



České vysoké  
učení technické  
v Praze

# Urban Mobility Recovery after COVID-19 In the Czech Republic and in the Europe

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Director of Partnership for Urban Mobility

# SUMMARY



- About us
- European context
- Experiences in Europe
- COVID-19 and the Czech Republic
- Opportunity for us – Danube Cycle Plan

# ABOUT US



**The Partnership for Urban Mobility** is a nationwide, voluntary, non-political and non-governmental organization that operates as a registered association, with cities, towns, regions, unions, professional and non-profit organizations as its members.

**The Partnership for Urban Mobility** aims to implement one of 14 projects of the Urban Agenda for the EU, namely the Partnership for Urban Mobility project, in the Czech and Slovak context.

**The association has set a mission** to build Good Cities and to develop them with the use of seven principles. It has been operating since 2013, and has gathered a total of **91 members** by December 31, 2019.

Our website in Czech <https://www.dobramesta.cz/>

More : <https://www.dobramesta.cz/partnership-for-urban-mobility>

# OUR CONTEXT

European Commission > Futurium



## Urban Agenda for the EU

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GOVERNANCE  
AND  
PLANNING



PUBLIC  
TRANSPORT  
(INCLUDING  
CLEAN BUSES)  
AND  
ACCESSIBILITY



ACTIVE MODES  
OF TRANSPORT  
AND  
PUBLIC SPACE



NEW MOBILITY  
SERVICES AND  
INNOVATION

I'm interested in



Action Plans



Monitoring of Actions



Culture/Cultural Heritage



Security in Public Spaces



Sustainable Land Use



Public Procurement



Energy Transition



Climate Adaptation



Urban Mobility



Digital Transition



Circular Economy



Jobs and Skills in the Local  
Economy



Urban Poverty



Inclusion of Migrants and  
Refugees



Housing



Air Quality

# EUROPEAN CONTEXT

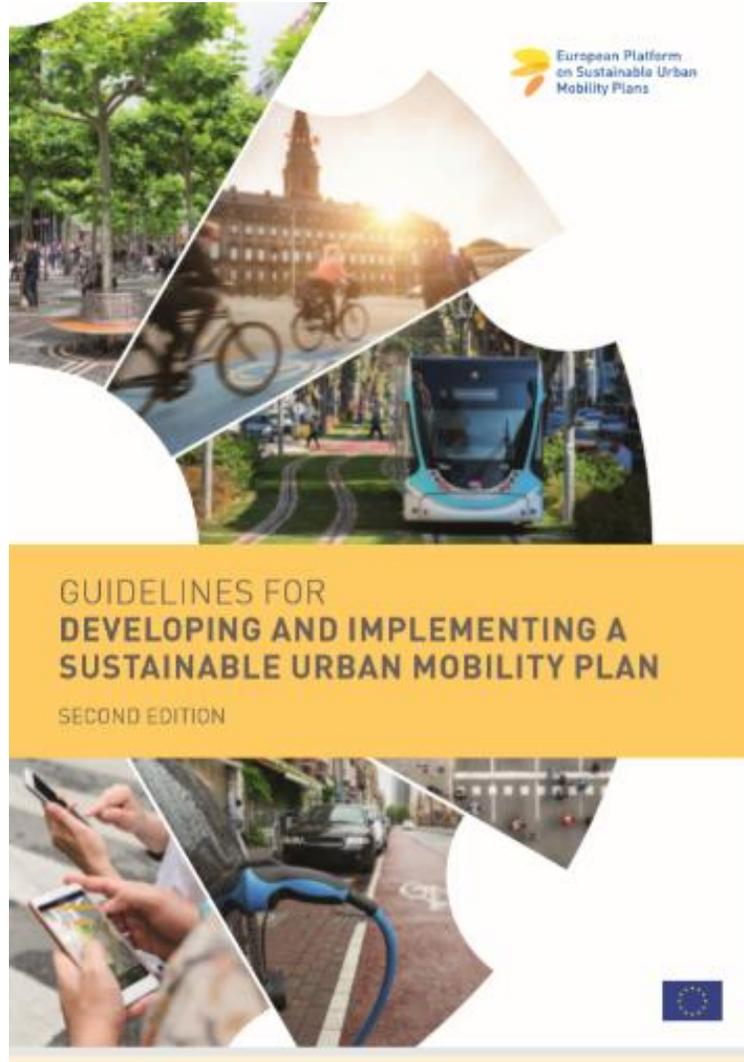
EN 2020

06

Special Report | **Sustainable Urban Mobility in the EU: No substantial improvement is possible without Member States' commitment**



