



InnovaSUMP

Interreg Europe



European Union
European Regional
Development Fund

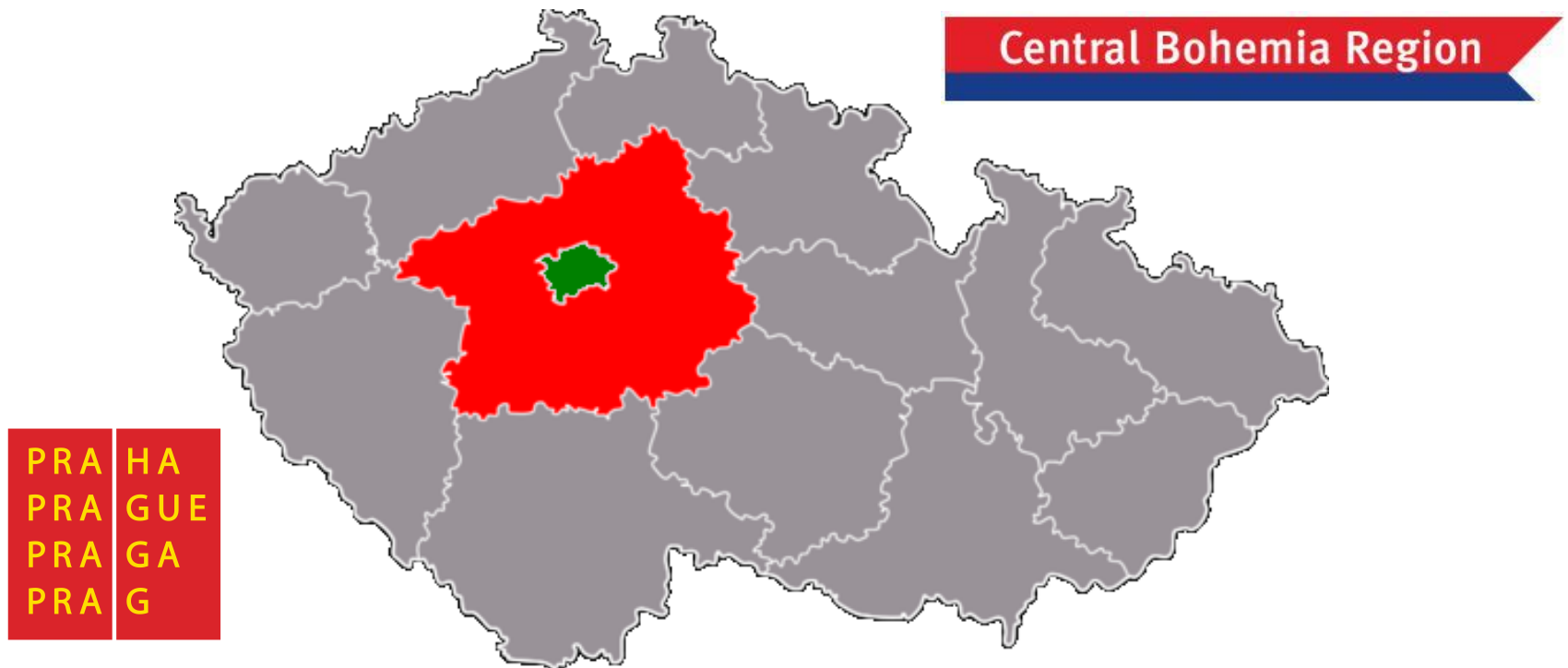
Public Transport Volumes in Prague and its Suburbs

Blanka Brožová

ROPID (Prague Transport Authority)

