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Regional Action plans to better integrate
peripheral areas (Prague-Suchdol,CZ)

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1. Introduction

Remote regions in central Europe share the same risks and issues related to being at the periphery of main transport networks. Inadequate and under-used services, excessive costs, lack of last-mile services and proper intermodality, poor communication and information to users and car commuting are the challenges that many central European regions face.

The SMACKER project addresses those disparities to promote public transport and mobility services that are demand-responsive and that connect local and regional systems to main corridors and transport nodes.

Within SMACKER mobility issues related to peripheral and rural areas, and main barriers are assessed and addressed by providing solutions that draw on the best international know-how. SMACKER promotes demand-responsive transport services to connect local and regional systems to main transport corridors and nodes: soft measures (e.g. behaviour change campaigns) and hard measures (e.g. mobility service pilots) are used to identify and promote eco-friendly solutions for public transport in rural and peripheral areas to achieve more liveable and sustainable environments, better integration of the population to main corridors and better feeding services. SMACKER helps local communities to re-design their transport services according to user needs, through a coordinated co-design process between local/regional partners and stakeholders; SMACKER also encourages the use of new transport services through motivating and incentivizing campaigns. The direct beneficiaries of the actions are residents, commuters and tourists.

Participation reflects the overall integration of citizens and groups in planning processes and policy decision-making and consequently the share of power. In particular, transport planning and transport relevant measures are often the subject of controversial discussions within the urban community. The concept of Sustainable Urban Mobility Planning has established the principle that the public should be included from the very beginning of the transport planning process and not only when the plans are largely completed and only minor amendments can be carried out. For that reason, public authorities need to open-up debate on this highly specialised and complex subject area and make participation a part of the planning process. In order to ensure participation throughout the process, development of an engagement strategy would be necessary.

This document is the Regional Action Plan for the Prague-Suchdol SMACKER pilot area. It is based on regional and transnational strategies developed in SMACKER WP.T1 and on joint reflection/evaluation of the Prague-Suchdol pilot results achieved through the pilot action developed in WP.T2. The Regional Action Plan serves the Regional Government to support common practices in the area and provides hints for planning a better integration of the peripheral area/s in the regional transport system. It also prepares public discussion for mainstreaming the SMACKER achievements into the local policies.

The Prague-Suchdol pilot develops a complex solution to address mobility needs in the north-western part of Prague metropolitan area. It includes the Feasibility study for a new multimodal terminal on the border of Suchdol that would allow commuters from the suburban area to transfer to bus and tram (after the completion of the planned tramline Podbaba - Suchdol). Important part of the Feasibility Study is the design of mobility services (especially public transport, DRT/flexible services, for shorter distances cycling and walking) in the pilot region and their integration into the transport system of the City of Prague. In cooperation with several LMF members (municipalities and ROPID) a new bus line connecting Prague-Suchdol and neighbouring municipalities was launched in September 2021. It is a prerequisite for the future implementation of DRT and flexible transport services in the region.

This Regional Action Plan provides a standardized but non-exhaustive list of actions and tips to be used to integrate the pilot action with other sustainable mobility solutions in the north-western part of Prague metropolitan area.

This document is organized following the common SMACKER approach and framework provided in D.T3.3.1. It is composed by ten chapters.



Chapters 2 to 10 present each one a section of the Regional Action Plan, which detail its Aims, Stakeholders to be involved, Key actions to solve the problem/s and to reach the proposed objective/s, Implementation time plan, Risk analysis, Funding resources, Key action monitoring schemes, Key stakeholders' involvement strategies in the medium/long terms, Conclusions.



2. Aims

The chapter presents the objectives/priorities of the Regional Action Plan in terms of a better integration of the SMACKER pilot at regional level and of a better accessibility of peripheral areas to the TEN-T core network.

In the specific Prague-Suchdol pilot case, the main objectives and priorities of the north-western part of Prague metropolitan area are listed in the Table below. The list is to be considered no exhaustive as it could be integrated with specific objectives in the various regional context.

