

Metropolitan area of Prague

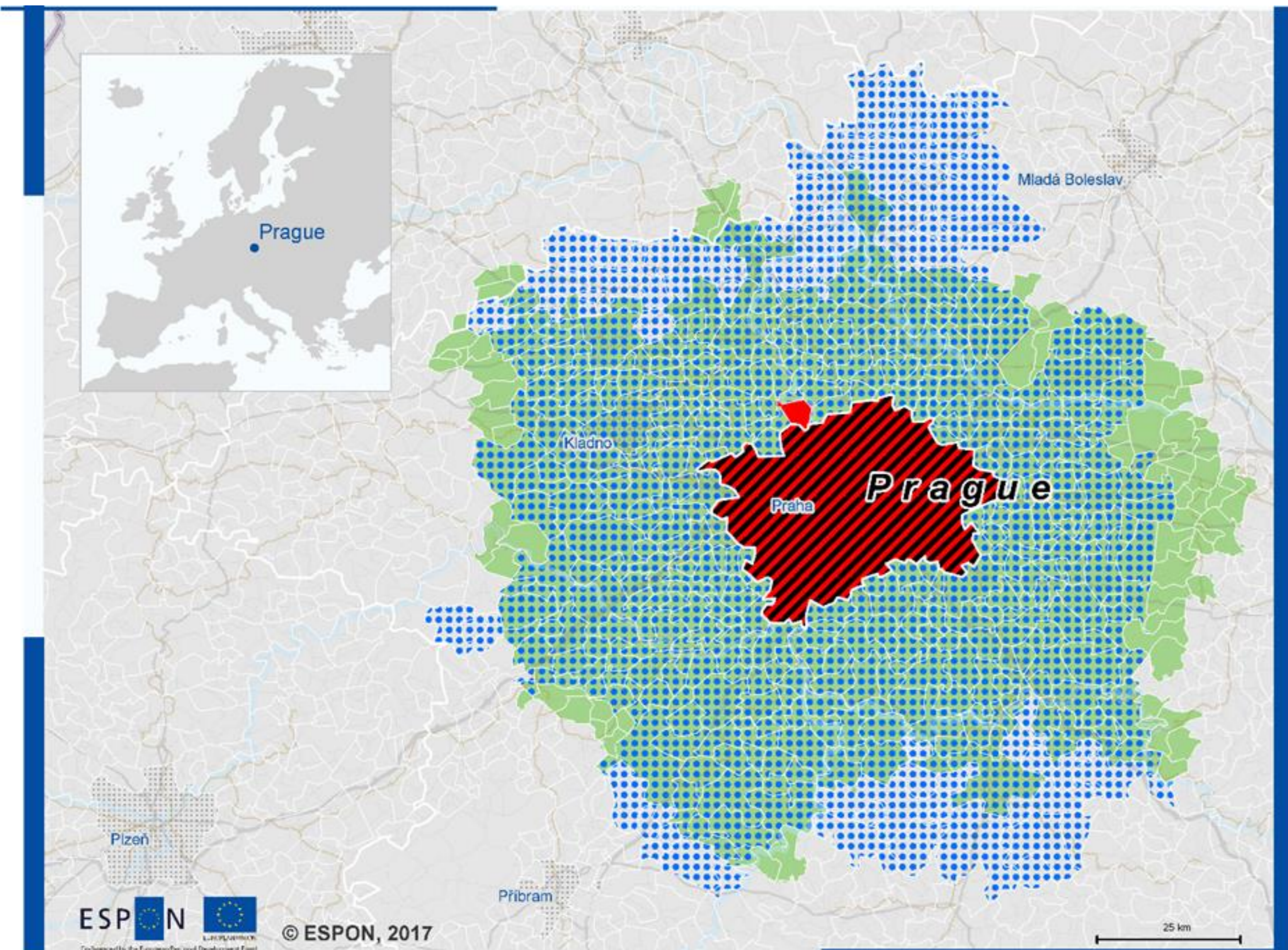
Spatial dynamics and strategic planning

The Metropolitan development of Prague

The Prague metropolitan area represents the territory used in the implementation of the European Integrated Territorial Investment (ITI) programme. The area is defined based on combination of spatial indicators and includes the city of Prague and part of the surrounding Central-Bohemian region. The area comprises of three main parts: 1) Prague city, 2) the inner suburban ring and 3) the outer suburban area. A number of initiatives have fostered inter-regional collaboration such as the Sustainable Urban Mobility Plan and the ITI Strategy for the Prague Metropolitan area. These initiatives are in progress and address the need for integrated spatial planning at metropolitan scale and coordination between Prague and the Central-Bohemian region.

