

# Pilot action final report



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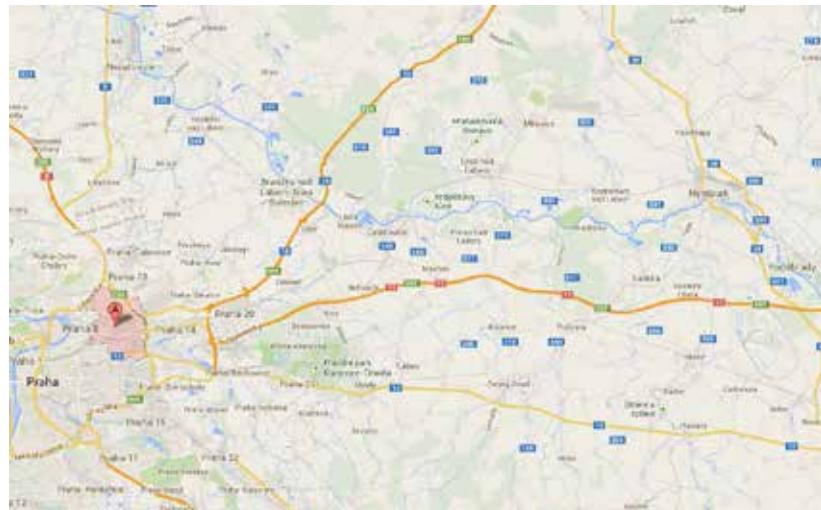
**EUROPEAN UNION  
EUROPEAN REGIONAL  
DEVELOPMENT FUND**

# PILOT ACTION FINAL REPORT

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### 1. PROJECT TITLE & PILOT ACTION TITLE, PP NAMES & NUMBERS:

Pilot action project – Road Transport Master Plan Development for the City District of Prague 9, City Council of Prague 9, PP7,



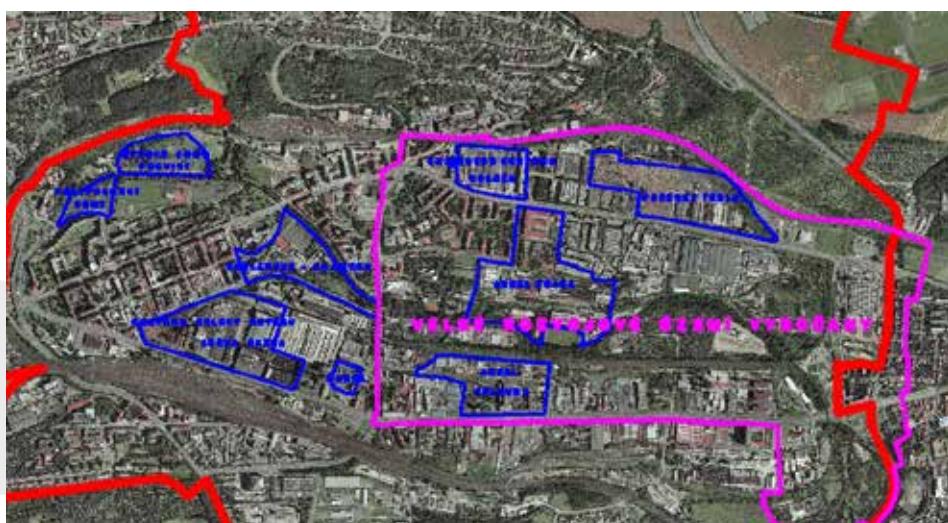
### 2. OUTPUT NAME & NUMBER:

Final report, 4.3.4

### **3. AREA OF PILOT ACTION IMPLEMENTATION:**

#### **City District of Prague 9**

The pilot action focuses on development of the Road Transport Master Plan (the "Master Plan" or the "Plan") for the territory of the City District of Prague 9 and considers traffic impacts that might result from the implementation of major transport and development projects. Boundaries of the pilot area are therefore identical with the territory of the City District of Prague 9, although an emphasis is put on specific geographic areas – new development zones and brownfields, especially on the so called "Large development area of Vysočany" (Velké rozvojové území Vysočany), "China" („Čína“), the former bakery "Odkolek", The "Kolben business park", The "Praga" factory area or on the planned poly-functional "Klíčov" centre.