Table 1: Main objectives/priorities of the Regional Action Plan in the north-western part of Prague metropolitan area

MAIN OBJECTIVES / PRIORITIES	RATIONALE
Improve the quality and quantity of public transport services	There has been a fast residential development in the north-western part of Prague metropolitan region over the past 15 years. However, the offer of public transport services is not sufficient and attractive enough for inhabitants of neighbouring municipalities who need to commute daily to the city of Prague. Their car dependence is very high. City districts Prague-Suchdol and Prague 6 are negatively affected by car traffic from the suburban area. Another major source of traffic is the University of Life Sciences with over 20.000 students and employees who are increasingly using cars to commute to the university campus in Suchdol.
Provide an attractive offer of multimodal and flexible travel options	Regular PT ¹ lines strengthened by more frequent bus connections and new tramlines might still not be sufficient to cover mobility needs in the region. Especially off-peak hours, weekends and locations further away from main PT routes might suffer from a low mobility offer, with a consequent dependency on car.
Reduce the need to travel and the trip length through integrated land-use and transport planning ²	The residential boom in the suburban area wasn't followed by an appropriate provision of education, health care, social and other services and creation of new jobs. Municipalities serve mainly as "overnight accommodation facilities" while their inhabitants have to commute to the City of Prague to meet their daily needs.
Optimize economic resources	Traditional public transport services are not economically viable or effective during off-peak hours, weekends and in more distant locations. In order to reduce car dependency flexible and multimodal services including innovative online applications should be implemented. This may allow reducing operational costs of public transport and negative external costs of car traffic.
Increase public awareness of benefits of sustainable	Significant part of local population is not aware of great benefits of sustainable modes of transport for the society such as improved

¹ Public transport

² <https://projects2014-2020.interregueurope.eu/innotrans/news/news-article/6151/sustainable-transport-avoid-shift-improve/>



MAIN OBJECTIVES / PRIORITIES	RATIONALE
modes of transport and problems related to excessive car use	mobility, less congestions, higher quality public space, healthier environment and people, lower economic costs. At the same time they tend to underestimate the negative impact of car traffic. Ongoing behaviour change campaigns will play an important role in shifting towards more environmentally friendly modes.
Improve the quality of environment and public space	Increasing car use has negative impact on the environment as it generates pollution, noise and greenhouse gas emissions. At the same time it deteriorates the quality of public space due to its huge space demands, -road safety issues (risk of accidents) and other disturbing effects (noise, pollution, vibrations). Inhabitants of the City of Prague living and spending time along busy roads are thus exposed to increased health and safety risks and their quality of life is negatively affected.

The above mentioned objectives and priorities of the Regional Action Plan are in line with MCPS overall pilot goal:

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.³

³ D.T1.2.7 - Creating Communities (MCPS, Prague - Suchdol, CZ)

3. Stakeholders to be involved

This chapter illustrates the main stakeholders to be involved in implementing sustainable mobility solutions in the north-western part of Prague metropolitan area.

Based on the Prague-Suchdol pilot experience, the table below provides a list of these stakeholders who should be engaged in order to reach the objectives listed in the previous chapter.

In the Prague-Suchdol pilot implementation, a Local Mobility Forum (LMF) was established and several meetings were organized during the full duration of the project. The LMF was attended by stakeholders involved in the pilot on the basis of their specific expertise and technical/political mandate. The continuous exchange of feedback and ideas was fundamental during each phase of the pilot: pre-planning, planning, fine-tuning and evaluation.

The experience from SMACKER Prague-Suchdol pilot implementation suggests identifying two different levels of the LMF: a Permanent LMF, composed of the most relevant stakeholders (local and regional authorities), which have the decision making power on sustainable mobility solutions in the region, and an Extended LMF, including e.g. infrastructure and public service providers, sectoral agency and experts, which can play key role in the implementation process and/or technical consultancy.

Based on the above, the table below details the roles of all relevant stakeholders, clarifying their expected contributions towards the development of sustainable mobility solutions in the north-western part of Prague metropolitan area.

