- Monitor the amount and quality of water in streams; meet water quality requirements for sources that flow into the city, especially within the water basin management.
- Co-ordinate the steps taken by the relevant interested parties from Prague and Central Bohemia in decision-making and permit procedures (e.g., in connection with ground water and streams).
- Complete and update general plans for small waterways and make use of the results for changing the land use plan.

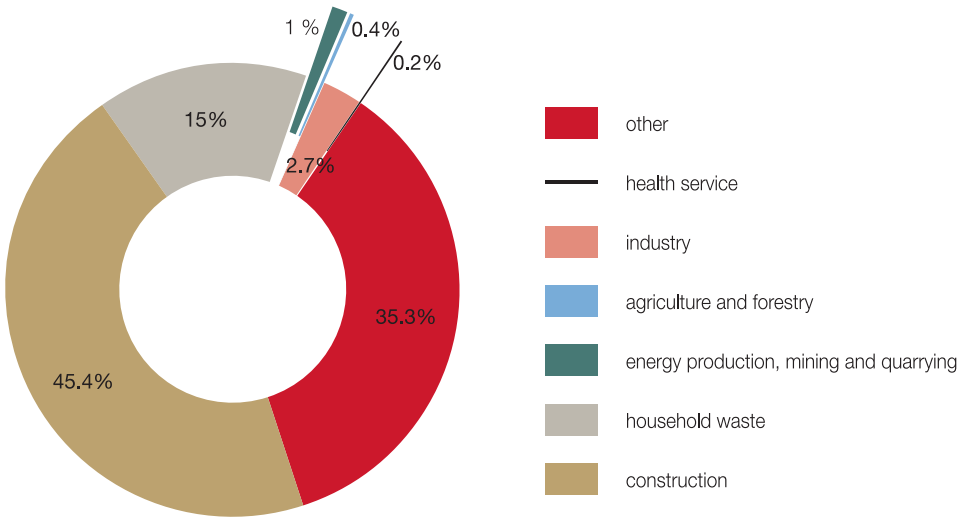
P 1.3 Reduce noise pollution, especially in residential and recreational zones

- Redirect popular transport routes away from heavily populated areas and recreational zones.
- Gradually eliminate the existing noise pollution sources and prevent new sources of noise pollution above the level permitted under current legislation.
- Install anti-noise barriers and plant strips of sound-absorbing greenery alongside roads.
- Support the sound-proofing of buildings located within zones that are the most exposed to noise from ground traffic and – with the extension of the airport's noise protection zone – from air traffic.
- Limit so-called "social noise" by legislation and thorough checks on compliance with regulations.

P 2 SUSTAINABILITY OF ENERGY AND MATERIAL FLOWS

One of the main keys to ensuring a permanently functional society is to limit the use of all resources, especially non-renewable ones. Fulfilment of this goal is conditional not only on the introduction of a range of technical measures and legislation, but mainly on a change of attitude to this issue on the part of individuals and institutions.

The structure of waste produced in Prague (2006)



Source: ISOH - VÚV, MHMP

Selected activities and principles for the implementation of goals

P 2.1 Minimize the amount of waste produced and maximize its recycling

- Lower the amount of waste being generated and reduce its hazardous properties
- Minimize the amount of waste produced and maximize the amount of waste recycled.
- Support the construction of recycling waste facilities with sufficient capacity and equipment.
- Create the conditions to expand waste sorting with the aim of recycling up to 50% of household waste by 2010 (paper, glass, plastic, drinks cartons, organic waste).
- Extend the network of mobile and fixed collection points for reusable materials and hazardous waste; introduce a city-wide sorting system for other types of waste (e.g., drinks cartons, organic waste and metal containers).
- Increase the co-ordinated use of construction waste.
- Make a thorough inventory of hazardous waste (including electrotechnical waste) and store centrally while ensuring environmentally safe disposal.
- Deal with the handling of sediments from dry cleaning operations in accordance with EU regulations.
- Optimize the handling of certain waste matter and products that are subject to take-back regulations.
- As part of the household waste management system, ensure joint compliance with take-back regulations and the reuse of packaging waste.
- At the level of the city and public administration bodies, give priority to environmentally friendly and recycled products when issuing public tenders.
- Implement the regional Prague Waste Management Plan, which has been approved for 2004–2013.

P 2.2 Reduce consumption of electricity, fuel and water

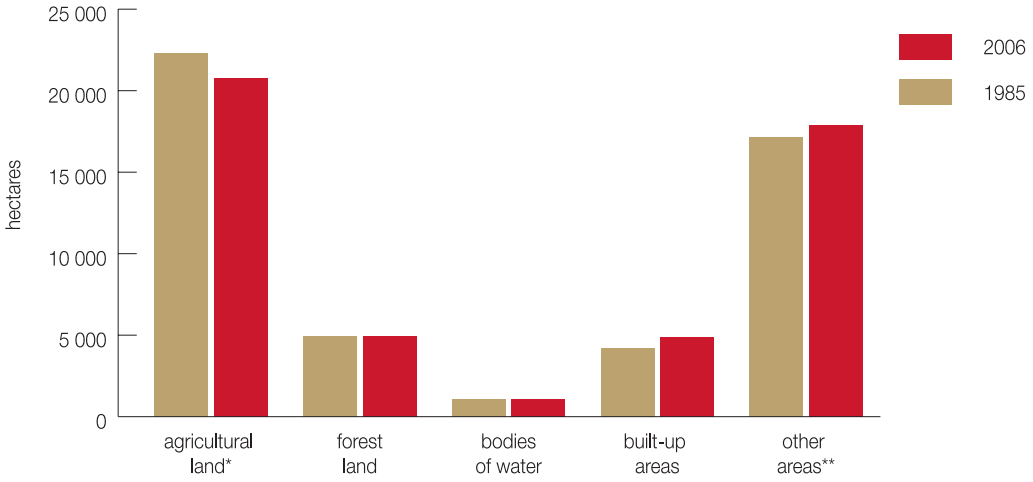
- In accordance with the Energy Concept for the Prague Area, orient the city's energy policy towards energy savings and the maximum possible use of renewable energy resources.
- Make use of technology that is kind on energy costs during waste management operations; use the energy generated from the thermal processing of waste.
- Lower the energy demands of new and refurbished buildings by supporting energy saving projects and implementing effective economy measures, etc.

- Reduce leakage of drinking water from the water system and support acceptable water-saving measures in households, in the public sphere and in industry.
- Support the use of current deep conduit tunnels and, if possible, extend their network.
- Continue to make clear preferences for public transport.

P 3 PERMANENT BALANCE BETWEEN THE URBAN AND NATURAL ENVIRONMENTS

The diverse geomorphological and natural properties, along with the unique urban architectural heritage, are among the city's most valuable assets. The key task, therefore, is to find a harmonious balance between the city's structure and the natural features, which can be added to as required. At the moment, however, the situation is the contrary, for the city's typical attributes, such as transport and housing, also constitute the greatest burden on the natural environment.

Land use structure (1985 and 2006)



*Note: * including gardens, vineyards, orchards and permanent grass cover*
*** including construction sites*

Source: ČÚZK, MHMP

Selected activities and principles for the implementation of goals

P 3.1 Protect more thoroughly, extend appropriately and maintain urban greenery

- Prevent reduction of urban greenery to make way for new buildings; prevent insensitive changes and vandalism with special regard to the protection of historic greenery.
- Provide sufficient expert care of greenery, supported by the preparation of a citywide concept for the management and maintenance of urban greenery.
- Gradually revitalize urban and suburban greenery, including historic parks and gardens, tree-lined avenues and degraded areas.

- Support the revitalization of greenery in inner housing block areas with a view to their important and as yet little utilized social and recreational functions within local neighbourhoods.
- Enhance the recreational potential of the city's woodlands, parks and other areas that can be used for recreation.
- Thoroughly protect existing woodland and, in particular, land where woodland is to be created, with emphasis on the absolute protection of woodland growth included in the land use system of environmental stability.
- Set out the principles for purchasing private land, including non-woodland with woodland growth, publicly owned non-woodland set aside for tree planting in accordance with the land use plan, and privately owned woodland; actively initiate such purchases on the basis of land mapping and evaluation.
- Preserve a financial support system for woodland areas.

P 3.2 Support the stability of the urban and suburban landscapes

- Make the landscape more accessible; appropriately expand and link up green areas with related and viable areas (including features of the land use system of environmental stability) with the aim of strengthening their recreational and ecological potential (in tune with the city-wide greenery system); in co-operation with Central Bohemia, create, where possible, the conditions for developing sections of green belt around Prague.
- Protect high-quality agricultural land from building development and save it from being paved over; protect land resources by giving preference to the non-production function of agricultural land resources.
- Expand woodland area, permanent grass cover and other categories of urban greenery both in suburban and citified areas with a view to improving the microclimate, permeability of surfaces and recreational use, etc.
- Create permanent conditions for the existence of publicly accessible greenery within new residential zones.
- Enhance the water-retaining capacity of the land with maximum use of natural features in accordance with the Czech Republic's State Nature and Landscape Protection Programme; appropriately divide and add greenery to large monofunctional areas with a high proportion of paved impermeable surfaces; in suitable places, consider building additional water-retaining structures (see also P 1.2).
- Revitalize and take systematic and high-quality care of waterways, bodies of water and surrounding areas; improve their management and strengthen their biological, landscape forming, recreational and aesthetic functions; renew defunct bodies of water and create new permanent ones for possible recreational use, etc. (see also P 1.2).

P 3.3 Preserve and develop the current variety of natural features

- Prepare projects for the land use system of environmental stability and seek to implement them in accordance with the land use plan.
- Ensure the protection of plant and animal habitats and their natural biotopes; preserve existing and create new areas close to nature that enable habitat expansion and animal migration.
- Update the system for categorizing urban and suburban greenery with a view to preserving the variety of natural features and with consideration of the character of the landscape.

P 3.4 Determine the conditions and principles for environmentally friendly recreation in the city area, including protected areas and areas of natural value

- Set out the principles and conditions for considerate behaviour by visitors in specially protected areas; deal severely with failure to comply with the stipulated rules.
- Improve the awareness of visitors to protected natural areas, for example by installing an onsite information system and publicizing this information on the city's website.
- Complete, continually update and implement plans for the care of specially protected areas.
- Gradually revitalize areas of natural value and protect them from adverse urban impacts (e.g., waste, illegal dumps, open fire-grounds, illegal and unsuitable makeshift buildings).
- Prepare a support programme for short-term recreation in the city and suburbs; put aside enough land outside protected areas for sport and recreational facilities.
- Create a support system for landowners in protected areas and localities that are important for the land use system of environmental stability and set out the principles for purchasing land for the city.
- Develop environmental education and encourage local patriotism with the aim of involving the general public in the conservation of natural resources.

