

Action Plan for „RESOLVE – Sustainable mobility and the transition to a low-carbon retailing economy” project

Sustainable mobility measures for Improving of policy instrument



Moravian-Silesian Region (Czech republic), partner

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1. Introduction

The Moravian-Silesian Region belongs to concept of "smart", of the so-called "smart cities" or "smart regions," and aims to promote the practical implementation of this concept in the region. One of the main priorities of the Smart region development Strategy by 2023 is sustainable transport, namely the promotion of electromobility and hydrogen as a fuel for the future of transport.

Within the local partnership of the RESOLVE project, the Moravian-Silesian Region cooperates with the statutory cities of Ostrava and Opava closely, both cities are ones of the first cities in Czech Republic who have designed their Sustainable urban mobility plans.

In the programming period 2007-13, sustainable urban transport was supported by the Regional Operational Programme of the Moravia-Silesia Cohesion Region for 2007-2013 (EUR 88 million), through the support of the purchase of public transport vehicles, modernization of interchange terminals and the support of telematics for public transport.

Within the framework of the Interreg IVC - PIMMS CAPITAL project ("Capitalising on Partner Initiatives in Mobility Management Services"), an amount of EUR 1.5 million was allocated within Regional Operational Program Moravia Silesia for 2007-2013 for new, innovative sustainable mobility activities for the local project partners: Regional Council of the Moravia Silesia Cohesion Region, Moravian-Silesian Region, Statutory City of Ostrava, Statutory City of Opava and Coordinator of the regional public transport (KODIS).

Within the PIMMS CAPITAL Regional Action Plan, sustainable urban mobility plans were supported in both cities Ostrava and Opava, and KODIS. implemented three projects to increase awareness and attractiveness of public transport.

In the current 2014-2020 programming period, national programs IROP – Integrated Regional Operational Programme (ERDF) and OPT - Operational Program Transport (Cohesion Fund) - are available for sustainable urban transport projects. In addition, within the framework of the Ostravian agglomeration (including Ostrava and Opava), the so-called Integrated Territorial Investment - ITI, which combines financial resources from several OPs (and several EU funds), is being implemented in this programming period.

ITI of the Ostravian agglomeration includes an allocation to support sustainable transport in the IROP (EUR 44 million - ERDF) and OPT (EUR 48 million - CF). The ITI strategy supports the modernisation of transfer terminals, including P+R, and the purchasing of low-emission and non-emission public transport vehicles.

The original aims of the Moravian-Silesian Region and the cities of Ostrava and Opava, when joining to the RESOLVE project, were:

- to prepare SUMP revisions based on studying the good practices of project partners, ie to add / modify SUMP action plans and to improve management of SUMP,
- to achieve the enhancing attractiveness of city centers through new meaningful activities in the field of sustainable mobility (including parking policy),
- to study new trends in so-called "city (green) logistics" and retail and their impact on the attractiveness of city centers and on the CO₂ reduction,

The local partnership among Moravian-Silesian Region and both cities Ostrava and Opava continues for common solving of sustainable mobility issues within the RESOLVE project.

2. General Information

Project „RESOLVE – Sustainable mobility and the transition to a low-carbon retailing economy“

Partner: **Moravian-Silesian Region (MSR)**

Local Partnership: **Statutory city of Ostrava /Ostrava/, Statutory city of Opava /Opava/**

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3. Policy instrument:

The Action Plan aims to impact:

- Investment for Growth and Jobs programme
- European Territorial Cooperation programme
- Other regional development policy instrument

Name and reference of the policy instrument addressed:

Integrated Regional Operational Programme (IROP) 2014-2020

Priority axis: 1 Competitive, accessible and safe regions

Specific objective: 1.2 Increasing the share of sustainable modes of the transport

Investment priority: 7c: Promoting sustainable transport ... in key network infrastructures in order to promote sustainable regional and local mobility;

MAIN FEATURES IROP: activities of specific goal IROP 1.2 are focused on modernisation of interchange terminals, new and improved cycle infrastructure (incl. cycle parking), safety measures on roads, telematic systems and low emission vehicles and charging stations for public transport to reduce carbon emissions and other pollutants including noise, increase safety and nobarrier access while supporting jobs and growth in the local economy.