Table 2: Stakeholders to be involved in implementing sustainable mobility solutions in the north-western part of Prague metropolitan area

SMACKER TARGET GROUP	STAKEHOLDERS	KEY ROLE(S)	COLLATERAL ROLES
LOCAL PUBLIC AUTHORITY	Prague's city districts and municipalities in Central Bohemia	Making decisions about sustainable mobility solutions related to land-use and transport planning (new infrastructure and services) ⁴	Promoting sustainable mobility solutions at local level. Financing infrastructure and services.
REGIONAL PUBLIC AUTHORITY	City of Prague and Central Bohemia region	Making decisions about sustainable mobility solutions related to land-use and transport planning (new infrastructure and services)	Promoting sustainable mobility solutions at regional level. Financing infrastructure and services.

⁴ Prague's city districts have weaker decision making power than municipalities in Central Bohemia which act as independent self-governing units. Prague's city districts can initiate changes and provide recommendations related to land-use and transport planning but the final decision is made by the City of Prague.



SMACKER TARGET GROUP	STAKEHOLDERS	KEY ROLE(S)	COLLATERAL ROLES
INFRASTRUCTURE AND PUBLIC SERVICE PROVIDER	Organizer of PT services ⁵	Organizing PT services	Integrating new mobility services into the main PT network, ensuring seamless ticketing and information. Suggesting new PT measures. Selecting public service providers.
	Infrastructure and public service providers ⁶	Implementing infrastructure projects. Operating PT local and regional services.	Offering technical support for resource optimization: availability of vehicles and drivers on site, knowledge of critical issues related to transport aspects.
SECTORAL AGENCY	The Prague Institute of Planning and Development	Providing consultancy, strategic documents and technical material for decision making on land-use and transport planning	Conducting land-use and transport studies related to specific projects. Providing viewpoints on studies conducted by other institutions.
GENERAL PUBLIC	Local population	Acting as customers for sustainable mobility solutions	Providing feedback on existing solutions and services, report mobility needs, provide feedback on new mobility services to further improve and optimize resources.
SME AND NGOS	Urban planners, architects, mobility experts, transport engineers	Providing technical consultancy on land-use and transport planning issues.	Supporting local public authorities in promoting sustainable mobility solutions.
HIGHER EDUCATION AND RESEARCH	University of Life Sciences in Prague	Promoting sustainable mobility solutions among students and employees.	Providing information on mobility needs. Contributing to the implementation of sustainable mobility solutions.
NATIONAL PUBLIC AUTHORITIES	Parliament deputies and ministries	Changing legislation in favour of sustainable mobility solutions (e.g. DRT)	Supporting sustainable mobility solutions at national level (national strategies, infrastructure investments, nationwide promotion)

⁵ ROPID is the organizer of Prague integrated transport and cooperates with IDSK, organizer of regional transport in Central Bohemia.

⁶ Includes DPP (Prague Public Transit Company), Czech railways, private providers of PT services and private providers of shared mobility services.

4. Key actions to solve the problem/s and to reach the proposed objective/s

Several problems and barriers could arise during the planning and implementation phase. Recommendations for key actions and strategies to solve the problems and to reach the proposed objectives - especially in terms of regional integration - are described in the table below.

The actions and strategies are listed in a sequence that starts from the occurrence of the problem / barrier and ends with the overcoming of the identified issue; this is also propaedeutic to the mainstreaming of the Action Plan at regional level (see D.T3.3.10). Furthermore, also the actions/strategies required for ensuring the pilot survival beyond SMACKER and their integration in the respective local mobility systems are considered.