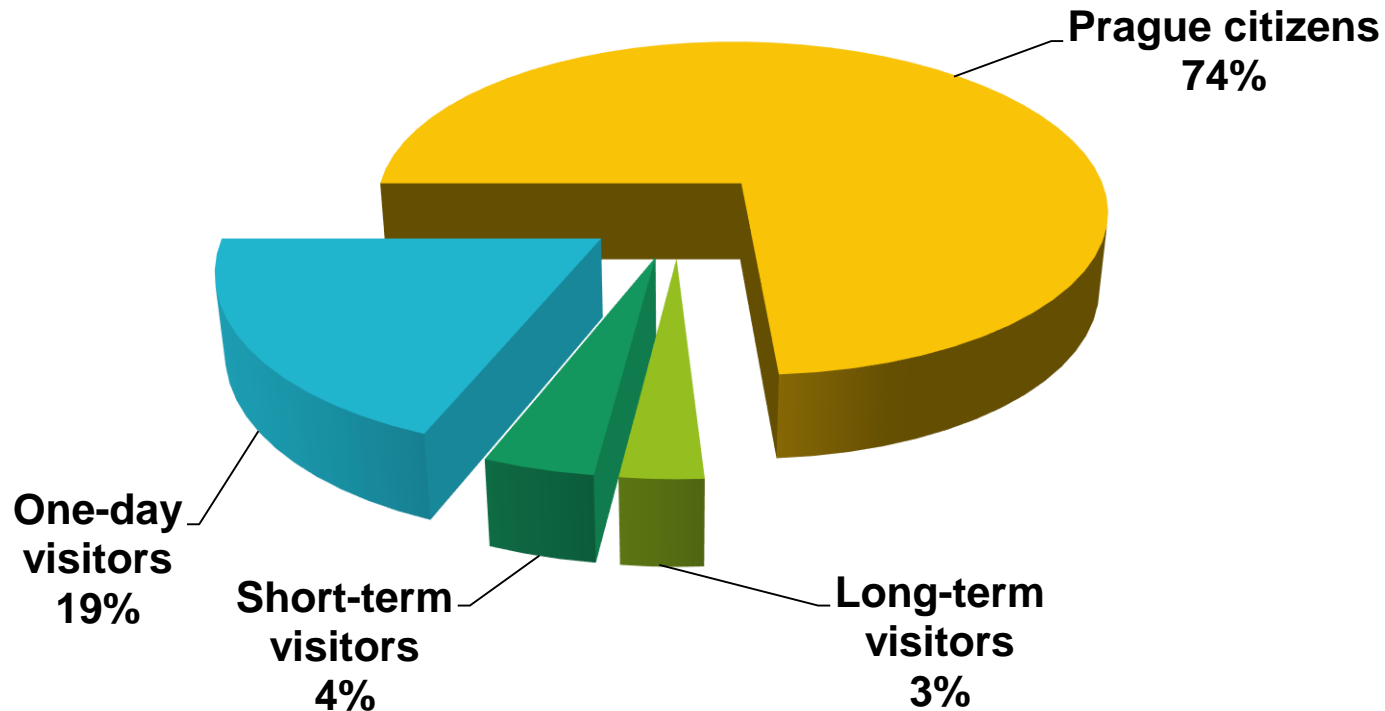
brozova.blanka@ropid.cz

Introduction



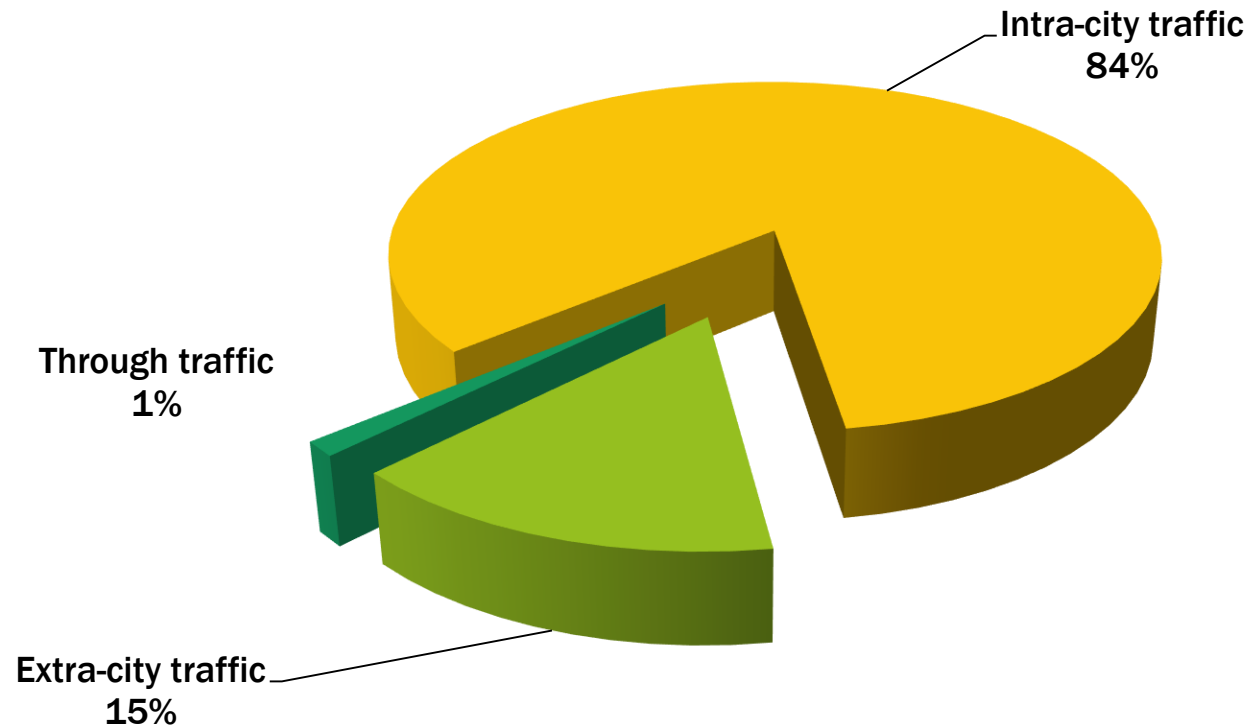
- Czech Republic = 10 mil. inhabitants
- Prague = 1,2 mil. inhabitants
- Prague Transport Region (The City of Prague + ca. 1/3 of Central Bohemia Region) = 1,8 mil. inhabitants

Users of the Traffic Systems in Prague (2007)



- total number of persons present on a normal business day in the city in 2007 was estimated to be ca. 1.8 mil., i.e. ca. 50 % more than the number of Prague citizens
- each of the groups shows different travel behaviour

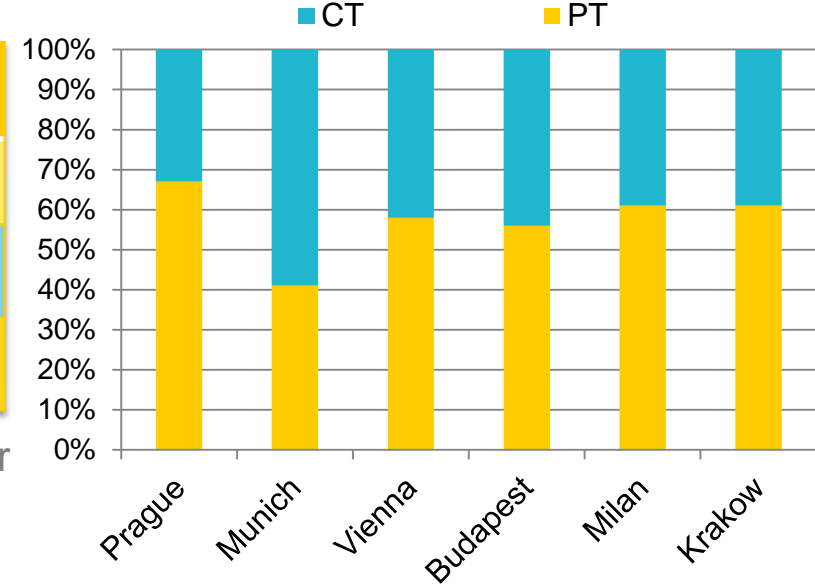
Sources and Destinations of Prague Citizens and Visitors (2007)



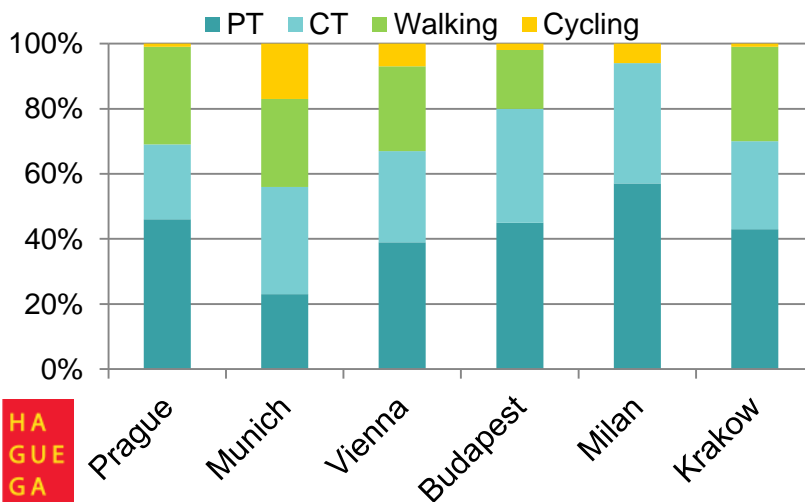
- Prague as a huge city generates mostly intra-city traffic
- transit traffic of persons is marginal

