



The institutional pillar: a case study

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INTRODUCTION TO THE TOPIC

The Sustainable Urban Mobility Plan is a strategic document which, based on expert analyses, but also in cooperation with the city's residents, stakeholders, and experts, etc., sets objectives and lists mobility measures - the implementation of which will then help to improve the quality of life in the city.



The Sustainable Urban Mobility Plan is prepared in three phases. Each of them should be discussed with the professional and the public and then submitted to the municipality's governing authorities for approval. An important element of this document is also the evaluation of the effectiveness of the proposed measures.

PRACTICAL APPLICATION IN THE CITY

Sustainable Urban Mobility Planning is a strategic and integrated approach to dealing with the complexity of urban transport.

A practical example of mobility planning is the activity implemented in the Czech Republic within the city of Brno. The Sustainable Urban Mobility Plan, its draft part was approved by the Brno City Council in September 2018 and subsequently the document was discussed and certified by the Ministry of Transport of the Czech Republic in October 2018.



The plan works with a series of objectives divided into four sub-topics. In the first topic, the objectives are:

- increase the share of public transport trips, cycling and walking (modal split),
- increase the integration of sustainable modes of transport (share of multimodal trips) and speed up public transport (travel speeds on public transport reference routes 15% higher in 2030),
- Increase the number of households not owning a car (20% by 2050).

In the second topic, the objectives are:

- not to increase the capacity of the road network for individual car traffic in the central part within the city, after the completion of the protective transport system (maintaining the total number of parking spaces in the wider city centre at the level of need),
- increase the accessibility and attractiveness of sustainable forms of transport in the city and its hinterland (e.g. suburban rail, the share of suburban rail in the reference journeys will increase by 20% by 2030 at the expense of individual car transport),
- Increase the number and quality of public spaces (30% increase in the proportion of city residents satisfied with public spaces by 2030).

In the third topic, the objectives are:

- to connect transport and spatial planning, to introduce the principles of integrated transport planning, including strengthening the role of telematics systems,
- implement comprehensive transport planning for employees and visitors of large enterprises and institutions, including traffic generating schemes (e.g. Mobility Plans for business centres, corporate mobility plans mandatory for organisations with more than 100 employees by 2020, and with more than 50 employees by 2025),
- implement urban mobility education, training, awareness-raising, and information for users.

In the fourth topic, the objectives are:

- reduce the number of road accidents,
- reduce the proportion of residents exposed to excess traffic noise (less than 5% of the city's population will be exposed to excess traffic noise by 2025),
- reduce greenhouse gas emissions and reduce the energy intensity of transport per passenger (a fourfold reduction in greenhouse gas emissions by 2050 compared to 2010, or 1 tonne equivalent per passenger by 2050),
- ensure the reliability of the transport system during emergencies,
- minimise the negative impacts of city logistics.

SOLUTION EVALUATION

The city administration, which is significantly involved in setting up mobility services and building infrastructure, can largely influence the transport behaviour of residents. In the field of urban mobility, it can use the Sustainable Urban Mobility Plan to support this.

The purpose of preparing and implementing the plan is to:

- to identify the factual problems that the city is solving,
- identify effective and cost-efficient measures to address these problems,
- identify and understand different development scenarios and policy options,
- to identify and understand the interests and expectations of the city's citizens and local businesses,
- develop a shared vision for urban mobility,
- select and agree on a set of appropriate and feasible measures,
- establish a timetable for the implementation of the different measures according to the city's priorities,
- coordinate the activities of the different partners and ensure the acceptance of all transport policies that the city is planning.



In Brno, the plan was created to help:

- the completion of a large urban ring road,
- the establishment of a protection system against transit traffic,
- the relocation of the railway station and the connection of Brno to the high-speed line, the preservation of Brno's location on the TEN-T lines,
- the introduction of resident parking and the construction of a P+R parking system,
- emphasis on segregation of tram lines,
- development of the bicycle network, including the solution of problem areas (intersections, crossings),
- removing weak points in the pedestrian infrastructure,
- better coordination of transport structures,
- development of infrastructure for electric vehicles,
- development of transport telematics, including preparation of infrastructure for autonomous cars.

CONCLUSION

The 21st century is marked by urban sprawl. Whereas at the beginning of the 19th century, one in 30 people lived in a city, by 2007 it was one in two. By 2050, up to 68 per cent of the world's population is expected to live in cities. In absolute terms, this means up to 2.5 billion new urban populations.

Mobility planning does not provide a universal solution to the problem of urban sprawl and urban population growth. It suggests which measures are most appropriate for your city, depending very much on the specific mobility situation and city structure - and on the measures already implemented.

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