Table 3: Problems/barriers and related overcoming key actions and strategies

PROBLEMS/ BARRIERS	DESCRIPTION OF PROBLEM/BARRIER	KEY ACTIONS AND STRATEGIES TO SOLVE THE PROBLEM/S AND REACH THE OBJECTIVE/S
Slow preparation process of PT improvement	Even though MCPS provided the City of Prague with a Feasibility Study of the multimodal terminal and new mobility services, the preparation process of the project can take several years. The main potential barriers could be low political priority, complicated negotiations and opposition of some stakeholders concerned (landowners, citizens living close to the terminal and the planned tramline, etc.)	ONGOING COMMUNICATION WITH KEY DECISION MAKERS AND STAKEHOLDERS The LMF established during SMACKER project can play a key role in supporting the preparation process to improve PT in the pilot region. An ongoing communication with key decision makers and relevant stakeholders emphasizing the benefits of the project and addressing their concerns and will be crucial.
Unwillingness to support multimodal/flexible mobility services	After the completion of the new terminal and the tramline local and regional decision makers might be satisfied with covering the last mile between Suchdol and neighbouring municipalities by regular bus lines and/or private cars. However, this might lead to traffic problems in peak hours and unmet mobility needs of commuters without a private car during off-peak hours and weekends.	SYSTEMATIC PROMOTION OF MULTIMODAL AND FLEXIBLE TRAVEL OPTIONS Already during the preparation phase of the new terminal and the tramline it is necessary to promote multimodal and flexible mobility services (such as DRT, car sharing, bike sharing, etc.) as an essential part of these large projects. They should be included in all key project documents and regularly communicated towards both decision makers and users (general public) emphasizing their benefits and informing about problems related to their non-implementation.
Difficulty in implementing	Current land-use plans of municipalities in the pilot region are focused mainly	REQUIREMENTS ON SUSTAINABLE LAND-USE PLANNING



PROBLEMS/ BARRIERS	DESCRIPTION OF PROBLEM/BARRIER	KEY ACTIONS AND STRATEGIES TO SOLVE THE PROBLEM/S AND REACH THE OBJECTIVE/S
integrated land-use and transport planning	on residential development without appropriate provision of key services (education, healthcare, social, shopping, etc.), sustainable mobility options and job opportunities. If this trend continues, the demand for car commuting to the City of Prague will keep on increasing with negative impact on traffic situation and environment.	LMF members are aware of these problems and require from municipalities to regulate their development by including schools, healthcare facilities, improvement of PT services, etc. in their land-use plans. If some residential projects are in an advanced preparation phase, local and regional authorities should negotiate with investors and use appropriate legal means to ensure that all basic services including sustainable transport are provided.
Legislation issues	Czech legislation related to DRT and other flexible forms of transport is unclear which might create problems for their smooth implementation. Sustainable land-use planning is also difficult to enforce since it doesn't have strong support in current legislation. Municipalities are not entitled by law to receive any compensation in form of financial contribution or provision of basic services from private real estate investors. They have to bear most costs of the massive residential development and their inhabitants are affected negatively by increased car traffic and missing services.	JOINT EFFORTS OF LMF MEMBERS TOWARDS NATIONAL AUTHORITIES AND LAWMAKERS LMF members will have to join their efforts and initiate discussions with national authorities and lawmakers in order to achieve desirable legislation amendments. Clear and favourable legislation facilitating the implementation of DRT and flexible services and supporting sustainable land-use planning will play an important role in reaching the above described objectives.
Unwillingness to communicate benefits of sustainable mobility	Municipal elections in the Czech Republic will take place on 23-24 September 2022. If "conservative and car-friendly" parties come to power, they might not be willing to promote sustainable mobility among general public.	COMMITMENT TO SUSTAINABLE MOBILITY IN THE MEMORANDUM AND INVOLVEMENT OF OTHER STAKEHOLDERS Nine municipalities who are also LMF members signed a cooperation agreement (Memorandum) on common vision, strategic priorities and cooperation within sustainable mobility and strategic planning. They committed themselves to support sustainable mobility measures and projects including communication with general public. This Memorandum is in line with strategic national and EU documents which



