

D.C.3.4 LOW-CARB OUTPUT FACT SHEETS

O.T1.2.2 Action plan for implementation of integrated low-carbon PT services in functional urban area of Brno (Czech Republic)

Project index number and acronym	CE1100 LOW-CARB
Output number and title	O.T1.2.2 Action plan for implementation of integrated low-carbon PT services in functional urban area of Brno (Czech Republic)
Responsible partner (PP name and number)	PP5 - City of Brno
Project website	www.interreg-central.eu/low-carb
Delivery date	30/11/2020

Summary description of the strategy/action plan (developed and/or implemented), explaining its main objectives and transnational added value

The Brno Metropolitan Area (BMA) or FUA Brno as it is referred to in the context of LOW-CARB project, is not an artificially created area, but an organic functional unit containing the City of Brno and its natural hinterland that functions with intensive daily links (commuting and accessibility). For this purpose, a definition of the territory of the Brno Metropolitan Area that includes 167 municipalities, and more than 600 000 inhabitants was created. The City of Brno and DPMB (Brno public transport company) are part of the Integrated Transport System of South Moravian Region (IDS JMK) managed by KORDIS JMK. The strong collaboration among these three main stakeholders and the uptake of public participation principles were at the core of developing the SUMP Action Plan in 2020.

The concept of the SUMP Action Plan in Brno developed in the framework of LOW-CARB is based on the SUMP developed by the municipality in 2014 in the framework of the CH4ALLENGE project¹. The Action Plan offers a framework for scenario building, prioritization and implementation of measures, and collaboration among stakeholders at the FUA level (which is the metropolitan area of Brno). The concept of the Action Plan started to take shape in 2017. By that time, the concept was well enough developed to be published and enter the public consultation phase. Discussions with experts, city district representatives, public administrations from the FUA Brno, regional stakeholders and citizens took place throughout 2017 until 2019, when the mobility scenario for short-, medium- and long-term was chosen. The actual work at the Action Plan started in 2019 and the current version was finalized and adopted in 2020, however the plan is to update it on a yearly basis.

One of the main objectives is to increase the share of public transport in the modal split at the FUA level by 1% compared to the current state (from 53% to 54%) by the year 2030.

Three main strategic objectives have been associated to the main goal to support the selection and prioritization of (packages of) measures:

1. Improving the perception of public transportation on the part of the public
2. Enhancing the quality of infrastructure and rolling stock for public transport
3. Improving the provision of information to passengers on public transport

Detailed information on measures implementation is presented in the Action Plan deliverable (D.T1.5.1-4 Action Plan Brno) and in the published brochure², where each measure is described based on the following information:

- Description of measure
- Responsibility
- Activities within a measure
- Implementation period
- Resources required
- Cost
- Stakeholder involvement

Out of the total of over 150 measures clustered according to implementation framework, around 40% tackle the enhancement of mass public transport services at the FUA level.

The largest investments planned for the next years (short-term implementation framework) are:

- Modernization and extension of tram depot Pisárky (under construction)
- New tram line and extension of several tram lines

¹ <http://www.sump-challenges.eu/>

² http://www.mobilitabrno.cz/data_files/ostatni/brno-mobility-plan-eng.pdf

The implementation of measures is assessed based on the set of indicators specific to each strategic goal, which are included in the newly developed SUMP monitoring and evaluation tool developed by the municipality in LOW-CARB (deliverables D.T1.6.3, D.T1.6.4, D.C.3.4, and the tool brochure in EN and translated in all CE languages). The tool is functioning as a shared working platform to which all key stakeholders involved in the implementation phase have access, it gives a clear overview on the status of implementation for each measure, and it makes information sharing much easier and quicker. A detailed overview on the measures selected and indicators chosen for evaluation for the monitoring process is part of the Brno Action Plan brochure³. The Action Plan is constantly open to an online public consultation using the mobile app that is developed based on the SUMP monitoring tool.

NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

The region that is covered by the SUMP Action Plan is the functional urban area of Brno. It is the area having the City of Brno at its center, and its natural hinterlands linked to the urban center by intensive daily commuting flows.

