

SUGAR project

How the project helps to improve the transport situation in the City of Ústí nad Labem

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City of Ústí nad Labem (1)

- In the north of the Czech Republic
- 90 km north of Prague, the Czech capital
- 20 km from the German border, 50 km from Dresden



City of Ústí nad Labem (2)

- Almost 96. 000 inhabitants living on approx. 95 km²
- 8th largest city in the Czech Republic
- Industrial (chemical, food industry), educational, business and cultural centre
- Residence of the J. E. Purkyně University
- Regional capital – residence of the Usti region's authorities
- Situated in the valley of the largest Czech river, Labe (Elbe)



City of Ústí nad Labem (3)

The transport situation in the city is influenced by:

- Railway transport – the City is an important railway junction situated on the main railway corridor connecting Vienna – Prague - Berlin – Hamburg;
- Road transport -
- River transport - Labe (Elbe) waterway
- Urban public transport and cycle transport



City of Ústí nad Labem (4)

Main present problems:

- Transport in the city center - shortage of parking spaces/stationary traffic vs. public transport and city logistics;
- Unfinished D8 – everyday congestion with negative impact on the transport in the city center;
- The localization of the city – landscape/ floods – complicated solutions due to landscape limits

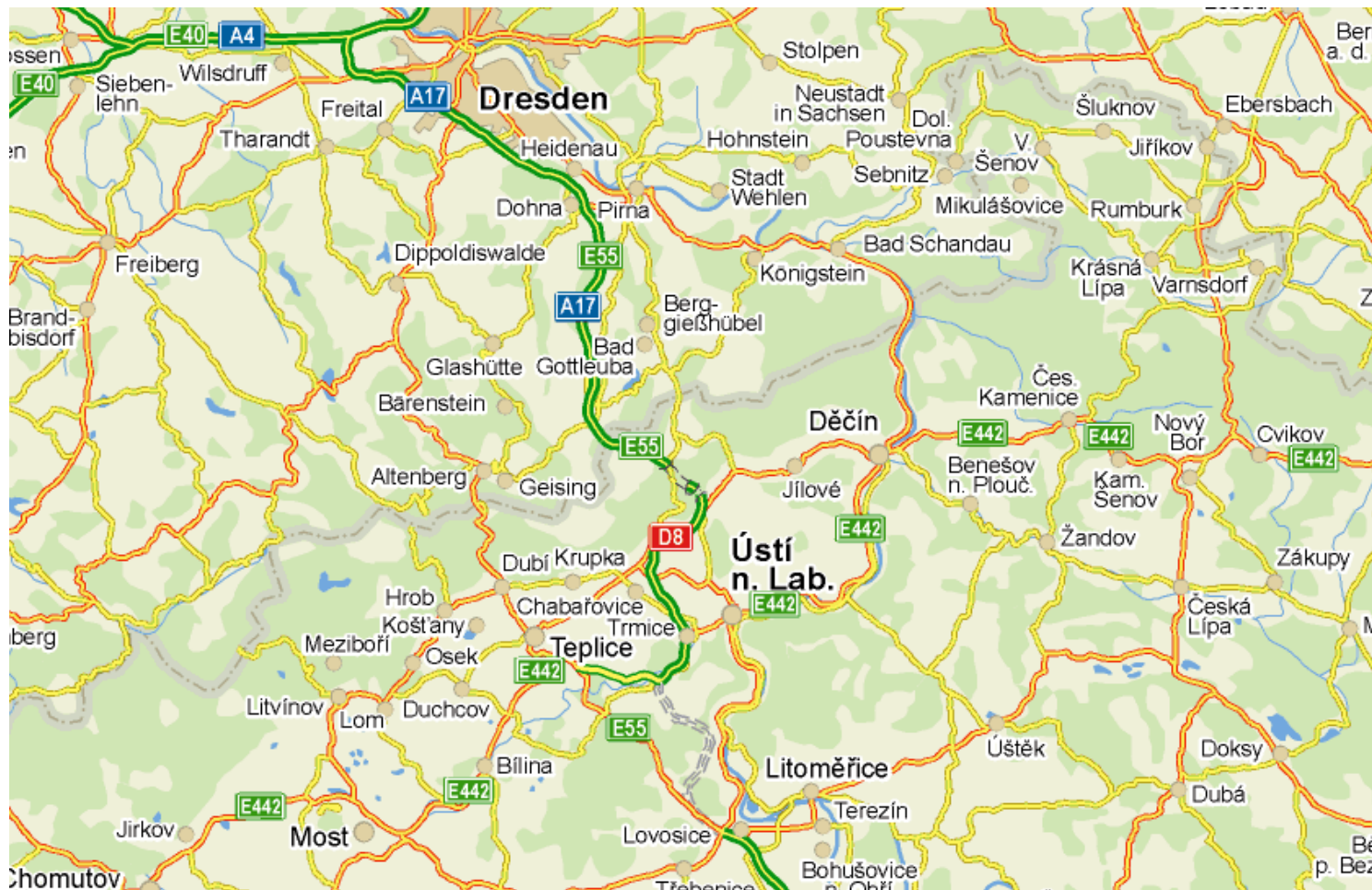
City of Ústí nad Labem (5)