EUROPEAN COURT OF AUDITORS



European Platform on Sustainable Urban Mobility Plans



**COVID-19 SUMP  
Practitioner Briefing**

July 2020

# EXPERIENCES

CYCLING BEYOND THE CRISIS  
COVID-19 measures tracker v1.1



## KEY NUMBERS

(change in last 30 days)

Total KM of measures announced  
**1 997,08**  
↑ 380,5

Total KM of measures implemented  
**936,83**  
↑ 200,63

Total budget allocated for cycling promotion  
**906 378 078 €**  
↑ 20 000 €

## Explore the dashboard



### Cities map

Find your city ratings and visualise implementation around Europe.



### Summary

View latest data on cycling measures, country ratings, and more.

### Cities by population

Compare cycling measures by city sizes across Europe.



### Leaderboard 1

(by measures)

See which cities and countries are leading the change beyond the crisis.

### Leaderboard 2

(by population)

See which cities and countries are leading the change beyond the crisis.



CYCLING BEYOND THE CRISIS  
COVID-19 measures tracker [Back to start](#)



Summary



Cities map



Cities by population

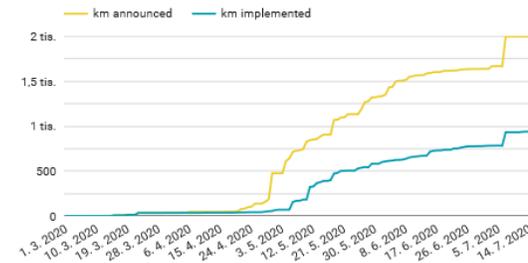


Leaderboard 1

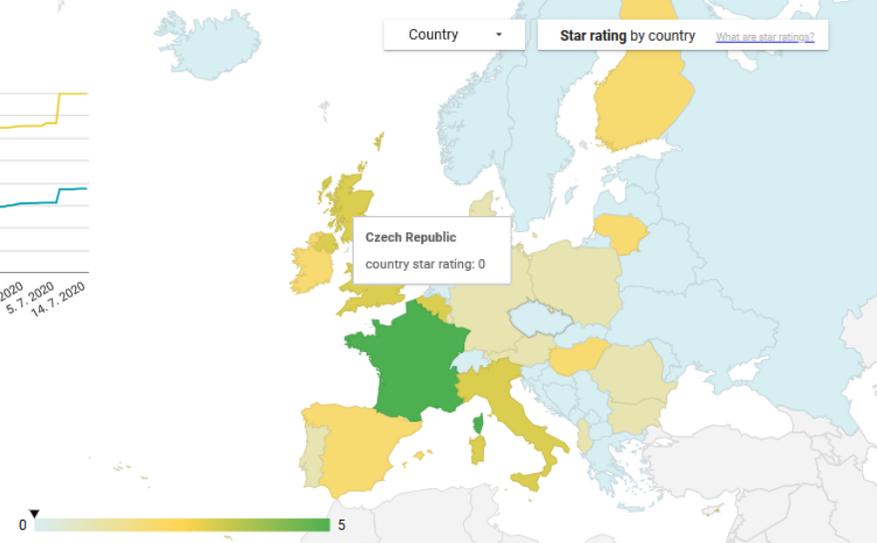
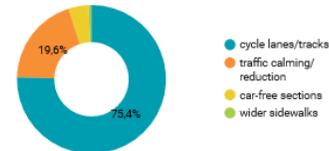