P 3.5 Eliminate visual pollution

- Improve the tidiness and cleanliness of public areas and streamline the household waste management system.
- Speed up the removal of scrap vehicles and thoroughly penalize their owners.
- Regulate the installation of large-scale advertising hoardings and completely remove illegal advertising.
- Effectively deal with vandalism (littering of public areas, illegal graffiti, etc.) through community service arrangements, among other measures.
- Put pressure on owners of dilapidated buildings and areas; limit construction of makeshift and aesthetically unsuitable buildings.
- Limit excavation when laying and repairing utility networks by improving co-ordination and giving preference to deep conduit tunnels.

P 3.6 Preserve the quality of the views and panoramas in Prague

- Sensitively judge the aesthetic impact of new buildings and technical facilities on the appearance of the surroundings with particular regard to their visual impact on the Prague panorama.

- Care for the natural and architectural dominant features within and without the protected areas and the Prague Heritage Reservation (the historic centre of the city).

P 4 URBAN DEVELOPMENT THAT RESPECTS THE HISTORICAL AND CULTURAL HERITAGE

One of the more serious problems that Prague faces is the conflict between the attributes of modern life, on the one hand, and the material and spiritual legacy of the past, on the other, linked as it is with the risk of defective and often irreversible changes to the age-old urban and architectural form of the city. Prague has at times witnessed insensitive approaches where the cultural and historic heritage is seen more as an obstacle than a key component of the city's development potential. The fact that Prague's historic centre was never really intended for today's intensive use is not always appreciated. Caring for the material and spiritual values of the past should be seen as an important investment for the future. Prague's inclusion on the prestigious World Heritage List is, in this regard, not only a good marketing brand, but primarily a commitment. Therefore, Prague must do what it can to create a harmonious balance between protection of its historical heritage and appropriate urban development. Preserving the material and spiritual legacy of the past must not be seen only as a professional activity on the part of the relevant institutions, but as something in the public interest and, to a large extent, also as a duty towards past and future generations.

Protected heritage sites in Prague

Source: URM

Selected activities and principles for the implementation of goals

P 4.1 Include heritage sites in the city's functioning in a sensitive way

- Formulate and effectively enforce clear regulations that protect heritage sites in the city, including regular compliance checks (with use of the new plan for the protection and sustainable development of Prague's historic centre (Management Plan); respect generally valid methodological procedures in matters concerning heritage care.
- Develop educational and promotional activity in an attempt to raise public awareness that heritage protection is in the public interest.
- Find a balance between the use of the heritage resources with their historical legacy and their potential while preserving their original value.
- Better explain the city's heritage care support system to owners and users of protected sites and provide them with a free advice service, etc.
- Prepare detailed categorization of heritage sites in Prague based on levels of threat and devaluation of heritage values.
- Take or initiate the necessary steps to protect the most threatened of the city's heritage sites.
- Thoroughly insist on keeping sites of heritage value in the city's hands with the aim of retaining direct influence over their condition and functional use.
- Pay increased attention to the condition and adequate use of heritage sites outside the Prague Heritage Reservation (former feudal estates, churches and small sacred buildings, former farmsteads and vineyards or entire centres of original villages, as well as industrial buildings of historical value, etc.).
- Insist on the full-scale protection of the roofscape of the historic centre and in other urban wholes of value, and on the protection of historical underground sites (cellars, archaeological sites) and technical heritage sites.
- Secure the better protection of Prague's cultural and historic legacy from all forms of destruction, damage and devaluation in the even of exceptional situations (including natural disasters).

P 4.2 Preserve the character of the individual parts of the city without disturbing the genius loci

- Respect the Prague Heritage Reservation as part of the world's cultural heritage, including all the commitments that this brings; increase the interest and financial participation of the state and of European authorities in the conservation and reasonable development of Prague's historic centre.

- Preserve the polyfunctional nature of the city centre, including a significant proportion of residential use and related service functions.
- Support the specific features of the city's historic parts, preserve its valuable 20th century urban wholes and prevent external elements from impacting the original buildings in former rural settlements.
- Prevent the rise of monofunctional zones centred purely on tourism or office uses; such areas in existence should be revitalized and made polyfunctional.
- Create "friendly" public spaces (passageways, inner housing block areas, pedestrian zones, residential streets and municipal parks); revive the city with suitable greenery, minor architectural features, municipal furnishings, water features, etc.; improve pedestrian access to popular localities.

P 4.3 Take the pressure off Prague's historic centre

- Locate citywide functions outside Prague's historic centre.
- Displace all types of activity from the historic centre that in any way disturb its traditional atmosphere (e.g., the use of unsuitable retail and advertising methods, provision of sex services, etc.).
- Ease the commercial pressure on historically valuable buildings and localities by offering enough areas for development outside the historic centre.
- Markedly reduce individual car use and prevent developments that encourage excessive car use in the heritage conservation area.
- Expand the range of tourist destinations and routes to other areas outside the heritage conservation area and to other interesting parts of the city.
- Limit temporary and short-term use of space in the city.

P 4.4 Involve the public in dealing with city development and protecting its cultural and historic legacy

- Raise awareness among residents and visitors of the cultural and historical uniqueness of Prague.
- Improve awareness of the city's development goals and the operation of reviewing these goals via the general public and civic associations.
- Respect the principles of public participation as enshrined in the Aarhus Convention in connection with proceedings involving the assessment of activities in the city's heritage sites; create a quality information base to serve in the decision-making processes of public bodies and to strengthen the role of the public in questions concerning the city's spatial development and the protection of the cultural heritage.

- In co-operation with all types of schools, develop a positive and responsible attitude to the material and spiritual richness of the city, starting with the youngest generation.

P 5 RESOLVE ENVIRONMENTAL PROBLEMS IN A CONCEPTUAL WAY WITH PUBLIC INVOLVEMENT

The principle of sustainable development should become one of the basic starting points in the city's approach to environmental management. This is laid out in Agenda 21, the final document from the United Nations conference held in Rio de Janeiro in 1992. The Czech government last reaffirmed its acceptance of this programme by approving the updated State Environment Policy for 2004–2010 and by adopting the Czech Republic's Strategy for Sustainable Development in 2004. Prague can also draw inspiration from the international "Healthy City" project, which was initiated by the World Health Organization in 1988 and which sets out sustainable development principles for the cities involved.

Principles of communication between the city and the public in questions concerning the environment should be based on the Aarhus Convention, which was adopted in 1998 and ratified by the Czech Republic in 2003.

Selected activities and principles for the implementation of goals

P 5.1 Develop a conceptual approach to the natural environment

- Prepare an environmental protection concept for Prague and put together a document following on from the "Thematic Strategy on the Urban Environment".
- Link the city's decision-making process to the city's strategic plan and environmental concept.
- Implement environmental management system projects in organizations where the city has a participating interest or direct influence.
- Complete and update the system for the provision of environmental information (ENVIS, Environmental Yearbook of the Czech Republic, the Website of the City of Prague, etc.).

P 5.2 Enhance a general feeling of joint responsibility for the city's sustainable development

- In a targeted way, strengthen the environmental awareness of residents and visitors to the city; positively encourage environmentally prudent behaviour.
- Enable active public involvement in the decision-making process in questions concerning the environment and the city's development.
- Secure implementation of quality programmes as part of the "Regional Concept for Environmental Education and Awareness in Prague".
- Improve awareness of the city's goals concerning the environment and environmental education and awareness projects.
- Co-ordinate and support co-operation between those involved in environmental education and awareness.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INFRASTRUCTURE

A RELIABLY FUNCTIONING CITY

Prague wishes to modernize, develop and run the transport and technical infrastructure so that it supports the proper functioning of the city and its economy. It should also support the city's ambitions and development as a whole. It should be on a par with current technical advances and operate reliably, efficiently and be kind to the environment.

To realize this strategic vision the city administration (local government, authorities and city organizations) in co-operation with the public and private sectors and the people of Prague will do the following:

develop an integrated public transport system, including suburban rail transport, and raise its standards and competitiveness,

influence the extent and the way that cars are used in Prague to dramatically reduce the negative effects they have on the city's environment,

create the conditions in Prague for rail, road, motorway and air integration into the European network and for the attainment of a level of technical infrastructure that is on a par with advanced European cities,

raise the efficiency of the technical infrastructure, its reliability and share in the city's safety, reduce network losses and environmental pollution caused by poorly functioning and faulty infrastructure,

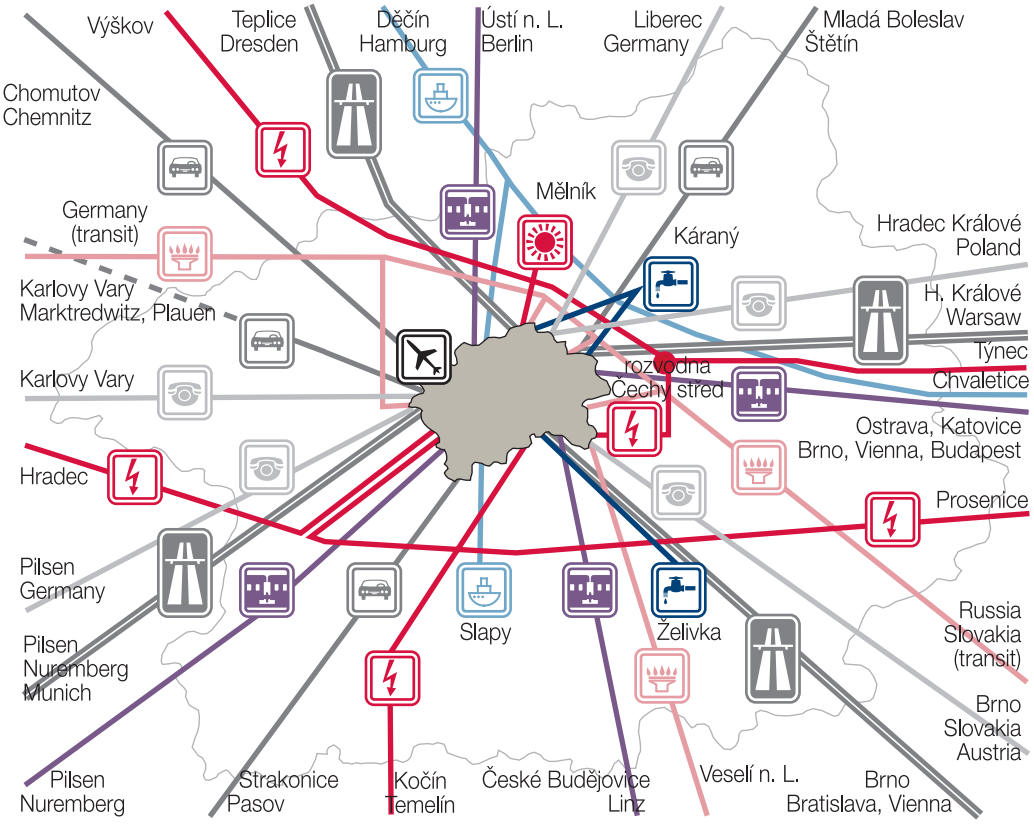
optimize the use of the existing systems and capacities of the transport and technical infrastructure, complete their modernization and prioritize the development of new city centres and new housing localities, and provide the necessary level of infrastructure throughout the city.

