

Transport and Environment Policies Integration in Prague



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Some facts about Prague

- 496 sqkm
- Inhabitants: 1 171 000
- Commuters: cca 150 000
- Tourists: cca 2,5 mil. a year
- Modal split car/PT : 43 / 57 %

Some facts about Prague

- Municipality and region
 - 57 city boroughs with political representation
 - 22 administrative districts
 - City hall

- Share responsibility for social development including mobility and health

Principles of Transportation Policy (1996)

- Anticipate increase of the car trips (up to +160%)
- Stress to urban development policy as a tool to decrease mobility needs
- Regulation of individual car transport
- Supporting public transport
- Preference of environment friendly transport means

Strategic Plan of the City of Prague (2000)

- ◻ Intersectoral cooperation **during** preparation
- ◻ Principles and goals in transportation:
 - **Attractive and reliable public transport**
(preference of PT through pricing policy and investment)
 - **Management and reduction in car use**
(ring roads for transit transportation, reduce cars in city centre)

Air quality protection plan (under preparation)

- ◻ Required by law (EU and national)
- ◻ Prepared by independent organization
- ◻ Analysis: transportation cause about 80% of air pollution
- ◻ Proposal of 25 measures, 16 of them about transport
- ◻ Now under assessment by a special committee

Strategic documents - conclusion

- Transport is acknowledged to be an important factor of environment
- Influence of transport on environment is important factor of transportation policies
- Environment factors are integrated into transportation policy
- „Paper“ does not mean realization

Realization

- Cooperation of specialists
- Will of officers supported by knowledge and experience
- Important: Public pressure

Cooperation of specialists

- Only for special purpose (Ad hoc)
 - Strategic documents (SEA)
 - Development projects (EIA)
 - International cooperation (research and development projects, e.g. Heaven, Citeair)

Supporting knowledge and experience of officers

- Only on sectoral basis
- Improving knowledge from other sectors only on voluntary basis and unsupported
- No rotation of officers

Conclusion

- Integration of transport and environment policy is made in strategic materials
- No policy supporting integration within departments and regular decisions processes
- Public pressure is growing and influencing administration

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