

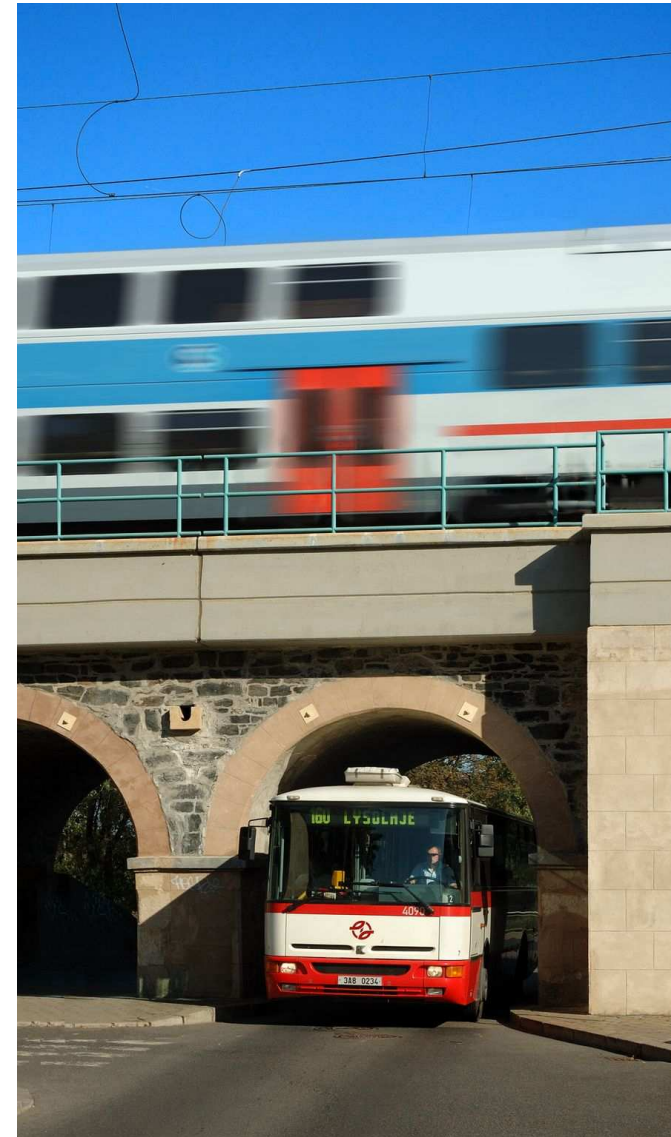


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# Prague integrated transport