Leaderboard 2

### Infrastructural measures progression



### Infrastructural measures breakdown



**34** out of 94 biggest EU cities announced or implemented COVID cycling measures

**37** out of 89 European metropolitan cities announced or implemented COVID cycling measures

**15** out of 47 European capitals announced or implemented COVID cycling measures

# CYCLING

Creating safe and segregated cycling infrastructure is essential to ensure cyclists are physically safe and feel safe. This is particularly important to make cycling an option for a wide range of ages and abilities post-lockdown. Against the backdrop of the decreased use and capacity of public transport, cycling will become a key alternative for short- and medium- distance journeys. In the mid-term, efforts must be made to follow a network approach for cycling infrastructure. This will reduce the pressure on individual streets and allow for people to cycle throughout the city with confidence and safety.

Mobycon, [Making safe space for cycling in 10 days](#)

Where is the Czech Republic?

**Good practice**

*Ile-de-France has committed to making improvements to cycling infrastructure, as well as providing better connectivity within the network. An ambitious plan for 650 km of cycle paths across the region has been brought forward as a result of the current pandemic, with 250 km of temporary bike lanes being implemented in the near future. The RER-V cycling network 'replicates' the urban train network of the Ile-de-France region, to provide an alternative to public transport. The RER-V project is also an answer to the lack of continuity of cycle paths in Ile-de-France.*



The map shows the RER-V cycling network in the Ile-de-France region. It features a central hub in Paris with multiple colored lines (red, blue, green, yellow, purple) radiating outwards to various suburbs. A legend in the bottom left corner identifies the colors for different lines. The logo for 'Région Ile-de-France' is in the top right corner.

Other cities which have emerged from lockdown with cycling network plans include Brussels, Rome, London, Milan and Lisbon.



**BICIPOLITANA**  
RETE CICLABILE METROPOLITANA BOLOGNESE

- 1 VIA EMILIA
- 2 CREVALLESE-BOLOGNA-ALTO RENO TERME
- 3 BOLOGNA-VILSAMOGGIA
- 4 BOLOGNA-PARCO CITTÀ CAMPAGNA
- 5 BOLOGNA-TREBBI DI NENO
- 6 BOLOGNA-GALLERIA
- 7 BOLOGNA-MALALBERGO
- 8 BOLOGNA-MINERBIO-MOLINELLA
- 9 BOLOGNA-BUONDI-MOLINELLA
- 10 BOLOGNA-PIANORO
- 11 TANGENZIALE INTERNA DI BOLOGNA
- 12 TANGENZIALE ESTERNA DI BOLOGNA
- 13 TRASVERSALE CASTEL MANGIONE-MEDICINA
- 14 VIA DELLA LAVIA
- 15 SAVENA-UDICE
- 16 SANTERNO
- 17 RETE DI IMOLA
- 18 COLLEGAMENTO SPRAZIALE EXTRA CITTÀ METROPOLITANA

--- CONFINE TERRITORIO CITTÀ METROPOLITANA  
[Icon] SERVIZIO FERROVIARIO METROPOLITANO

<https://twitter.com/pumsbologna>/news/Ecco\_la\_Bicipolitana\_il\_piano\_per\_accelerarne\_la\_realizzazione\_alla\_luce\_dell\_emergenza\_sanitariaer.com/elkevdbbrandt/status/1255412954746544128

# SPEED REDUCTION SLOW STREETS

## Speed reduction measures / slow streets

Many cities are reducing speed limits, especially on residential streets during lockdown and planning to extend into post-lockdown to ensure safe walking and cycling for a large number of users. Lower vehicle speeds enable safer, healthier and more liveable environments.

Good practice	<p><b>Brussels Region</b></p> <p><i>Brussels is creating a safer city where people have priority by fast-tracking pre-existing long-term plans in response to COVID-19<sup>23</sup>. A 'neighbourhood' approach will be taken to give greater priority to movement on foot and by bike and create a more welcoming urban environment. 'Slow streets' will be rolled out across the city to allow people to move more freely in streets by reducing vehicle speeds to 20km/h and providing more space for walking and cycling. This will be complemented by a city-wide 30 km/h standard speed limit from 2021. In addition to this, Brussels has also adapted the traffic signals to reduce waiting time for cyclists and pedestrians.</i></p>
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Where is the Czech Republic?