Modal Split in Prague

Public Transport (PT) vs. Car Transport (CT) [%]						
	Prague (2015)	Munich (2011)	Vienna (2014)	Budapest (2014)	Milan (2013)	Krakow (2013)
CT	34	59	42	44	39	39
PT	66	41	58	56	61	61



- modal split in Prague has not changed much over the last 10 years
- modal split of all the transportation means (data below) may be influenced by a different methodology of calculation (mostly for walking)



Modal split [%]						
	Prague (2015)	Munich (2011)	Vienna (2014)	Budapest (2014)	Milan (2013)	Krakow (2013)
PT	46	23	39	45	57	43
CT	23	33	28	35	37	27
Walking	30	27	26	18		29
Cycling	1	17	7	2	6	1

Public Transport in Prague and its Suburbs

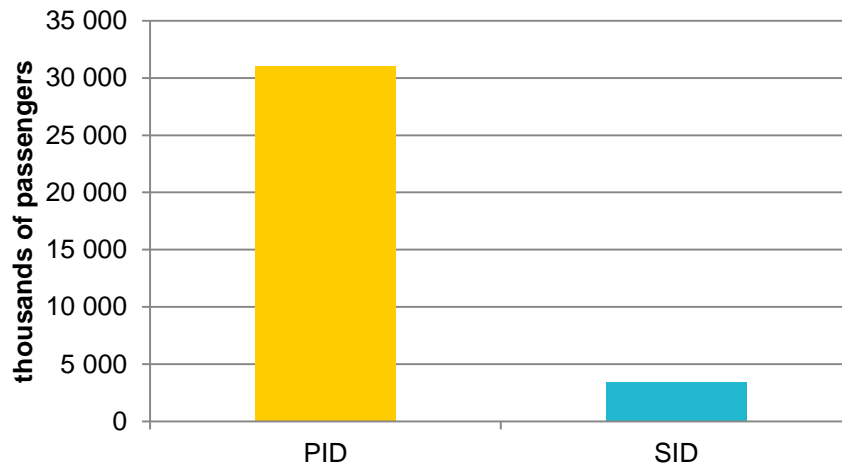
- Prague Integrated Transport (PID) – fully integrated transport system in Prague and a part of the Central Bohemia region
(metro, railway, trams, urban, suburban and regional buses, ferries and the Petřín funicular)
- Central Bohemia Integrated Transport (SID) – tariff cooperation of regional bus operators in a part of the Central Bohemia region
(suburban and regional buses)
- Other lines – railway outside of PID, regional and suburban buses outside of PID and SID, public transport in some towns in Central Bohemia
- Long-distance transport – trains and buses

In the near future a **unified integrated transport system** in Prague and the whole Central Bohemia region **should be created**, including more of long-distance trains

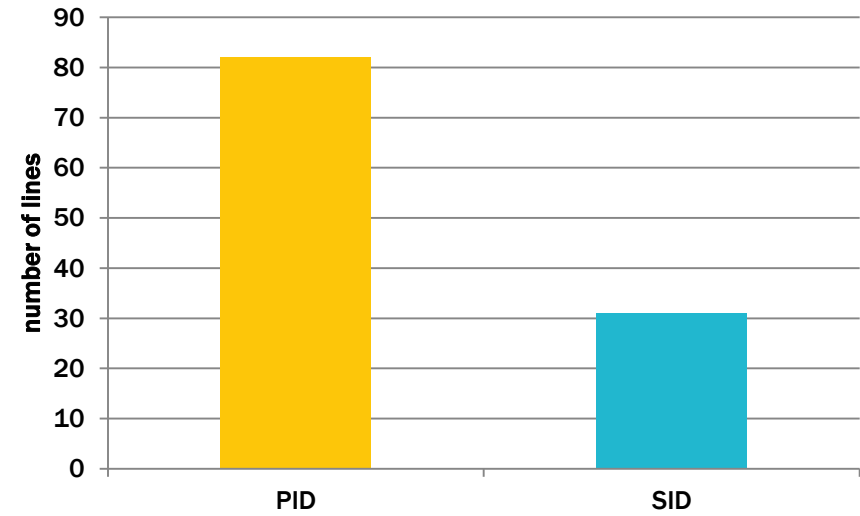
Public Transport in Prague and its Suburbs



Number of bus passengers crossing Prague border per year



Number of bus lines crossing Prague border

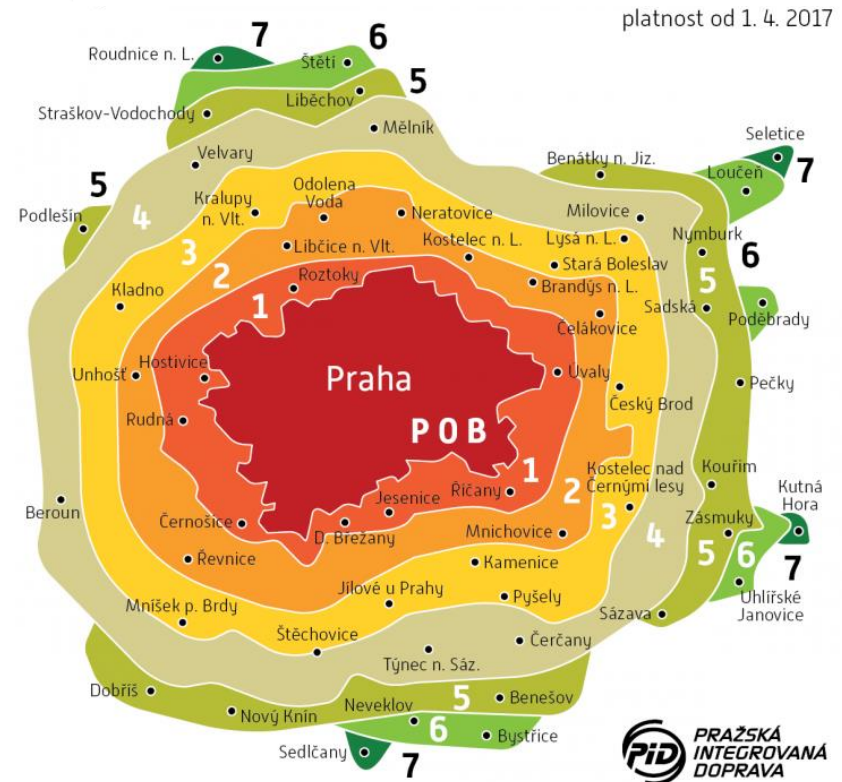


- The Central Bohemian system SID transports only ca. 12 % of what PID transports and its share is getting lower every year