## Impacts of the growth of motorisation on transport in Prague

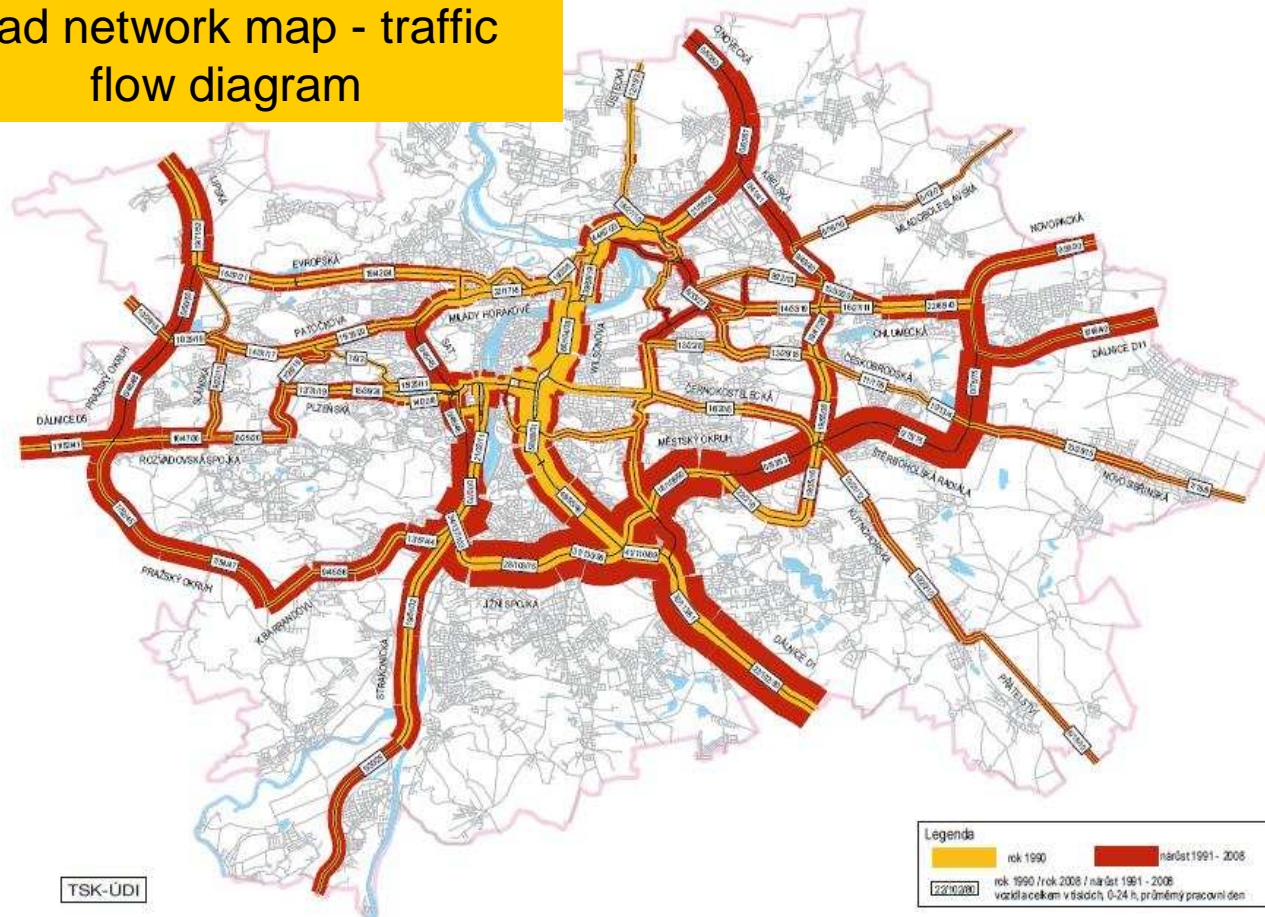
Filip Drápal, ROPID



# Road network – Prague and surroundings

## road network map - traffic flow diagram

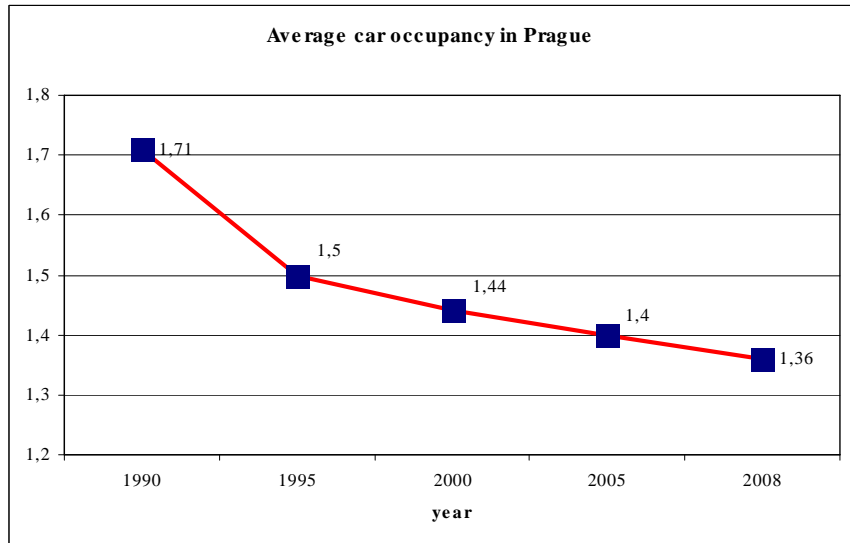
- problems
  - arterial road through the centre
  - nonexistent circular road > large amount of truck traffic transiting through Prague
  - lack of capacity roads
  - narrow streets in the centre (given historically)