THE KEY TO A WELL-FUNCTIONING CITY

The key to a well-functioning city lies in reaching a balance between the high internal and external demands on capacity, reliability and quality of the city's transport and technical infrastructure and the quality of the environment. In Prague there is a concentration of operations of interregional importance, as well as services provided for the high numbers of people who are present on a daily basis – commuters, students from out of city, hospital patients and visitors to the city. The demands on the infrastructure are directed to the needs of between 1.6 and 1.7 million people and to the future trends in requirements. Prague must also sensitively carry out its role as an intersection on the important transit routes.

In most areas of its infrastructure, Prague is linked to resources and systems of regional, national and European importance. The city does not contain the necessary resources for linking its systems and is unable to cover the substantial transport and technical infrastructure investment costs from its own budget. At present, the state's financial participation in this area does not correspond to Prague's standing and importance within the Czech Republic.

The main external links of Prague's infrastructure (2008)



Source: STR URM

Putting people first

The rapid growth of car use in the Prague area since the start of the 1990s greatly exceeds national and European levels. This development caught Prague at a time when its roads were in no state to cope with the much lower demand of the 1980s, let alone that of the 1990s.

A concept for the road communication system – the main road network – was put together in the 1990s. The number of routes and the setting of parameters for the individual parts of the system were faced with consequential effects on the surrounding areas, which is why a mutually acceptable solution was sought. The system is based primarily on two ring roads – the Inner Ring Road (the inner city bypass) and the Outer Ring Road (the city's bypass to connect with the motorways and designed mainly for transit transport).

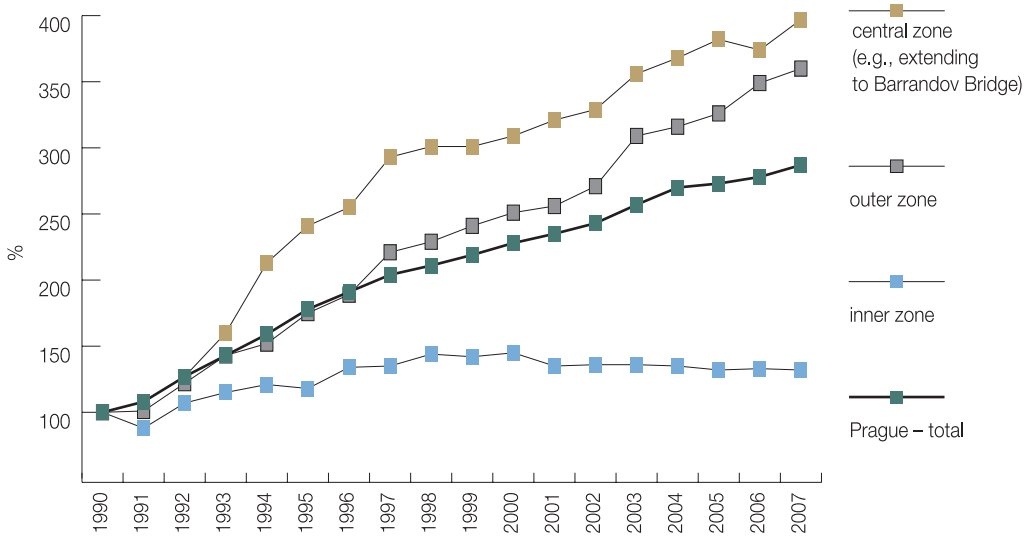
Reducing road capacity to a level that is acceptable to the city's adjoining areas makes it all the more necessary to ensure that public transport is as attractive and competitive as possible.

Regulation of car use is gradually being introduced in the centre of Prague by means of a strict parking policy that has been shown to work well abroad. In addition, a congestion charge for cars entering the city centre is being seriously considered. Thanks to the city's priority investment in transport infrastructure, the public transport modal split has been about 60% since 1995 – one of the highest in Europe.

The city has decided to seek optimal limits on car use while incorporating its attractive public transport system – which links Prague and substantial parts of Central Bohemia – into an integrated transport system. This approach, apart from anything else, will gradually improve conditions for pedestrians and cyclists. The risk of this strategy is that the public will not accept the necessary measures, which could weaken the position of public transport and result in an increase in car use on the roads. In addition, transport policy is still not being implemented at a sufficient rate due to the city's limited financial scope and to the very low level of financial support from the state. As a result, the transport situation on the roads of Prague remains critical and is the cause of substantial environmental damage.

Lasting interest in the public transport system has favourable side effects on the environment, is reflected in the city's economic prosperity and also improves the speed, flow and safety of car travel. It is also a key condition for ensuring the long-term functioning of the newly built road network.

Car traffic in Prague (1990–2007)



1990 = 100 %

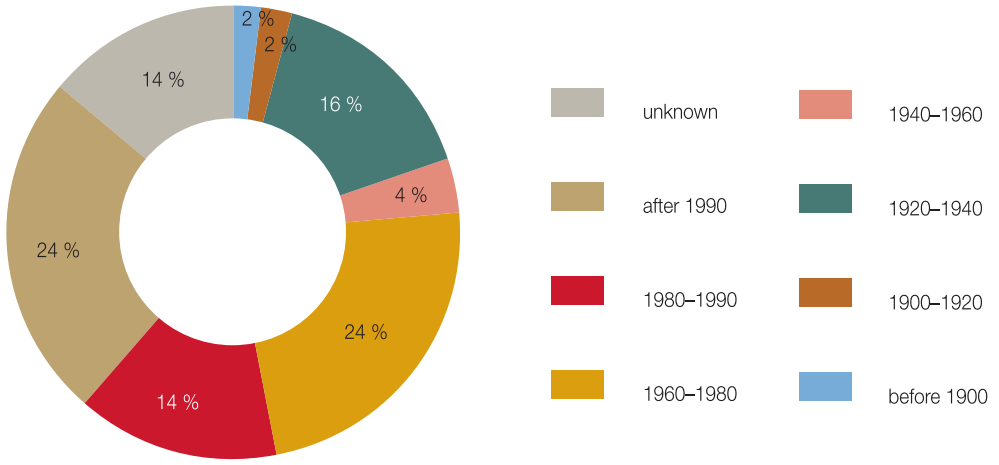
Source: ÚDI Praha, (from 2007) TSK HMP

The healthy arteries of the city

The technical infrastructure is gradually being shown to be an effective means for improving the quality of life and the environment. The individual systems do not yet have comparable conditions to be able to have an optimum joint impact on the city and, to a varying extent, are dependent on solutions to sectoral problems on a supra-urban scale.

The supply of drinking water can be considered as sufficient in the day-to-day running of the service. Water consumption is falling each year; the amount of water produced and distributed today is more than a third lower than the maximum levels reached in the 1980s. The current focal point of interest is the unsuitable state of the water network as the main cause of regular breaks in supply, high levels of drinking water leakage and the loss of quality during delivery to the consumer.

Age of the water network (2007)

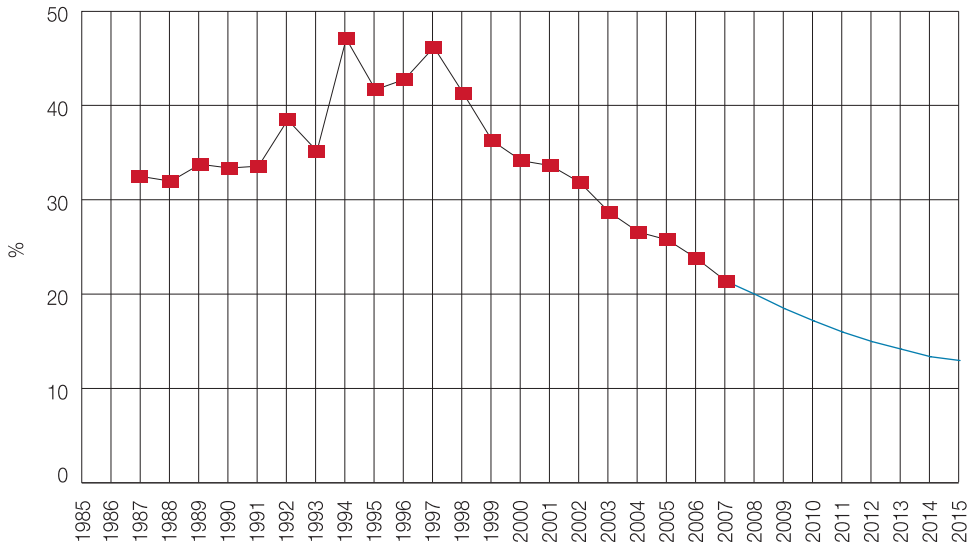


Source: PVK, a. s.

Wastewater in Prague is drained and disposed of mainly using a single sewer system, which carries most of the wastewater to a central wastewater treatment plant on Prague's Císařský Island. A separate sewer system is used in part only for housing estates and outlying areas. Wastewater (including some rainwater) is treated in the central wastewater treatment plant or in local wastewater treatment plants. Currently, 5% of the total amount of wastewater in Prague is processed in small wastewater treatment plants. Much of the water from rainwater overflow chambers in the single sewer system and from settling tanks in the rainwater drainage system is conveyed to the River Vltava or to other waterways.

The city's new approach to drainage is based on ecological perspectives and the latest scientific findings. It is necessary to ensure that most wastewater in Prague is processed in a highly effective wastewater treatment plant with sufficient capacity, to optimize the function of the sewer network, to thoroughly treat polluted rainwater and to create the conditions for a well-functioning sewer network with flood channels. The central and local wastewater treatment plants, which will be in continual operation, must be equipped so as to meet the quality and time requirements governing the discharge of pollution in accordance with current Czech legislation and EU regulations.

Drinking water leakage (1985–2007 with prognosis up to 2015)



Source: PVK, a.s.

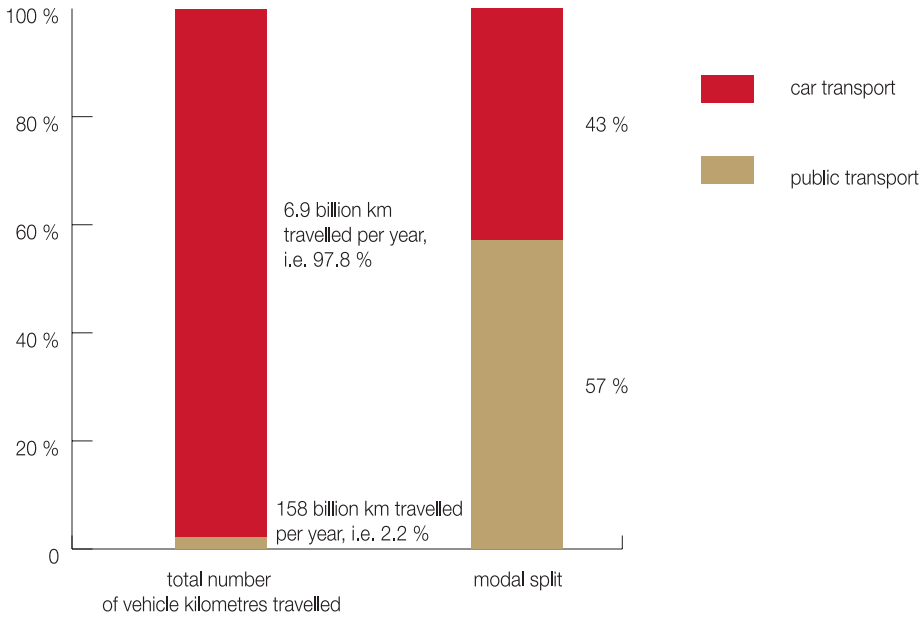
The state of the infrastructure is gradually improving with regards to energy supply. Until now, all forms of fuel have been used, including solid fuel. The city is encouraging the changeover to better fuels by offering subsidies and is monitoring the development of the central heating supply. It also supports measures to make the production and distribution of energy more efficient and to reduce energy consumption. In addition, it promotes the environmentally friendly production of heat and electricity from renewable resources, which should be used more.