Prague Integrated Transport



- 17 operators

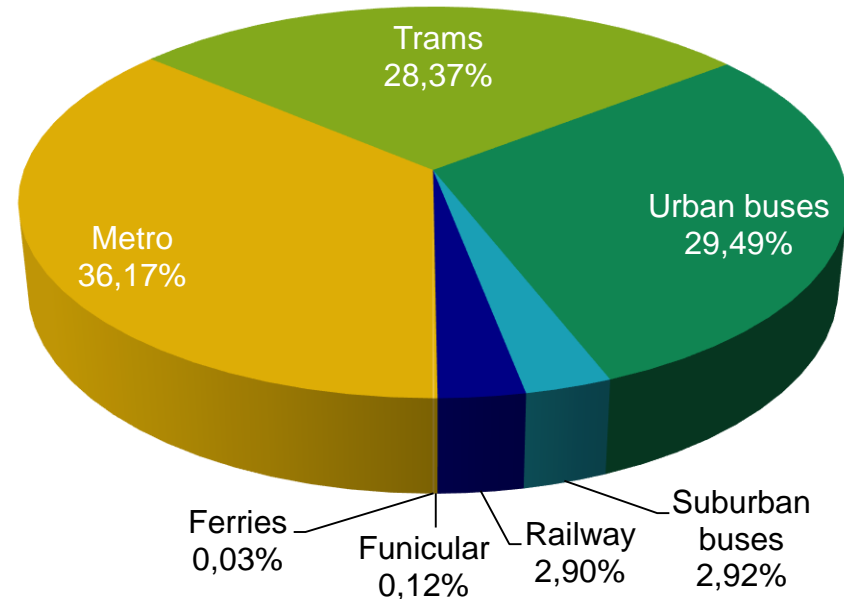


Development of PID

Year	1992	1995	2000	2005	2010	2013	2014	2015
Suburban and regional bus lines	2	11	89	147	150	156	157	161
Municipalities served by PID bus lines	2	15	159	299	299	308	309	313
Railway stations and stops in PID	23	59	190	212	222	222	229	235

Prague Integrated Transport

Mode	Passengers / year
Metro	456 820 000
Trams	358 284 000
Urban buses	372 435 000
Suburban buses	36 855 000
Railway	36 669 000
Funicular	1 480 000
Ferries	402 700
Σ	1 262 945 700

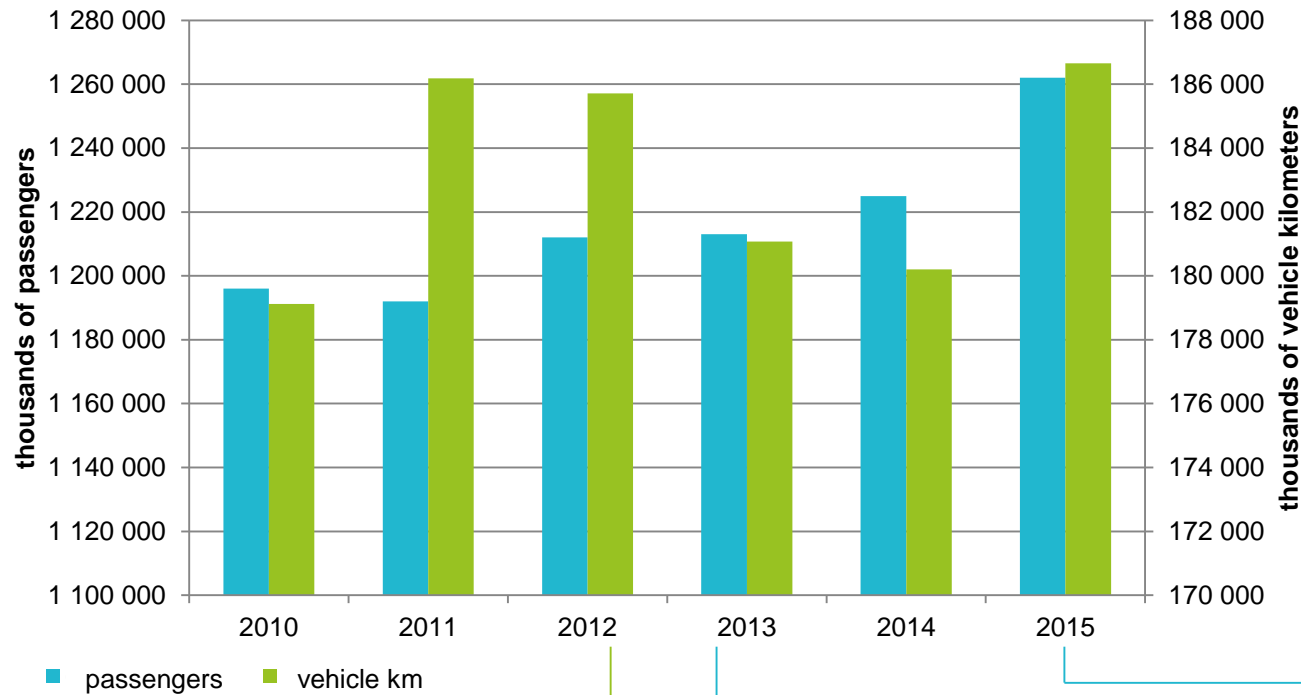


- Passenger counting takes place regularly:
 - Metro network ca. every 5 years + counters in stations continuously
 - Tram network ca. every 3 years
 - Bus network divided into 5 sectors – each sector ca. every 3 years
 - Trains several times a year