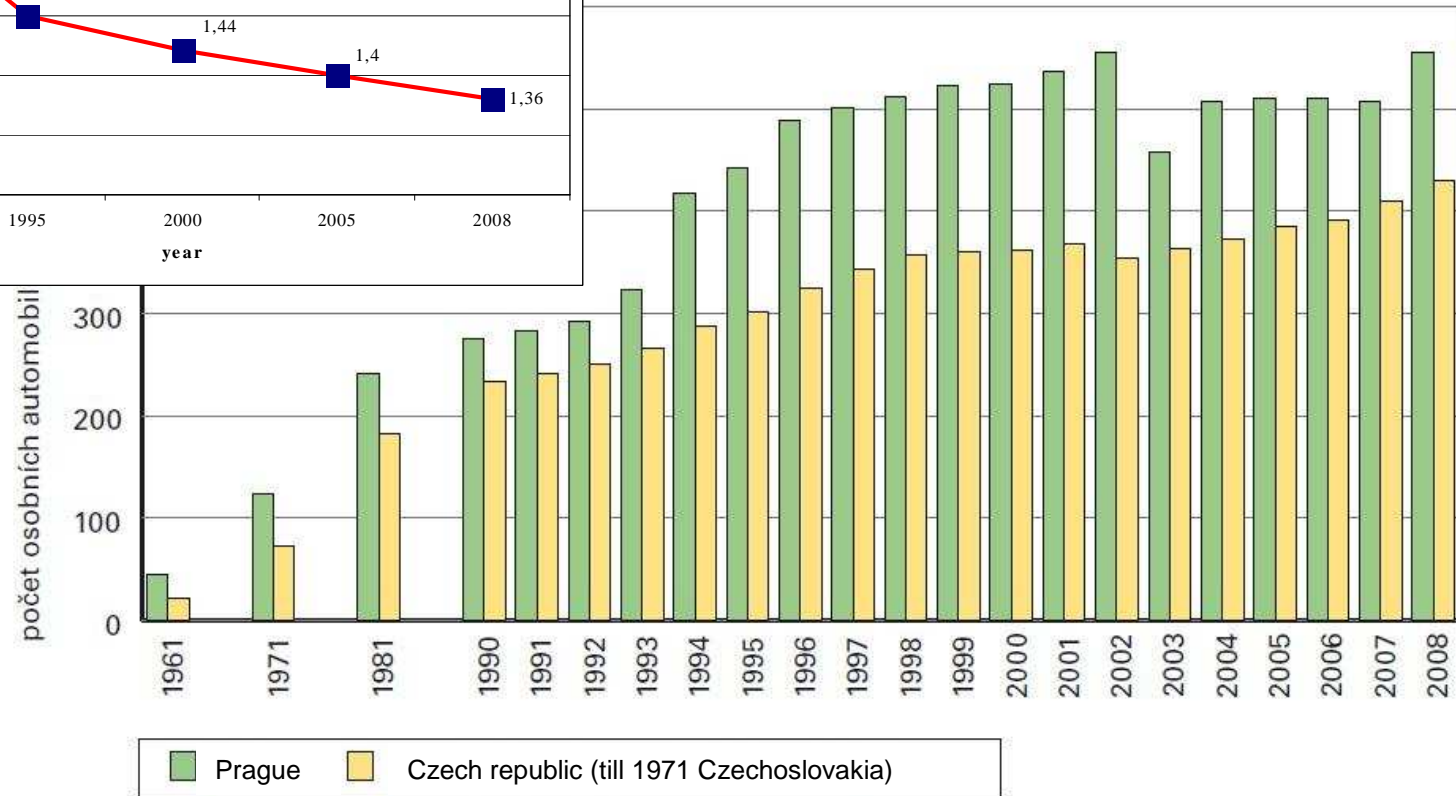


# Development of motorization after 1989

Current modal split:  
**43** (cars) : **57** (public transport)



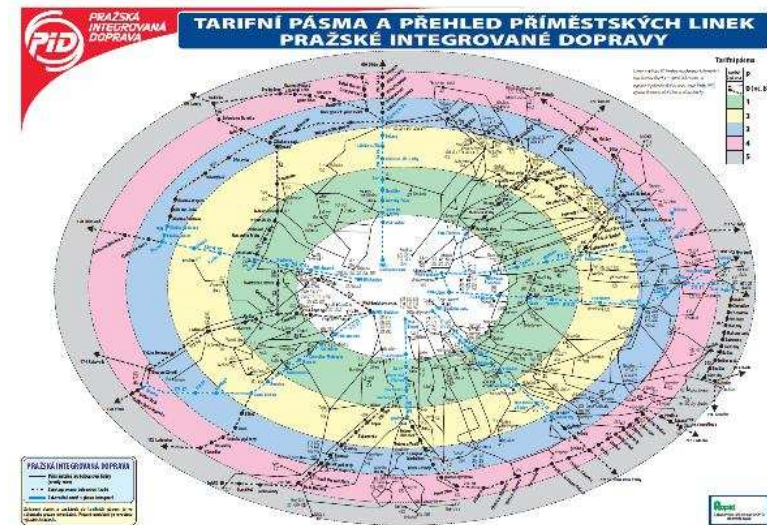
motorization development chart 1961-2008