Various developers' activities are also planned in other parts of the City District, primarily in the North of the territory neighbouring with the "Střížkov" area. A list of envisaged housing projects on the territory of the City District of Prague 9 has been created during the Plan development and was completed with graphic information on the location and scope of each of the projects. Realization of these development projects will definitely draw new traffic into each of the concerned geographical areas and will lead to heavier congestions at nearby junctions and the adjacent roads stretching out to residential areas. Therefore, it is vital for the City District Council to analyze effects of transport projects focused on traffic improvements.

Duration of pilot action implementation is 2 years.

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## 4. COSTS RELATED TO PILOT ACTION:

42 012,47 EUR

## 5. ACTIVITIES CARRIED OUT:

**WP2 - Dissemination of the Pilot project output:** The Road Transport Master Plan for The City District of Prague 9.

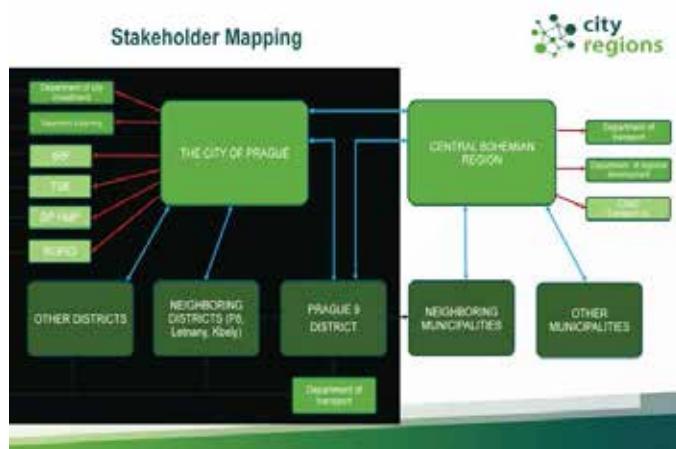


### Activity:

- A Communication Strategy was developed (with an external expert assistance) and implemented
- Media contacts including print media, online media, and local TV stations were looked up
- Press releases were issued and articles in newspapers (Mladá fronta) published

- Stakeholders' representatives and media were invited to cultural events where project newsletters and brochures were disseminated
- Project pages were placed onto the Prague 9 City Council websites
- 3 newsletters were created and distributed to 81 participants
- A number of leaflets, posters and other types of small-scale promotional materials were produced to advertise the project
- Two banners were produced to inform about the project. The banners were installed at event venues
- The project website was regularly updated to provide the latest information regarding the project events and achieved results
- An article was written up for publication in expert journals and a summary of the pilot action project was addressed to policy-makers

#### WP3 + WP4 - Stakeholder analysis, stakeholder communication



- Key actors were identified and involved in the process of the Road Transport Master Plan development. They were regularly informed about the project activities in a quarterly newsletter and they were invited to some of the project events and conferences (the final regional ones)
- Desk research was conducted and two study visits took place with the aim to identify good practice
- Stakeholders were identified, a regional capacity assessment was carried out and a local working group was created

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- Thematic workshops contributed to the identification of project success indicators
- Transnational teams were established with active participation of the City District of Prague 9 and its local partners
- The Capacity Assessment Study findings were discussed at a thematic workshop and a stakeholders' meeting
- The Pilot action was identified and a sub-contractor selected in a tender
- The Pilot action initiative aimed to develop an integrated transport strategy and get it approved by both the PP7 and the neighbouring Prague city districts
- The process of mutual learning has been started by the pilot action's study visits, a conference and workshops
- A Cooperation agreement was drafted and basic pilot project documents approved
- Framework for a long-term/sustainable cooperation among the pilot project partners has been set and the Final cooperation agreement signed. The Agreement includes provisions on establishment of a regional joint action plan, success indicators and a methodology for project evaluation by stakeholders focused on a long-term optimization of cooperation in urban areas. The Agreement was presented to decision-makers at different governance levels.

## **6. TECHNICAL SPECIFICATION:**

### **Summary of the Road Transport Master Plan:**

The Study „Road Transport Master Plan in the City District of Prague 9“ was developed in the framework of the project “City Regions – Increasing the competitiveness of city regions through integrated urban-rural development”. The City District of Prague 9 acts as a project partner in this project. The development of the “Plan” was financed by the European Union under the CENTRAL EUROPE programme.

The Plan contains the following structure:

- Part 0 – Project summary
- Part A – Initial data and basic analyses
- Part B – Transport services analysis
- Part C – Evaluation of future requests on the infrastructure
- Part D – Feasibility study and integrated transport management system on the territory of the City District of Prague 9
- Part Z – Executive summary.