The policy instrument is a single national level document. It addresses increasing share of the sustainable modes of the transport in the modal split. It specifies investments in infrastructure such as enhancements for multimodal travelling (e.g. P+R facilities), cycle infrastructure (incl. safe cycloparking), safety measures on roads, telematic systems and lowemission vehicles and charging stations for public transport.

The Good practices shared by the RESOLVE project partners correspond to specific objective 1.2 of the IROP 2014-2020.

New project targetting on sustainable transport is possible to co-finance in the current programming period 2014 – 2020 within the framework of IROP (via Integrated territorial investment of the Ostrava agglomeration).

4. Action / Services

4.1. Intent

Two main stakeholders Opava and Ostrava, within the local partnership, **will improve the policy instrument (IROP) through:**

(1) NEW PROJECT, that City of Opava intend to finance within the IROP (via- Integrated territorial investment of the Ostrava agglomeration),

(2) IMPROVED GOVERNANCE of the IROP through improvement of existing SUMP of City of Ostrava and of City of Opava.

The proposed monitoring and evaluation tool, developed within RESOLVE will measure the impact of mobility policies on retailing, will increase the ability of involved public authorities to improve transport systems both for shoppers and retailers.

The purpose of this Action plan is:

- the support of preparation and implementation of the new project "The modernization of transfer terminals including P&R", implemented by Statutory City of Opava and
- support Improved governance of the policy instrument through improvement of existing SUMP both of cities Ostrava and Opava.

This plan describes the link between the upcoming activities and their inclusion in the sustainable mobility plans both of the statutory cities. In connection with these activities, suggestions will be made to improve them, in the form of activities that can be further developed by using financial resources - own sources or European funds.

4.2. Context

Moravian-Silesian Region is one of the most polluted regions in Central Europe due to the industrial production, local heating and transport infrastructure. One of the key opportunities underlined by the policy instrument is to reduce carbon emissions and air pollution by the increasing share of using of sustainable modes of the transport. Both city of Ostrava and city of Opava have developed their sustainable urban mobility plans (SUMP) in 2013-2015.

In the project we focused mainly on the improving policy instrument through innovative new project and through improving governance.

We used these project activities:

- 1) analysing both cities' mobility plans through Peer Review,
- 2) identifying good practices that will improve these plans, studying them on Study Visits, importing them via import workshop,
- 3) developing a Monitoring and Evaluation Tool that will help to measure and analyse the shopping travel behaviour.

Ad 1) Peer Review in Moravian-Silesian Region

Peer Review was held in both of cities Ostrava and Opava in March 2017. Experts from Netherland, Sweden and Poland took part.

After analysing both local partners' mobility plans the experts defined following recommendations:

a) for the Statutory city of Opava:

- aa) Establish and develop an overall vision of the city;
- ab) In the area of parking policy:
 - define the target group and parking policy;
 - enforcement of parking rules is the key matter;
 - communicate with local stakeholder group on the theme of reducing the number of cars in the city centre;
- ac) In the transport sector:
 - close the centre for transit;
 - raise of the public awareness about alternative modes of transportation;
- ad) In the area of bicycle:
 - in cooperation with citizens to define the cycling network;
 - to define accompanying cycling infrastructure;
 - to improve conditions for cyclists in one way street;
- ae) In the area of public transport:
 - to improve the image;
 - the modernization of the equipment;
 - the ticketing variability;

b) for the Statutory city of Ostrava:

- ba) In the area of parking policy:
 - common Parking policy for all districts of the city;
 - clear price strategy;
 - enforcement of parking rules is a key matter;
 - the collection of basic information/data about parking;
- bb) Parking policy P & R P & G:
 - define target group;
 - basic criteria for successful P&R policy;
 - public transport connection;
 - P&R policy must be coherent with downtown parking policy;
 - parking downtown (in P&G) should be more expensive than parking at the edge of the city (P&R);
 - Think carefully about investing in dynamic information signs;
- bc) SUMP of the City of Ostrava:
 - Clearly defined goals and then decide about specific measures;
 - Clear rules of the management, communication, marketing and responsibility;
 - Regular revision of the SUMP.

