



Brno Sustainable Urban Mobility Plan

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3.11. 2021

Brno – Czech Republic



- Brno has population – 370,000
- Brno covers area of 230 km²
- Second largest city in Czech Republic
- A city of universities – more than 80 000 students



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Brno participation in European projects

- CIVITAS ELAN (7th Framework Programme) – 2008 – 2012
- CH4ALLENGE (Intelligent Energy Europe) 2013 – 2016
- CIVITAS 2MOVE2 (HORIZONT 2020) – 2012 – 2016
- **LOW CARB (Interreg CENTRAL EUROPE) – 2017 - 2020**

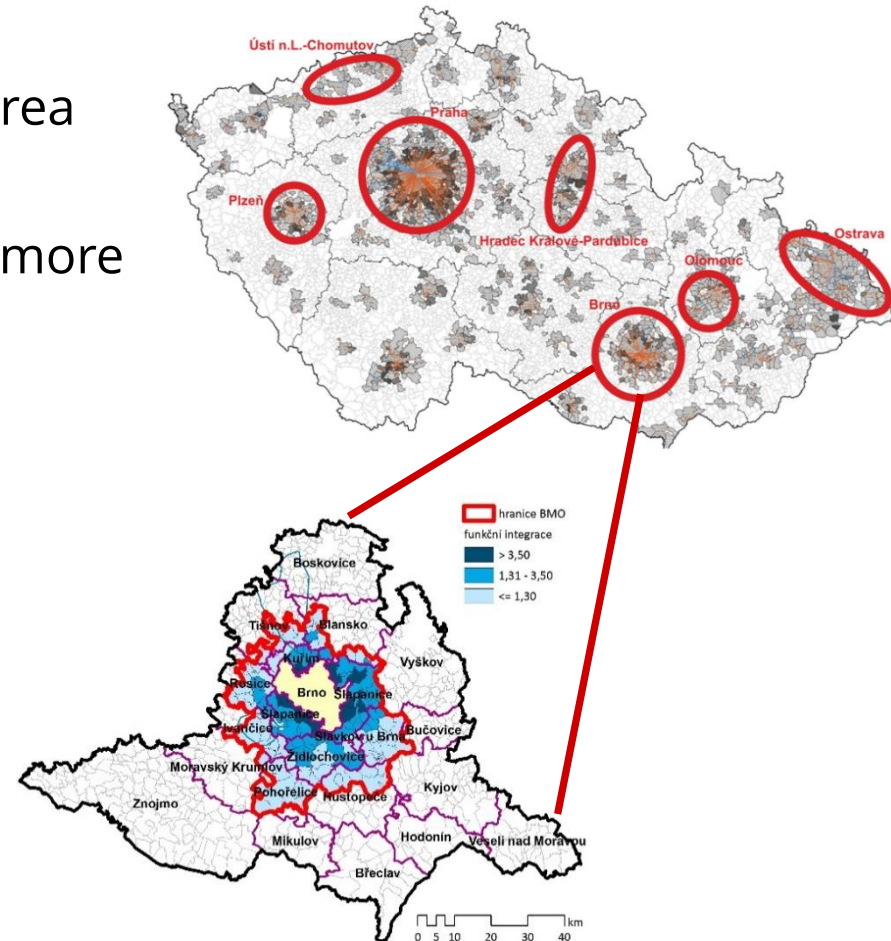
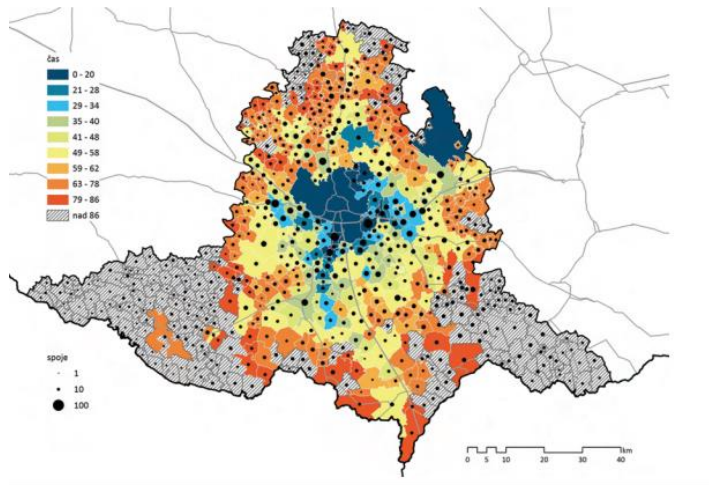


