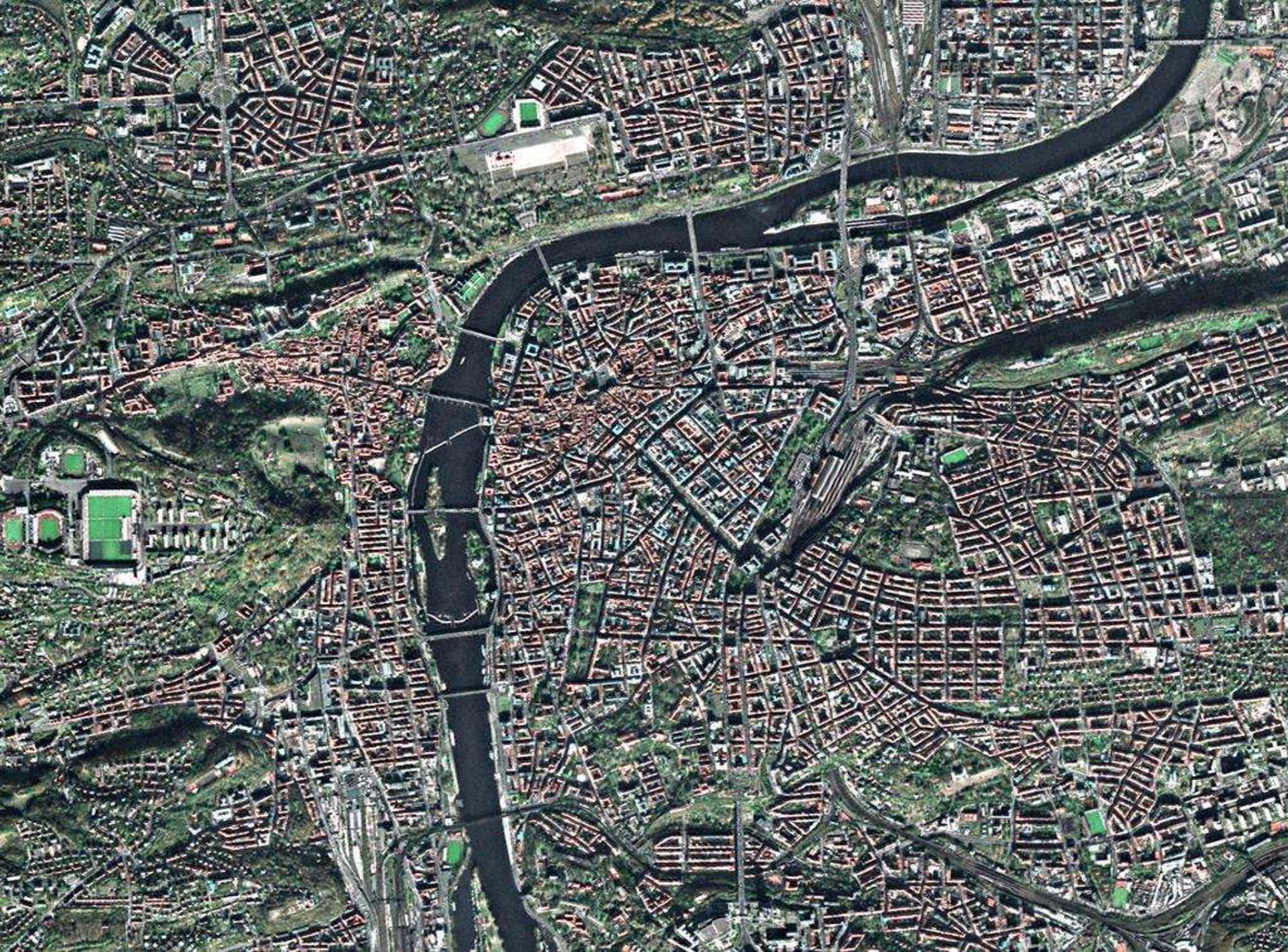




# SUGAR

## FUTURE CITY LOGISTICS MEASURES FOR THE CITY OF PRAGUE

*JPE Prague & Ústí nad Labem  
18th of January 2011, Prague*



# Basic recapitulation of main issues

- The main road network still unfinished
- Most of the regulatory measures are administrative with the objective to restrict the impact
- The impacts of city logistics are perceived as „unpleasant“, but not critical;
- The political priorities are focused on the main road network;
- The city logistics is therefore mainly discussed only by the professionals and experts;