Prague Integrated Transport



PID in Prague – no. of passengers and vehicle km

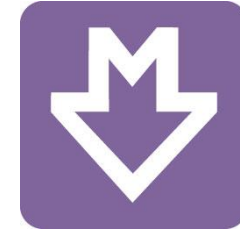


Extension of metro A
and integration of new
suburban areas

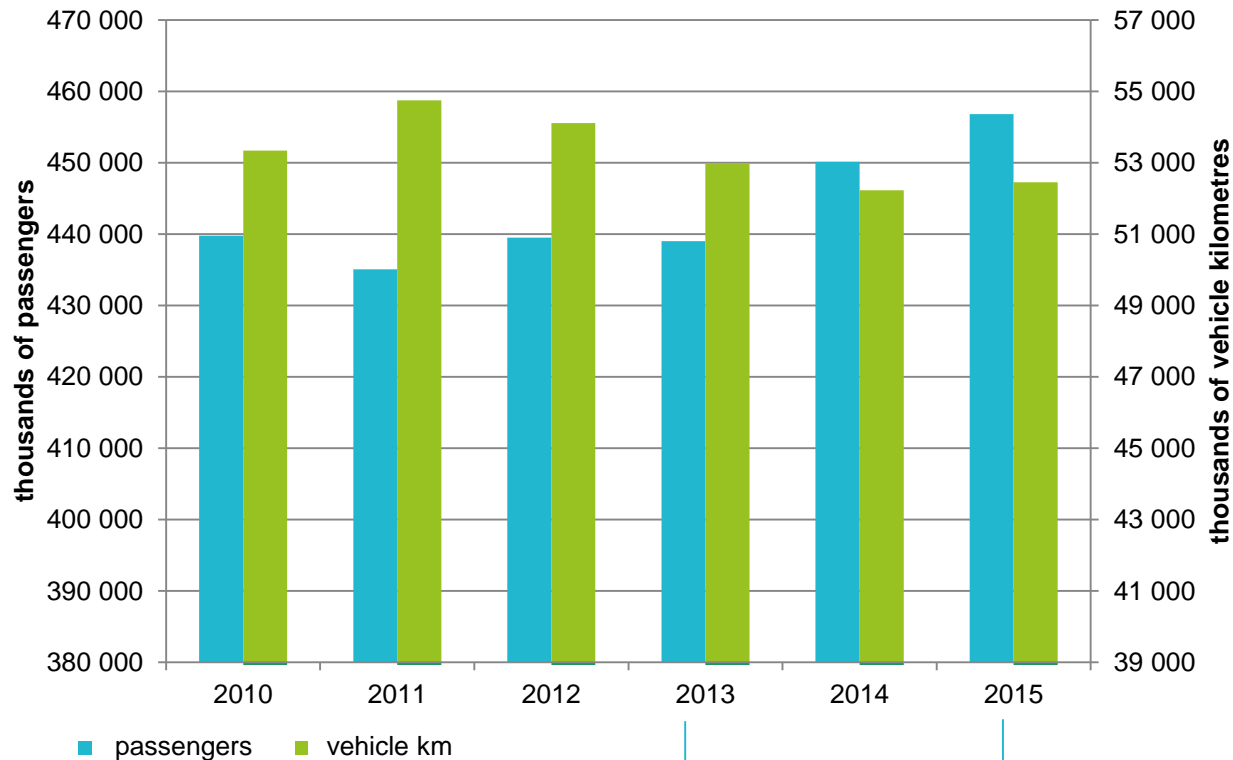
Adoption of the new network → passenger numbers are growing