In the Part 0, the Plan provides a brief description of the expected outputs and their contribution to the solution of transport issues in the territory of the City District of Prague 9, especially those related to the neighbouring areas: other Prague city districts as well as municipalities located in the agglomeration belt surrounding the City of Prague.

The key for understanding the future risks related to the transport system operating in the City District of Prague 9, is an analysis of the expected spatial and socio-demographic development of the City District in Part A of the Plan. The chapter describes in detail the effects of a gradual transformation of former industrial premises into administrative and residential buildings. Newly generated traffic leads to increasing demands for enhanced transport services provided in these development areas.

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The Plan then includes a wide-ranging analysis of the public surface transport operating within the Prague 9 territory. In Part B, the Plan assesses locations, status and equipment of about 60 public transport stops and stations and provides information on the number of passengers transported daily by each of the transport subsystems (trains, buses, trams), including the information on the number of passengers getting in and off at every stop or station. The analyses also evaluates the transit capacity of each of the public transport stop or station and draws conclusions with regards to traffic needs of the existing and the future urban settlements in the development areas.



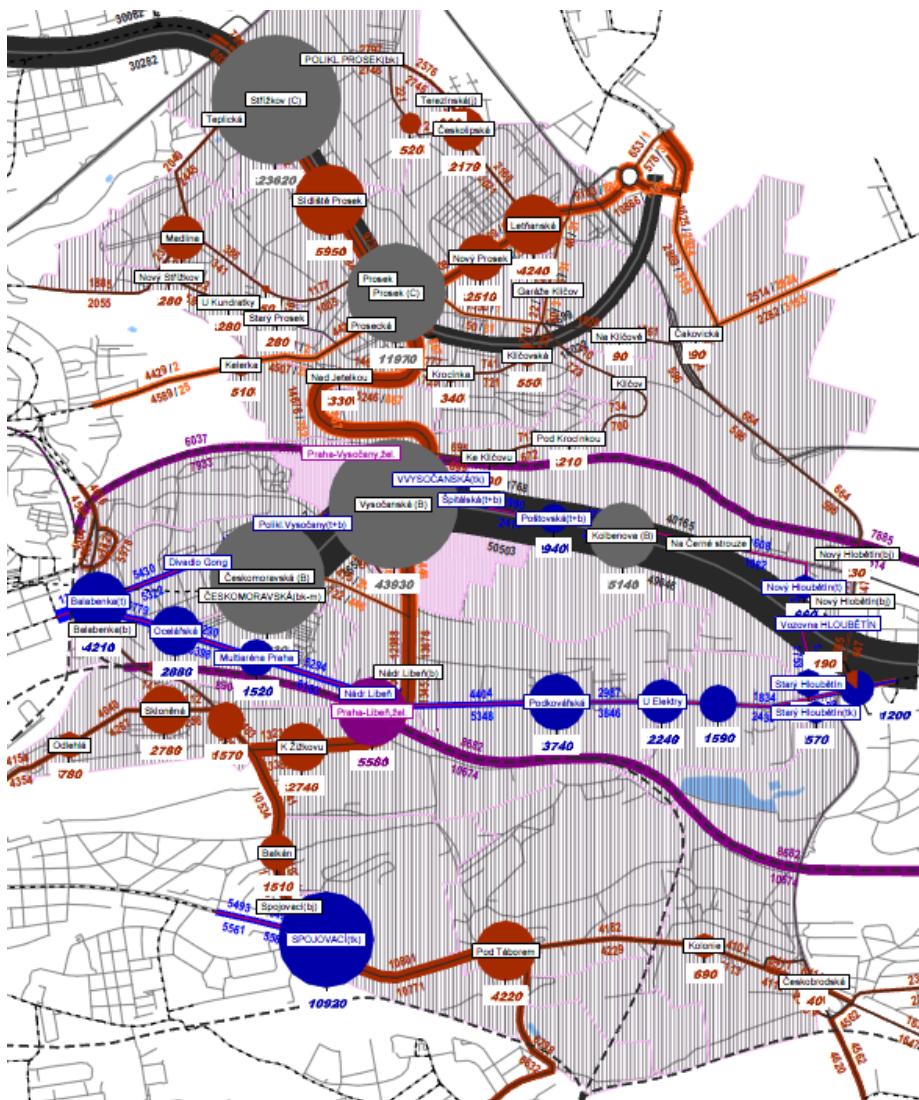
Following the analyses of the current public transport situation, the Plan suggests measures targeted to improvement of public transport services in the City District's territory. The recommendations underline the necessity of an extension of the existing bus and tram network. A number of recommendations also concern the equipment and location of tram and bus stops. The Plan foresees actions that are supposed to raise the prestige of the public transport system in the Prague 9 City District and possibly also to increase the number of passengers using the public transport on a daily basis.

