

CIVITAS
Sustainable and smart mobility for all

CIVITAS Success Story

Spotlight on Brno (Czech Republic)



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About

This is a preview of the upcoming interactive CIVITAS Brno Success Story e-booklet. It is part of a series of Success Story e-booklets that highlight cities whose work in sustainable urban mobility can inspire others. It has been produced as part of CIVITAS ELEVATE Coordination and Support Action, funded by the European Union Horizon 2020 research and innovation programme under grant agreement No. 824228.

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Contributors

Adrienne Kotler (ICLEI Europe), Alena Klímová, Barbora Březovská, Michal Bajgart (CDV); Elke Franchois, Fred Dotter (Mobiel 21); Iva Rorečková (City of Brno); Vojtěch Elstner (KORDIS JMK); Zbyněk Šimánek (Ministry of Regional Development)

Editor

Adrienne Kotler (ICLEI Europe)

About CIVITAS

CIVITAS is one of the flagship programmes helping the European Commission achieve its ambitious mobility and transport goals. Since its launch in 2002, CIVITAS has advanced research and innovation in sustainable urban mobility and enabled local authorities to develop, test and roll out measures via a range of projects.

Disclaimer

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Welcome to Brno

Brno is a former industrial city that has developed a modern, post-industrial character. Today, it is the second-largest city in the Czech Republic, and is known as a prominent university city. The city is home to the national courts of justice, and host of the renowned Brno Exhibition.

Brno's revitalisation has extended to its mobility system. With CIVITAS' support, Brno has spent about two decades working to build and maintain a high-quality public transportation system, and to use strategic traffic and parking management to reclaim public space in the city.

This reclamation of public space is striking when walking through Brno, noticing a number of large pedestrian squares lined with cafés, restaurants, and historic sites. Many of these were, just a few years ago, parking lots. By building parking facilities on the outskirts of the city centre, and using sustainable parking management techniques, Brno's city centre became a vibrant place for community.

Furthermore, the success of its public transportation system is apparent in its modal split: more than half of all trips are taken by public transport.

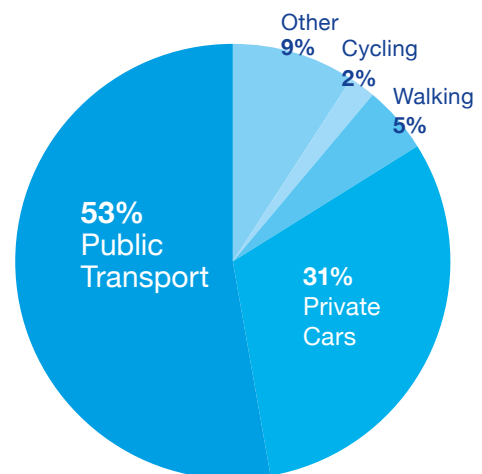
City profile

Residents:

380,000

Population
of greater region:

> 700,000



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Brno and CIVITAS

From 2008-2016, Brno was involved in two CIVITAS projects – [ELAN](#) and [2MOVE2](#) – which have been integral to so much of Brno’s sustainable mobility developments. Through these projects, Brno implemented 16 measures, all of which are still in place today.

ELAN focused on citizen involvement. This was new for Brno, and the project helped local professionals, politicians, and others to realise the importance of meaningful citizen engagement. Citizen engagement remains a cornerstone of all Brno mobility projects today – nearly 20 years after ELAN.

Through the 2MOVE2 project, Brno implemented parking management measures that paved the way for the city’s current culture of public squares.

Beyond concrete measure implementation, it was important for Brno to be involved in European projects to meet other cities. As Iva Rorečková, City of Brno explains, it was important for the city to see how many of their challenges are universal across Europe, and to see their city through others’ eyes, in order to be able to recognise how much they have also accomplished.

Read on to discover how Brno has had sustainable mobility success: locally, beyond the city limits, and in the greater region.

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Starting local

SUMPs and strategies for the city proper

Brno's involvement in CIVITAS projects also helped the city build the capacity needed to get its SUMP approved in 2018.

SUMP development began in 2014 with collaborative preparation of terms of reference. To ensure SUMP success and uptake, the city deemed it critical to engage all stakeholders from the beginning; therefore, even the terms of reference were widely discussed. The development of the SUMP itself took three years, mainly as a result of allocating ample time for citizen and stakeholder engagement activities.