# OPEN STREETS

Open streets are entire streets open to cyclists and pedestrians but closed to all but emergency/essential car access. In Milan, the Strade Aperte (Open Streets) project seeks to prioritise movement on foot and by bike in a number of ways. Pedestrians will be given the greatest priority by widening pavements, implementing tactical urbanism approaches such as 'parklets', and closing some streets to traffic altogether. Open streets can be used as play streets, school streets or markets (NACTO, 2020). Respacing can also support teleworking, by creating physical environments in urban areas where children can safely play on the street. Pleasant, sufficient and green outdoor spaces are also extremely important for physical and mental wellbeing.

NACTO, [Streets for Pandemic Response and Recovery](#)

The city has announced that **35km of streets will be transformed** over the summer, with a rapid, experimental citywide expansion of **cycling and walking space** to protect residents as Covid-19 restrictions are lifted.



Milan has started the implementation of #StradeAperte #OpenStreets project for low-cost temporary bike lanes and widened sidewalks:

[https://twitter.com/hashtag/OpenStreets?src=hashtag\\_click](https://twitter.com/hashtag/OpenStreets?src=hashtag_click)



Where is the Czech Republic?

# SHARED MOBILITY

Several cities and shared mobility providers saw an opportunity with the crisis and opted to repurpose their fleets to support essential workers and others that still needed to move around. In Berlin and London, state-sponsored bike-sharing companies offered free rides for healthcare professionals and other essential workers. Budapest adopted a drastic reduction of the price for the monthly subscription to MOL Bubi - the city bike-sharing system – which, coupled with the new bike lanes, prompted a big increase in the use of the bike-sharing system.

Der Tagesspiegel, [Fahrradläden bleiben offen, Nextbike-Leihräder werden günstiger](#); PBSC, [Cycling and bikeshare take centre](#)

Budapest, More simple [MOL Bubi service during the COVID-19 pandemic: online registration and a monthly fee of HUF 100](#)

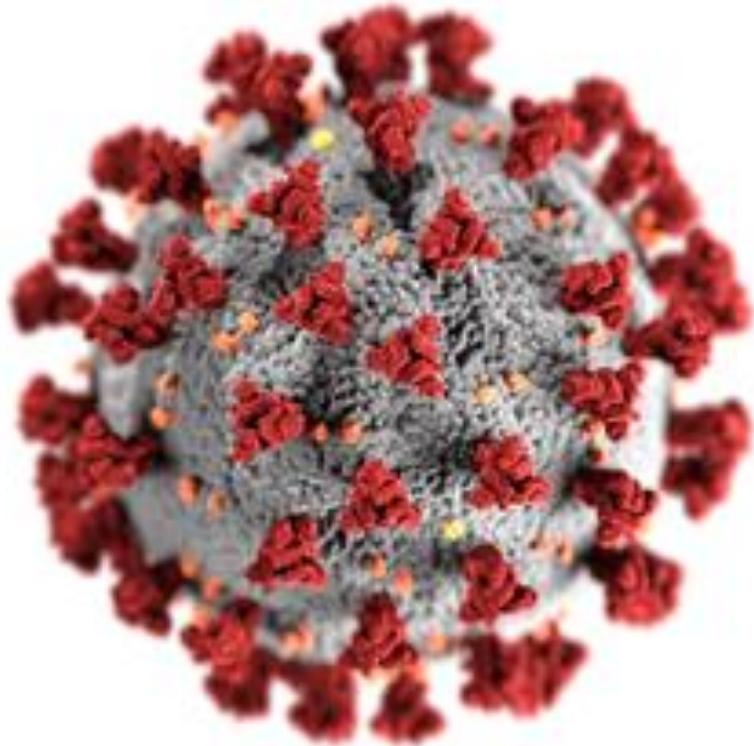
Good practice:

- **Billy Bike, Brussels** The Brussels-based e-bike-sharing company Billy Bike saw the number of people using its bikes triple compared to pre-lockdown numbers, after their competitors withdrew their services. With public transport services reduced in Brussels, people looked for sustainable alternatives to carry out short- and medium-distance daily journeys. Shared e-bikes have proven a useful alternative mode during this period where the availability and extent of public transport is limited. In order to expand their services, the company has invited users to become shareholders as a first step in the direction of helping bike-sharing become a true pillar of public transport. The initiative has been received very positively, showing that shared mobility is a relevant alternative in the city and can contribute to solving the many transport-related challenges it faces.