Ad 2) Study Visits

Based on Peer Review good practices were identified that will improve prepared projects and SUMPs. Good practices were studied on Study Visits, especially offered by project partners:

- Kronoberg County Administration Board (Växjö, SW);
- Municipality of Reggio Emilia (IT);

- Transport for Greater Manchester (GB);
- Almada City Council (PT);

On the basis of Peer Review recommendations and on the basis of good practices studied during the study visits, the activities of both statutory cities were defined, their timeframe and their content, the implementation of which **IROP policy instrument** should be influenced, in the form of a new project and improved governance. The experiences gathered from Study Visits by learning the Good Practices in Växjö (Sweden), in Reggio Emilia (Italy), Manchester (United Kingdom) and Almada (Portugal) was the source of information for the preparation and implementation of the **new project** "Park and Ride System by the Interchange Terminal in Opava"; they are also the inspiration for the planned **Improvement of existing SUMP**s of the City of Ostrava and the City of Opava.

One of planned activities influenced the current IROP policy instrument. Due to well-advanced level of implementation of 2014-2020 programming period, other activities will affect Managing Authority preparing IROP 2021+ policy instrument and urban authority of Ostrava preparing Integrated territorial investment of Ostravian metropolitan area 2021+. These activities could be realized from own resources or from EU Funds 2021+.

Prepared activities will focus on Parking, P&R, Reviving Center, SUMP revisions, Electromobility, Cycling and Small Cyclo Infrastructure and will affect the commuting of visitors to city centers, commuting to work, and commuting citizens to retail.

All proposed activities will contribute to reducing CO₂ in relation to transport and **will also contribute to:**

- Integration of parking policy and public transport.
- Revitalization of the city center by building dooryards of restaurants, farmer's fresh product market, children's corners setting up, or placing other services in places of current parking spaces and roads.
- Traveling in city centers by sustainable and sophisticated way.
- Activities will help develop shared services.
- Activities will contribute to completion of infrastructure for pedestrians, cycle paths, accompanying cyclo infrastructure.
- Completing of the charging infrastructure.
- Gradually changing the city fleet in favor of electro vehicles.

The implementation assumes a high level of dialogue between the regional authority, involved cities, urban districts, retailers, transport companies. The common success factor for good practices is cooperation and transparency. A high level of cooperation was set up during the implementation of the RESOLVE project, in which all the project activities were organized together, the members of Local Stakeholders Group together with the Moravian-Silesian Region participated in the individual activities of the project and on preparation of project outcomes.

Import workshop

Import workshop was held in Ostrava in September 2018 for both involved cities Ostrava and Opava. It hosted advice experts from Netherlands, Sweden and United Kingdom.

Representatives of both statutory cities with foreign experts discussed specific barriers to be removed for the import of best practice. Opportunity in the statutory city of Opava brings well-

proven experience in the area of parking, cycling infrastructure, electromobility and charging infrastructure, revitalization of the city center.

The experience of the Park & Ride, Cycloinfrastructure, Charging Infrastructure, Sustainability Mobility Plans will be import to the City of Ostrava.