Metropolitan Development Area (MDA)

Map of the MDA of Prague



- Core city municipality
- MUA of the core city (ESPON 2013 Database)
- Surrounding MUA's (ESPON 2013 Database)
- Metropolitan Development Area (MDA)
- FUA of the core city (ESPON 2013 Database)
- National border
- Railroad
- Motorway
- Primary road
- Other road
- rivers

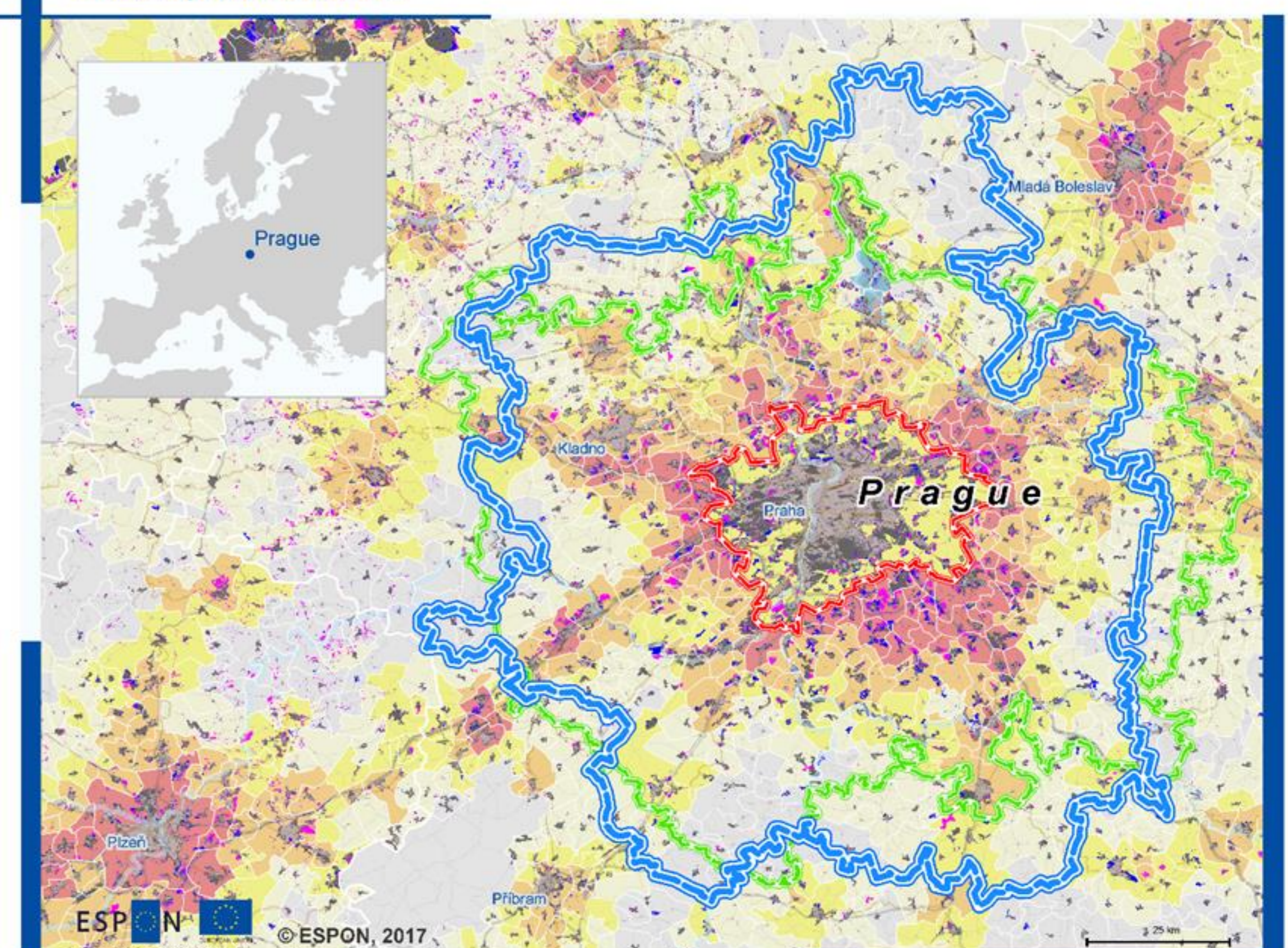
Territorial level: LAU2 (version 2011)
Source: Geographical information system of the Commission (GISCO), 2017
Origin of data: EUROSTAT, 2011
© EuroGeographics for the administrative boundaries