Brussels Times, [Billy Bike crowdfunds to become a real public transportation](#); POLIS network, [Post-Lockdown Mobility webinar report: Sharing is \(Still\) Good](#)

Where is the Czech Republic?

# COVID-19 IN THE CZECH REPUBLIC



The truth is that we mainly dealt with COVID-19, not bicycle traffic.

Nonetheless, for every challenge that the COVID-19 crisis brings in the field of mobility, there is also an opportunity.

# OPPORTUNITY FOR US



The project is embedded in THE PEP Partnership on Cycling (UNECE/WHO) who's masterplan gives valuable input for the project and vice versa, the project's outputs will backflow to the pan-European level.

## DANUBE CYCLE PLAN

The project Danube Cycle Plans addresses these challenges by setting actions to strengthen the three main pillars of cycling promotion:

- (1) **Facilitate the development of cycling policies** at national and transnational level supported by National Cycling Plans based on a common transnational Danube Cycling Strategy;
- (2) Support the provision of adequate cycling infrastructure by defining **the Danube Cycle Route Network**, developing common standards and deriving an investment plan to upgrade current conditions;
- (3) Increase the awareness of relevant stakeholders for the needs of cyclists and increase their capacity to promote cycling in the whole Danube region by **implementing a mentoring system, inspiration events and national cycling conferences.**

# 1) THE GOVERNMENT APPROACH - WE CONNECT PEOPLE AND ORGANIZATIONS LONGING FOR A CHANGE



We are looking for partners with the same approach to the transport and mobility solutions.

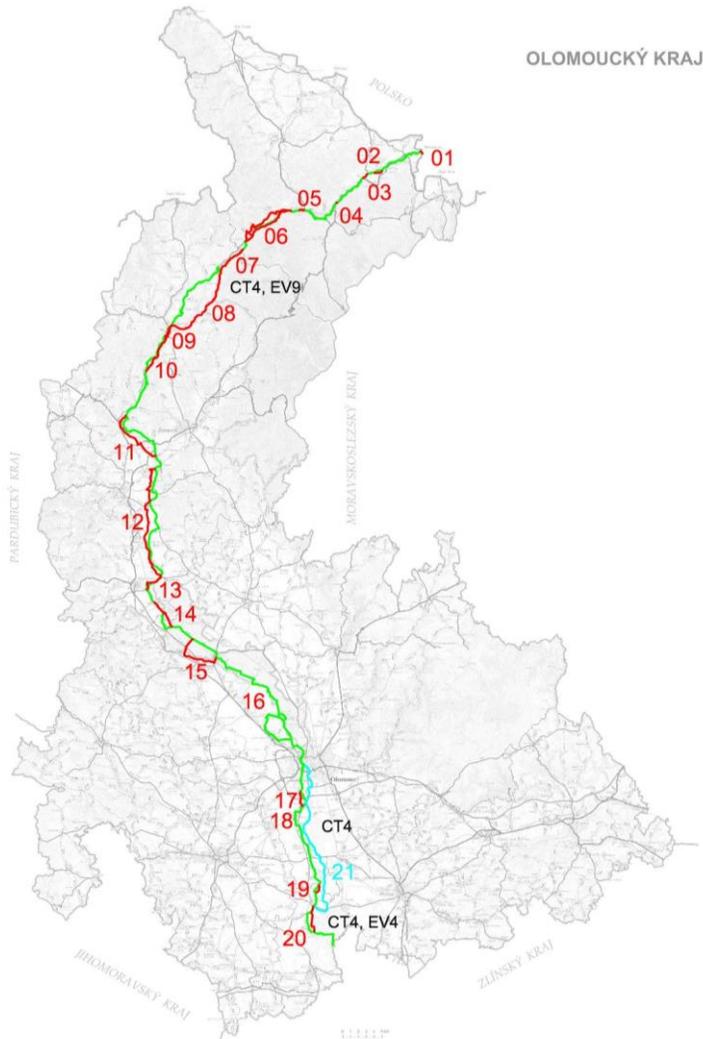
Together we can help the Transport Ministry to develop and to implement an **innovative Government Urban and Active Mobility Concept**.