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Area of interest for SUMP

- Brno SUMP is not covering only the administrative area of the city but its functional area – Brno Metropolitan Area (BMA)
- BMA includes 167 municipalities with more than 600.000 inhabitants



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Timeline

2013 - 2014 – terms of reference; public procurement for consultancy

2014/08 – signed of terms of agreement with AFRY

2014/10 – proposal of the analytical part of SUMP

2015/02 – start of the discussion of the analytical part of SUMP

2015/06 – approval of the analytical part of SUMP by City Council

2015/09 – expert workshop for the proposal of the Brno SUMP Vision

2015/12 – approval of Brno SUMP Vision

2016/02 - proposal of planning part of SUMP

2016/03 – start of the discussion of the planning part of SUMP

2017/01 – 2nd proposal of planning part of SUMP

2017/03 – start of SEA Process

2018/04 - end of SEA Process with the official approval of the superior authority (South Moravian Region)

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Timeline

2018/06 – as a final part of the SEA Process the official approval of the superior authority was approved by City Assembly

2018/09 – SUMP was approved by City Assembly

2018/10 – Brno SUMP was discussed and certify by Czech Ministry of transport

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Terms of reference (December 2013 – May 2014)

- **From the beginning of the whole process the cooperation within the municipality and with important institution was established**
- **Terms of reference for Brno SUMP (the content) was reviewed by:**
 - Urban Planning and Development Department of Brno City Municipality (BCM)
 - Environmental Department of BCM
 - Health Department of BCM
 - City Strategy Office
 - South Moravian region Departments
 - Brno Public Transport Company
 - Brněnské komunikace, a.s.
- No Czech Guidelines or Methodology for SUMP development was available by that time
- **Proposal of content is based on Urban Mobility Package and is in accordance with the Annex 1 „A Concept for Sustainable Urban Mobility Plans“**

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Terms of reference (December 2013 – May 2014)

- **The public procurement was managed by external provider**
- **The procedure of the public procurement was set up by the law**
- **The criteria for evaluation was time and money**
 - 1. criterion – bid price – 70%
 - 2. criterion - deadlines - 30%
 - 1. subcriterion – deadline for analytical part 30%
 - 2. subcriterion - deadline for planning part – 30%
 - 3. subcriterion - deadline for Action Plan – 30%
 - 4. subcriterion - deadline for fair copy of SUMP - 10%
- **We received six offers – the best offer - AFRY**
- **Bid price (1.983.795.-, CZK; 77.600.- €)**

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Communication, stakeholders and citizens engagement in the process of SUMP development in Brno

- The development of the strategy of SUMP communication begun at the same time as SUMP development – autumn 2014
 - No Czech Guidelines or Methodology for SUMP development
 - External consultancy was hired to develop the strategy and to help with the implementation of the proposed activities
 - Dedicated website for Brno Mobility Plan has started operation in March 2015
 - All documents produced within the process of Brno SUMP development are published there
 - Unique logos and motto **„We are in it together!“**
-
- Communication Strategy and some of the activities coo funded from the EU project CHALLENGE (IEE Programme)

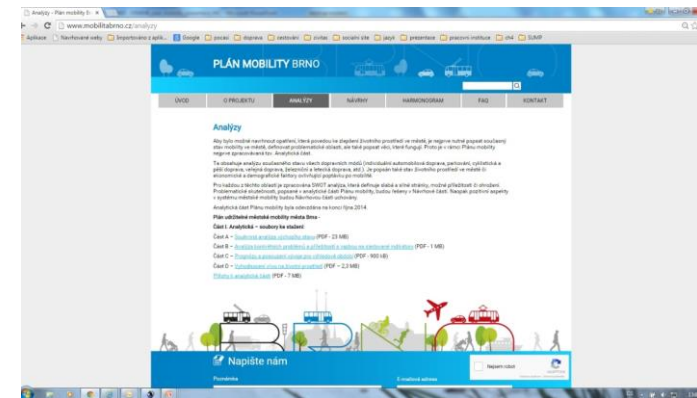


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Analytical Part (August 2014 – June 2015)

- Analytical part was published on website and sent to all involved stakeholders.
- First discussion with citizens took place in March 2015 – almost 120 people participated.
- For Analytical part more than 350 comments and remarks were received.
- Participants were asked to join the so called working groups which were established to involve active citizen into the consultation process for Brno SUMP development
- Four Working Groups were focused on Transport modes but with the development of the SUMP Vision the focus was change according to Vision 's strategic objectives.
- Originally 70 people enroll but only 20 people is still active.
- Working Groups met in September 2015, March 2016, March 2017.