Current spatial development challenges

- The population growth in the metropolitan area of Prague is stagnating. Meanwhile there is a strong suburbanisation trend that reached a peak in the middle of the 2000s.
- The suburbanisation is a key challenge, resulting from escalated differences of land and property prices between Prague and its suburbs. This increased demand in transportation and social services.
- Suburbanisation has also fostered social disparities. The family houses in the suburban areas with considerable size of buildable plots became an attractive housing option. The land in and around Prague became expensive, while poorer households have been forced to move to more remote areas.
- The lack of coordinated spatial planning for Prague and its surroundings brings challenges in conflict resolution for land uses such as development of major road and train lines, parking areas in Prague, flood protection, housing development etc.).
- The regional authorities, do not participate in the land-use planning process of the municipalities and have no responsibilities for the development of the local land use plans. This is a key challenge for the management of the metropolitan area.

Map of the Urban Sprawl in MDA, FUA and MUA of Prague

Urban Sprawl 1975-2014



Increase in Night Light Intensity 1992 - 2012



Territorial level: LAU2 (version 2011)
Source: Geographical information system of the Commission (GISCO), 2017
Origin of data: EUROSTAT, 2011
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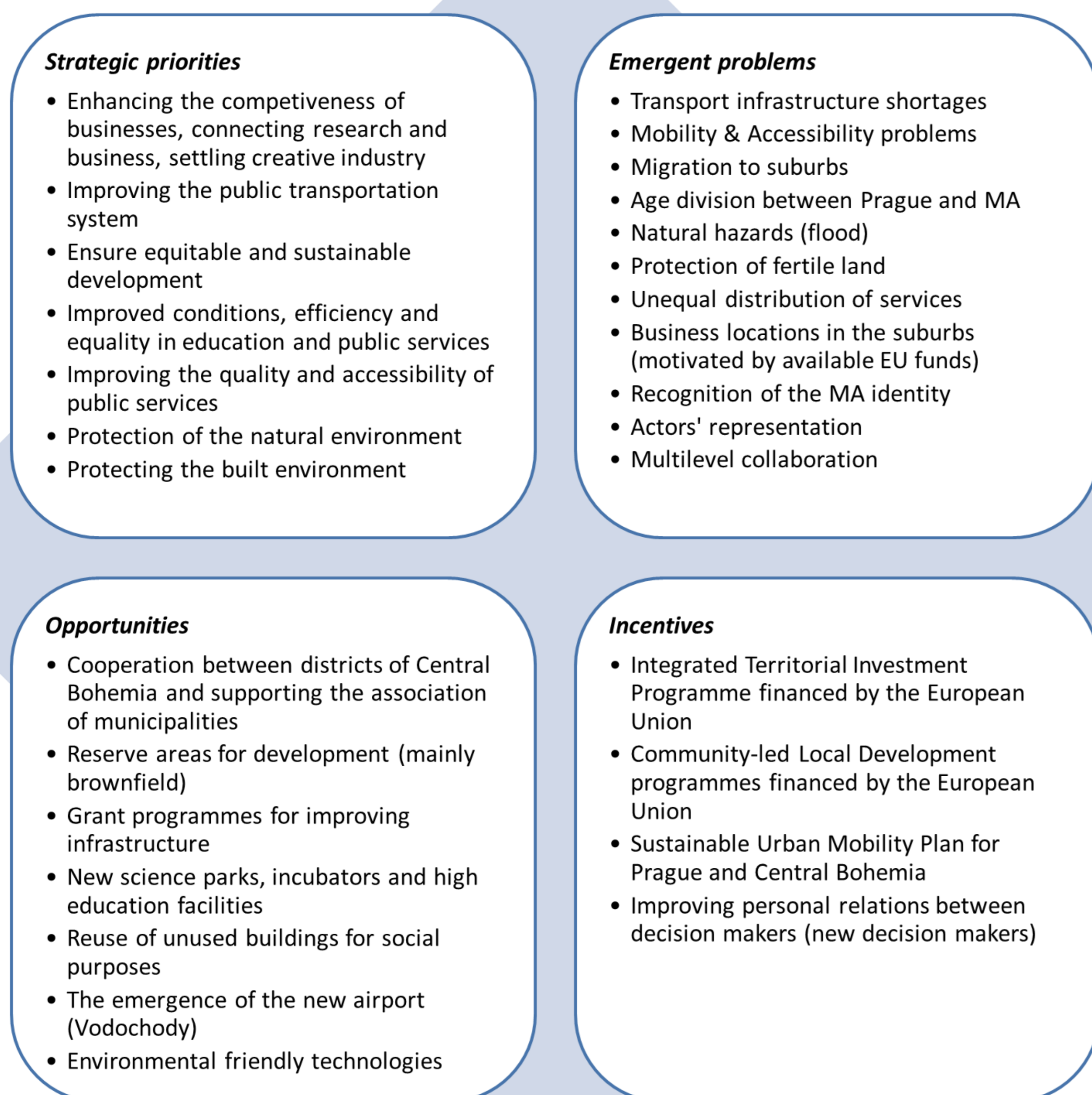
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- The MDA of Prague represents the territory used for the implementation of the European initiative Territorial Investment Programme (ITI) for Prague. The area covers about 5000 km² with about 2 million inhabitants. It covers all together 515 municipalities.
- Within the ITI initiative the strategic plan for the Prague metropolitan area has been elaborated. The plan, however, does not imply a formal governance at metropolitan scale. The ITI has a limited scope, addressing issues supported by the EU funding programmes in the context of "more developed region" such as Prague and a "less developed region" such as Central Bohemia. Key issues addressed by the plan include: transport and mobility (transfer terminals, telematics, a road network to connect TEN-T and bicycle passes), the environment (flood protection) and the regional education system.
- The MDA of Prague is almost fully embracing the FUA. Urban development has a clear radial structure moving from its central older core to the surrounding territory. The urbanization is concentrated around multi-directional rays of the main road infrastructure, connecting the city centre with the main municipalities of the hinterland and other big cities outside the MA. Urban sprawl is going beyond the MDA (ITI) area.