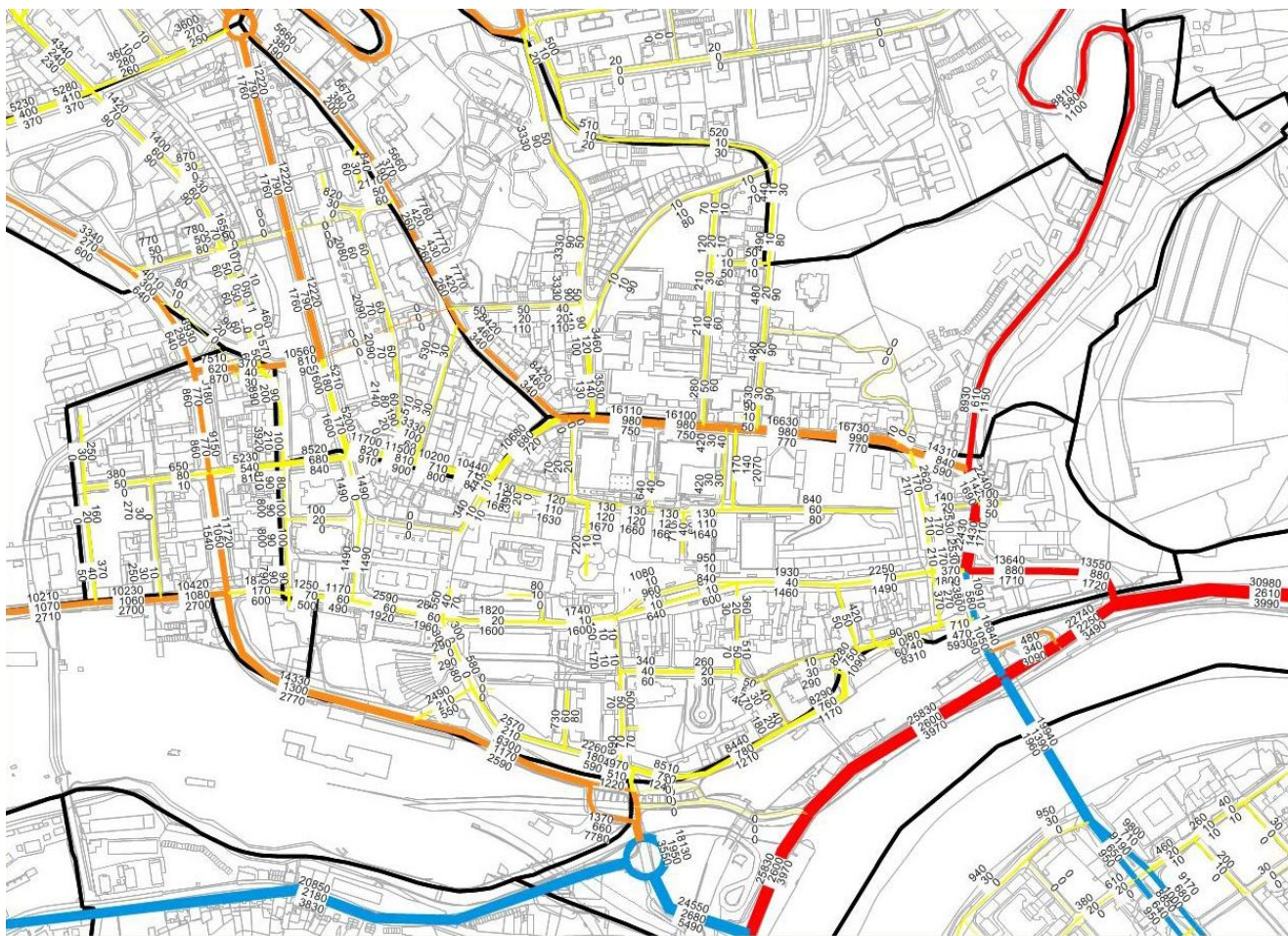
City of Ústí nad Labem (6)