The city leaders support the development and use of information systems and databases for the city administration, the public and private sectors and residents. The reliability and functionality of these systems is particularly important in crisis situations. Frequent interventions in the city's utility networks – particularly as a result of breakdowns – impede the public and the environment. The city supports the construction of deep conduit tunnels for the placing of water, gas and heating pipes and of electricity and low-tension transfer networks.

STRATEGIC GOALS

I 1	**Attractive integrated public transport system**
I 1.1	Preference for public transport in operation, fares and investment
I 1.2	Promote the decisive role and importance of rail transport in an integrated system and strengthen interest in its use
I 2	**Management and reduction in car use**
I 2.1	Comprehensive and clear main road network with priority given to the ring roads
I 2.2	Reduce car use on the city streets with controls becoming stricter the nearer to the centre you get
I 2.3	Reduce the negative effects caused by truck traffic in the city
I 3	**Integration into the European transport networks**
I 3.1	Speedy, comfortable and reliable connections and transfers on inter-city and international links
I 3.2	Completion of construction and appropriate measures for integration into the European transport networks
I 3.3	Ensure that Prague's airport capacity develops in harmony with the environment and in accordance with local environmental restrictions along the approach roads and air corridors
I 4	**Favourable conditions for pedestrians and cyclists**
I 4.1	Safe and comfortable pedestrian movement in the city
I 4.2	Improve the conditions for cyclists and extend the network of cycle paths
I 5	**Reliable and effective supply of quality drinking water**
I 5.1	Improve the condition and running of the water management system
I 5.2	Reliable supply of quality drinking water during normal operations and crisis situations
I 5.3	Necessary level of back-up facilities for Želivka Reservoir; back-up provision by the water resources that supply the city
I 5.4	Improve water quality at Želivka Reservoir
I 6	**Environmentally acceptable drainage from the city – a complex sewer and wastewater treatment system**
I 6.1	Fundamental improvement in the condition and running of the sewer system, including wastewater treatment
I 6.2	Reliable and effective treatment of all wastewater drained from the city, including liquidation of sediment, and ensure compliance with EU limits
I 6.3	Reduce the amount of ballast water in the sewer network
I 7	**Economic and sustainable use of primary sources of energy and fuel**
I 7.1	Effective, rational and economic use of energy and fuel sources
I 8	**Information exchange to be brought up to European standards; laying of utility networks in deep conduit tunnels**
I 8.1	Reliable information exchange for securing the city's public interests
I 8.2	Access to quality information services
I 8.3	Increase the reliability and comfort of connections to the utility networks by constructing deep conduit tunnels

Total numbers of motor vehicle kilometres travelled and share of travel on an average working day (2007)



Source: TSK HMP

A RELIABLY FUNCTIONING CITY

11 AN ATTRACTIVE INTEGRATED PUBLIC TRANSPORT SYSTEM

Prague is a good example of a city with a high-quality and well thought-out public transport system, the development of which in the previous period was a key priority for the city in accordance with the strategic plan. Public transport receives substantial support from the city (currently about one third of the municipal budget), and the city still has reserves for its use of resources and its application of new management organization structures.

To date, construction in Prague has for the most part been sufficiently serviced by the public transport network, the backbone of which is rail transport – the subway and trams. Providing transport services for certain development areas must be resolved by building new transport networks or by extending existing ones. The public transport system has proved to be flexible, capable of dealing with difficult situations, such as the flood in 2002 when more use was made of the railway in the city. Despite the advanced integration of railway lines in the public transport system, the railway is not yet a full-scale component. One of the reasons for this is the neglect and poor facilities of the railway infrastructure, as well as the low level of co-operation between the railway owner/operator, the state, the region and the city in the sphere of investment.

Prague Integrated Transport, whose network has been fully stabilized, is responding flexibly to the increasing number of people living in suburban areas. Corresponding to this is the increase in transport services between Prague and its regional hinterland. This increase is supported by the increasing tourist appeal of the Prague area. Park and ride schemes are also an important part of the transport system, although their implementation is not proceeding at the necessary pace due to a lack of clarity about property relations pertaining to potential park and ride sites and to disapproval from the local residents of some of the affected areas.

Selected activities and principles for the implementation of goals

I 1.1 Preference for public transport in operation, fares and investment

- Ensure that public transport services cover all major areas of Prague and reduce car use on such routes. Pay special attention to the localities of new city centres and new residential areas with regard to their need for public transport services. Strengthen tangential relations (which will also help to relieve the overburdened city centre) by promoting railway use and, where possible, by introducing tangential bus services using the inner and outer ring roads (provided that conditions for their operation improve after the next ring road sections are completed). Provide appropriate public transport services for specific areas and facilities – e.g., the historic centre, villa districts, educational and health care facilities, commercial zones. Ensure the permanently high quality of public transport in the city (in line with European and Czech technical norms) to provide an alternative to individual car use.
- Optimize the Prague Integrated Transport system:
  Ensure reliability, convenient intervals between services and attractive fares. Complete transit fare and information integration in the public transport system. Further improve the technical level of the transit fare and information system. Introduce electronic payments in the public transport system. Improve the quality of transfer connections by optimizing existing transfer terminals and building new ones. Secure appropriate park and ride facilities with room for future development and expansion. Enhance the integration of the railway into the public transport system. Improve the quality of bus services in the suburbs. Optimize investment in public transport but not at the expense of quality levels. Introduce a more effective method of transport management and ensure that all costs are justifiable.
- Renew and modernize the fleet of public vehicles and tracks:
  Improve the technical level of the tracks and vehicles with the aim of improving reliability, safety and traffic flow, reduce energy demands and effects on the environment (use ecological types of fuel and new fuel systems, and reduce noise levels). Facilitate passenger orientation and provide easy access for the elderly and physically disabled (improve wheelchair access – particularly at subway stations – and increase the proportion of vehicles with low floor wheelchair access); wheelchair access will become more important as the population ages. Gradually introduce smaller types of buses on less busy routes. Improve urban planning to integrate stations and stops in the urban space.
- Further improve conditions for making surface public transport (trams and buses) preferable to private car use on the current road network – separate public transport lanes, priority at crossroads, protection of tracks, creation of priority tracks or sections.

- Open an integrated transport information centre using modern management and information technologies, and ensure that it is incorporated into the comprehensive visitor information system.
- Curb sociopathological phenomena in public transport areas, terminals and on platforms (fare dodging, homeless persons, criminal activity, public disorder, smells, etc.).
- Protect transport corridors for the development of public transport by including them in the land use plan or introducing a ban on issuing new building permits in these areas.
- Seek to obtain greater financial participation from the state for dealing with public transport problems in Prague, particularly with regard to the fact that Prague is the headquarters of state central bodies and institutions of national and regional importance. Make effective use of EU funds and private resources while creating the conditions for investments to further support public transport.

I 1.2 Promote the decisive role and importance of rail transport in an integrated system and strengthen interest in its use

- Develop the subway and tram rail network. Ensure that the use of new subway sections corresponds to the high investment and operating costs. Make full use of subway terminals for connecting suburban transport services by building further transport terminals at subway stations, and close down problematic terminals (e.g., Vítězné náměstí, Hradčanská and Skalka). Pay attention to potential sites for connecting new subway sections with the railway network. Continue to enforce an "open end" policy allowing further extension of the subway network and, where appropriate, surface expansion. By raising the attraction of tram use, restore the role of trams as an impulse for city development and make use of its potential for adding suitable transport links in the city both in tangential and radial directions.
- Complete the public tram and subway system in the city centre – at selected stations, build a second vestibule and extend the tram network. Where appropriate, extend the tramlines into pedestrian zones.
- Support the modernization and development of railway infrastructure in the metropolitan region and encourage its greater connection with other urban transportation systems as a basic condition for reinforcing its effective position in urban and regional transport. Support the introduction of a partial "transfer-free model" for suburban and urban railway transport (at least to prevent the need to transfer from one railway line to another when travelling to the centre and through the city). In co-operation with the railway operator, explore the possibility of setting up a complete "transfer-free model" for all railway lines while maintaining direct contact between the suburban railway and the historic city centre. Consider the possibility of integrating the urban and suburban rail systems (e.g., tram and train) in terms of operation and technology. Support and jointly finance the installation of railway stops, which will significantly improve transport services in the city and provide attractive operating conditions for railway passengers.
- Co-operate with the state, railway operator and Central Bohemia in preparing and carrying out the modernization of the Prague–Kladno track (including a track to Ruzyně Airport – see also I 3.3), the Prague–Milovice–Mladá Boleslav track and the Prague–Vrané nad Vltavou track.
- Until a concept for railway transport in Prague has been elaborated, seek to prevent the sale of railway land that could be important for the implementation of new suburban and urban transport goals.
- In connection with optimizing Prague Integrated Transport, encourage and direct suburban railway to ensure competitiveness in the corridors of existing tracks when compared to car or bus transport, to increase the railway's share in the overall volume of public transport travel by offering convenient intervals between services and improving the travel culture and technical standards.

I 2 MANAGEMENT AND REDUCTION OF CAR USE

Individual car use has become the main source of air pollution and noise in the city. Cars take up valuable space originally set aside for residents and are a real physical threat to them. In addition, there has been a steady reduction in the flow of traffic. In order to stop this trend it is necessary to make changes to the current system and to regulate transport, thereby creating the conditions for an optimum level of car use, which will meet the city's needs and secure prosperity while improving the quality of the city's environment.