Strategic priorities, opportunities and incentives

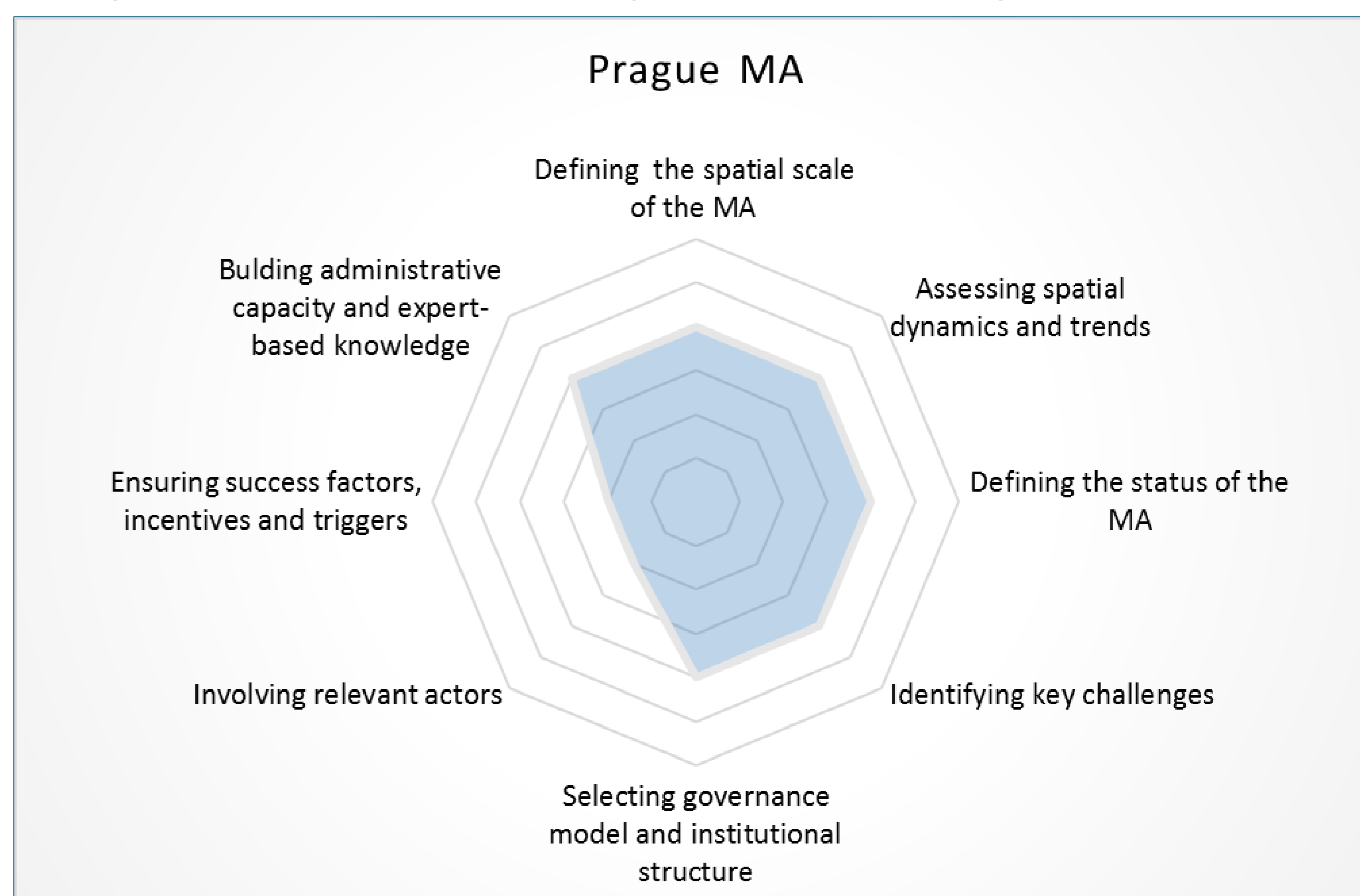
- According to the development plans of Prague and Central Bohemia the area aims to keep its leading economic role in the country, develop further the integrated transport system (ROPID) and reach a socially and environmentally balanced development.
- There are limited planning tools to implement coordinated development in Prague and Central Bohemia (as these are two independent regions), but Integrated Territorial Investment Programme of the EU provides a good incentive for further capacity building. It is complemented by Community-led Local Developments (financed from EU funds) that provides incentives for coordinated investments for groups of municipalities.
- The new Sustainable Urban Mobility Plan (SUMP), prepared for Prague and Central Bohemia will serve as basis for the future collaboration process.
- According to the Spatial Development Policy of the Czech Republic (2015) the infrastructure development and the effect of urbanization must further be addressed by Central Bohemia and Prague.

SOEI matrix of the Metropolitan city of Prague



Key recommendations and relevant policy tools

Progress in Metropolitan Planning Approach within eight action areas



- Several initiatives including the ITI project in Prague contributed for starting up debates on metropolitan planning approach. Progress has been achieved in several action areas such as in assessment of the spatial dynamics and urban trends of the current metropolitan developments and in providing better understanding of the current challenges in the area.
- Considerable expertise has been generated by Prague's regional authorities and by the planning institutions, regarding possible scenarios for the metropolitan development and the spatial planning strategies.
- There are debates launched about the formal status of the metropolitan area and the need for clear governance model to ensure integrated spatial planning policy.
- More efforts are still needed in ensuring the needed administrative capacity of the regional and local authorities to initiate and participate in a metropolitan governance process. Based on the ITI administrative structure a clear shared-governance process of planning at the MA level can further be established post 2020.
- Efficient coordination mechanisms are needed including land use planning tools that can be used by the local authorities in order to bridge the implementation gap between the strategic and statutory spatial planning
- The strategic process developed within the ITI needs to be firmly embedded in the institutional structure and policy framework of the region and the municipalities with the support of the political bodies at regional and local level.
- The recommended policy tools for Prague MA are collaborative and coordinating tools. Key measures to focus can include:
 - Strengthen the cooperation between the two regions and coordinate the spatial planning activities.
 - Use the Community-led Local Developments (CLLD) to strengthen the cooperation between local municipalities and make them capable to articulate their common interest that can be equally represented besides the interests of Prague.
 - Identifying win-win projects on specific issues such as transportation, education, waste management should be used as bottom-up stimuli to start coordinated actions for metropolitan developments.

References:

SPIMA final report <https://www.espon.eu/metropolitan-areas>