# On street loading bays (1)

- There is a constant demand for higher number of L/U areas. Because of the lack of space in the inner city there is no possibility to do that so the only option is to improve the effectiveness of the L/U areas distribution.
- Mostly the problem needs to be solved in areas where the streets are narrow with limited space
- The L/U areas are signed by a sign „No standing“ with the exception for L/U for 15 minutes.



## On street loading bays (2)

- **Main problems:**
  - The distribution of L/U areas is ineffective;
  - The capacity is insufficient in delivery peak hours;
  - Very low enforcement – some of the places are not used for L/U purposes, on some of them the driver stays longer than he should;
- **Planned future steps and main questions for discussion:**
  - The L/U areas are planned and prepared by the local districts – they cannot be forced to change the situation. What is the possible best approach to persuade them?
  - If just some of them would agree on the changes, would that work to reorganise the L/U areas just in some parts of the city to „show“ how it can influence the situation?

# Off street L/U areas (1)

- In case of larger retail/office centers solved during the building permission control;
- In case of middle and smaller shops/ offices it depends on the local building authority;
- Problems mainly with the older parts of the town, where there is no space in the buildings suitable and often also now suitable connection to the road network – is there a risk that when the city would demand L/U area it will restrict the development?

## Off street L/U areas (2)

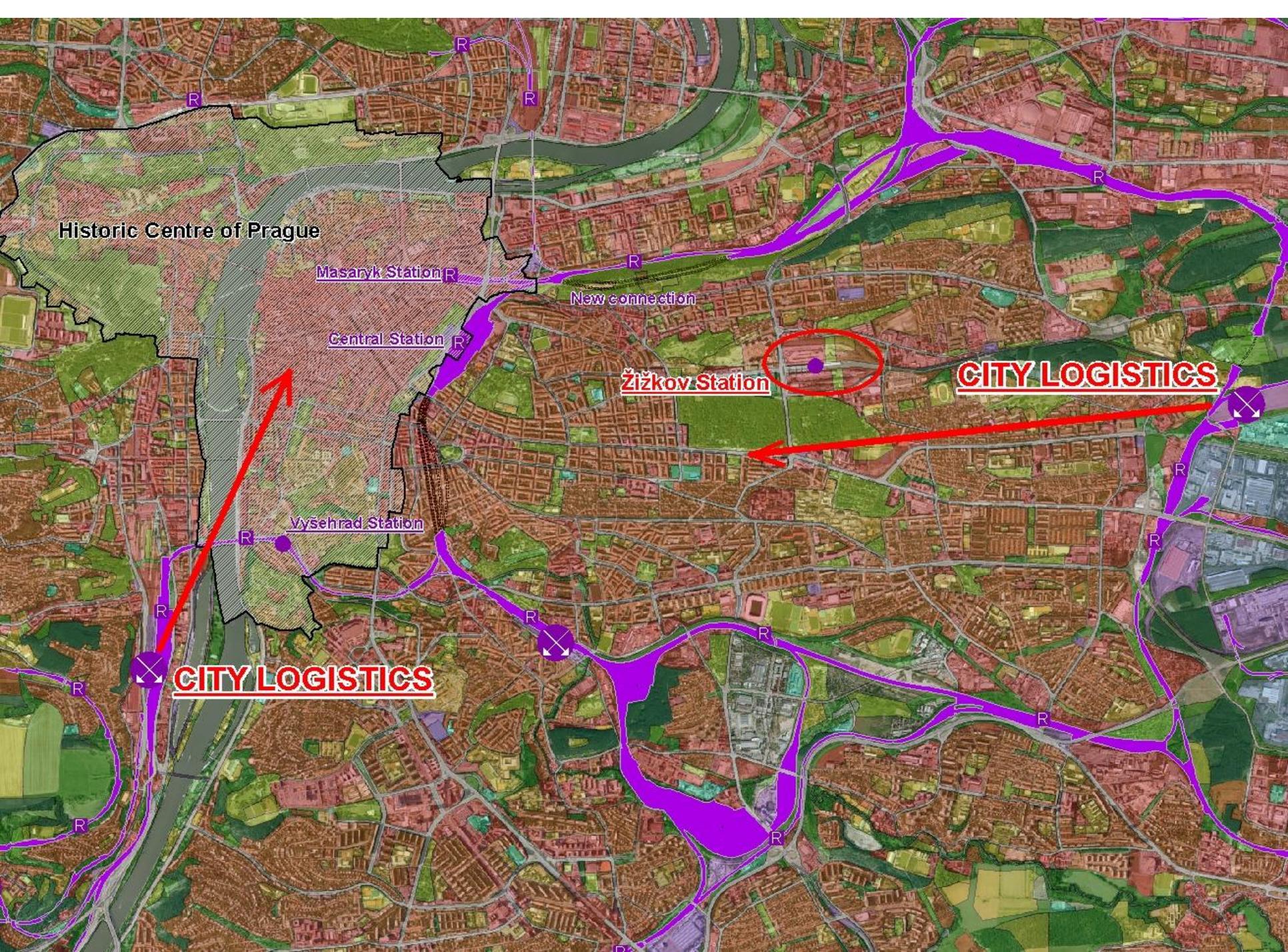
- **The present city regulation (OTP – general technical requirements) only says that the investor must solve parking and delivery space;**
  - It does not say anything about „how“
  - Would it be a good approach to prepare some „guide“?
  - Are there any examples of such guide? If yes, is it general for all investores or is it better to have one for each type of business?
  - What are the experiences with this? The city wants to avoid a situation that the guide would be prepared and it will turn out that it should be changed because it is not suitable for all businesses.