6 Activities of the RESOLVE Action Plan

Activities for realization of Action Plan by Statutory city of Opava

The Main Topics:

- (1) Centrum reviving
- (2) Parking
- (3) Cycling

Activities for realization of Action Plan by Statutory city of Ostrava

- (4) SUMP Revision
- (5) Parking policy - P+R implementation
- (6) EV charging network
- (7) Small cyclo infrastructure / Permanent financial instrument for sustainable transport

ACTION 1

Name of the action: Centrum reviving

1. Relevance to the project

The main objective is to improve the conditions for housing, work and tourism. The measures are intended to reduce the speed of motor vehicles and redirect transit traffic, which directly reduces the noise and quantity of impurities in the air, as well as the likelihood and severity of traffic accidents in the city center. Calm transport creates a safer conditions for cyclists and pedestrians, as lower speed and volume of traffic allow other users to take advantage of the streets safely.

Centrum reviving:

- will lead to improved governance of the policy instrument through improvement of existing SUMP of City of Opava and through proposed monitoring and evaluation tool,
- was one of the topics during the Peer Review in the city of Opava,
- influenced by Good Practice **Pedestrianization of Cândido dos Reis Street** learned during Study visit in Almada, Portugal.

2. Nature of the action

Logical development is the traffic calming in the center of Opava. Closing the passage of transport through the Dolní náměstí is another step for improving life in the city center. The gradual limitation of transit across the city center had begun in the past by restrictions for the transit of individual traffic in the area of Horní náměstí.

The planned activity is focused on the area of the street/area of the Dolní náměstí from the crossing of the Sněmovní street and Masarykova street after crossing of the streets Dolní náměstí and Mezi trhy. The conclusion will be mainly to revive the area of the city center, creation of a safer and more usable area of the city, both for public events and for business entities.

Another part (area) is street Maticní and Rybí trh, where will be implemented plan of calming down traffic in the center. There will be created system of speed (slowing) bumps as next part of the adjustment of this space. These arrangements will also fulfill function of barrier free area.

Implementation of activities mentioned above in both street areas in the city center will fulfill the primary objective of project RESOLVE, mainly in case of decreasing amount of CO2 in city centers, improving the quality of life of the citizens and support of retail in the central part of city.

3. Stakeholders involved

- the Statutory city of Opava as sponsor,
- leaders of Opava city as deliberative bodies,
- the strategic development department advisory board,
- department of transport and urban planning advisory board,
- citizens.

4. Timeframe

- 06/2019 installation of vertical traffic signs.
- 06/2019 entry of vehicles prohibited.
- 06/2020 systems for slowing speed created .

5. Indicative costs

- vertical traffic signs (4 ths. EUR),
- systems for slowing speed (the price will be determined based on the activities connected with the reconstruction of the given roads).

6. Indicative funding sources

- municipality of Opava (own resources).

ACTION 2

Name of the action: Parking

7. Relevance to the project

For the improving of parking situation in the city center of Opava, the municipality is preparing project "Park and Ride system by the interchange terminal in Opava".

Parking in the city center was the Topic of Peer Review in Opava, with conclusions and recommendation: "... to prefer parking house instead of parking places building; not to focused only on the car parking, but to solve parking and restraints in the city center and surroundings, to adjust the zones and to complete the basic structure of parking in the necessary locations..."

Preparation of own project was influenced by Specific Good Practice by Reggio Emilia - Park & rides.

Recommendations for parking policy in Opava from **Import workshop**:

- Focus on parking houses, define and expand the zones, that will be created within the city.
- Define and Develop a parking strategy for the entire city, that will predict new parking places at the moment of the city center access will close.

The project "Park and Ride system by the interchange terminal in Opava" had been consulted with the Holder of Integrated Territorial Investment of Ostravian agglomeration within the IROP. Based on learning in RESOLVE project, during the discussions with Holder some conditions of the IROP-ITI call were changed – Holder of Integrated Territorial Investment of Ostravian agglomeration modified the parameters for the acceptance of the project. Within which the distance of eligible costs from the terminal from the original 100 m has been adjusted to a distance of 200 m. The Call for proposals ("The modernization of transfer terminals including P&R") was published by Holder on September 2018. Because the City of Opava contributed to change the conditions of the Call – Opava, submitted its new project into the call IROP - ITI in February 2019, the full application form should be submitted in September 2019). In case of non-implementation of the project up to 2020, will be this project submitted in the new programming period 2021+ as a significant project with allocated resources.