New „metropolitan“ network → vehicle km saving

Prague Integrated Transport



METRO - no. of passengers and vehicle km

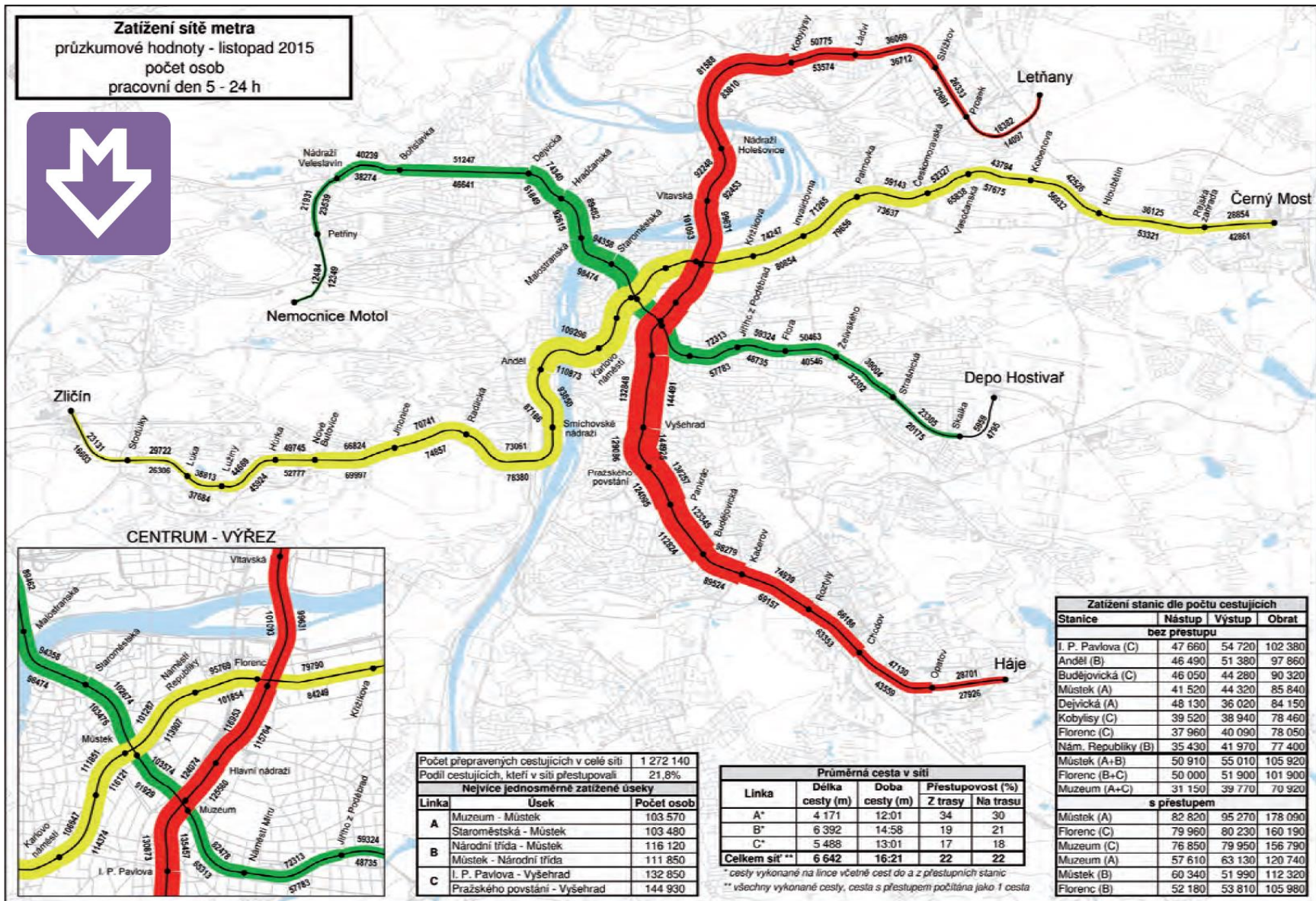


Extension of metro
A to Motol

Influence of floods in June 2013

(some parts of the metro network were out of order)

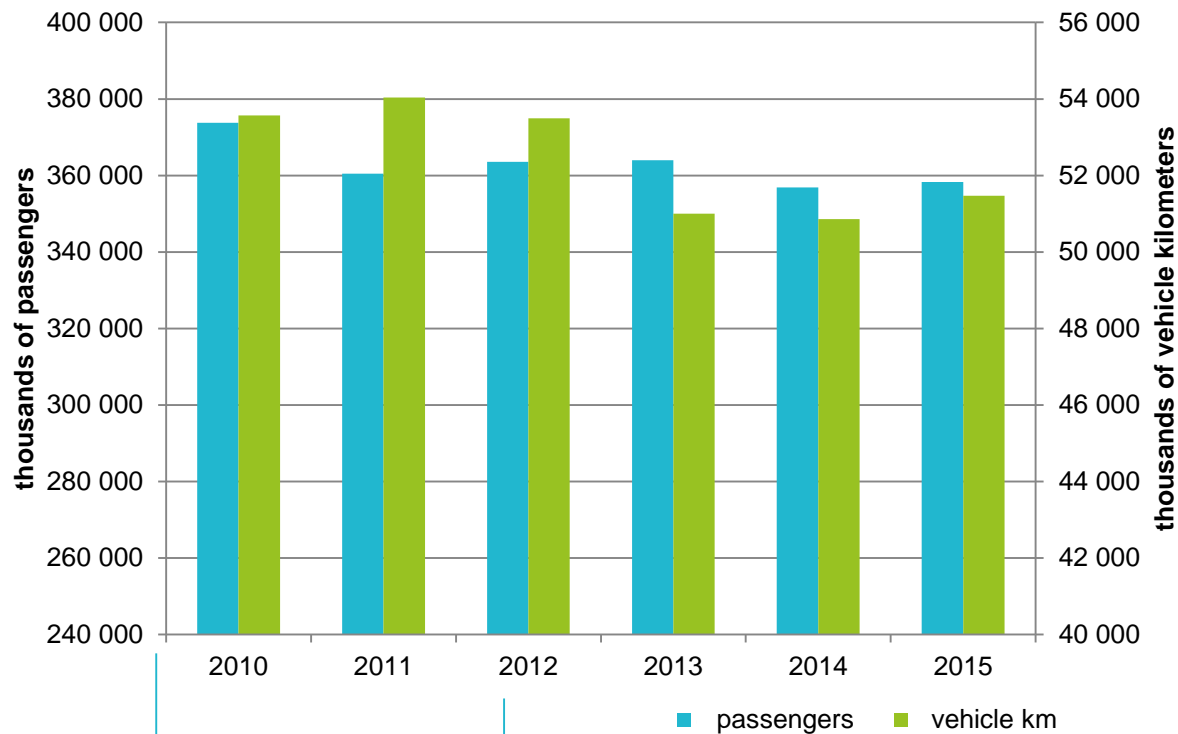
Prague Integrated Transport



Prague Integrated Transport



TRAMS - no. of passengers and vehicle km



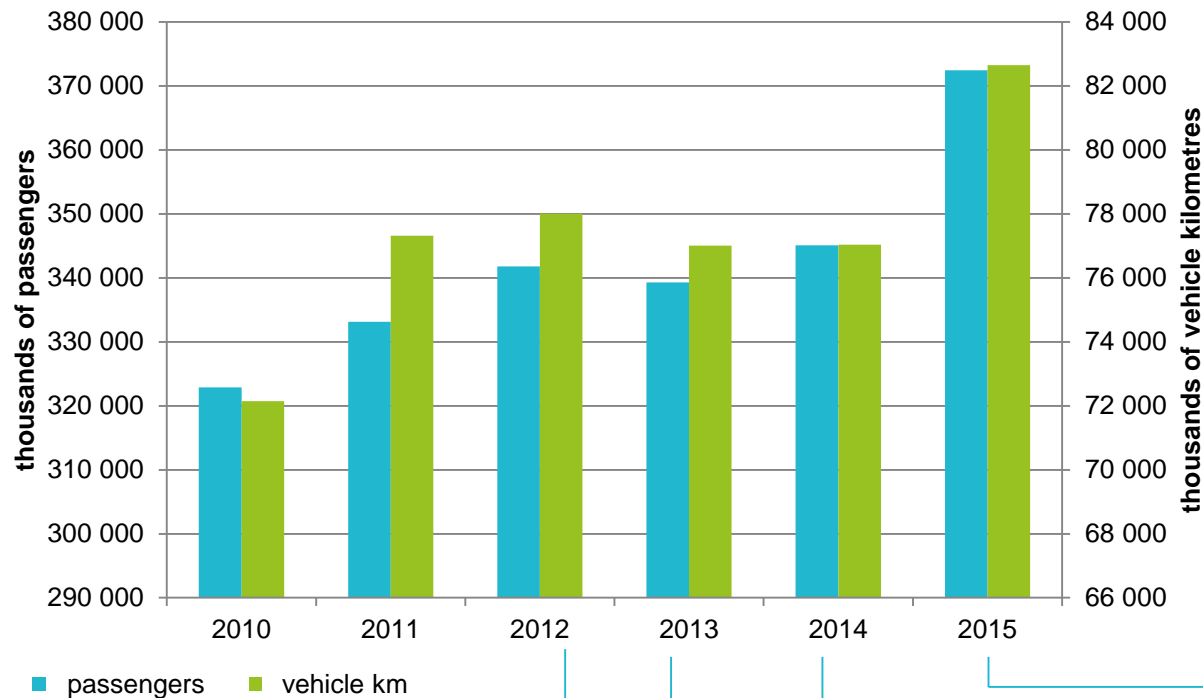
→ Major reinforcement of tangential bus lines