# The communication with operators

- **There is no communication with the transport operators at all;**
- **The city would like to change it, but has no idea where to start. A pilot project should be probably started to show to both sides that there are benefits in the communication for both sides (operators and politics);**
- **Therefore the main questions are:**
  - What are the main conditions that should be fulfilled?
  - How do you recommend to start? Is it better to start with smaller operators or with larger ones?
  - What do you recommend the city should prepare to persuade the first operators to join?

# UCC (city consolidation centre)

- At this moment there is no conception or any strategic document related to UCC development. The only documentation is a basic analyse that was developed for the purpose of spatial planning.
- Based on this the city does have two sites linked to rail network. However the land is not owned by the city – one is owned by the Austrian railways, one by Czech railways.
- That solved a very basic land reserve at the city level for some time as any building permission have to be inline with the spatial plann.



Historic Centre of Prague

Masaryk Station

Central Station

New connection

Žižkov Station

Vysehrad Station

**CITY LOGISTICS**

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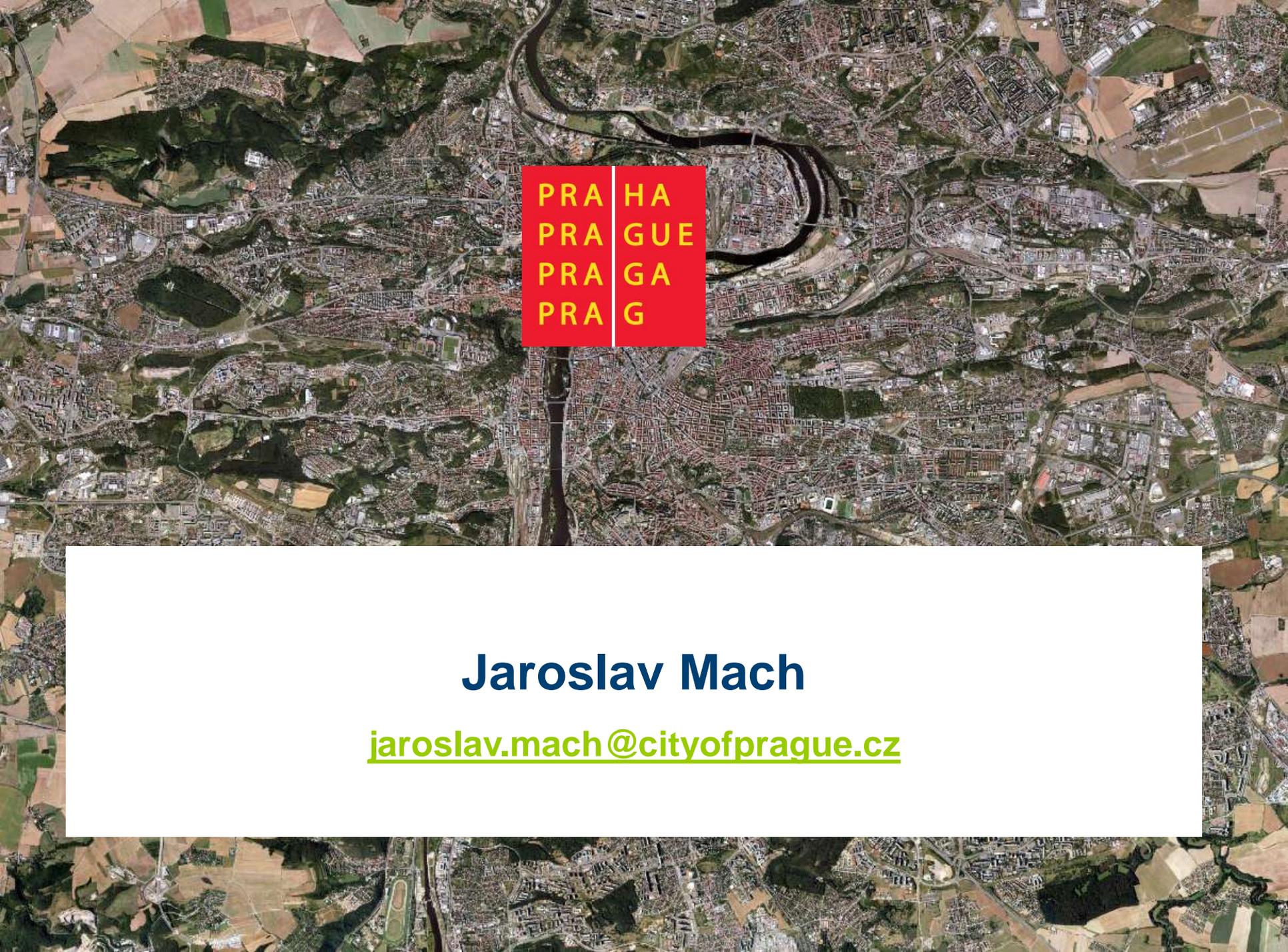
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# UCC (city consolidation centre)

- There are however no experiences with this in CZ so there is no „other view“ whether this two areas will be sufficient.
- Based on the experiences presented, the city plans to do further studies to develop some „general concept“, however there are very limited input data available (ie. no data on the goods flow within the city etc.);
- What are the recommended steps to follow up?
- If the next step should be a further analyse and plan to complete the network with further smaller centers that will be most probably build on private land – what are the experiences with the best approach how to involve those to get the information about suitable premises?

# Modelling tools

- The model does not include any information about the goods flow in the city and the delivery routes.
- It is impossible to change the whole modeling approach at once – a pilot has to be implemented;
- When considering this, are there any experiences with this? Particulary how big area do you recommend for a pilot testing? Would one street be suitable or should it be rather one whole district? If yes, could that be a district outside the city center where the traffic is not so large?

An aerial photograph of Prague, showing the city's dense urban layout, the winding Vltava River, and surrounding green spaces. A red rectangular box is overlaid in the center, containing the word 'PRAGUE' in yellow capital letters, split into two columns: 'PRA HA' and 'PRA GUE' on the first line, 'PRA GA' and 'PRA GUE' on the second line, 'PRA GA' and 'PRA GUE' on the third line, and 'PRA G' and 'PRA GUE' on the fourth line.

PRA HA  
PRA GUE  
PRA GA  
PRA G

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