PROBLEMS/ BARRIERS	DESCRIPTION OF PROBLEM/BARRIER	KEY ACTIONS AND STRATEGIES TO SOLVE THE PROBLEM/S AND REACH THE OBJECTIVE/S
		<p>should be binding for all levels of public administration.</p> <p>If key decision makers are still unwilling to promote sustainable mobility, LMF can ask other institutions for stronger involvement in the cooperation: e.g. NGOs, universities, national authorities, other municipalities in the pilot region, etc.</p>
Insufficient improvement of the quality of environment and public space	<p>Implementation of the planned actions might not ensure satisfactory improvement of the environment and public space due to several reasons: 1) ineffective implementation - new PT and mobility services are not attractive enough compared to cars or users don't have enough information about the new travel options 2) other projects might reduce the benefits of the implemented actions (e.g. massive residential development without basic civic services or road expansion in the pilot region making sustainable forms of transport less competitive and worsening noise and pollution.</p>	<p>MONITORING AND EVALUATION OF IMPLEMENTED ACTIONS</p> <p>REVIEW OF PROBLEMATIC PROJECTS</p> <p>One of LMF's main tasks will be to ensure regular monitoring and evaluation of the implemented actions. In case they prove ineffective, LMF should take proper measures to solve the problems: e.g. fine tuning technical issues with service providers, improving the communication of new travel options towards users.</p> <p>Some other projects that don't comply with sustainable mobility objectives might be promoted by private investors and politicians. Their realisation would reduce the benefits of the implemented actions. LMF should ask for the environmental impact assessment of these projects and their review so that the quality of the environment and public space in the pilot region is not threatened.</p>

5. Implementation time plan

This chapter provides a suggested time plan for the implementation of sustainable mobility solutions in the north-western part of Prague metropolitan area. The time plan links the steps and actions to a timeframe and is also important as a basis for the setting-up of a proper monitoring process. Regarding the implementation of sustainable mobility solutions, the implementation schedule of the key actions can be divided into incremental steps:

1. Short-term actions, to be implemented within 1 year
2. Medium-term actions, to be implemented within 1-3 years
3. Long-term actions, more than 3 years

Table 4: Implementation time plan in the north-western part of Prague metropolitan area

What	When	Involved stakeholders	Comments
Definition of project priorities in the pilot region	Within one year	Municipalities in the pilot region, mobility experts	Selection of top mobility projects to coordinate and move forward their preparation (e.g. Feasibility study of the new multimodal terminal in Prague-Suchbát, development of PT and flexible services, construction of new tramlines, etc.)
Creation of a work group	Within one year	Municipalities in the pilot region, mobility experts	The work group will be composed of municipality representatives and mobility experts. Its main task will be the coordination and monitoring of activities related to selected mobility projects, land-use planning, nudging and communication, negotiations with other stakeholders.
Preparation of a nudging and communication plan	Within one year	Municipalities in the pilot region, mobility experts	Discussion and selection of proper nudging and communication activities in the pilot region
Start of implementation of nudging and communication activities	Within one year	Municipalities in the pilot region, mobility experts, general public	Implementation of selected nudging and communication activities in the pilot region.
Start of discussions with national authorities and lawmakers on legislation changes	Within one year	Municipalities in the pilot region, mobility experts, City of Prague	The goal of the discussions is to initiate legislation changes in favour of a smoother implementation of flexible forms of transport including DRT and sustainable land-use planning.
Continued preparation of selected investment projects	Within 1-3 years	Municipalities, City of Prague, Central Bohemia, The Prague Institute of Planning and Development, Prague Public Transit Company, ROPID, mobility	Preparation and discussions of selected investment projects with relevant stakeholders within the land-use planning and EIA processes. These projects include the construction of new transport infrastructure in the pilot region: e.g.