In 2018, with the terms of reference and the SUMP developed and agreed-upon, SUMP implementation could begin. This is a long-term and ongoing process – each year, Brno works on implementing a SUMP action plan for that year.

As soon as SUMP implementation kicked-off, the city also began evaluating the SUMP itself, as well as its implementation, and proposed measures. Brno keeps track of work by using an app to record information on ongoing mobility projects in both the city and the larger metropolitan area.

The SUMP is a living document. Brno regularly updates and assesses it based on changing situations on-the-ground, such as the onset of the COVID-19 pandemic, and an energy crisis. The city first assesses the SUMP locally, and then ensures this is translated into a new master plan for the larger area.

TIMELINE

2012

ELAN project ends
2MOVE2 project begins

2014

Development of
SUMP terms of
reference begins

2015

Three-year SUMP
development process
kicks-off

2018

SUMP approved;
start of SUMP
implementation

2022

SUMP “actualisation”
process based on
changing situations

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Beyond city limits

Expanding public transportation

Brno has an extensive public transportation network within the city limits, including electric trolleybuses and tram lines. This has helped the city to achieve a modal split in which an impressive 53% of people travel by public transport!

Involvement in [ELAN](#) and [2MOVE2](#) have been integral to helping the city reach this point.

The public transport network does not stop at the Brno city limits, but rather connects the entire region. Working regionally is possible, in part, thanks to the way that public transportation is governed in Brno.

In 2002, the mandate to fund public transportation moved to the regional level. The South Moravian Region – for which Brno is the capital city – and the City of Brno subsequently established and co-funded a company called [KORDIS JMK](#), responsible for coordination of public transport across the region.

In 2004, KORDIS began a seven-year project to interconnect and improve public transportation across South Moravia. The results: connections to villages became more frequent, the region was fully covered by public transportation, riding became more comfortable, and passengers could use one ticket for all transport across the region, including in the City of Brno.

Once the region was fully connected, KORDIS worked to make riding more user-friendly, with, for example, a public transport managing centre to communicate with drivers and operators day-to-day.

For more information on how CIVITAS helped Brno become a public transportation leader, read our profile of the city from 2021:

[Brno City profile](#)

Public transport improvements are never done! Brno has just opened a new terminal for regional bus lines, which connects to a new tram line from Osova to Bohunice Hospital; this terminal and tram line provides a direct connection to the city centre and Brno main railway station. This will hugely improve commuting for the vast communities of people that travel into Brno for work. Now, commuters can move from the bus to a barrier-free tram connection that runs along a newly revitalised street, bringing them right to the city centre!

While the Czech Republic has an incredibly dense network of regional trains, they do not yet have high-speed train routes. Brno is hoping to lead the charge in changing this. The city is building a brand-new railway station, and replacing old rail infrastructure. This will enable Brno to implement a project they have planned for a high-speed train to connect to Prague, the Czech Republic's capital city.

In 2023, Brno will also begin a large-scale project to modernise the train corridor to the City of Olomouc. These cities are close together and a number of commuters make the journey daily. At present, it takes half as long to drive between them than to take public transportation. This modernisation project will close that gap.



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The greater region

Integrated Territorial Investments (ITI)

Integrated Territorial Investments (ITI) is a European tool that has been incredibly impactful in the Czech Republic. In sum: ITI aims to combine multiple activities – spanning different operational programmes, financial sources, etc. – into one, integrated project, which generates more value than each of its component parts would have.

HOW DOES ITI ACTUALLY WORK?

Throughout the Czech Republic, a number of “core cities” (like Brno) and their surrounding municipalities form officially-recognised agglomerations. The Brno Metropolitan Agglomeration is made up of over 140 municipalities!

The European Union sets certain ITI priorities, and then provides funds to the Czech Ministry of Regional Development to allocate to local ITI projects. The Ministry then sets the rules for agglomerations to access those funds, works with successful applicants, and liaises directly with the European Union. Agglomerations collaboratively prepare a strategy for the next few years (the funding period), including concrete priorities and integrated solutions to be achieved using the ITI tool. They then use this strategy to apply to the Ministry for access to ITI funding.

As Zbyněk Šimánek, Ministry of Regional Development explains: “You nearly can’t see anything in Brno that hasn’t been touched by – or built using – the ITI tool!”

The Brno Metropolitan Agglomeration has, for example, used ITI to build new railways, make public transport more comfortable, build new public transport vehicles, better manage traffic to give preference to public transportation, build terminals to facilitate easy transfers between routes, and much more.





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