8. Nature of the action

Subject matter of construction of the "Parking house within terminal Opava východ and revitalization of Skladištní street" is new 3-floored parking house including another 2 parking areas and adjustment of Skladištní street space including mainly layout of new road, pavement, pedestrian crossings, adjustment of areas for supply delivery and parking areas for bicycles. Partially will be transferred or protected current water pipeline, gas pipeline, sewerage and electricity systems, and lightning of the Skladištní street.

The parking house will be used to park a total of 210 cars (P + R) of all types of fuels (combustion, CNG, LPG) and parking for motorcycles. There will be implemented protection pads for ability to create up to 15 chargepoints for electrovehicles.

The total number of parking places created for vehicles in P + R and P + G mode will be 242 places. Four parking places are being planned in K + R mode. The total number of newly created places for bikes is 30 places, these are set in the outdoor parking outside the parking lot.

The physical implementation of the project will take place in the period from 07/2020 with regard to the time schedule of the tender. Termination of physical implementation and commencement of operations is scheduled for the deadline 30. 9. 2022.

The terms were determined on the basis of estimates of the approved plan and grant application and the need to complete the implementation as set out in the call for proposals.

9. Stakeholders involved

- Statutory city of Opava as sponsor,
- leaders of Opava city,
- the strategic development department,
- department of transport and urban planning,
- citizens,
- representatives of city transport companies.

10. Timeframe

- 3/2019 – Project documentation for building permits.
- 9/2019 – Building permit.
- 1/2020 – Approval of subsidies from IROP-ITI for the submitted project parking house.
- 6/2020 – Contract for work signed.
- 9/2022 – Parking house in operation.

11. Indicative costs

Parking house realization 5,8 mil. EUR.

12. Indicative funding sources

Policy instrument IROP 2014-2020 (ITI of Ostravian agglomeration) or EU Funds 2021+.

ACTION 3

Name of the action: Cycling

13. Relevance to the project

The primary objective is to improve the transport cycle as such to become an equivalent, natural and integral part of the city's transport system. Improving routes and the gradual expansion and interconnection of surrounding areas following the support of Opava Silesia as a major proponent of local brands, small businesses and touristically significant sites in Opava.

The basic element is the creation of conditions that lead primarily to the safe movement of cyclists within the road environment.

Cycling

- was the topic of Peer Review,
- influenced by GPs Purchase of ecological products + Make bicycle more popular during Study visit in Växjö.

Recommendations from **Import workshop:**

- the current traffic situation in Opava does not force citizens to use the bike for the way to the city center,
- to place the retarders in front of pedestrian crossings,
- It is important to reduce the speed for cars below 50 km/hour using the obstacles,
- do not combine cycling route marking systems, (leaving uniform marking throughout),
- Extend the cycle lane and narrow the car lane,
- recommendations to improve design, adjust pedestrian crossing,
- in terms of safety, to solve the separation both of cycles and car lanes, especially by reserved lanes, wherever is it possible.

14. Nature of the action

Expansion of the bicycle network in Opava, focusing especially on 1st class roads: Těšínská street and Krnovská street:

Těšínská street:

narrowing of the existing 4 lane road on 2 lane road with dedicated cycling lanes on both sides. From the intersection of Komenského X Těšínská to the railway crossing. Part of the documentation is the construction of protective islands for pedestrians due to the exceeding of maximum allowed length of pedestrian crossings and their tracing over four lanes. The proposal was elaborated at the level of documentation for building permits.

Krnovská street:

design of a pictogram corridors for cyclists on both sides of the road. From the roundabout Bruntálská X Krnovská to the Olomoucká X Krnovská crossroad including. Part of the modifications will be construction of pedestrian crossings due to the exceeding of their maximum allowed length. The proposal was processed at the stage of the study.

These projects have been delayed due to waiting for completion of the northern bypass of the Opava city and the consequent precondition for the humiliation of traffic on the affected streets Těšínská and Krnovská. The expected year of completion of the north bypass of Opava is 2023.