What	When	Involved stakeholders	Comments
		experts, general public	multimodal terminal, new tramlines, new cycling trails etc.
Implementation of new mobility services	Within 1-3 years	Municipalities, City of Prague, Central Bohemia, The Prague Institute of Planning and Development, Prague Public Transit Company, ROPID, mobility experts, general public	Preparation, discussion and introduction of new mobility services including DRT, car sharing, bike sharing using the existing infrastructure.
Extension of PT lines	Within 1-3 years	Municipalities, City of Prague, Central Bohemia, Prague Transit Company, ROPID, mobility experts, general public	Adding new PT lines and increasing frequency of existing PT services based on discussions with stakeholders and a needs analysis
Review of problematic projects	Within 1-3 years	Municipalities, City of Prague, Central Bohemia, The Prague Institute of Planning and Development, mobility experts	Review of some problematic projects promoted by private investors and politicians in order to minimize their negative impact on sustainable mobility and development in the pilot region.
Final preparation of investment projects and their implementation	More than 3 years	Municipalities, City of Prague, Central Bohemia, The Prague Institute of Planning and Development, Prague Public Transit Company, ROPID, mobility experts, general public	The preparation of major investment projects (multimodal terminal, new tramlines) can last 4-6 years before obtaining a building permit. The construction might take 2-4 years. LMF should monitor especially the preparation process to make sure that the projects are well prepared and relevant concerns of involved stakeholders are addressed.

6. Risk analysis

The risk analysis lists all the possible negative issues that may affect the implementation of the proposed Regional Action Plan.

Generally speaking, these risks include both the risks directly affecting the Regional Action Plan implementation and the disruptive trends that may change the perception or the way to manage the entire PT system at local and regional levels.

The following table summarizes the main risks that might arise in the pilot region and the potential measures that could be adopted to solve or mitigate them.

Table 5: Risks of implementation of sustainable mobility solutions in the north-western part of Prague metropolitan area and the potential mitigation measures

RISK	RISK DESCRIPTION	MITIGATION MEASURE
Difficulties in ensuring funding	The implementation of the Regional Action Plan will require the allocation of new funds from the budget of involved municipalities. There is a risk that there won't be enough money for some of the planned activities (nudging and communication, extra engagement of LMF members, consultancy services provided by mobility experts and lawyers).	Alternative funding. Municipalities should try to ensure alternative funding from regional authorities (City of Prague and Central Bohemia), national programs supporting sustainable mobility, non-governmental institutions and EU funds. When planning the local budget for the year 2023, they should allocate funds for the implementation of the Regional Action Plan.
Municipal elections in October 2022	Current leading representatives of involved municipalities are willing to cooperate and have a positive approach to SMACKER activities. After the municipal elections there might be new elected decision makers who might not be ready to continue the agreed activities and might have other priorities.	Broader discussion across elected local bodies. Each municipality has its own elected deputies and bodies (Council and Assembly). It is desirable to involve in the discussions most of the elected deputies (both coalition and opposition) and to explain them the benefits of the implementation of the Regional Action Plan. Broad public support for sustainable mobility measures can help convince the hesitating decision makers. The Memorandum signed by nine local municipalities might be very helpful in mainstreaming the Regional Action Plan into local policies.
Insufficient involvement of municipalities	Municipalities are often over-loaded with local problems; this could lead to difficulties in coordination of activities and implementation of sustainable mobility solutions.	Work group and professional coordinator. Municipalities should create a work group composed of municipality representatives and mobility experts and appoint a professional coordinator/work group manager. His/her main task will be the coordination and monitoring of activities related to selected mobility projects, land-use planning, nudging and communication, negotiations with other stakeholders.



RISK	RISK DESCRIPTION	MITIGATION MEASURE
Complications in the preparation of selected projects	Major investment projects are subject to long approval processes (e.g. land-use changes in spatial planning documents, EIA, zoning decision, building permit, legislation issues, etc.) where involved municipalities have only limited influence. A project can be suspended by public officials or its opponents who appeal against it.	Accurate identification of relevant stakeholders and open communication. Municipalities will have to identify all relevant stakeholders that might be involved in the preparation of projects or might be ready to oppose it. An open and regular communication with these stakeholders will be required in order to ensure a smooth preparation and implementation of the selected projects based on the Regional Action Plan.

Other problems and their solutions are described in chapter 4, table 3 - Problems and barriers.



