



# Study of public transport services in Prague-Suchdol



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## Introduction

City district Prague-Suchdol is located on the edge of Prague and it can be characterized as an area with predominantly residential character, which attracts new inhabitants (currently 8,000) and experience a permanent population growth. City district Prague-Suchdol is not an authority that organizes public transport, it is a recipient of public transport services only. Study is based on best practices transfer (Spain and Portugal). The improved communication among regional stakeholders and with residents represent the important results.

## Starting situation

Important element is the Czech University of Life Sciences (CULS), that is located in Prague-Suchdol and which generates significant demand for travel by public transport. Number of students at CULS is 24,000, so about 10,000 students travel by buses every day from metro terminal to university. Bus transportation is insufficient, with limited capacity and is not environmentally friendly so the City district Prague-Suchdol decided to search new transport solutions.

BUS in area Praha-Suchdol				
line	line length km	length over Suchdol (km)	connection a year	km a year
107	6,5	2,4	108 648	260 755
147	7,0	2,9	49 696	144 118
359	15,0	6,8	6 760	45 968
502	22,0	2,4	3 276	7 862
<b>total</b>			<b>168 380</b>	<b>458 704</b>



Typical situation on the bus stop Dejvicka

## Main references

[www.praha-suchdol.cz/epta](http://www.praha-suchdol.cz/epta)

## Results of feasibility study

The study recommends the introduction / the extension of the tram line to Suchdol. Finding its route was not easy because the original route led through the Natura 2000 area "Canyon Vltava River by Sedlec". But thanks to the cooperation of developers and neighbouring municipalities, a route was found which serves that territory and also complies with the technical requirements of the maximum slope of the track.

A large space is devoted to a discussion of the variants for providing transport service around the district, that is walking distances to stops .

An important outcome of the study are the requirements to build the P&R car park at the future terminal of the tramway and the demand for the purchase of two-way tram, which could then be used for "banding" tram operation or a staged construction.

One of the critical points that will have to be addressed in subsequent documents carefully and optimally is the location of the new tracks to the existing street, because the people living along it perceive it very negatively.