Expansion of the bicycle network in Opava:

- The pilot project will take place in mid-2019.
- Introducing a system of bike sharing within the city in a preliminary number of about 60 bikes using the system from Rekola. A zone of 2.5 km² in correlation with the city. The trial operation will be followed by the full operation of bike sharing system in 2020.

15. Stakeholders involved

- Statutory city of Opava as sponsor,
- leaders of Opava city,
- citizens,
- students.

16. Timeframe

- 6/2019 – trial operation of share bicycles started,
- 4/2020 – sharing bicycles in full operation,
- 9-12/2019 - place the retarders (evaluation of the procedure based on completion of the northeastern part of the city bypass),
- 9-12/2019 - extend the cycle lane (evaluation of the procedure based on completion of the northeastern part of the city bypass).

17. Indicative costs

Sharing bikes system – 32 ths. EUR.

18. Indicative funding sources

Municipality of Opava - own sources or EU Funds 2021+.

ACTION 4

Name of the action: SUMP Revision

19. Relevance to the project

Statutory city of Ostrava is inspired by the good experience of Reggio Emilia and Manchester (study visits) and aimed to enhance quality of the planning and management sustainable mobility by revision of the SUMP document.

Recommendations from the **Peer Review** :

- Define goals and then specific measures clearly,
- Clear rules of management.

Recommendations from the **Import workshop**:

- make SUMP more understandable,
- organize regular meetings (e.g. monthly),
- giving specific tasks (responsibility), measurable results,
- prepare a booklet - sell your story (positive examples),
- make SUMP more visible for politics, for us to be clear in what we want to reach.

20. Nature of the action

- 1) Evaluation the implementation of SUMP action plans /APs/- there is expected Annual evaluation report on performance APs, opponent's opinion and recommendations for update of APs.
- 2) Setting up the work schedule of SUMP revision - with respect to good practices studied and visited in RESOLVE project and setting up the effective management of the sustainable mobility in the city. Regular meetings with stakeholders will be established to coordinate the implementation of the key tasks of the Action Plans.
- 3) Revision of SUMP.

21. Stakeholders involved

- The Statutory city of Ostrava:
 - Department of Transport,
 - Department of the Environment,
 - Department of the Chief Architect,
 - Department of Strategic Development.
- Moravian-Silesian Region (Department of Transport and smart region).
- Ostrava Public Transport Company.
- KODIS - Coordinator of the Regional/Urban Public Transport Operators (Coordinator of the Ostrava's Transport Integrated System).
- Ostravské komunikace (company owned by the city – new operator of the parking infrastructure, road maintenance).
- The municipal districts.
- City Police Ostrava.
- Railway Infrastructure Administration.

22. Timeframe

- Ad 1) 1.Q 2019
- Ad 2) 1.-3.Q 2019
- Ad 3) 2020-2021

23. Indicative costs

20 ths. EUR (estimated).

24. Indicative funding sources

City of Ostrava (own resources).

ACTION 5

Name of the action: Parking policy - P+R implementation

25. Relevance to the project

The recommendation from the **Peer Review** in the city of Ostrava was: "Clear and common parking policy for all municipal districts".

City of Ostrava is inspired by the **good practice in Reggio Emilia** with comprehensive concept of P+R network connected to public transport system (**Study visit in Reggio Emilia: Park & rides**)

Recommendations from the **Import workshop**:

- "pilot projects are fine but you need a strategy (parking policy)",
- Easy and customer friendly ticketing system, ideally affordable for families.

26. Nature of the action

There will be established Working group on Parking Policy. Working group ensures:

- 1) "P+R standard in Ostrava" document.
- 2) The list of suitable places for P+R.
- 3) Informational and promotional activities on implementation P+R system in Ostrava.
- 4) Implementation of Parking policy:
 - a) New P+R "Hlučínská" (2020) – 135 parking places;
 - b) New P+R "Hlubina" (2021) – 330 parking places;
 - c) Extension of existing P+R "Hranečník" - from 80 to 173 parking places (2021-2022).