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Analytical Part (August 2014 – June 2015)

- Analytical Part was also discussed with city districts, experts and companies/institutions.
- City and Region Departments were involved.
- Political clubs, City Council Committees.
- It was approved by the City Council in June 2015

- CHALLENGE University – event focused on University students to introduced them in the sustainable urban mobility planning

- Long term cooperation not only in the process of Brno SUMP was established.



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SUMP Vision (June 2015 – December 2015)

- The experts **workshop Brno Mobility – 2050 Vision** workshop took place in September 2015 – its aim was to present different views on future of Brno mobility and helped politicians in their decision
- Cooperation with Brno Smart City
- Five experts from Universities and research organizations were ask to prepare a vision of Brno Mobility in 2050 based on Analytical Part
- More than 50 experts – not only on transport, but also on environment, demography or urban planning participated at workshop and prepare five potential vision of Brno´s mobility
- Representatives for City Departments, South Moravian Region, Brno Public Transport Company, KORDIS JMK, Brno Universities and Research Organization



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SUMP Vision (June 2015 – December 2015)

- During the workshop participants – experts, politicians - were working with the proposals to add their knowledge.
- Mayor and City Council Members participate at the workshop and were discussing the proposals with the experts and authors of the vision.
- The all five updated proposals – the results of the workshop were presented to public – during the meeting of the Brno SUMP working groups.
- Brněnská ozvučná deska – board of Brno´s architects, people involved in city development and politicians.
- SUMP Vision Approved by City Council in December 2015





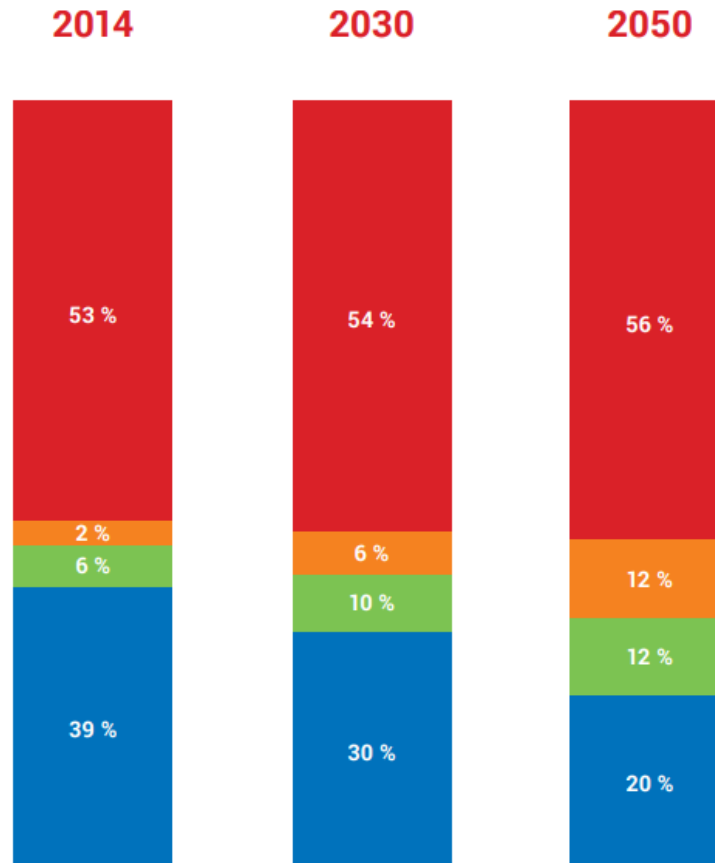
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Brno SUMP Vision

The city of Brno is placed on the top of the quality of life rankings in 2050. 480 thousand inhabitants, who are living here are not forced seeking for the fresh air outside the city at the weekends. Brno is the city, where is easy to live without a car. It is a city of the short trips with connected transport modes. Mobility - the fundamental building stone of quality of life in the city - is the main politic topic, and an active citizen participation on mobility issues has history of 35 years. There are any limitations for travel habits of elders or disabled travelers. The city is in the long term, conceptually and coordinated addressing the transport system efficiency. The main aims of the transport planning are accessibility, speed and an ease. Thanks to the broad data base not only in transport but also in demography, economics and citizens migration, the city can flexibly react in field of mobility.

