

# OUTPUT FACT SHEET

## Strategies and action plans

Version 2

Project index number and acronym	CE1332 SMACKER
Output number and title	O.T1.4-3 - 6 Regional STRATEGIES for planning demand responsive/sustainable services in rural and urban-peripheral areas - Prague-Suchdol
Responsible partner (PP name and number)	PP4 MCPS PP2 ITL; PP5 UM; PP9 BOKU
Project website	<a href="https://www.interreg-central.eu/Content.Node/SMACKER.html">https://www.interreg-central.eu/Content.Node/SMACKER.html</a>
Delivery date	30 April 2020

**Summary description of the strategy/action plan (developed and/or implemented), explaining its main objectives and transnational added value**

This specific Output is part of O.T1.4, which is then composed by 6 local strategies for demand responsive/sustainable transport services in rural and peri-urban areas that are based on matching analysis of local user needs and expectations with the state-of-the-art knowledge on good practices related to demand responsive/sustainable transport services.

O.T1.4 aims to define the mid-to-long term perspective and the strategies to improve sustainable mobility with a focus on flexible transport in rural and peri-urban areas, so to tackle disparities among urban transport service standards and the low-population density areas themselves.

This Output mainly addresses S.O.4.1 “To grow capacity of SMACKER regions in better plan, deliver, integrate and communicate transport services in their areas”, with particular care of the planning aspect.

The 6 Regional Strategies - including this one - were built with a bottom-up approach, implementing the matching between user needs and the possible transport offer that can be developed in the respective areas with the SMACKER project resources, so to guarantee the definition of a useful and sustainable transport solution.

A common transnational approach was adopted to build up the strategies in all the regions, so enabling the capitalization of the SMACKER top-down approach that identified the main DRT best practices; it included the following steps common to all the strategies:

1. reviewing the mobility needs in the pilot area
2. assessing the coherence between mobility needs and the foreseen pilot activities
3. drafting lessons learnt related to pilot planning, Local to Think Global (LTG) trainings (see O.T1.3) and potential activities beyond SMACKER;
4. Creating a strategy to improve the framework conditions for sustainable mobility (beyond the SMACKER project).

A Local Mobility Forum (LMF) was established with relevant stakeholders who contributed to develop this regional strategy.

Specifically, this strategy concerns the SMACKER pilot developed in the north west of Prague metropolitan area and includes the city district of Prague-Suchdol and neighbouring municipalities in Central Bohemia region. The population density in the suburban area varies from 80 to 600 inhabitants per km<sup>2</sup> compared to 1.403 in Suchdol and 2.637 in the city of Prague. In past 15 years, the suburban area has experienced fast residential development that was not sufficiently accompanied with development of complementary social, education, healthcare and especially transport services. Residents of the suburban municipality commute on daily basis to the city of Prague, the share of using private car is very high. Suchdol is located at the very outskirts of Prague and is experiencing significant traffic to and from the city of Prague. Furthermore, Suchdol is home of University of Life Sciences with over 20.000 students and employees commuting to and from campus, increasingly using cars. Road transport has thus a negative impact on the environment in the city district, which is also affected by growing air traffic from the international airport located nearby. The Prague-Suchdol pilot region has sufficient coverage of road network. Its quality varies from good to poor across city districts and municipalities. The rail located at the border of this region does not properly serve the neighbouring municipalities northwest of Suchdol. Cycling paths and pavements are mainly designed for leisure trips but their network and condition are not sufficient for daily commuting. Density of bus stops is good. A new tramline is under development. Transport infrastructure provides sufficient basis

for mobility of people and goods mainly by bus and cars. Shared services and Park&Ride are under development.

The Prague-Suchdol pilot addresses the main mobility needs in the region through a feasibility study on flexible transport that provides detailed answers on how best to incorporate the multimodal terminal and related mobility services in order to provide adequate offer of sustainable modes of transport for users, who are residents, commuters and students.

The transnational added value within the SMACKER project for Prague is to consider the experiences on sustainable mobility including DRT developed in the urban context of Gdynia and Budapest, which also have similar main target users such as the commuters. Additionally, 10 Enlarged Transfer Programme (ETP) followers will benefit from the SMACKER project know-how gained in Prague.

#### NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

The regional strategy developed in Prague concerns the following NUTS region (NUTS2) and the correspondent sub-region (NUTS3): CZ01, Praha - CZ010, Hlavní město Praha.

#### Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

This regional strategy is expected to contribute to a better planning of the transport offer in the Prague region, in particular enabling the design of sustainable and demand responsive transport solutions. The Prague-Suchdol pilot overall goal is to design and help implementing a complex solution that will:

- 1) address users' needs through better offer of public transport and mobility services;
- 2) promote sustainable modes of transport through appropriate nudging initiatives;
- 3) reduce the impact of transport on the local environment through increased use of sustainable modes of transport.

In the framework of the SMACKER project, a feasibility study for organizing flexible transport in relation to a new multimodal terminal is prepared and accompanied by nudging activities to promote the modal shift from private car-only passenger transport. The new terminal is located at the border of Suchdol and will allow commuters from the suburban area to transfer to bus and tram (after the completion of the planned tramline Podbaba - Suchdol). The study includes designing mobility services to connect the new terminal and neighbouring municipalities (especially public transport- bus, as well as cycling and walking) and an efficient organization of public transport in the Suchdol area. The feasibility study on flexible transport serves as input for the master plan of the City of Prague. Therefore, the main effect of the regional strategy would be to reduce the impact of transport on the local environment, improving the effectiveness of the offered public transport solutions and finally decreasing the use of private cars.

All the SMACKER target groups in the Prague-Suchdol pilot region can benefit from this Output/strategy, as it allows to overcome the lack of coordination for better connecting low population density areas with the TEN-T Core network (Prague is located in two corridors). The early participation of the stakeholders to the design and decision-making process for DRT services, mainly

ensured through the involvement of the LMF, allows to promote innovation in passenger mobility while serving the passenger mobility needs.

Prague LMF is participated by local, regional and national authorities, infrastructure and (public) service providers, sectoral agencies, interest groups including NGOs, higher education and research and education/training centres and schools. All of them were therefore involved in the drafting of the strategy. On the other side, one institution has already adopted the strategy in the Prague pilot region, in particular as regards the implementation of the activities related to the SMACKER pilot action.

### **Sustainability of the developed and/or implemented strategy/action plan and its transferability to other territories and stakeholders**

The regional strategy is based on the outcomes of the procedure described in the first section and includes an outlook for the future beyond SMACKER as well. It is a milestone towards the drafting of a regional action plan (SMACKER O.T3.2) that will be finally mainstreamed / integrated into the local policy. Main points of the Prague pilot regional strategy are:

- discuss sustainable mobility among the decision takers and stakeholders of the region;
- constantly and openly communicate with users, give feedback and make them part of the process;
- consider mobility needs of vulnerable groups and consider inclusivity;
- considerations can be given to walkability including increasing green spaces, and to Park&Ride not only for cars but for bikes too so to increase the catchment area of mobility services, both conventional and flexible public transport;
- address the “mobility as a service” idea in the region, continue improving the supply with sustainable transport modes by expanding the offers;
- changing mobility habits takes time, keep with it constantly.

The sustainability of the regional strategy is ensured by the adoption of the City district Prague-Suchbát (local public authority), responsible for implementing the SMACKER pilot action and beyond that, organizing the public transport supply in the region.

With regard to transferability aspects, all the institutions and organizations interested in increasing accessibility, especially in low population density peripheral and peri-urban areas, can use the SMACKER Output as supporting tool for defining sustainable and demand responsive transport offers. The methodology implemented for building up this strategy will also be useful for the SMACKER ETP followers (ref. WP.T3), especially as regards the mapping of their needs and problems and the identification of their expectations related to an innovative mobility planning exploiting DRT. Further target groups outside the SMACKER ones will be able to exploit the material, which is made public available and to attend the SMACKER events (ref. AF, page 86).

References to relevant deliverables and web-links  
If applicable, pictures or images to be provided as annex

The Prague Regional Strategy is reported in the SMACKER deliverable D.T1.2.20, which is available on the [SMACKER website](#).

