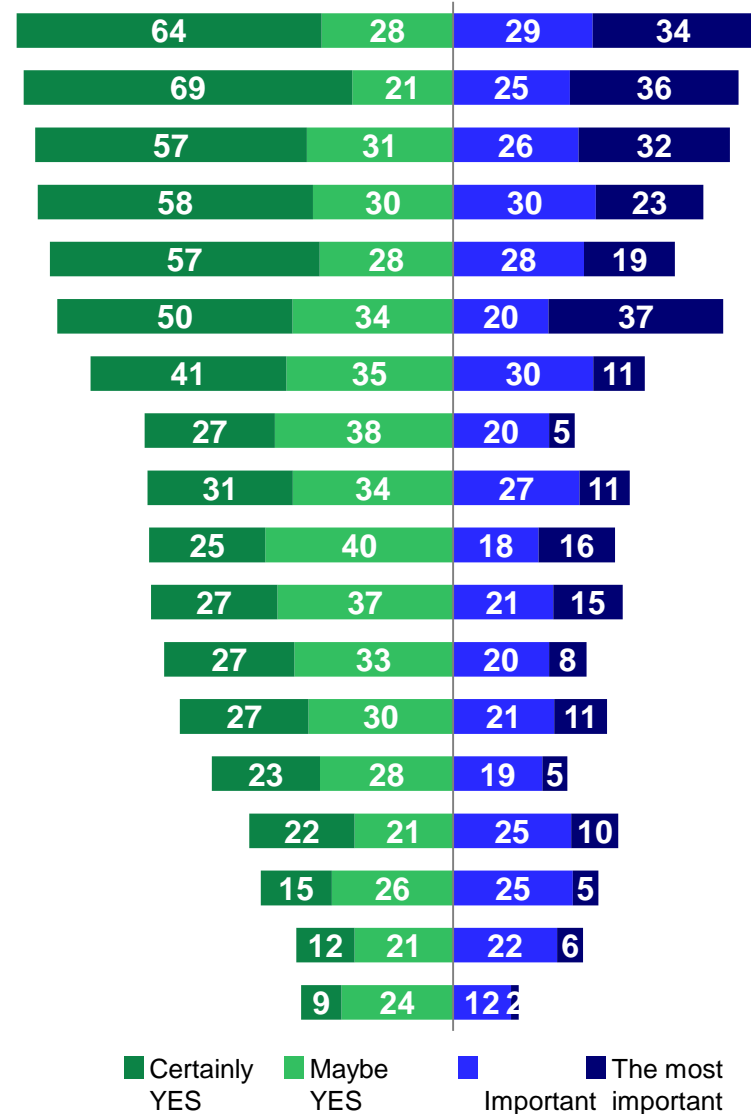
15. se dále rozšiřovaly parkovací zóny

09. ulice ve městě poskytovaly méně prostoru pro auta

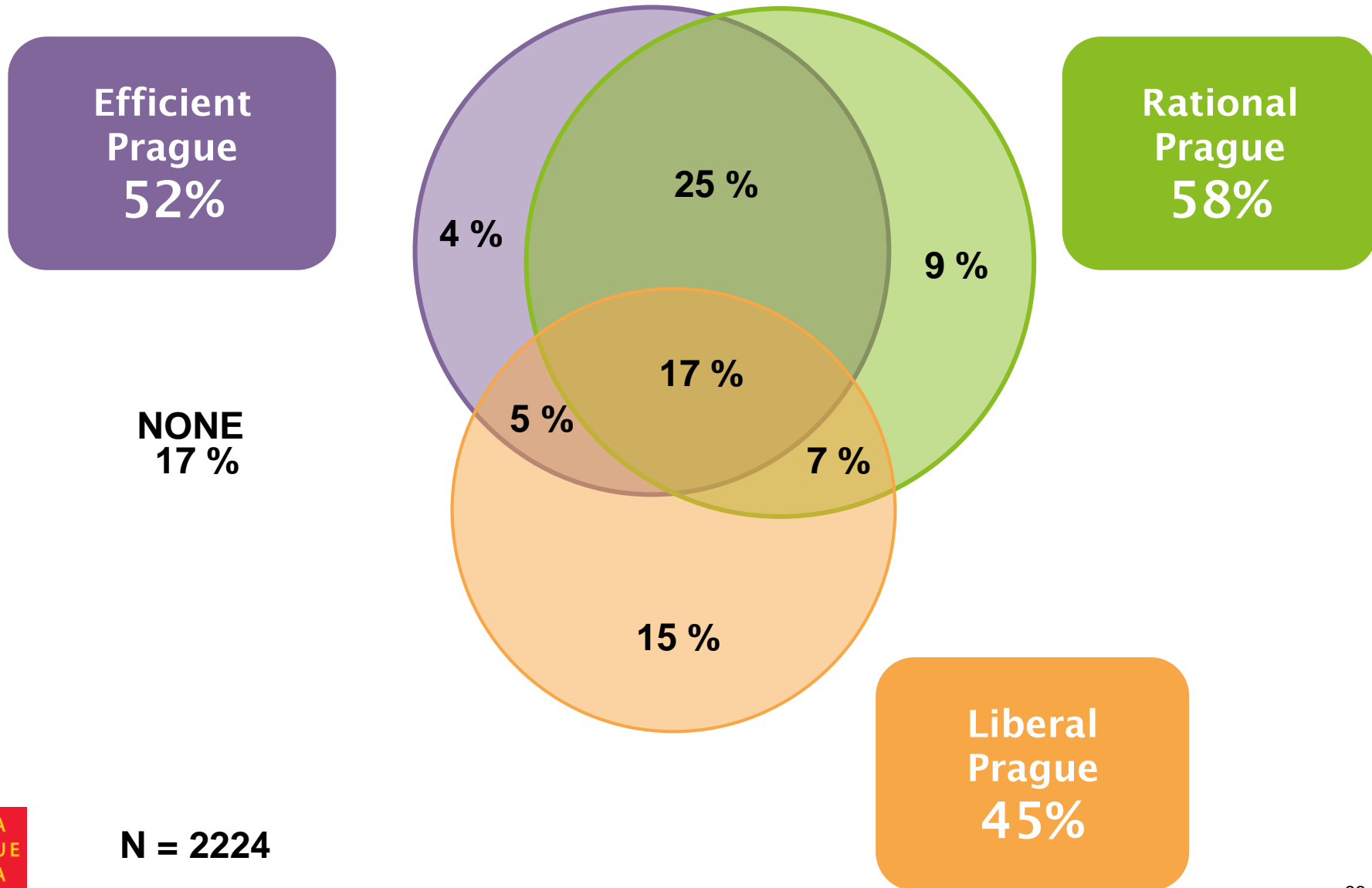
14. se vjezd autem do centra města reguloval pomocí mýtného