Brno SUMP Vision




Public mass
transportation


Cycling


Pedestrian
traffic


Individual
motor car
traffic

1.



MODAL SPLIT BETWEEN SUSTAINABLE MODES OF TRANSPORT (PUBLIC TRANSPORTATION, CYCLING AND PEDESTRIAN TRAFFIC)

STRATEGIC OBJECTIVES

- Increase the share of public transport, cycling and pedestrian traffic in the modal split
- Increase the integration of sustainable modes of transport (share of multimodal routes) and accelerate public transportation (travel speed on reference journeys taken by public transportation higher by 15% in 2030)
- Increase the number of households not in possession of a car (by 20% by the year 2050)

2.



ROAD COMMUNICATION NETWORK OF THE CITY AND QUALITY OF PUBLIC SPACES

STRATEGIC OBJECTIVES

- Not to increase the capacity of the road communication network for individual motor car traffic in the central part inside the city after completion of the construction of the protective transport system (maintaining of the total number of parking places in the broader centre of the city on the level of the actual need)
- Increase accessibility and attractiveness of sustainable modes of transport in the city and its hinterland (for example suburban railways), (the share of suburban railways on reference journeys will grow by 20% by the year 2030 to the detriment of individual motor car traffic)
- Increase the number and quality of public spaces (increase in the percentage of inhabitants of the city satisfied with public spaces by 30% by the year 2030)

3.



ORGANISATION AND CONTROL OF TRAFFIC AND OF THE DEMAND FOR TRANSPORT

STRATEGIC OBJECTIVES

- Combine traffic and spatial planning, implement principles of integrated traffic planning including strengthening of the importance of telematic systems
- Implement comprehensive planning of the transport of employees and visitors to big enterprises and institutions, including projects generating traffic (for example plans of mobility for shopping centres, compulsory corporate plans of mobility for organisations with more than 100 employees by the year 2020, and with more than 50 employees by the year 2025)
- Implementing education, training, raising awareness in the area of urban mobility and information of traffic participants

4.



PROTECTION OF INHABITANTS AGAINST NEGATIVE IMPACTS OF TRAFFIC, HIGH ENERGY CONSUMPTION OF TRAFFIC

STRATEGIC OBJECTIVES

- Reduce the number of traffic accidents (fulfil national objectives, for example reduction of the number of victims of traffic accidents to one half compared to the year 2015 by the year 2025)
- Reduce the number of inhabitants suffering from above-the-limit noise from traffic (by the year 2025, less than 5% of the population of the city should suffer from above-limit noise from traffic)
- Reduce emissions of greenhouse gases and reduce the energy consumption of transport per passenger (a fourfold reduction in greenhouse gas emissions by the year 2050 compared to the year 2010, or: 1 tonne equivalent of CO₂ per person per year by the year 2050); decrease in total energy consumption in transport per passenger by 20% by the year 2050)
- Ensure reliability of the transport system in case of emergency situations
- Minimise the negative impacts of city logistics

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Planning Part (January 2016 – June 2017)

- The preparation of the Planning part based on approved vision was divided into two parts.
- So called draft of Planning part was finished in March 2016 – published on website, sent to authorities, city districts.
- Public discussion and Meeting of Brno SUMP Working Group Meeting took place.
- More than 700 remarks and comments was gathered and evaluated.
- Cooperation with experts, city districts, authorities.
- Cooperation with Smart City – new ways how to involved citizens and new ideas
 - Idea Camp - April 2016
 - City Hack – February 2017



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Planning Part (January 2016 – June 2017)

- After the first phase which ended in July 2016 the second phase of development of Planning part.
- Finished Planning Part was published to get feedback.
- Public discussion and Meeting of Brno SUMP Working Group Meeting took place.
- Two special Meetings with city districts and neighboring municipalities took place.
- Almost 1300 comments were received and evaluated.