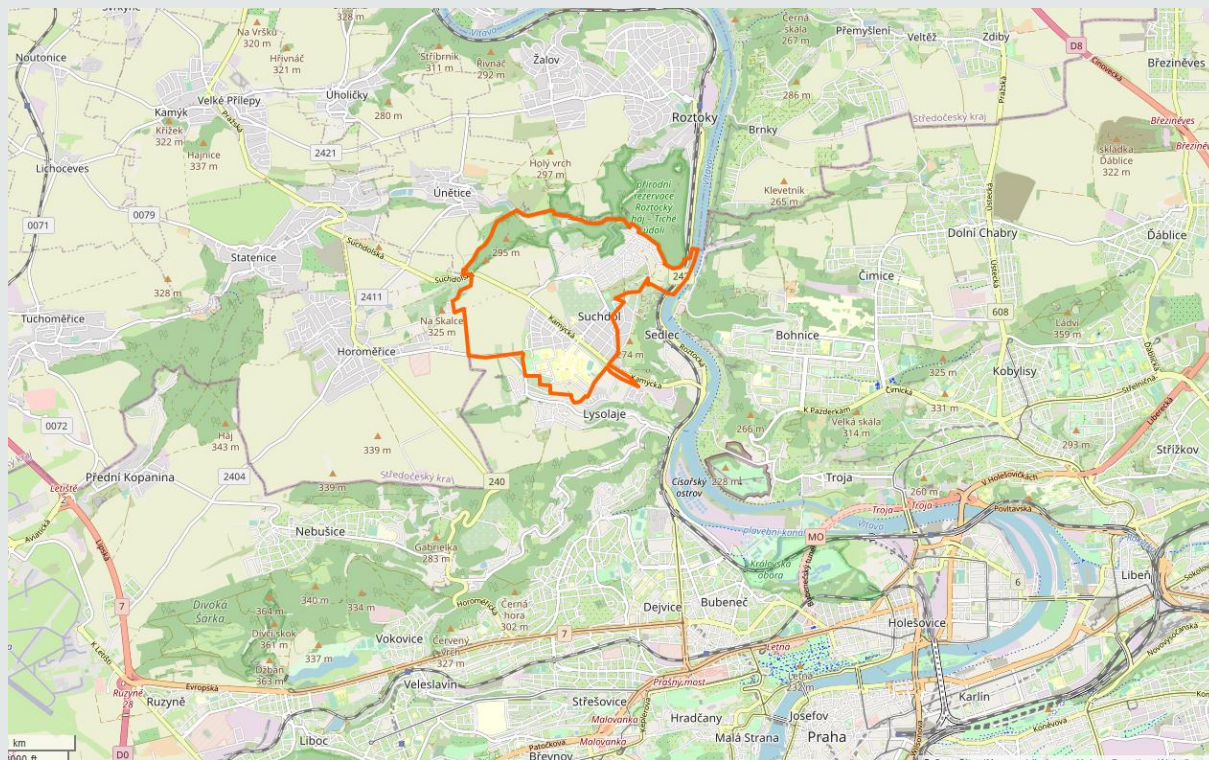
The maps of the Prague pilot geographical position and the transport network area extrapolated from the deliverable are attached here below. Besides the regional strategy for planning demand responsive sustainable services in the Prague area by matching the user needs with the SMACKER resources, D.T1.2.20 also contains useful tables reporting existing transport infrastructure and mobility services, DRT technical parameters of the pilot actions, and the correlation between identified mobility needs and the pilot action including nudging activities.

Some material related to activities and communication developed in the Prague pilot region thanks to SMACKER following the presented regional strategy can be seen below the maps.



Location (blue circle) of the pilot area within the Prague metropolitan region





Prague-Suchdol pilot area in detail

**Terminál Výhledy  
a tramvajová trať  
Podbaba – Suchdol**  
**BESEDA S OBČANY**  
ve čtvrtek 10. září od 18 hodin  
v zasedací místnosti radnice  
Suchdolské náměstí 3  
Praha-Suchdol



Planned mobility hub and tram terminal in Prague-Suchdol, where the regional mobility services will terminate