→ 2010 – 2015 → extensive modernization of tram tracks

Prague Integrated Transport



BUSES in Prague – no. of passengers and vehicle kilometers



→ Extension of metro A to Motol

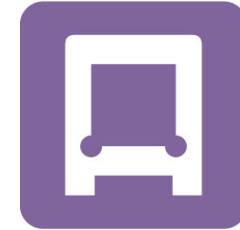
→ Integration of new areas in Central Bohemia

→ Growth of tangential connections

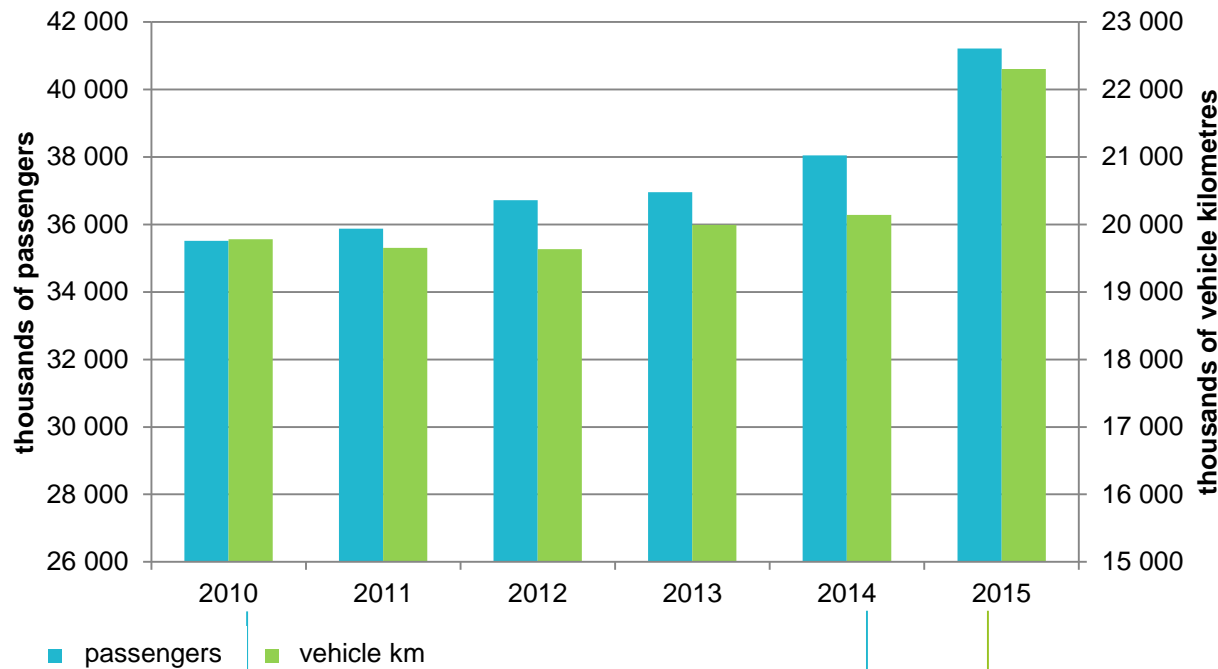
→ Floods in June 2013

→ New metropolitan network

Prague Integrated Transport



BUSES outside of Prague – no. of passengers and vehicle kilometres



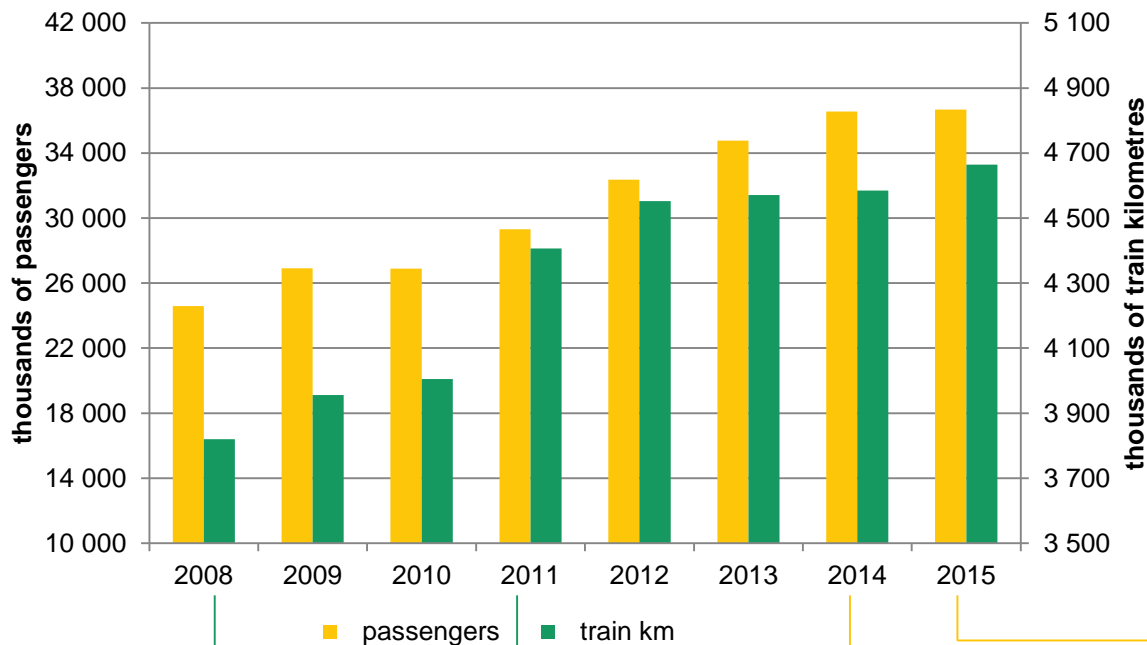
Integration of new areas in Central Bohemia → steep increase in passenger numbers