There are some places to show that both the will and the desire to improve our surrounding space may not necessarily be mandated by any law or strategy.

The key is how successful we are in turning our visions into particular changes in the streets.

More information please find on <https://www.dobramesta.cz/vladni-koncepce>

## 2) WE HELP BUILD EUROVELO AND LONG-DISTANCE CYCLING NETWORKS



**We monitor the intents of municipalities or regions to build infrastructure for cyclists that requires higher costs.**

It is necessary to set correctly the conditions for IROP for the new programme period 2021-2027, as well as to coordinate the conditions with support coming from the State Fund for Transport Infrastructure. Various sections will be presented on <https://www.dobramesta.cz/paterni-trasy>.

Besides, we'd like to cooperate with CzechTourism in the "Cesko jede" project: [www.ceskojede.cz](http://www.ceskojede.cz).



### 3.A) SUMP 2.0 METHODOLOGY - WE LEARN, WE TEACH, WE HELP, WE VISIT PARTNERS



#### AKTUALITY

##### Lekce 12.2. Balíčky opatření, aneb revoluce pro metodiku SUMP 2.0.



20. 07. 2020 | Otázka do praxe. Objevují se v dnešních plánech udržitelné městské mobility tzv. balíčky opatření? Odpověď - NE! Pokud to někdo bude chtít zpochybnit, pak to dokáže, ale o tom to není. Pravdou je, že stávající SUMPy řeší dopravu sektorově - automobilová, veřejná, cyklistická,... [číst dále](#)

#### NEJBLIŽŠÍ AKCE

##### 22. 7. 2020 New mobility behaviour in post Covid-19 world - V4 perspective

Agenda: On-line contact: Slovakia: - Mr. Michal Hladký, Ministry of Transport and Construction of the Slovak republic, Institute of Transport... [číst dále](#)

##### 2. - 3. 9. 2020 Udržitelná mobilita - Made in Pardubice

Detailní program bude k dispozici do konce července 2020. [číst dále](#)

#### COVID-19 v kontextu SUMP



17. 07. 2020 | Evropská města již vyhodnocují dopady pandemie a koronavirovou krizi chtějí využít i k přehodnocení v přístupu k automobilové dopravě. Hrozí totiž, že lidé ze strachu z nákazy v hromadné dopravě budou chtít více využívat soukromých vozů i k pohybu po městě. O tom např. psal... [číst dále](#)

A web site <https://www.akademiamobility.cz/> was developed as an analogue of the EU <https://www.eltis.org/>. This a platform is to publish not only single lessons, but also all relevant information on sustainable mobility planning.

Together with Faculty of Transport CTU Prague, the University of Pardubice and the University of Economics Prague we are working to **update the SUMP methodology (so-called SUMP 2.0)**, based on ongoing consultations with politicians, officials, experts and the public. This participation can be seen as a mutual educational programme in which everyone is both teacher, and student. We assume everyone has already encountered the issue.

The four following characteristics make the approach of the Partnership original:

1. Focusing on training new urban mobility managers;
2. Providing independent consultations on the SUMP development and implementation;
3. Talking more about the humanitarian dimension of SUMP than the technical one;
4. Emphasising more the need of creating public and street space with regard to the promotion of active mobility, environmental protection and safety of vulnerable users.