Selected activities and principles for the implementation of goals

I 2.1 Comprehensive and clear main road network with priority given to the ring roads

- The Prague Outer Ring Road – a high-speed route that is intended to protect local roads in the city – could be in full operation by 2013, provided that circumstances are favourable. In light of the continuing increase in transit traffic (e.g., in connection with the position of the Czech Republic and Prague within the EU), it is necessary that the state, in co-operation with Prague and Central Bohemia, intensively seeks to complete the outer ring road within the optimal time frame. This would mean putting the south section (Slivenec–Lahovice–Jesenice–D1) into operation by about 2010 and would require that work on the north-west section (Ruzyně R7–Březiněves–D8) is not delayed. It is necessary to put the remaining sections of the outer ring road: the south-east (D1–Běchovice) and north-east (R10–D8) into operation by 2013 – see also I.3.2.
- In co-ordination with the Prague Outer Ring Road, gradually put into operation the Prague Inner Ring Road – a key element in the main road network for diverting a substantial portion of inner-city traffic around the perimeter of the centre. It is necessary to insist that this is integrated in the urban environment as well as possible (this particularly applies to interchanges).
- The radial roads in the main road network inside the outer ring road are not a priority when compared to the need for ring roads. More attention should be paid to the organization and management of radial relations in the current routes while taking into account the seriousness of transport problems and the duration of provisional measures. Raise safety awareness among all road users with the application of telematics.
- Co-operate with the state and Central Bohemia in preparing and working on the relaying of roads I/2 (in the direction of Kutná Hora and Pardubice), I/12 (in the direction of Kolín) and II/115 (in the direction of Poberouní).

- Protect transport corridors for the development of the main road network (by including them in the land use plan or introducing a ban on issuing new building permits in these areas).
- Carry out measures in the road network to reduce the number of traffic accidents.

I 2.2 Reduce car use on the city streets with controls becoming stricter the nearer to the centre you get

- Pay more attention to regulatory and organizational measures that accompany and are related to the opening of the relevant sections of by-pass routes; push for unsuitable through routes to be discontinued. Implement a project to "humanize" the north-south Pankrác–Holešovice arterial road, transforming the area into an urban boulevard with considerably reduced traffic capacity. Promote elements that also reduce traffic when reconstructing roads.
- Optimize traffic in the current road network while giving preference to public transport and utilizing the scope of new management and information technologies.
- Connect information systems with those of Central Bohemia – provide traffic and parking information for drivers entering Prague from its neighbouring region.
- Examine the possibility of introducing a fee for motorists travelling within the city centre (congestion charge) while considering the effects on the road network outside the area covered by the charge and putting the regulation perspective before the financial. Convince the public about the effectiveness of such a system. Seek to bring about the necessary legislative changes – to apply road charges and to enforce compliance with the proposed charging scheme. A congestion charge should not be introduced on main roads that are intended to divert cars away from the local road network.
- Continue with the gradual introduction of paid parking in problematic areas in the city centre. Specify this procedure on the basis of detailed analyses. Support parking in buildings while defining the optimal recipients of such support, assess the extent and form of the city's involvement in building the necessary and acceptable mass parking facilities (direct or indirect involvement of the city is necessary for dealing with this situation, particularly in the city centre, apart from purely commercial projects); insist on a corresponding reduction in surface parking.
- Pay attention to parking also in outlying areas of the city (in particular, reduce the lack of parking places in housing estates and continue to require sufficient parking places for new developments).
- Co-ordinate these regulatory measures and ensure that the use of modern technology is compatible on a citywide or, preferably, national and European level – hence, the need for co-operation between the relevant state bodies.
- Carry out more effective awareness-raising activities (including co-operation with civic associations) to ensure that residents (and to some extent also visitors to Prague) make more use of public transport with the aim of reducing car use within (and to some extent also outside) the city.

I 2.3 Reduce the negative effects caused by truck traffic in the city

- Encourage greater use of other forms of combined transportation to convey freight in the city by strengthening railway and water transport services in order to reduce road freight traffic. Support projects to link up and integrate the transport systems, create and initiate the securing of the economic means to encourage combined transportation and, where appropriate, demand the combined transportation of materials. Combined freight transport must be established, co-ordinated and organized in a way that does not lead to demands to reconstruct the waterways in the Prague Conservation Area. Seek to preserve railway sidings for the servicing of manufacturing, storage and other facilities.

- In connection with the construction of the ring roads (see I 2.1), reduce heavy freight traffic in the city – divert transit trucks to the outer ring road and exclude all freight vehicles from the inner ring road.
- Demand that all necessary supplies and loading to selected parts of the city centre be carried out at certain times of the day only using environmentally friendly vehicles.
- In co-operation with the state and Central Bohemia, seek to introduce a monitoring system for weighing freight vehicles (with the installation of stationary weigh stations) in order to prevent excessive strain on the city's roads which can cause serious damage to carriageways.

I 3 INTEGRATION INTO THE EUROPEAN TRANSPORT NETWORKS

Prague is located along the IV multimodal corridor (Berlin–Prague–Bratislava) with branches connecting with the IV A Prague–Nuremberg route. There are ten railway lines leading into Prague and eight motorway type roads. Five internationally important roads go through the city, and international express trains to about 15 European destinations either stop or terminate in Prague. Since the Czech Republic joined the EU in 2004, there has been a rapid increase in the volume of transit truck traffic, which in turn has increased the need to complete the outer ring road. The rapidly developing air travel is based at Ruzyně Airport and provides direct flights to all major cities within Europe, as well as several world metropolises. The need for a rail connection between the airport and the city centre, as well as a connection between the airport and railway and inter-city bus routes, is becoming increasingly urgent. The standard of inter-city and international travel should contribute to making Prague an attractive destination for visitors and also a pleasant place to transit through.

Selected activities and principles for the implementation of goals

I 3.1 Speedy, comfortable and reliable connections and transfers on inter-city and international links

- Encourage a solution that allows inter-city and international traffic interchange and transfer at acceptable distances, i.e., rail services at the main train station and bus services at Florenc bus station; make pedestrian transfer routes quicker and more attractive; in addition, maintain current inter-city transport terminals in the city centre in an attempt to retain good accessibility, for example to major public transport companies.
- Support appropriate goals for large stations to function also as social and business centres.
- Secure a high quality and comprehensive visitor information system.

I 3.2 Completion of construction and appropriate measures for integration into the European transport networks

- Construct and rebuild the Czech rail transit corridors and connect them to the Prague Main Station.
- Expedite the construction of the outer ring road to link up all motorways and roads that lead to Prague (see also I 2.1).
- Co-operate with the state and Central Bohemia in preparing and constructing the new D3 motorway (in the direction of South Bohemia and Austria) and in completing the new R6 express road (in the direction of Karlovy Vary and Germany).
- Develop Ruzyně Airport with clear focus on origin and destination flights.
- Protect transport corridors (by including them in the land use plan or introducing a ban on issuing new building permits in these areas) for the future construction of high-speed rail tracks, whose parameters in Prague will be adjusted to meet the requirements of the city's environment.

I 3.3 Ensure that Prague's airport capacity develops in harmony with the environment and in accordance with local environmental restrictions along the approach roads and air corridors

- Secure attractive transport connections from the city centre to Ruzyně Airport (i.e., low waiting times, speed transfer, reliability and comfort of service) by means of a public rail line integrated into the Prague transport network (see also I 1.2).
- Demand compliance with environmental limits when investing to increase the airport's capacity.

I 4 FAVOURABLE CONDITIONS FOR PEDESTRIANS AND CYCLISTS

Pedestrian travel is concentrated in areas where there are crossroads, transport terminals, a high concentration of workplaces, public facilities and heritage sites, primarily in the city centre. In the last few years there has been an excessive amount of cars entering the city centre. This urban space should be rehabilitated and the streets should be adequately divided for pedestrians, public transport, cyclists and car users. Pedestrian zones and residential streets have recently been established to provide convenient and full use of the whole area. Similarly, the provision of cycle routes in Prague is gradually improving. Cycling in Prague and its surroundings is an increasingly popular leisure and recreational activity, and the city is also becoming a destination for cyclotourists from abroad. The general plan that has been formulated for cycle routes focuses on cycling as an alternative

form of transport and aims to integrate cycling in the city's transport system on both new and adapted streets and elsewhere. The last few years have seen an increase in the number of cyclists using cycle routes for regular trips to school and to work. However, the provision of safe routes on busy roads, particularly in the city centre, is still insufficient. Conditions for pedestrians and cyclists will significantly improve with the implementation of the goal set out in I 2 (Management and reduction of car use).

Selected activities and principles for the implementation of goals

I 4.1 Safe and comfortable pedestrian movement in the city

- Separate the main pedestrian routes from the heavy road traffic and create pleasant residential and pedestrian streets and zones; make these areas more attractive by adding greenery, benches and municipal furnishings, etc.
- Reduce car use on the city's roads (see I 2.2).
- For pedestrian safety, reduce car speeds in the city in a way that corresponds to the character and importance of the road (traffic signs, narrowing of traffic lanes, roundabouts, speed bumps, proposals to lower speed limits, etc.).
- Insist on quality disabled access and, where possible, direct pedestrian connections without steep gradients for new builds. At the same time, pay attention to access and entrances to public transport stations and stops.
- Reduce the effects of man-made barriers (linear structures such as roads, etc.) and natural barriers (such as the River Vltava) on pedestrians and cyclists travelling in the city area by building new footbridges, walkways, passageways and underpasses.
- Prepare a general plan for pedestrian movement and routes of city-wide importance in the city area as a basis for providing systematic support to improve conditions for pedestrians and as an impulse for the emergence of similar plans in the boroughs.

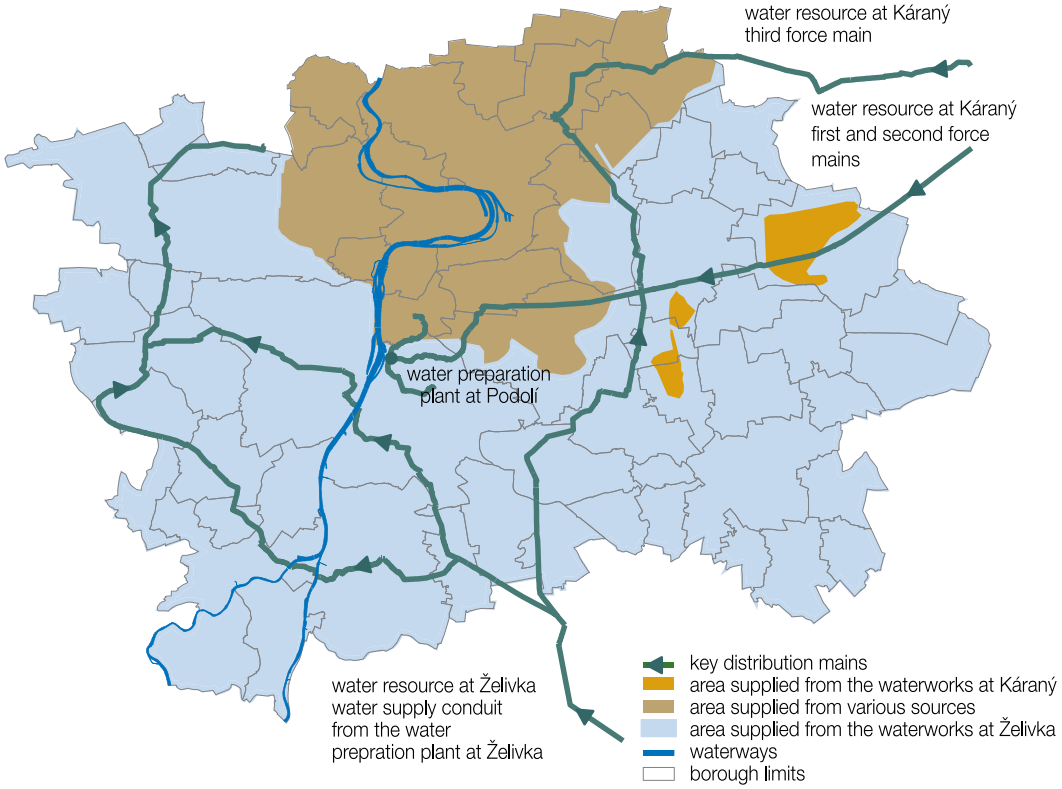
I 4.2 Improve the conditions for cyclists and extend the network of cycle paths

- Improve the network of cycle routes in accordance with the general plan – primarily to build and mark safe cycle routes and to safely integrate cycling into the network of new and reconstructed roadways.
- Pay attention to expanding cycling infrastructure (cycle stands, information boards, maps, etc.).
- In co-operation with Central Bohemia, improve bicycle connections to the Prague area with a high-quality network of cycle routes and improve the quality of and access to international cycle routes.

