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
Transport and Environment Policies
Integration in Prague

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