13. se osobní auto mohlo půjčovat přímo na ulici

agreement importance

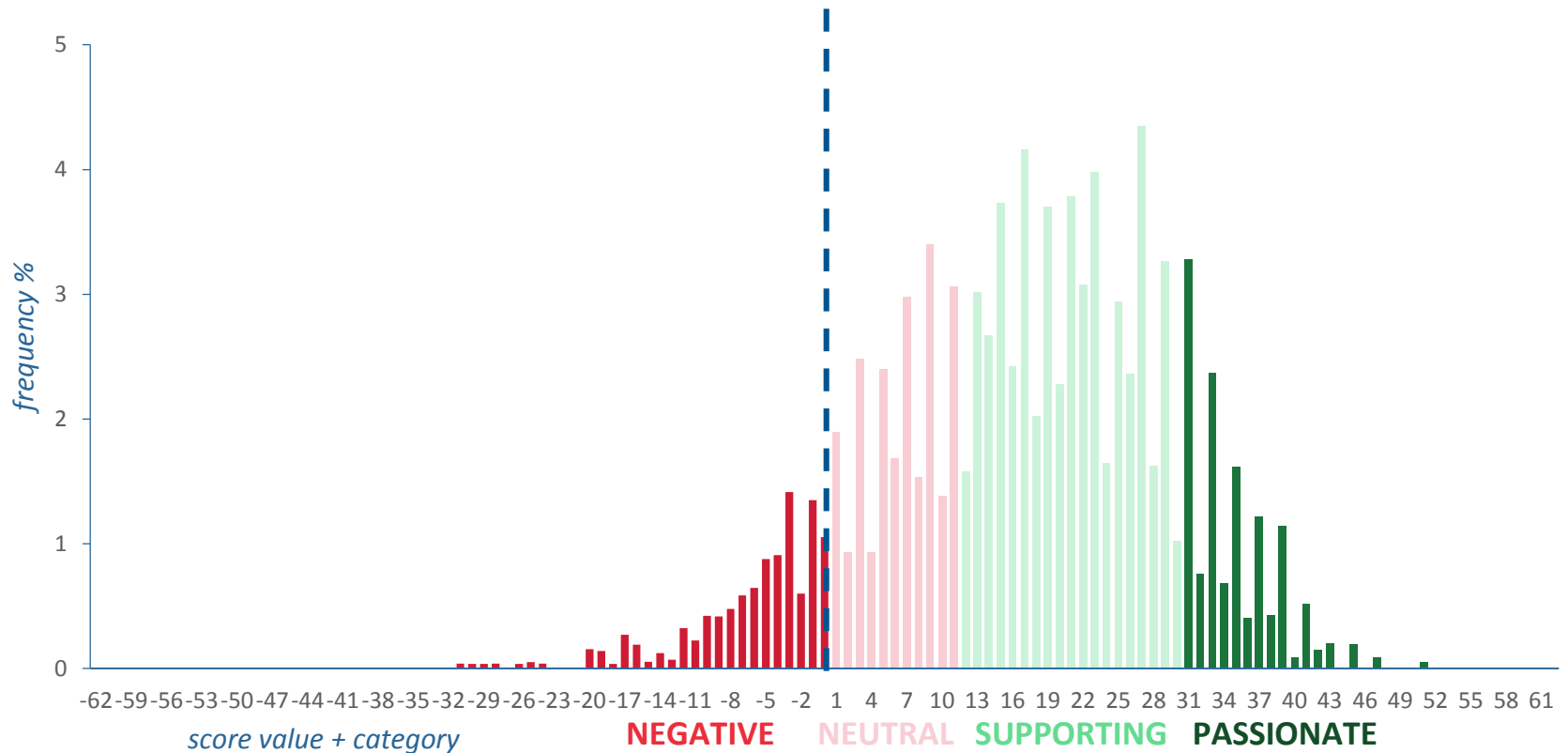


Support to the mobility scenarios



N = 2224

Support to the final transport policy



Only 11 % population of the Prague metropolitan area has a negative view on the final transport policy, while 67 % population is supporting this.



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Thank you for your attention