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Other Activities



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Process SEA (March 2017 – September 2018)

- Strategic Environmental Assessment (SEA) process for Brno SUMP has started last year.
- The assessment and evaluation of the policy – Brno SUMP was prepared – strictly according to the law.
- Public consultation – discussion, written comments.
- April 2018 – the final decision of the Regional Authority – consent with policy of Brno SUMP.

- Process of the adoption of SUMP is starting.

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Connection with other city Policies

- Action Plan on Air Quality
- City Strategy Brno 2050
- Sustainable Energetic Plan for Brno

SUMP – where we are now

- Action plans – are prepared every year
- – cooperation with
 - South Moravian Region, Správa železnice (owner of the railway infrastructure), Ředitelství silnic a dálnic (owner of the road infrastructure)
 - Brno Public Transport Company, Brněnské komunikace, a.s.
- Action plan is a list of mobility project in the city and metropolitan area
- We have online GIS tool to help us with the gathering and presentation of the information and data

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- Internal application for the mobility projects
- Tabs and maps
- Information – timeline, budget and location

The screenshot displays the 'Plan mobility' application interface. On the left, a table lists mobility projects with columns for ID, project name, investor, and status. On the right, a map titled 'LOW-CARB interni' shows the city of Brno with various colored lines representing different mobility routes.

ID	NÁZEV PROJEKTU	INVESTOR	STAV	PLÁNOVANÁ REALIZACE
363	Prodloužení tramvajové trati Štěrbač-Kačechy	SMB/ŘKDM/DRM	Projektová příprava	
364	Prodloužení tramvajové trati Olouva - Sběratelův stánek Slávy Látkové - terminál IDS Slávy Látkové	SMB	Realizace	
366	Nová tramvajová trať Olouva - kampus MU Bohunice	SMB	Realizace	
367	Pískový náhon na kampus	SMB	Projektová příprava	
368	Tramvajová trať Písteň	SMB	Realizace	
369	Rekonstrukce tramvajové trati Otava - skála - Líšeň	SMB	Projektová příprava	
370	Prodloužení tramvajové trati Měchouř - Lesná - příměstský tramvajový stánek - Měchouř	SMB	Projektová příprava	
371	Prodloužení tramvajové trati Novobřežská - Štěrbač	SMB	Nahášeno	
372	Pískový smlývač tramvaje	SMB	Nahášeno	
373	Vozovna		Realizace	

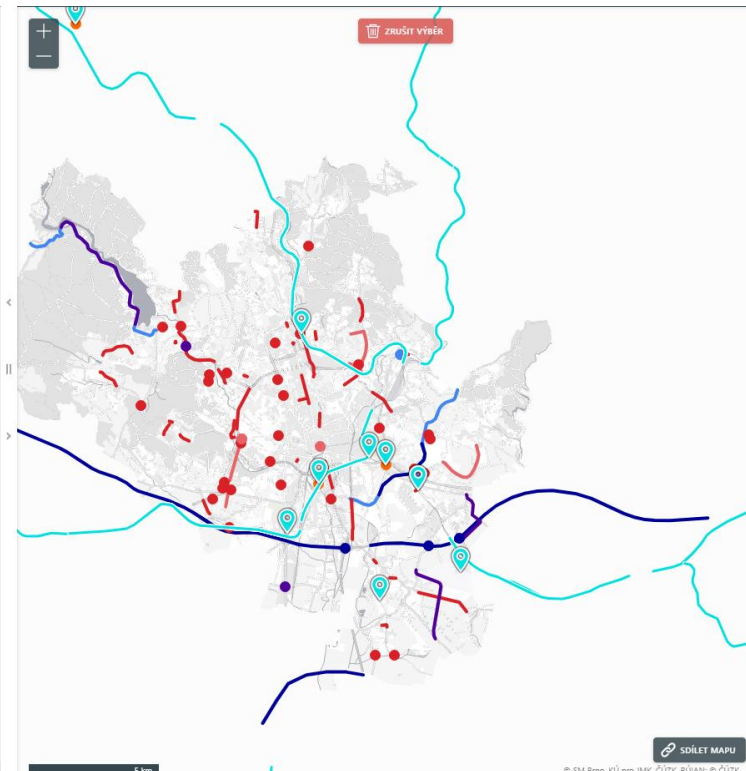
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Plán mobility 29 záznamů • 25 na stránce • 29 vybraných