I 5 RELIABLE AND EFFECTIVE SUPPLY OF QUALITY DRINKING WATER

The city's water supply is provided by the waterworks at Želivka and Káraný. Due to the decline in the demand for drinking water, the waterworks at Prague–Podolí (Vltava) provides only a reserve capacity and is currently in operation for one month a year. The water network covers practically the whole of the Prague area and is mostly interconnected by the water mains. Key supplies are replenished from the mains, but full back-up is not yet possible within the whole supply area. Prague's water needs cannot be met by the Káraný or Podolí sources in the event of a supply failure at Želivka Reservoir, the water supply feeder or the main water tower in front of the city limits. Considering the need to reduce water losses and to maintain the quality of drinking water, the updating and modernizing of the city's water network and water towers is just as important a task and impacts the whole of Prague.

Drinking water supply



Source: PVK, a. s.

Selected activities and principles for the implementation of goals

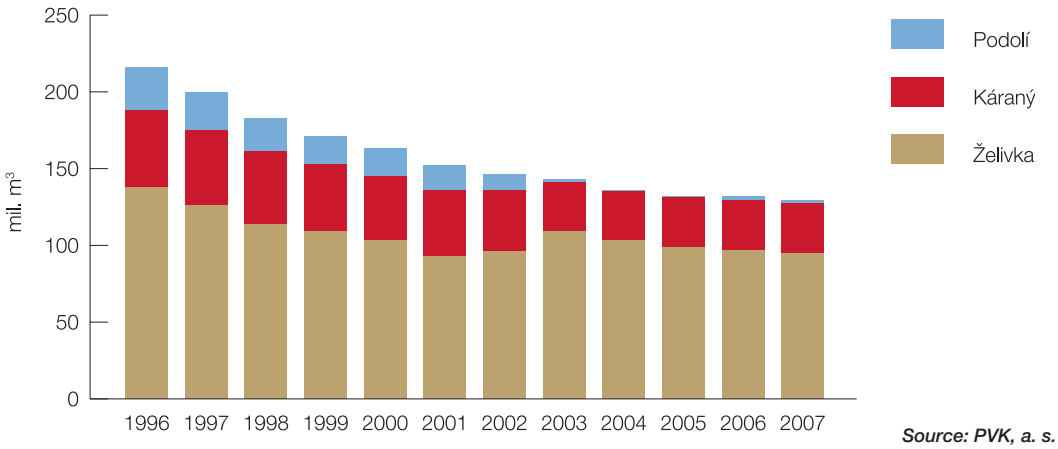
I 5.1 Improve the condition and running of the water management system

- Work the conceptual model for Prague's water distribution system into the detailed phase of the Water Supply Plan; make use of this general plan for preparing investments and regularly update it.
- Secure the construction and modernization of the waterworks facilities with the aim of raising the technical standard of current operations.

I 5.2 Reliable supply of quality drinking water during normal operations and crisis situations

- Continue the systematic updating and development of the water management networks and sites (including the equipping of control systems, regulation, monitoring and completion of missing components of the system); co-ordinate on the updating of communications, the sewer system and other utility networks.
- Secure the quality of drinking water.
- Continue with the placing of water mains in deep conduit tunnels as they are being constructed, particularly in the city centre. Technically and organizationally secure emergency supplies of drinking water (in accordance with the Single Security System for Prague).

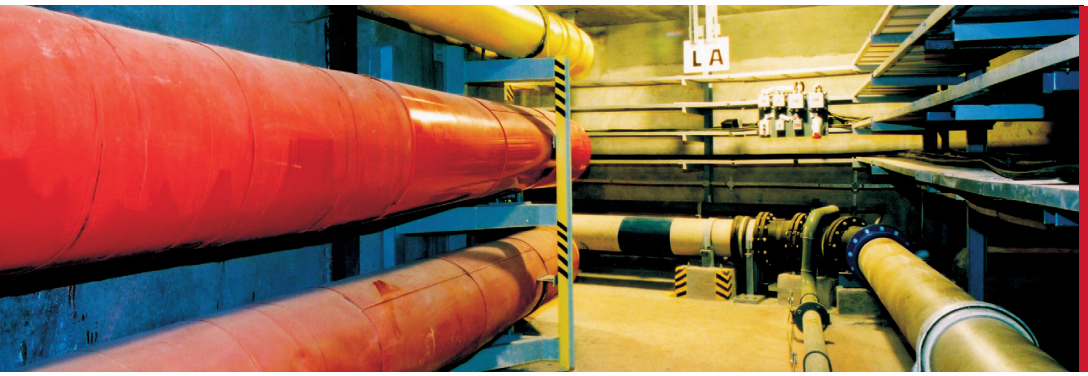
Production of drinking water (1996–2007)



Source: PVK, a. s.

I 5.3 Necessary level of back-up facilities for Želivka Reservoir; back-up provision by the sources that supply the city with water

- Preserve the concept of having three available sources of drinking water.
- Give preference to investment in the renewal of the obsolete and poor quality networks and in the securing of back-up sources of drinking water.
- Check out the possibility of greater co-operation between the waterworks systems of Prague and Central Bohemia.



I 5.4 Improve water quality at Želivka Reservoir

- Secure the preparation and implementation of a long-term programme for improving water quality at Želivka Reservoir by means of comprehensive biotechnical measures in the catchment area.
- Collaborate with agricultural firms, waterworks companies, municipal and regional authorities in the catchment area of Želivka Reservoir; using appropriate means, push for long-term co-operation agreements between water suppliers and farmers.

I 6 ENVIRONMENTALLY ACCEPTABLE DRAINAGE FROM THE CITY – A COMPLEX SEWER AND WASTEWATER TREATMENT SYSTEM

A perspective-based approach to water drainage is based on the separate drainage of polluted and non-polluted water, thorough water purification, an environmentally appropriate use of non-polluted water in the city area and the optimal use of waterways. This is why the city's drainage system is being gradually updated. It will be particularly difficult to achieve a target solution for wastewater purification, i.e., a prioritizing of central water treatment supplemented by local treatment at small municipal treatment plants that are selected according to assessments of waterways based on emission criteria.

Projects that fulfil this strategic goal must be accompanied by the projects associated with the goals set out in P 1.2 ("Improve surface and ground water quality while fully rehabilitating the role of water in the landscape") and P 3.2 ("Support the stability of the urban and suburban landscapes").

Selected activities and principles for the implementation of goals

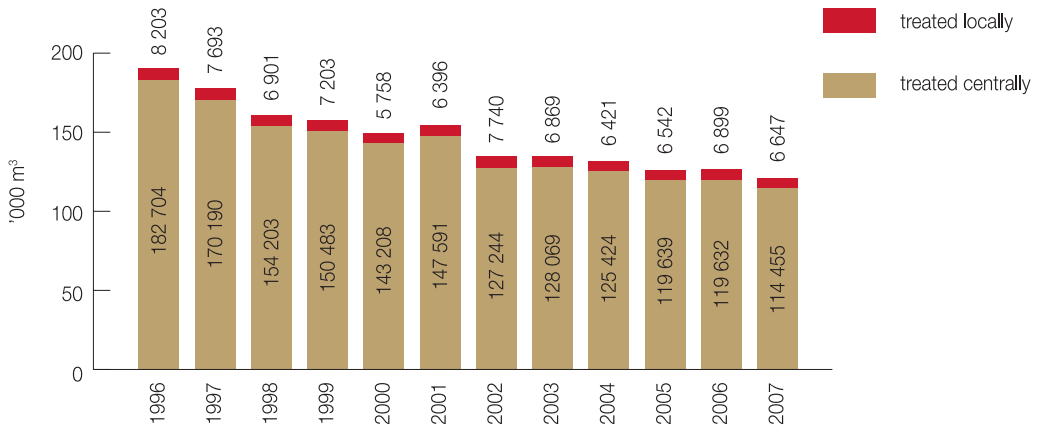
I 6.1 Fundamental improvement in the condition and running of the sewer system, including wastewater treatment

- Develop the conceptual part of the General Plan for Drainage in Prague; make use of this when preparing investments and continually update it.
- Equip the sewer system with state-of-the-art technology, including anti-flood facilities.
- Carry out the renewal and completion of missing portions of the sewer system (including equipment to monitor the rate of flow and the condition of the sewers, rebuilding of overflow chambers); co-ordinate the approach to the updating of the communications, waterways and other utility networks.
- Prevent accidents (systematic research into the state of the sewers and the geological surroundings of the main sewers).

I 6.2 Reliable and effective treatment of all wastewater drained from the city, including liquidation of sediment, and ensure compliance with EU limits

- Undertake the complete rebuilding and expansion of the central wastewater treatment plant on Císařský Island; this includes increasing the capacity of the slurry management system.
- Select wastewater treatment plants to carry out a target solution for wastewater treatment.
- Ensure the quality of water treatment at still operational local wastewater treatment plants in line with EU limits; gradually switch over selected local wastewater treatment plants to the central sewer system.
- Secure the treatment of extremely polluted rain water runoff (in particular, storm water runoff).

Treated wastewater in Prague (1996–2007)



Source: PVK, a. s.

I 6.3 Reduce the amount of ballast water in the sewer network

- Fully separate polluted rain water from the clean water.
- Prevent the inflow of ballast water in the sewer network.
- Co-ordinate development activity and water management measures in outlying parts of Prague with Central Bohemia.

I 7 ECONOMIC AND SUSTAINABLE USE OF PRIMARY SOURCES OF ENERGY AND FUEL

Prague must be ready in time for the changes associated with the development and use of energy supplies and in connection with the development of the gas and electricity markets. The city authorities will aim to conserve as much energy and fuel as possible and will make current facilities more effective while using renewable and reusable energy resources.