Another transport issues are related to the accessibility level of geographical areas, the safety and visibility of pedestrian crossings and a fragmented cycling infrastructure. One of the appendices to the Plan contains a schedule of actions aimed at safety improvements of 42 zebra crossings that had been qualified as dangerous by the authors of the Plan. The appendix states the current faults and problems for each of the crossings and suggests treatments depending on the location, vehicles volumes and speeds and the number of pedestrians using the crossing.

Similarly, the existing and planned cycling routes were listed and assessed. The appendix described in a very detailed way the existing faults and safety problems of the cycling infrastructure and designed solutions and their realization phases.

Last but not least, the Plan analysed problems with car parking in different functional and geographical areas, depending on their distances from the neighbouring territories. The problem analysis is concluded by a recommendation of measures that should be considered to improve the lack of parking spaces in selected residential areas, as well as parking lots for cars of visitors arriving from the agglomeration zones surrounding the City of Prague. The main solution of parking shortage in the City District of Prague 9 recommended by the Plan is to create paid parking zones in the area of "Libeň" and to increase parking capacities in the residential area of "Prosek" and "Střížkov" by building large-scale parking houses. The third measure that was suggested as another key component of the Plan's parking conception is the creation of Park& Ride zones.

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Finally, Part B defines general principles to be followed in order to support the public transport system stabilization, the safety increase for pedestrians, cycling routes renewal and parking conditions improvement in the territory of the City District of Prague 9 as well as in the neighbouring Prague city districts and municipalities of the Region of Central Bohemia.

The main analytical Part C of the Plan presents outputs of the traffic volume macro-model developed by a project partner, the Technical Administration of Roadways of the City of Prague (Technická správa komunikací hl. m. Prahy, TSK).

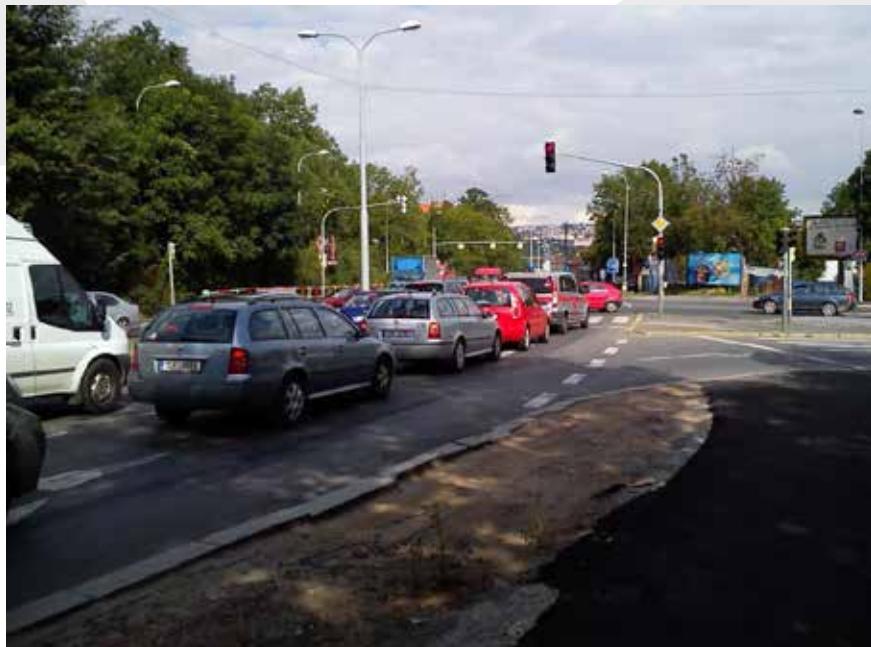
On the basis of traffic macro-models, representing a modern and conceptual transport planning tool, the Prague City Council, together with autonomous city districts Councils, make long-term decisions on reconstruction of roadways, development of the superior City road network and, simultaneously, on the phasing of the construction works.