# Transport policy of the City of Prague

- public transport priority measures
- circular roads (inner, outer)
- financial support of public transport – the municipality covers 70% of public transport costs, 50% of budget goes into transport in general
- paid parking zones in the city centre
- preparation of toll system in the centre after building the circular roads
- support of alternative modes of transport (cycling, walking, water transport)



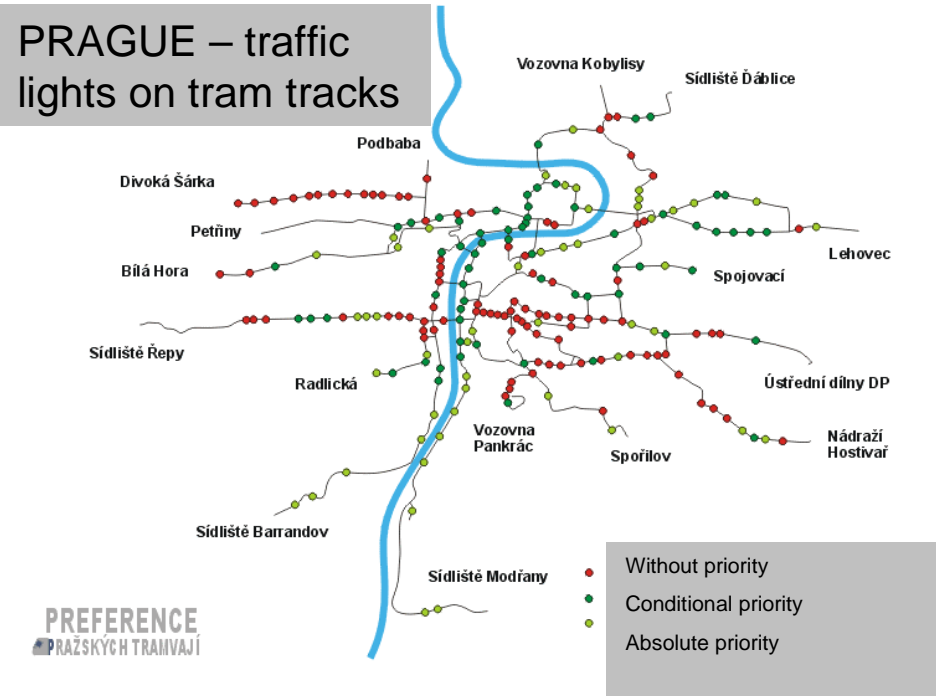
## • trams

- traffic lights priority (56% crossroads)
- separating concrete bumps (10 km)
- tram on its own track (75 km – 54%)
- tram stop boarders, curb extensions

## • buses

- dedicated bus lanes (14 km)
- traffic lights priority (active detection) – cca 30% buses and 74 crossroads equipped
- lay-out of bus stops and exit lanes (terminals ...)

PRAGUE – traffic lights on tram tracks





## Public transport priority measures

- risks, threats:

- strong car lobby
- weak support from local governments (fear of drivers – residents)
- lack of understanding from approving authorities (police)
- not very supporting legislation – small possibility of crossroad modifications, constricted possibility of bus rides on tram tracks





# Railway advancement

## Hope for sustainable mobility in Prague and suburban area

### 2 main tasks of regional railway:

- Decongestion of transport from region (overloaded arrival roads from region to Prague)
- Free capacity for travelling within Prague (with parallel congestion charge implementation)
- Record reinforcing of passenger trains in 2008 (+33% of trains) – passenger growth: +11% for ½ year later
- Number of PID (integrated) tickets from all tickets in trains permanently grows
- Finalization of strategic railroad – „New connection“ – makes diametral model of railway lines possible
- Esko – marketing product like S-Bahn in Germany
- New trains – electric (CityElefant), motor (Regionova)
- Preparation of new railway stations in City of Prague for better implementation of railway into public transport in Prague