DO MAPY ▼ DOTČENÉ PARCELY TYP: VŠE STAV: STÁVAJÍCÍ

<input type="checkbox"/>	ID	ČÍSLO AKČNÍHO PLÁNU	ČÍSLO ZASOBNÍKU	NÁZEV PROJEKTU	INVESTOR	STAV REALIZACE	PLÁNOVANÁ REALIZACE	CENA (TIS. Kč)					
<input type="checkbox"/>	391		49	Podchod pro pěší Královo Pole	SZDC	Neféšeno							
<input type="checkbox"/>	397		101	ŽUB	SZDC	Projektová příprava							
<input type="checkbox"/>	399		102	Železniční zastávka Vídeňská	SZDC	Neféšeno							
<input type="checkbox"/>	400		103	Železniční zastávka Čermovická terasa	SZDC	Neféšeno							
<input type="checkbox"/>	401		104	Železniční zastávka Holásky	SZDC	Neféšeno							
<input type="checkbox"/>	402		106	Trat' Brno - Pterov	SZDC	Neféšeno							
<input type="checkbox"/>	403		107	Přístupní terminál „V Trianglu Olomoucká“ Brno Čermovice	SZDC	Neféšeno							
<input type="checkbox"/>	339		502	VRT	SZDC	Neféšeno							
<input type="checkbox"/>	452		514	žst. letiště Brno - terminál	SZDC	Neféšeno							
<input type="checkbox"/>	398	1070	101	Europoint Brno	SZDC	Projektová příprava	01.01.2020 / 31.12.2025	3 000 000.00					
<input type="checkbox"/>	1195	1090		Elektrizace trati vč. PEÚ Brno - Zastávka u Brna, 1. etapa	SZDC								
<input type="checkbox"/>	1196	1091		Elektrizace trati vč. PEÚ Brno - Zastávka u Brna, 2. etapa (úsek Sileřice	SZDC		01.01.2022 / 31.12.2023						



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BRNOINMOTION

B | R | N | O | #BRNOINMOTION

PLÁN MOBILITY ▾ PROJEKTY DOPRAVNÍ VÝCHOVA CYKLODOPRAVA KAMPANĚ ▾ SDÍLENÁ DOPRAVA ▾ AKTUALITY ▾ KONTAKT

Plán mobility Brna

VÍCE INFO



PLÁN
MOBILITY



SOUTĚŽ BEZPEČNĚ
BRNEM



SDÍLENÁ
DOPRAVA



AKTUALITY



DOKUMENTY
KE STAŽENÍ



PARKOVÁNÍ V
BRNĚ

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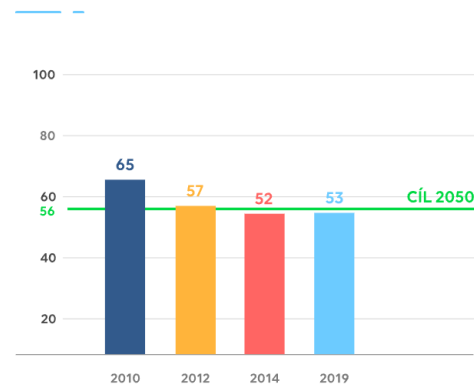
BRNO IN MOTION

Evaluation of SUMP

- Set up indicators
- Collection of the data
- Monitor of the data development

Oblasti plnění cílů

Podíl cest udržitelných druhů dopravy (veřejná doprava, cyklo, pěší)



← Podíl uživatelů využívajících udržitelnou dopravu (%)

Podíl cyklistů (%)

Podíl cyklistů a pěších (%)

Podíl multimodálních cest (kolo+veřejná doprava, kolo+pěší, %)

Podíl udržitelných módů dopravy (%)

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- www.brnoinmotion.cz
 - Brno SUMP
- <https://gis.brno.cz/ost/low-carb/>
 - LOW-CARB evidence akčního plánu

B | R | N | O

Thank you for your attention

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