In the framework of the pilot action, the traffic volume model has been applied to assess the existing transport capacity (in the year 2013), to identify effects of planned road closures on traffic situation on the adjacent roads, or to consider multiple development scenarios of the superior road network.

The model, for example, modelled the future traffic situation after opening of the "Blanka" tunnel, opening of all envisaged new transport infrastructure being part of the Prague City Ringway, reconstruction of the "Vysočanská" road, etc.

Impact of each of the transport infrastructure projects related to the development of the superior road system as well as impact of a variable combination of those projects, have been analysed through traffic flow maps using simple graphics to demonstrate an increase or a decrease of the transport load.

Thus, the model has credibly demonstrated the possible traffic impact of the superior road network opening on the territory of the City District of Prague 9 and on the neighbouring territories of Prague city districts and Central Bohemian municipalities.



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The superior road network development scenarios and traffic flow models were followed by an assessment of the road and intersection network's limiting factors from the viewpoint of the expected growth of traffic volumes. The identification of necessary actions required for improving the infrastructure of critical intersections or transport management in transit nodes is one of the most important outcomes of the Plan.

Implementation of modern transport ICTs to control traffic flows in selected areas are also considered with the aim to increase fluency and safety of transport in daily traffic rush hours.

In Part D of the Plan, Integrated transport management system (Integrovaný systém managementu dopravy, ITMS) has been designed. The ITMS is based on several conceptual pillars defined with regards to the findings of the transport situation analysis, other data analysis and fieldworks. Thanks to the volume and scope of the analysis, the ITMS governs all main directions of further development of the transport system on the territory of the City District of Prague 9, on the other Prague city districts' territories and the territories of the neighbouring areas of the Central Bohemian agglomeration.

Tables and charts that visualise the actions and measures recommended in the previous parts and chapters of the Plan (about 130 mutually overlapping transport or transport-construction measures) are included in the Feasibility Study that is also contained in Part D of the Plan. Images are structured according to the implementation priority and investment requirements of the action or measure related to an image. The prioritization of measures arises from the level of their importance for transport operations, which, in turn, depends on their location within the territory of the City District and their role in the expected development of neighbouring territories. Measures having the highest importance and with an urgent need for their introduction are classified as those with a VERY HIGH priority. Measures being the responses to issues of just a middle importance are marked as HIGH priority measures. Solutions that can be postponed, taking into account current transport conditions and future development plans, are listed within the MEDIUM priority group of measures.

Among the measures and solutions recommended for all transport subsystems we can find low cost measures, which can be implemented for the price of tens of thousands crowns (e.g. measures focused on improvement of transport management based on removal or placement of horizontal or vertical traffic signs). On the other hand, measures requiring investments of hundreds of millions crowns are also included (for example, the suggested reconstruction of "Kolbenova" street in the section stretching

from the “-United Nations Square” out to the “Kbelská” street). This is the reason for the authors to categorize the measures based on their costs and benefits evaluation into three groups. The measures with the highest investment costs in the rank of tens or hundreds of millions crowns are in the group of VERY HIGH financial requirements. The measures that could be carried out for the sum of millions or tens of millions crowns are listed in the category of HIGH investment costs. The remaining measures falling down in the LOW cost category can be implemented for tens or hundreds of thousands crowns.

Graphic representations of all the suggested management and engineering measures form an annex to the Plan and are ones of the main outputs. The graphics is also accompanied with information about priorities and optimization goals.

Conclusions in the last Part Z of the Plan briefly summarize activities, processes and research conducted within the framework of the development of the Plan. The authors also described the major outputs of the pilot action project and provided the following recommendations:

- An appropriate attention has to be paid to the existing local transport issues (crossings, public transport stops, cycling routes fragmentation, lack of parking places). It is important to continue to look for solutions to those issues in order to achieve a sustainable development of the transport system.
- Necessary steps have to be immediately taken to verify impacts of the major urban development plans in the City District of Prague 9 on the accessibility of transport services and to ensure incorporation of the new housing or commercial areas into the existing road network.
- Close cooperation with the public institutions responsible for the development and implementation of transport policies and action plans should be further continued in order to support and accelerate, by all available means, the opening of the superior road network located in the territory of the City District of Prague 9.
- Implementation of the Action plan containing transport engineering and management measures should be governed by the Integrated transport management system (Integrovaný systém managementu dopravy, ISMD) and result in the reduction of negative traffic effects on inhabitants and visitors of the City District of Prague 9.