Selected activities and principles for the implementation of goals

I 7.1 Effective, rational and economic use of energy and fuel sources

- Orientate the city's energy policy towards energy savings and improving air quality to comply with legal norms; support the effective use of energy, particularly for heating buildings.
- Support the use of renewable energy resources in appropriate areas for the installation of the relevant facilities (intended mainly for heating).
- Introduce suitable technology for the effective use of energy from waste.
- Raise the output of the centralized heating supply.
- Support projects that aim to provide greater autonomy to the city in supplying electricity.
- Secure the cogenerational production of heat and electricity in appropriate areas.
- Support a reduction in the use of solid fuel and monitor air pollution in line with EU requirements.

I 8 INFORMATION EXCHANGE TO BE BROUGHT UP TO EUROPEAN STANDARDS AND LAYING OF UTILITY NETWORKS IN DEEP CONDUIT TUNNELS

The basis for a well-functioning information system is its integration and teamwork in its day-to-day running, as well as during crisis situations. In order to deal with this, it is vital to ensure their compatibility with other higher level systems that extend into the city's hinterland. To secure high standards and quality of service, it is essential to provide adequate levels of openness and accessibility to the public and private sectors, and to residents and visitors alike.

Deep conduit tunnels have proved to be effective, particularly in the exposed city centre; they enable storage, repairs, renewal and regular maintenance of water, gas, heat, electricity and telecommunications systems, all without the need for excavation or digging.

Selected activities and principles for the implementation of goals

I 8.1 Reliable information exchange for securing the city's public interests

- Secure the expansion and modernization of a reliable and accessible telecommunications network for the city's administration and management.
- Create the conditions for the use of information transfer systems to secure the safety of the city.
- Use the existing and new deep conduit tunnels for laying telecommunications networks.

I 8.2 Access to quality information services

- Create the conditions for completing a high capacity telecommunications network in Prague; support the greater provision of information and data services for residents and visitors.

I 8.3 Increase the reliability and comfort of connections to the utility networks by constructing deep conduit tunnels

- Secure the construction of deep conduit tunnels for laying utility networks in the centre of Prague.
- Give preference to the laying of utility networks (apart from the sewer network) in deep conduit tunnels, for example by means of legislative measures.

SAFETY AND SECURITY

A SAFE CITY

Prague wants to provide a safe environment for its residents and visitors, both in everyday life and in exceptional circumstances. It wants to successfully resolve crisis situations such as natural disasters, transport crises and industrial accidents. It wants to support long-term programmes aimed at social and situational crime prevention.

To realize this strategic vision the city administration (local government, authorities and city organizations) in co-operation with the public and private sectors and the people of Prague will do the following:

reduce the level of crime by improving the standards of police service performance and enhancing police communication with residents and visitors,

promote an effective crime prevention system with particular focus on hidden forms of crime and international elements,

develop a public safety and security system,

implement and maintain anti-flood measures.

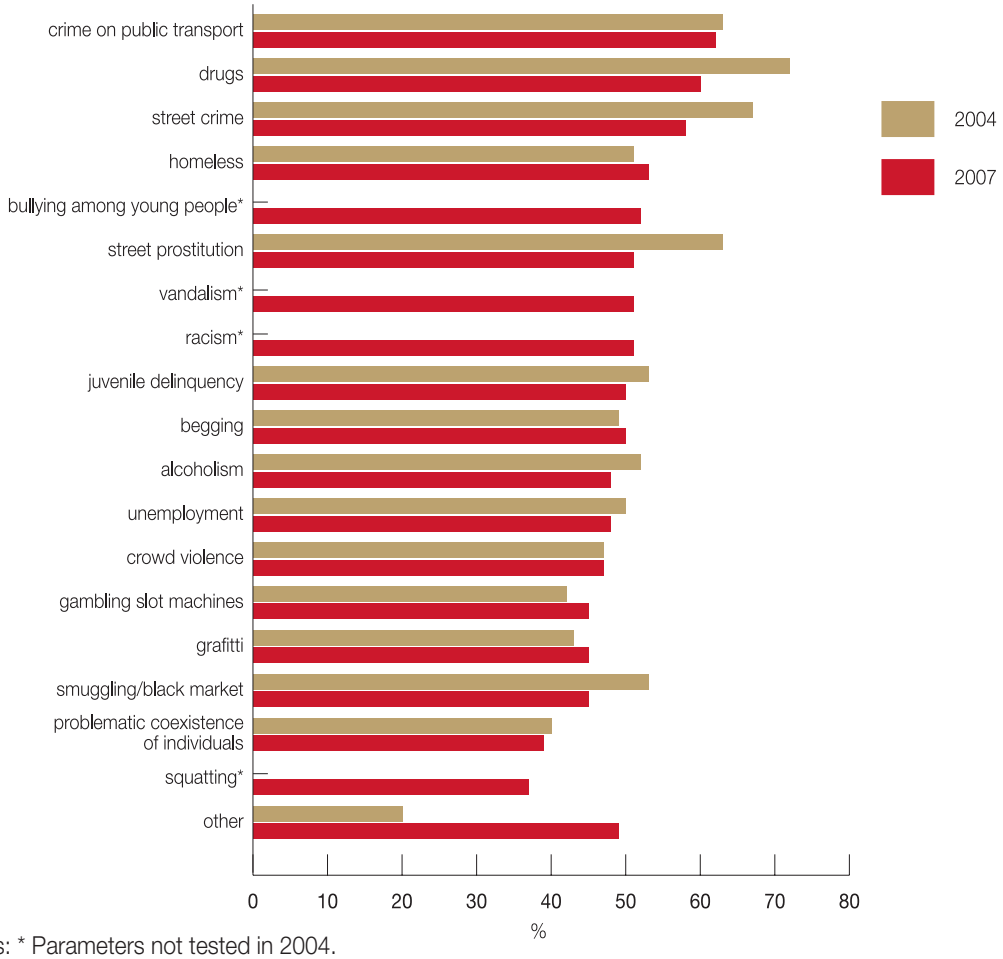
B

CRIME AND SECURITY IN THE CITY

Similar to other comparable European cities, Prague is a place where crime, including organized crime, is concentrated. Illegal activities can easily be concealed in a metropolitan area with a high population density and high levels of anonymity among residents and tourists. Criminality in the city is influenced by the specific character of the historic centre, the urban layout and the social characteristics of certain housing estates, Prague's position as an international crossroads and its attraction for organized crime.

Research confirms that residents of Prague have great concerns about crime. Among the most serious problems are crime on public transport, drugs and street crime. The most feared crimes are pick pocketing, house burglary, break-ins and car theft. This is also why people in Prague would be glad to see more police officers on the beat in their neighbourhood.

The most serious security problems in Prague (according to public opinion in 2004 and 2007)

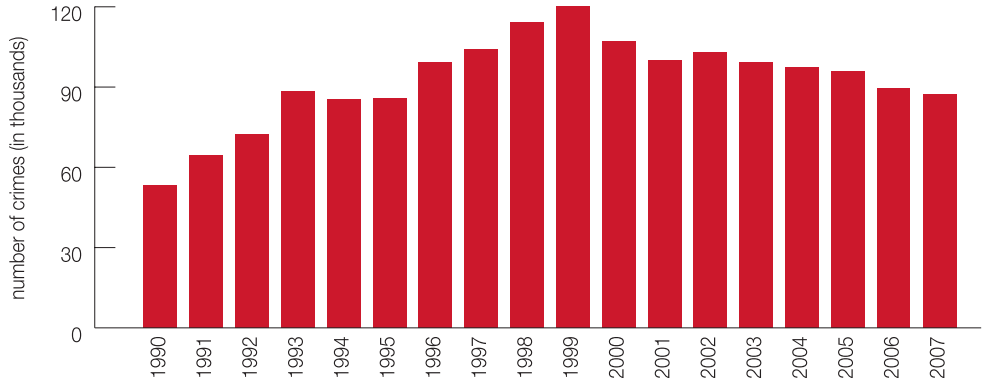


Notes: * Parameters not tested in 2004.

Source: IBRS, 2007 analysis of people's feeling of security/safety

Prague is the riskiest city in the Czech Republic when it comes to security and safety. Although the total number of recorded crimes in the last few years has fallen to under 100,000 per year, more than a quarter of all crimes in the Czech Republic occur here. Prague has the lowest level of unemployment but the highest recorded number of murders, burglaries, break-ins and car thefts.

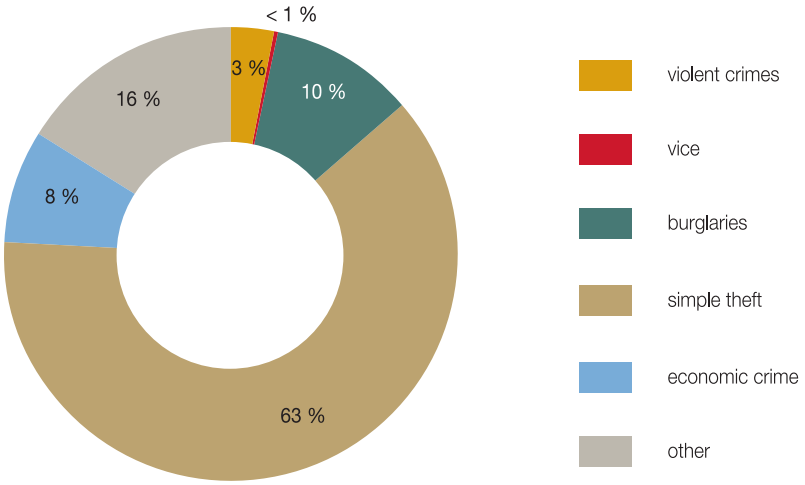
Recorded crimes (1990–2007)



Source: MV ČR

Property crime accounts for most of the crime committed in the capital (80% of total crime). While property crime has been declining for a long time, there has been an increasing amount of organized property crime on a more professional level. Economic crime, violence and vice remain at a stable level; the seriousness of such acts consists in their greater levels of organization and links with corruption, blackmail, use of arms and illegal restraint.

The structure of crime (2007)



Source: MV ČR

Organized crime constitutes a general security risk. Criminal organizations are established mainly on the basis of nationality or ethnicity. Their main activities include corruption, drug trafficking, human trafficking, illegal immigration, arms trafficking and credit card counterfeiting.