City of Ústí nad Labem (7)



City of Ústí nad Labem (8)



Why the City decided to join the project

- The city has been actively trying to solve the traffic problems for several years already; the traffic problems constitute one of the largest limits of further city development;
- Although the city tries to use new/ modern approaches to deal with the problems, it is complicated as there are no experiences with the new tools and methods in CZ;
- The city joined the Civitas+ Archimedes project in 2008 – however, the project deals only with safety and public transport;
- The city was therefore trying to find another possibility to get also some experiences and advice within the field of city logistics/ transport of goods so that the whole transport issues could be solved together;

What we expected from the project

- The city joined the project in order to learn how to improve the data collection so that the traffic models would be more accurate;
- Until now the traffic was planned and managed mostly just on the base of traffic volumes, without any detailed information about the goods that are being transported etc.
- The city decided that the first step should be to change the data collection and evaluation methods and the main objective was therefore to get examples and as many information as possible about any new approaches in this field;

What we got from the project until now

- The SUGAR Project showed that if the city wants to apply the new approach for the traffic management, the change of the data collection and modelling won't be enough;
- Thanks to active discussions in which the Head of the Traffic Department took part on behalf of the City, it was shown that most cities, regardless of their sizes and locations, solve the same problems – the difference consists only in their possibilities and abilities to react to problems;
- The city decided, based on the information obtained, that unlike the original objective to focus „only“ on data collection and modelling, we will also try to test some other measures that should lead to the overall change of the approach to transport planning and management

The main benefits from the perspective of the city

- The main benefit does not consist in the examples or the data we gained, but in the round table presentations and the discussions that helped to the city to understand „what the new approach could be to help to improve the situation in the city“;
- This way, even if the specific example could not be simply adapted because of different legislations or other specific conditions, the understanding of the example helped the city to think about a way how to change the transport management so that the final outcome would be the same;

Additional benefits from the perspective of the city

- Study visits accompanied by technical presentations and discussions helped to understand better whether and how the measure could be implemented in the city;
- During the presentations it turned out that it would be viable to use the examples to change not only the technical approach but also the strategic approach, the cooperation with entrepreneurs, the communication with the transporters etc.;
- The data we have got from the project help us to plan how the whole approach should be changed, and the city is keeping them as an example not only for present measures, but also for future steps;

What we did not expect

- During the project implementation also other cities and institutions started to be interested in the project;
- The city, in cooperation with the region, changed the future plan to include the institutions interested in the following workshops and project activities to ensure further spread of the information we obtained;
- It also seems possible that some of the outputs from the project could be used as a basis for a specific material that some of the universities want to use for educational purposes;

A 3D wireframe illustration of a city street scene. It shows a perspective view of a road with a grid pattern. Several vehicles, including a car, a truck, and a bus, are depicted in a simplified, wireframe style. The background shows a grid of city blocks.

What we think could be improved

- To change the overall approach to transport planning and management, the change at the political level is important;
- The project includes even participation of experts and officials of the city; it is very important to present the „best-practice political decisions“;