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- Actions and measures listed in the Action plan should be followed by preparation of investment projects increasing the length of cycling routes, safety of pedestrians, the number of parking lots, both for residents and visitors in the exposed areas and public transport availability in remote areas of the City District of Prague 9.

Realization of the recommended measures will also lead to improvement of transport connectivity between the geographical areas of the City District of Prague 9 and those of the neighbouring city districts, other parts of the City of Prague and the neighbouring agglomerations in the Region of Central Bohemia.

Thus, the Plan provides a number of recommendations susceptible to improve the accessibility level of geographical areas, as well as safety for pedestrians and cyclists and parking conditions for residents. The recommended measures will also lead to a higher competitiveness of public transport, its sustainable long-term development and an increase of safety for all road transport participants.

## **7. CONTRIBUTION TO PROJECT/WORK PACKAGE OBJECTIVES**

The main benefit of the project is cooperation activity between City Council Prague 9 and other partners of the project, which will continue, in the next period. The goal - enhancing of land use government will be achieved when the structure of cooperation will continue and improve itself, regardless regional election at the end of 2014. The contribution of City Council Prague 9 is definition how works cooperation between local part of the city, small villages beyond the boarder of the capital and two big units - capital and Central Bohemia County. Cooperation is not based on laws and strictly written rules but on the definition of common problems and proposal of their solution.

The Action plan defines activities to be carried out in the next years:

- Implementation of project proposals, measures and recommendations contained in the Master Plan
- Cooperation with the Office of the City of Prague: Enhancement of communication with responsible officers of the City of Prague's Office and informing them about the objectives of the pilot action project
- Collaboration with stakeholders, especially with the Regional Managing Authority of Prague Integrated Transport (ROPID)
- Definition of the future cooperation framework and setting up of cooperation schedule
- Development of a negotiation strategy and traffic impact assessments to be used in negotiations with the City of Prague's Office
- Specification of competences of the Prague 9 City District Office and the City District Council in the field of transport planning

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## 8. IMPACT/RESULTS/EXPERIENCE, INCL. HOW MANY TARGET GROUPS/STAKEHOLDERS WERE REACHED

The following events and activities were carried out in the course of the Master Plan development:

- Regional conferences
- Cooperation with stakeholders: In the Introduction, the "Plan" identifies the main project partners and cooperating institutions being in charge of transport policies effecting the territory of the City of Prague. The main partner and simultaneously the primary source of the interpreted data and information is the Technical Administration of Roadways of the City of Prague (Technická správa komunikací hl. m. Prahy, TSK), the Department of transport engineering. The other project partners were, for example, the Regional Managing Authority of Prague Integrated Transport (Regionální organizátor pražské integrované dopravy, ROPID) and the City Investment Department of the Prague City Hall's Office (OMI). The close cooperation between departments of the City District of Prague 9 and the neighbouring City Districts' departments, especially those responsible for transport, spatial and environmental development is also described in the Introduction to the Plan.
- Adoption of legal and administrative measures such as the Approval (Resolution) of the City Council of Prague 9 or the Letter of Intent signed by the pilot action stakeholders.
- Number of stakeholders/target groups reached: 20 (Prague, ROPID, City Councils around Prague 9, Central Bohemia region, villages, habitant of Prague 9 )
- Number of participants of regional events: 30 – 300
- Cooperation with stakeholders has been launched and will continue beyond the project end
- Experience was gained with an EU-large project implementation
- Multiple actions have been envisaged, discussed and approved to improve the local transport situation.



The added value of the regional pilot project for Prague 9 consists not only in its resultant conceptual document “The Road Transport Master Plan for District Prague 9”, which the city district had been missing, but also in the partnership established to further improve and implement proposed solutions. This partnership, a product of the preparation of the strategy, should continue to be developed.

In the first stage of implementation, the local partners have to create prerequisites necessary for the successful realization of the project; they have to receive the approval for the Road Transport Master Plan by the new political representation of the city district Prague 9, elected in autumn 2014. They also have to continue a dialogue with the capital of Prague and its authorities, which are responsible for the territorial development, and conception and operation of the city transport, in order to achieve the integration of the conceptual principles of The Road Transport Master Plan for District Prague 9 in the citywide documents. With regard to a considerable financial dependence of individual city districts on the Prague municipal budget, the issues of the financial support for the proposed activities will have to be negotiated with the management of the city of Prague.