# 3.A) SUMP 2.0 METHODOLOGY - WE LEARN, WE TEACH, WE HELP, WE VISIT PARTNERS



## AKADEMIE MĚSTSKÉ MOBILITY



TOPIC GUIDE  
**UVAR and SUM**  
Regulating vehicle access and integrated mobility policies



**The Poly-SUMP Methodology**  
How to develop a Sustainable Urban Mobility Plan for a polycentric region  
Guidelines

PRACTITIONER BRIEFING  
**PARKING AND SUSTAINABLE URBAN MOBILITY PLANNING**  
How to make parking policies more strategic, effective and sustainable



Practitioner Briefing  
**Supporting and Encouraging Cycling**



Practitioner Briefings: **Cycling**  
Key ingredients to successfully promote cycle use at local level



**Sustainable Urban Logistics Planning**



Road vehicle automation in sustainable urban mobility planning  
Practitioner Briefing

OPATŘENÍ



Topic Guide  
**ROAD SAFETY AND ACTIVE TRANSPORT IN SUSTAINABLE URBAN MOBILITY PLANNING**



Electrification in sustainable urban mobility planning  
Planning for electric road mobility solutions in urban areas in a SUMP context



Integration of shared mobility approaches in sustainable urban mobility planning



**GUIDELINES FOR THE HARMONIZATION OF SUSTAINABLE URBAN MOBILITY AND SECAPS**



Funding and Financing for Sustainable Urban Mobility Plans



**MOBILITY AS A SERVICE (MAAS) AND SUSTAINABLE URBAN MOBILITY PLANNING**



**THE ROLE OF INTELLIGENT TRANSPORT SYSTEMS (ITS) IN SUSTAINABLE URBAN MOBILITY PLANNING**  
FOR BETTER INTEGRATED MOBILITY PLANS AND POLICIES



**THIS IS PUBLIC HEALTH.**  
Linking transport and health in SUMPs  
How health supports SUMP

## 3.B) CITYCHANGERS - WE ENHANCE PUBLIC PARTICIPATION – WE CHANGE OUR CITIES



Měníme města.  
Jsme **CityChangers**.



Well-done communication and participation are often keys to the success of implemented transport and mobility measures. Therefore, we assist towns and cities with positive way of communication, and without parking being addressed as a matter of priority. **This is why we are creating a national participation campaign CityChangers ([www.citychangers.eu](http://www.citychangers.eu))**, as a citizen platform for interconnecting not only politicians and officials, but active and engaged people in local communities first of all, who are interested in transport and mobility solutions.

How can you join the platform?

- Sign the CityChangers call: <https://www.dobramesta.cz/>.
- Interview selected CityChangers representatives.
- "Show off" your good practice examples, as well as ideas to be implemented by the end of 2022.

[www.citychangers.eu](http://www.citychangers.eu)

Představujeme CityChangers



*„Cesta do práce nebo do školy  
nemusí být nutné zlo a ztráta času.“*

Tomáš Hradil, starosta Krnova

Proč jsem podepsal výzvu  
CityChangers?

Čtěte na [www.dobramesta.cz](http://www.dobramesta.cz)

Můžete se také připojit ke společné výzvě za udržitelnou mobilitu a přihlásit se tak k Evropskému týdnu mobility 16. - 22. 9. 2020.

### 3.B) CITYCHANGERS - WE ENHANCE PUBLIC PARTICIPATION – WE CHANGE OUR CITIES



Partnerství  
pro městskou  
mobilitu



Abych nemusela jezdit  
po městě autem,



Vidím jezdit občas cyklisty  
a vidím ty auta, jak je  
ohrožují, tak říkám,  
tam já jezdit nebudu.



Prosazení změn  
od automobilové dopravy  
by určitě prospělo  
bezpečnosti ve městech.  
Také by došlo ke snížení  
hladiny hluku a smogu.



Nevíme, jak správně začít,  
jak správně komunikovat  
a jak motivovat ostatní.

Více: <https://www.dobramesta.cz/vyzva>

### 3.B) CITYCHANGERS - WE ENHANCE PUBLIC PARTICIPATION – WE CHANGE OUR CITIES



JUNE 2019

## Promoting Mobility Behaviour Change

Practical guidance for inspiring more walking, cycling and public transport and minimising car use



Thank you for the attention.

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