7. Funding resources

Funding of activities

Part of the activities performed by leading representatives of municipalities, especially members of the new work group, should be covered by their ordinary salaries/rewards they receive for their work in municipalities. Ordinary costs (e.g. travel expenses related to LMF and other meetings, organization of meetings in own premises) are also to be covered by the local budget. Extra engagement of work group members and costs related to communication and nudging activities can be either funded by the local budget or other resources must be used. The budget allocation to such activities is usually subject to the decision of local elected bodies. Some nudging activities might be funded by regional authorities (Prague, Central Bohemia) or by national and EU programs with focus on sustainable mobility.

Funding of projects

The implementation of specific mobility projects can be funded from various sources. The continued preparation of the multimodal terminal based on Prague-Suchbát Feasibility Study and the preparation of new tramlines will be financed by the City of Prague and by the Prague Public Transit Company. The preparation and operation of new bus services including DRT will be funded by ROPID in Prague area and by local authorities in Central Bohemia.

8. Key action monitoring scheme

The key action monitoring scheme defines the Key Performance Indicators (KPIs) to be adopted in order to monitor the implementation of sustainable mobility solutions in the north-western part of Prague metropolitan area.

It is very important to identify the suitable KPIs as they can provide useful information for both the fine-tuning of services and follow-up.

The following table provides a potential list of KPIs based on the experience of the Prague pilot developed within the SMACKER project. This list could be modified on the basis of specific peculiarities of sustainable mobility services including regular PT lines and DRT.

Table 65: Key action monitoring scheme suggested for the implementation of sustainable mobility services in the north-western part of Prague metropolitan area

KPIs		Indicators	Monitoring plan	Monitoring tool	Scope / expected info from monitoring
MUST - HAVE	Quality of public transport/ DRT	Average number of operating hours per day	Ex-ante and ex-post evaluation pre and post pilot implementation	Report from ROPID	Assess the increase of the indicator and then of the public transport offer quality
		Average number of kilometres offered per day	Ex-ante and ex-post evaluation pre and post pilot implementation	Report from ROPID	Assess the increase of the indicator and then of the public transport offer quality
	Usage of supply in the course of the pilot action	DRT/ public transport users per day	Ex-ante and ex-post evaluation pre and post pilot implementation	Report from ROPID	Assess the increase of the indicator and then of the usage of the public transport
NICE-TO-HAVE	Quality of public transport/DR T (Extended version of KPI)	Share of trips for each transport mode (PT-car-non motorized) [%]	Ex-ante and ex-post evaluation pre and post pilot implementation	Modal share yearly survey	Assess the increase of the indicator and then of the quality of the public transport
		Range of network	Ex-ante and ex-post evaluation pre and post pilot implementation	Report from ROPID	Assess the increase of the indicator and then of the public transport offer quality
		Average intervals per line [min]	Ex-ante and ex-post evaluation pre and post pilot implementation	Report from ROPID	Assess the increase of the indicator and then of the public transport offer quality
		Number of	Ex-ante and ex-	Report from	Assess the increase



KPIs	Indicators	Monitoring plan	Monitoring tool	Scope / expected info from monitoring	
		interchanges of each line [number]	post evaluation pre and post pilot implementation (Some hypotheses could be needed to perform the monitoring)	ROPID	of the indicator and then of the quality of the public transport
		Delay of each line [min]]	Ex-ante and ex-post evaluation pre and post pilot implementation	Report from ROPID	Assess the increase of the indicator and then of the public transport offer quality
		Average speed of public transport [km/h]	Ex-ante and ex-post evaluation pre and post pilot implementation	Report from ROPID	Assess the increase of the indicator and then of the public transport offer quality
		Waiting time at interchanges [minutes]	Ex-ante and ex-post evaluation pre and post pilot implementation	Report from ROPID	Assess the increase of the indicator and then of the public transport accessibility
	Quantity of public transport lines	Number of operating PT-lines [number]	Ex-ante and ex-post evaluation pre and post pilot implementation	Report from ROPID	Assess the increase of the indicator and then of the public transport offer quantity
		Number of operating PT-line kilometres per year [number]	Ex-ante and ex-post evaluation pre and post pilot implementation	Report from ROPID	Assess the increase of the indicator and then of the public transport offer quantity
		Number of vehicles in operation [number]	Ex-ante and ex-post evaluation pre and post pilot implementation	Report from ROPID	Assess the increase of the indicator and then of the public transport offer quantity
	Visibility of public transport/ DRT	Number of distributed leaflets [number]	From beginning of communication campaign until its end	Report from the responsible of the communication campaign	Assess the people’s awareness related to PT service
	Offer CO ₂ friendly	Number of CO ₂ friendly vehicles	Ex-ante and ex-post evaluation	Report from ROPID	Assess the increase of the indicator