→ Continuous suburbanization

Prague Integrated Transport



PID TRAINS in Prague – no. of passengers and train kilometres



A demanding reconstruction of track 011 (affecting also track 231)

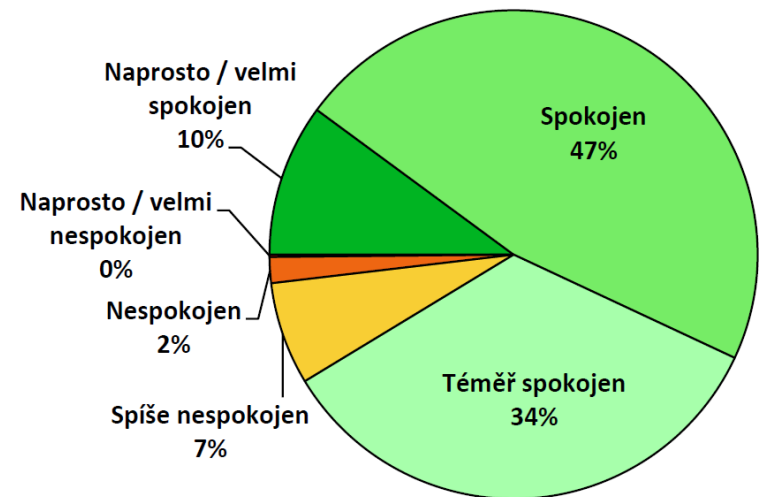
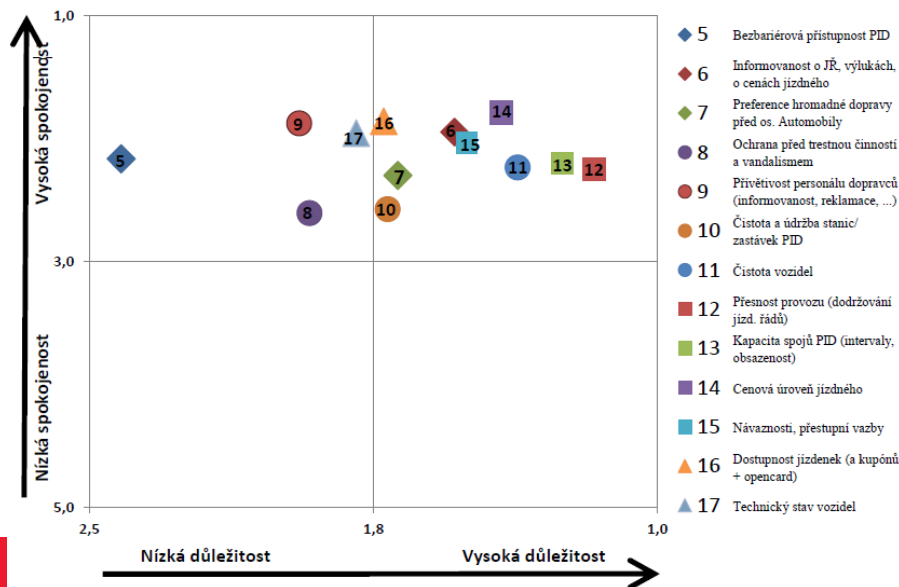
New railway stops built in Prague (Podbaba, Kačerov) and its suburbs (Hostivice, Rudná)

Corridor to Benešov (S9) modernized, direct trains to Milovice and more trains to Úvaly + S7 through Prague

„New Connection“ finished → expansion of railway transport by more than 30 %

Survey among Prague Integrated Transport users

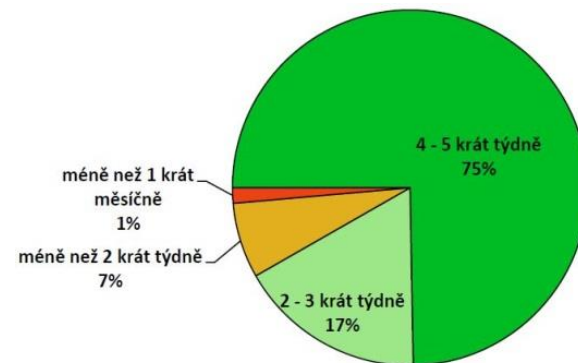
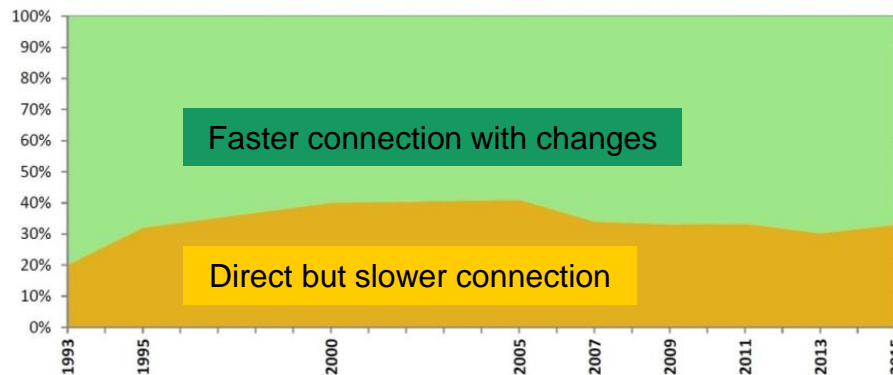
- Passenger satisfaction survey every 2 years
 - Travel behaviour: how often do you travel, duration of journey...
 - Importance of and satisfaction with key aspects: punctuality, tidiness, fares, information, kindness of staff...
- > Overall satisfaction is growing (91 % in 2015, 87 % in 2013)



Survey among Prague Integrated Transport users

Average number of changes					Average travel time (minutes)				
2007	2009	2011	2013	2015	2007	2009	2011	2013	2015
1.79	1.46	1.26	1.47	1.31	39	37	33	35	33

- 75 % are regular users of public transport
- Number of changes is decreasing
- Average travel time is decreasing
- Passengers prefer faster connections with changes to direct but slower connection





InnovaSUMP

Interreg Europe



European Union
European Regional
Development Fund

Thank you!