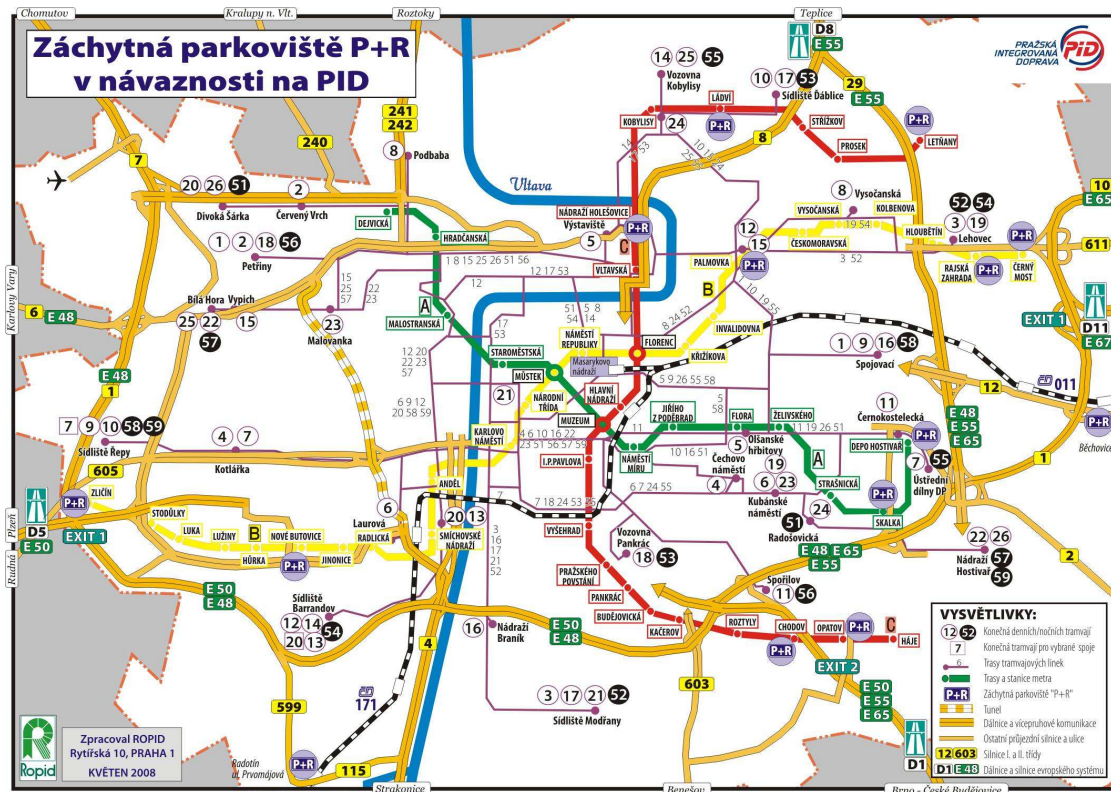




# Development of P+R facilities

## P+R facilities

- mainly at metro stations only and lack of capacity
- doesn't solve problem with overloaded arrival roads from region to Prague
- target: building of P+R facilities in region at railway stations



P+R Facilities	Capacity	Utilization
Běchovice	98	*
Černý Most I	300	95-100%
Černý Most II	138	90%
Depo Hostivař	178	100%
Holešovice	77	90-95%
Chodov	692	90-100%
Ládví	85	90-95%
Nové Butovice	59	100%
Opatov	212	95-100%
Palmovka	176	50-60%
Ražská zahrada	61	*
Skalka I	93	95-100%
Skalka II	110	90-95%
Zličín I	88	100%
Zličín II	66	100%
Leňany	679	50-60%
<b>Celkem</b>	<b>3190</b>	





## Recent achievements of Prague traffic policy

- Public transport priority measures
- Circular roads construction (inner, outer)
- High quality and cheap public transport
- Development of paid parking zones in wide city centre
- Preparation of toll system in the centre after building the circular roads
- Development of alternative modes of transport (cycling, walking, water transport)
- Development of Integrated transport – attractive public transport from city to region
- The growth of individual transport in city centre has stopped



## Challenges and tasks for the future

- Catch up delay of strategic traffic infrastructures (circle roads, modernization of railways, development of metro and tram tracks)
- Solving of lack of P+R facilities both in the city and the region
- More attractive public transport in suburbs of Prague – individual car density growth in suburbs and in arrival roads to Prague
- Need of deeper integration of public transport in region – to whole Middle Bohemia Region





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**Thank you for your attention**