27. Stakeholders involved

- The Statutory city of Ostrava,
- municipal districts,

- Ostrava Public Transport Company,
- Ostravské komunikace (company owned by the city - operator of the parking infrastructure).

28. Timeframe

- Ad1) 1.Q 2019
- Ad2) 2.Q 2019
- Ad3) 3.Q 2019-2022
- Ad4)
 - a) 2020
 - b) 2021
 - c) 2021-2022

29. Indicative costs

5,4 mil. EUR = 133,8 Mil. CZK total (Hlučinská 22,3 Mil. CZK; Hlubina 90,5 Mil. CZK, Hranečník 21 Mil. CZK)

30. Indicative funding sources

City of Ostrava - own resources or EU Funds.

ACTION 6

Name of the action: EV charging network

31. Relevance to the project

Good Practices inspirations:

- Reggio Emilia's Electrical Experience during the Study visit in Reggio Emilia.
- Greater Manchester EV Charging Network during the Study visit in Manchester (TfGM operates 160 double chargers and 4 rapid chargers - as the owner is looking for the operator of this network).

Recommendations from the **Import workshop**:

Do promotional activities, start a pilot project = building charging points, support purchase of new electric vehicles (e.g. meeting with all taxi drivers).

32. Nature of the action

- 1) Defining and decision the best of the following business models for City of Ostrava:
 - a) Ostrava will be set up the internal processes and conditions for the lease of land and the necessary permits to enable building of charging infrastructure only by private entities.
 - b) Ostrava will be invest in the construction site readiness of sites for the building of charging stations and will prepare the process of selecting the private investor/s / tenants for the implementation of the charging infrastructure.

- c) Ostrava, with the support of appropriate funds, will be invest in building readiness and also charging infrastructure and will then set up the processes and conditions for selecting the private charging infrastructure operator.
- d) Ostrava, with the support of suitable funds, will invest in construction site readiness and also charging infrastructure and will be set up processes for its operation by the municipal company (OK a.s., DPO etc.).
- 2) Negotiation with all involved partners: city districts, energy utilities, operators of charging stations and the local electricity grid operator on technical and financial issues for the implementation of the EV charging infrastructure (1Q 2019).
 - a) Analysis of the interest of private entities in the construction of the charging infrastructure in Ostrava among the existing operators and investors of the charging stations (output of the analysis of interest - the basis for decision on the variant of the business model).
 - b) Informational campaign and negotiation of the development of the charging infrastructure problematics with the city districts - discussion of localities (output of the list of points of interest), preparation of the list for the preparation of implementation and cooperation with private entities (model contracts for lease land, explanatory reports for the deliberations of the municipal authorities).
 - c) Negotiation and discussion of the proposed operating conditions with private entities (the output is a list of places with the definition of the possibility and the overall cost of connection to the distribution network).
- 3) Finalisation of appropriate places for charging stations and their approval for the implementation of the charging infrastructure by the city authorities/districts.
- 4) Preparation of the mechanism and selection of the investor resp. landlord of land designated for building a pilot charging infrastructure for electromobility
- 5) Participation of the city in the preparation of project documentation and coordination of permitting the construction of individual construction sites.
- 6) Implementation phase of the pilot charging infrastructure and the operation commencement of charging stations.
- 7) Pilot actions of the implementation of the EV charging network (possibly financed by special funds).

33. Stakeholders involved

- City of Ostrava,
- City districts,
- ČEZ Distribuce a.s. – owner of local electrical distribution network,
- Energy utilities (energy suppliers) or charging infrastructure operators,
- OK a.s. – city operator of the parking infrastructure and traffic or road infrastructure),
- DPO a.s. – Ostrava´s Public Transport Company.