KPIs		Indicators	Monitoring plan	Monitoring tool	Scope / expected info from monitoring
	tourism ⁷	in the fleet of public transport/DRT in municipality/region [number]	pre and post pilot implementation		and then of the public transport offer
	Car usage	Number or % of cars (traffic counting) [veh./year]	Ex-ante and ex-post evaluation pre and post pilot implementation	Yearly survey (Technical Road Administration Prague)	Assess the increase of the indicator and then of the public transport offer

⁷ In Prague case this KPI refers to residents and commuters, not tourists.

9. Key stakeholders' involvement strategies

This chapter defines the key strategies and tools that can be adopted in the medium/long terms to involve the key local stakeholders towards reaching the objectives defined in the Regional Action Plan, and in particular, to get their support towards the implementation of sustainable mobility solutions in the north-western part of Prague metropolitan area.

Based on the experience gained during the Prague pilot developed within the SMACKER project, the stakeholders and target groups are already identified in chapter 3: the table below provides a non-exhaustive list of actions to be done during the implementation of sustainable mobility solutions.

Table 76: Key stakeholders' involvement strategy

Implementation of sustainable mobility solutions phase	STRATEGIES AND/OR TOOLS	INVOLVED STAKEHOLDERS
Short term	<p>Local Mobility Forum meeting preferably within 2 months after the municipal elections (23-24 September 2022):</p> <ul style="list-style-type: none"> definition of project priorities, creation of work group, discussion of Regional Action Plan 	<p>Municipalities</p> <p>Mobility experts</p>
Medium term	<p>Regular LMF meetings, meetings of the work group, meetings with other stakeholders to implement the Regional Action Plan</p> <p>Nudging and communication activities</p>	<p>Municipalities, City of Prague, Central Bohemia, The Prague Institute of Planning and Development, Prague Public Transit Company, ROPID, mobility experts, general public</p>
Long term	<p>Regular LMF meetings, meetings of the work group, meetings with other stakeholders to monitor and evaluate the activities agreed in the Regional Action Plan.</p>	<p>Municipalities, City of Prague, Central Bohemia, The Prague Institute of Planning and Development, Prague Public Transit Company, ROPID, mobility experts, general public.</p>



10. Conclusions

This final chapter provides a synthesis of the key results of the action planning process based on the main analysis conducted in the previous chapters.

The goal of the Regional Action Plan is to define a clear and feasible path towards the integration of rural and peripheral areas in the regional transport system through the implementation of sustainable mobility solutions including DRT.

In detail, this Action Plan, which is based on the results and experiences gained during the Prague pilot developed within the SMACKER project, provides suggestions and tips to implement sustainable mobility solutions in the north-western part of Prague metropolitan area. This region is strongly affected by increasing car traffic due to booming residential development without sufficient offer of key services (education, health & social care, etc.), public transport and job opportunities.

The proper involvement of stakeholders through a Local Mobility Forum, the continuous monitoring of selected activities and projects, an accurate and realistic research of funds are the basis for the implementation of sustainable mobility solutions. Attention must be paid to possible barriers/obstacles that could arise during the implementation, therefore it is important to identify them in advance and prepare solutions to mitigate them.

11. References

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