On the other hand, an indisputable asset of the pilot project of Prague 9 is the fact that it has lead both to strategic proposals for changes in the transportation of Prague 9 and to many concrete activities and partial projects. Some of them, if accepted by the new political representation of the city district, can be immediately

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implemented. They may contribute to a significant improvement of the traffic situation in Prague 9 and living conditions of its inhabitants and visitors.

The municipality of Prague 9 is not a peripheral city district and therefore does not border on any community of the Central Bohemia region. In spite of that, it has a profound influence on the quality of cooperation with the Central Bohemia region. In the territory of this municipality there are a number of destinations for commuters to work from the north-eastern segment of the Central Bohemia region and also several important interchange junctions between railways, regional bus transportation and the systems of public transport of the capital of Prague (e.g. railway station, some bus lines at the metro stations, etc.). Prague 9 is thus a destination or at least an important changing station for a lot of commuters from the region. As many of them drive their cars to Prague and park in the streets of Prague 9, complications arise in the smoothness of transportation and the physical, environmental, and aesthetic burden on the streets and main communications.

The new Road Transport Master Plan for Prague 9 specifies a number of suggestions concerning the improvement of the organization of the surface transportation, increase in permeability of communications and intersections, and the improvement in the flow of traffic in the city public transportation, cycling roads and parking (including construction of Park and Ride at interchanging junctions for the inhabitants of Central Bohemia). The implementation of these measures will thus considerably improve living conditions and provide an added value not only to the citizens of Prague 9, but also to the citizens of the Central Bohemia region, commuting to Prague for work, services, culture, and recreation

## **9. TRANSNATIONAL ADDED VALUE - HOW THE PILOT ACTION CONTRIBUTED TO OTHER ACTIVITIES IMPLEMENTED BY THE PROJECT & ADDED VALUE FOR PARTNERS**

The transnational added value and the chance that the partners of the "City Regions" project or other European cities and regions can use the Pilot Project of Prague 9 are rather limited. The project focuses on the specific problems of this city district and therefore provides solutions tailored to local circumstances. The principle of partnership, which it applies, is common to such projects and requested by the European Union. The experience with the Pilot Project of Prague 9 might only serve as an example of good practice to the cities with similar problems and conditions.

The most valuable part of the Road Transport Master Plan for Prague 9, however, is the Feasibility Study, which classifies the proposed measures not only according to their importance, but also according to their financial demands. It clearly defines priorities for a particular city district executive, and at the same time sets out the problems, which can be solved immediately using own limited financial sources. The citizens can thus experience solutions to the required improvements in a relatively short time. It is this approach that we consider to be a transnational added value of the project and that can be used in other cities of the European Union.

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## 10. HOW IS THE SUSTAINABILITY OF THE PILOT ACTION ENSURED, I.E. WHICH GOVERNANCE AND FINANCING ARRANGEMENTS ARE ENVISAGED?

An Action plan and a Cooperation agreement with stakeholders have been adopted by the City Council – see the annexes to this report. City Council Prague 9 and other partners base sustainability of the pilot project on the agreement, which has been discussed, during regional conferences. Activities described on Action plan will be financed from the budget of City Council Prague 9

**Next years activities are described in Action plan:**

- Continuing in implementation of the various proposals that were contained in the Master Plan pilot project
- Cooperation with City of Prague
- Collaboration with other stakeholders, esp. with ROPID, Regional Organizer of Prague Integrated Transport
- Determining the framework cooperation in the future, schedule
- Enforcement strategies and evaluation of influence of this group in negotiations with the City
- Finding contact points in the structure City of Prague and informing them about the objectives of the project
- Defining competences in the Prague 9 City office

The following events and activities will be continue in the course of the Master Plan development:

- Regional conferences with stakeholders of this project
- Dissemination of the Pilot project output
- The Road Transport Master Plan development,
- The City Council of Prague 9 working plan and presentation of the events connected wit the master Plan
- Cooperation with stakeholders
- Adoption of the conclusion of legal and administrative measures such as the Approval (Resolution) of the City Council of Prague 9 or the Letter of Intent signed by the pilot action stakeholders.

## 11. PICTURES & PHOTOGRAPHS

Supporting documents (technical documents & studies, meeting documentation etc.) are included in technical annexes to the report; some of them are in the national language, others in English



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