34. Timeframe

- Ad 1) 1Q 2019 – 2Q 2019
- Ad 2) 4Q 2018 – 2Q 2019
- Ad 3) 2Q 2019

Ad 4) 3Q 2019 – 1Q 2020

Ad 5) 3Q 2019 – 1Q 2020

Ad 6) 4Q 2019 - 4Q 2020

Ad 7) 4Q 2019 - 2Q 2021

35. Indicative costs

0,4 Mio EUR (10 Mio CZK).

36. Indicative funding sources

City of Ostrava (own resources) or other resources.

ACTION 7

Name of the action: Small cyclo infrastructure / Permanent financial instrument for sustainable transport

37. Relevance to the project

Good practices inspiration:

- Make bicycle more popular (Study visit in Växjö),
- Safer parking places for the bicycles in the city (Study visit in Växjö),
- Sustainable Travel Grants (Study visit in Manchester).

Recommendations from the **Import workshop**: Mini-grants are useful tool to encourage employers to make better conditions for commuting to work by bicycle.

Pilot implementation is focused on public sector (city, city districts, organizations founded by city). Supported activities will be: building indoor/outdoor cycling infrastructure, such as showers, cycling storages or bicycle racks. It could be funded from the city budget. Theses small grant incentives could stimulate employers to motivate employees to create favorable environment for sustainable commuting of employees to work. This will contribute to fulfil SUMP strategy in which the key measure "Support for commuting to job by bike" is set. The key task is "Building cycling facilities for employees".

38. Nature of the action

- 1) Enhance conditions for bike commuters to work (bicycle storage, changing room, showers, bike racks) in the "New Townhall building".
- 2) Enhance conditions for bike commuters to work (bicycle storage, changing room, showers, bike racks) for other buildings of the City offices, city districts' offices and organizations established and founded by the City.
- 3) Building conditions for foundation of the permanent financial instrument for support sustainable mobility in Ostrava.
- 4) Identifying suitable places for bike-parking infrastructure (railway stations, offices).

39. Stakeholders involved

- The Statutory city of Ostrava.

- Municipal districts.
- Organisations established and founded by the City of Ostrava.
- Main companies in the city.
- Czech railways and SŽDC (owners and operators of the rail infrastructure).
- KODIS – Coordinator of the Regional/Urban Public Transport Operators.

40. Timeframe

Ad 1) 2019
Ad 2) 2019
Ad 3-4) 2020

41. Indicative costs

40 ths. EUR/year (pilot).

42. Indicative funding sources

City of Ostrava (own resources).

Statutory city of Opava

Date: 29. 03. 2019

Signature: _____

Stamp of the organisation (if available): _____

STATUTÁRNÍ
MĚSTO OPAVA

Horní náměstí 69
746 01 Opava



-3-

Statutory city of Ostrava

Date: 29. 03. 2019

Signature: _____

Stamp of the organisation (if available): _____



Handwritten signature



Váš dopis ze dne

18. 3. 2019

Číslo jednací

MMR-19742/2019-26

Vyřizuje

Mgr. Martin Janda

Telefon

224861280

Datum

26. 3. 2019

Vážená paní

Mgr. Kateřina Dostálová, MPA

vedoucí odboru evropských projektů

Krajský úřad Moravskoslezského kraje

28. října 117

702 18 Ostrava

Vážená paní magistro,

Řídící orgán Integrovaného regionálního operačního programu (dále jen „ŘO IROP“) jako vlastník nástroje politiky posoudil Vámi zasláný RESOLVE akční plán (Action Plan for „RESOLVE – Sustainable mobility and the transition to a low-carbon retailing economy“ project, Moravian-Silesian Region (Czech republic), partner).

K zaměření a obsahu RESOLVE akčního plánu Moravskoslezského kraje ŘO IROP nemá žádné připomínky. Navržené aktivity mohou pomoci zlepšit řízení IROP-ITI, resp. připravovaného IROP2.

Děkuji Vám za spolupráci a přeji vše dobré při realizaci projektů v Moravskoslezském kraji.

S pozdravem