The NUTS region referring to the action plan is:

Country (NUTS 0)	CZ
Region (NUTS 2)	CZ06, Jihovýchod
Sub-region (NUTS 3)	CZ064, Jihomoravský kraj

Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

The SUMP Action Plan in FUA Brno is expected to modify for better the modal split in the favor of public transport. Its main goal is to increase the share of public transport at the FUA level by 1% compared to the current state (from 53% to 54%) by the year 2030. The cost-effectiveness ratio of the measures implemented in the FUA can be assessed with the CO2 ton saved. This indicator is constantly being monitored by the city using the SUMP monitoring tool, which will be used to measure the overall effectiveness of the activities realized. The limitation of the negative impact of traffic on human health and on the environment is one of the main objectives in Brno. Within the action plan, the city expects to reduce it because more environmentally friendly vehicles are being used and citizens choose sustainable forms of transport for their journeys. Working with the action plan and with the integrated platform for implementation of measures (SUMP monitoring tool) benefits the stakeholders involved

³ http://www.mobilitabrno.cz/data_files/ostatni/brno-mobility-plan-eng.pdf

because their collaboration is active, constant, and they have a clear understanding on the implementation status. If they know about what is planned, they can coordinate their measures with other actions and thus increase the effectiveness of implementation and the impact. Also a good strategic basis for measure implementation implies better chances on receiving the necessary funds from national and EU levels to realise the proposed measures.

One of the main lessons learned by Brno beginning with the SUMP development in 2014 is that it is important to involve all stakeholders in the process, to remind them that their contributions are necessary to develop a good product, and to have an excellent communication strategy to involve the public. Only with having a high-quality plan, fully integrated into the regional policies and with a comprehensive understanding of the needs of all FUA stakeholders can the vision be achieved. The participation of citizens is an asset in the process of realizing large, expensive, and unpopular investments as it rises their acceptance level and their understanding on the benefits and impacts in the long run.

Sustainability of the developed and/or implemented strategy/action plan and its transferability to other territories and stakeholders

The SUMP Action Plan Brno is a living document that can be easily updated and adapted to unexpected changes, especially in challenging times of crisis. In the fixed framework provided by the concrete vision, clear goals, aims and strategic objectives, the packaging and prioritization of measures is a process that will be assessed and updated yearly. In conclusion, the SUMP Action Plan for FUA Brno provides a great strategic framework for measure implementation and a great basis for a constant collaboration among the involved stakeholders, as well to co-create a livable, clean, and healthy city together with its citizens. The action plan could be helpful for FUAs with similar conditions and modal split. It also gives a clear orientation to other FUAs on how such a process can be conducted together with stakeholders and with the citizens, what methods and tools are required, and how the action plan can be structured.

The new governance structures set up in FUA Brno are one of the strongest best practices that have a high take-up potential in all other Central European cities and regions and beyond. The innovative and smart governance setups in Leipzig, Brno, Koprivnica and Szeged, place the LOW-CARB FUAs in the position of frontrunners in Central Europe who can positively influence the processes in other cities. The cooperation models as developed in Leipzig, Brno, Koprivnica and Szeged FUAs, with the PT companies as initiators of the planning process, has high relevance in the current discussion of mobility planning for urban nodes in the regional context with inter-connectivity with the TEN-T network, both for passengers and freight. Moreover, the PT operator as confident actor in the planning process with a strong role in mobility data management is another important take-up element that can be transferred to any other Central European and European city. The best practices built on the action plan development in LOW-CARB FUAs will be featured in a new SUMP Topic Guide for functional urban areas and peripheral areas, a cooperation among LOW-CARB and CIVITAS ECCENTRIC. Through the publicity around the SUMP Guidelines and the linked Topic Guides and Practitioners Briefings, realized under Eltis, CIVITAS, research and innovation projects and partnerships will ensure the take-up and transferability to regions and cities from Europe.

The Action Plan has been widely accepted among all relevant stakeholders who directly participated in the elaboration process. The results of the Action Plan will feed the process of the elaboration of the future mobility concepts for Brno and for its functional urban area. LOW-CARB envisaged from the beginning that the development of Action Plans and Pilots (as Core Outputs) are linked to relevant energy and mobility planning processes (i.e. SEAP and SUMP) to create a strong political commitment for the implementation and upscaling phase.

References to relevant deliverables and web-links If applicable, pictures or images to be provided as annex

Also refer to [D.T1.5.1-4 Action Plan](#)

More information on the Action Plan is included in the English brochure:
http://www.mobilitabrno.cz/data_files/ostatni/brno-mobility-plan-eng.pdf

[LOW-CARB Handbook on Mobility Strategies](#)

Information about approved Action Plans and measures that are in these Action Plans you can find in SUMP monitoring tool. The external version for citizens is available at: <https://gis.brno.cz> and the name of icon is “LOW-CARB Plán mobility”.