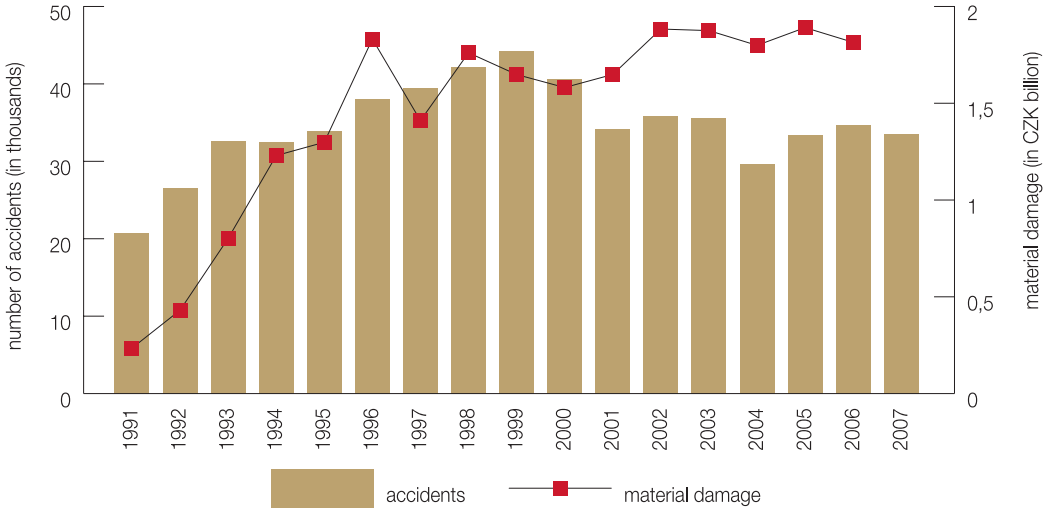
The use of drugs and other addictive substances in Prague has stabilized. The high proportion of children and young people among first-time drug users, however, is alarming. Young people's access to alcohol and tobacco is insufficiently restricted and access to illegal drugs is considered easy. The production and distribution of illegal drugs is becoming more organized and drug selling has for the most part moved from the streets to private places.

Crime with an extremist or racist subtext remains a serious problem. This includes illegal acts by rightwing and leftwing extremists, as well as by football hooligans, radical environmentalists and anti-globalists.

Terrorist acts organized by foreign nationals in response to international developments constitute a potential danger. The most exposed sites and buildings (such as embassies, the airport and the headquarters of Radio Free Europe) are protected by stringent security measures and the security situation is continually assessed at state level. Special attention is also paid to security at Jewish sites by strengthening the presence of police guards, installing new CCTV cameras and undertaking transport security measures.

There is a very low level of road safety in the city. The number of road accidents in Prague is the highest in the Czech Republic. Although drivers and pedestrians are both responsible, bad driving is the main cause of road accidents.

Road accidents and material damage (1991–2007)



Source: ČSÚ

PREVENTION

Crime prevention is an offensive strategy to combat crime. The effectiveness of crime prevention measures and the sustainability of their results depend on good preparation, quality planning and ongoing assessment. The aim of crime prevention is to minimize the risks and consequences associated with criminality, to increase people's feeling of safety and to strengthen their trust in the police and the institutions of the public administration. This involves social and situational crime prevention measures, informing the public about ways to protect against criminal activity and helping the victims of crimes. Attention is also paid to preventing property-related and violent crime and crime with a racist or extremist subtext, as well as to preventing xenophobia and corruption and to promoting road safety.

Social crime prevention involves supporting projects that focus on high-risk groups of children and young people and possible victims of crimes, particularly senior citizens and the disabled. Situational crime prevention entails the implementation of technical measures that are designed to reduce opportunities for committing crime, to increase the chances of catching perpetrators and to reduce the rewards of crime. Crime prevention also involves informing the public about effective means of defence against crime and encouraging citizens to engage more actively in protecting their own safety and the safety of their surroundings.

The aim of Prague's anti-drug policy is to reduce the demand for drugs, to protect against the negative consequences of drug use in all contexts and to support individual decisions to live without drugs. Drug

prevention consists of specific primary prevention (which also includes prevention of sociopathic phenomena), treatment and subsequent care, harm reduction programmes and penal repression.

Prevention of sociopathic phenomena among children and young people at school involves activities aimed at preventing drug addiction, alcoholism and smoking, crime and delinquency, virtual addictions (computer games, television and videos), pathological gambling, truancy, bullying, vandalism and other forms of violent behaviour, xenophobia, racism, intolerance and anti-Semitism. Activities focusing on the prevention of sociopathic phenomena are co-ordinated in the broader context of specific primary drug prevention with close co-operation between the city's crime and drug prevention departments and educational and social care bodies.

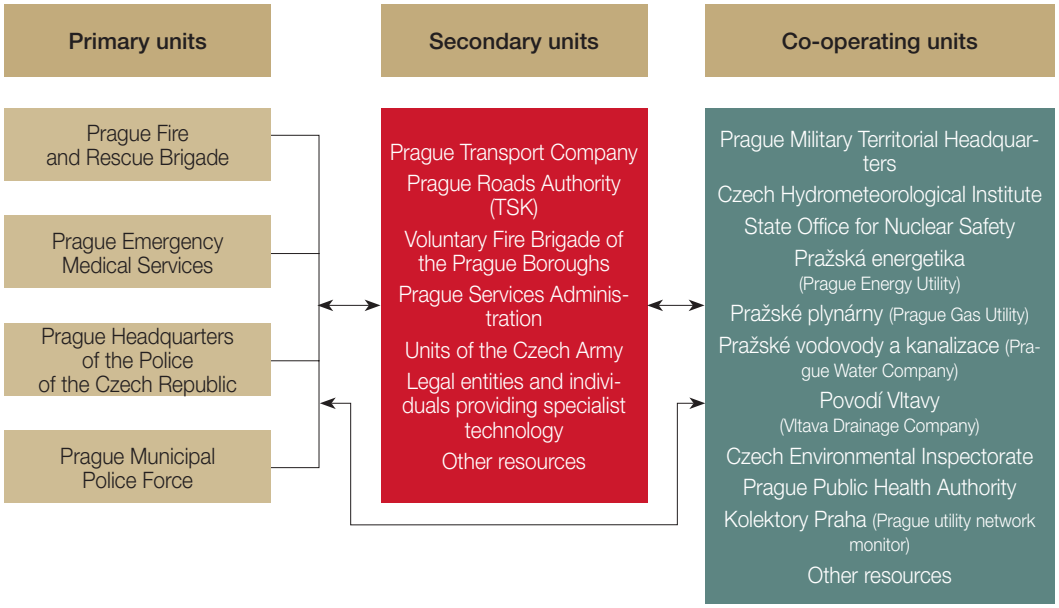
Road accident prevention and road safety programmes include education for road users about road safety issues, roads alterations and the monitoring by police officers (from the national and municipal police forces) of pedestrian crossings, dangerous crossing points, bus lanes, pedestrian zones and other critical areas.

PRAGUE'S SAFETY AND SECURITY SYSTEM

Prague's safety and security system seeks to protect the local population in exceptional circumstances and crisis situations and to monitor and deal with their negative effects. Its main units are the Prague Fire and Rescue Brigade, Prague Emergency Medical Services, the Prague Headquarters of the Police of the Czech Republic, and the Prague Municipal Police. These units work closely with other organizations (including radio and television organizations) when saving lives and helping residents and visitors alike.

Crisis situations in Prague are dealt with centrally by the Prague Crisis Team. The crisis team's operational centre analyses potential security risks, provides public warning and mass notification systems and co-ordinates rescue and liquidation work.

Prague's safety and security system



Source: MHMP

Telecommunications connections for the various safety and security authorities and for other organizations during exceptional circumstances and crisis situations are provided by the independent TETRA-based Prague Municipal Radio.

A toll-free call centre is provided for residents and visitors at times of need; in addition to an autonomous early warning system, this was used during the floods and the NATO meeting in 2002 and during the Hockey World Cup in 2004.

The EU telephone number for emergencies (112) is used in addition to the standard emergency telephone numbers (150, 155, 158 and 156).

Emergency telephone numbers

112	150	155	156	158
EU emergency telephone numbers	Prague Fire and Rescue Brigade	Prague Emergency Medical Services	Prague Municipal Police	Police of the Czech Republic

Source: MHMP

Four hundred and twenty-one emergency warning sirens have been installed in Prague to warn the public of emergencies that are actually occurring or are imminent (e.g., natural disasters and serious accidents). Of these, 179 are municipal-owned electronic sirens which can broadcast voice messages about the nature and kind of imminent danger and about the protective measures to be taken.

COMPREHENSIVE ANTI-FLOOD MEASURES

The flood that hit Prague in August 2002 showed how a natural disaster can devastate the city. High-water marks far exceeded the 100-year level. This situation necessitated the prompt updating of the city's spatial planning documents. The Prague flood model was adapted with a projected flow rate of 5,160 cubic metres per second, the largest increase of flooded areas being in the Holešovice district.

During the 2002 disaster, the Flood Commission of Prague and the Prague Crisis Team met in session and worked closely with the city's safety and security authorities, borough crisis teams and other co-operating bodies and organizations in order to carry out the Prague Flood Plan and to deal with the situation at hand.

Once the flood waters had subsided it was important to secure the functioning of the public transport system, to bring the affected areas back to normal and to enable evacuated residents to return home.

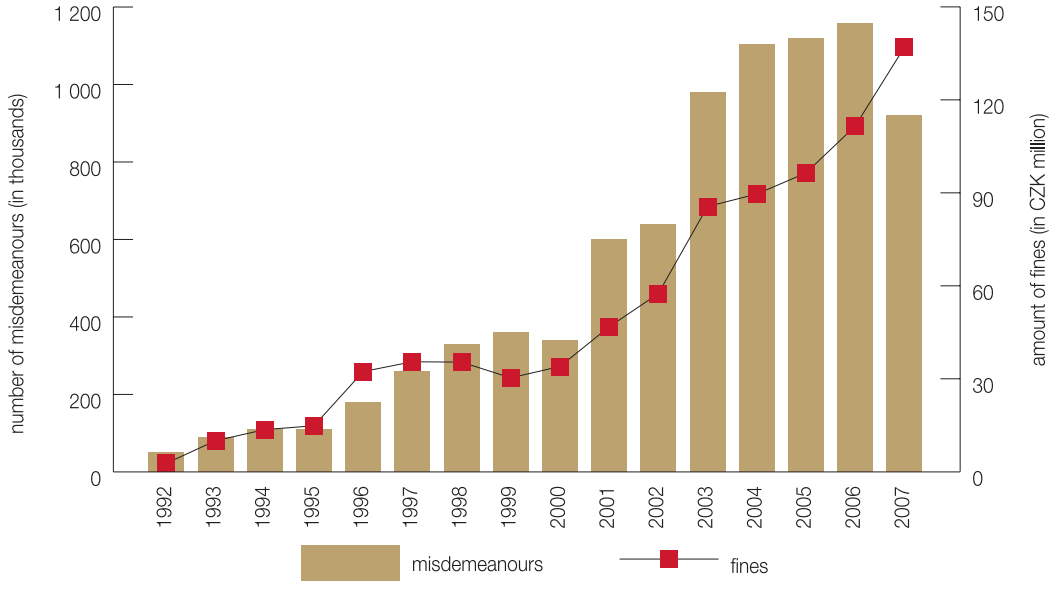
STRATEGIC GOALS

B 1	**Create an image of Prague as a safe metropolis**
B 1.1	Raise civic responsibility for the security of housing areas
B 1.2	Prevent the emergence of focal points of crime
B 2	**Push for an effective crime prevention system**
B 2.1	Support crime prevention
B 2.2	Support drug prevention
B 2.3	Support social crime prevention
B 2.4	Support road accident prevention
B 3	**Develop the safety and security system**
B 3.1	Improve the quality of the safety and security system
B 3.2	Develop crisis management procedures
B 4	**Promote flood protection**
B 4.1	Implement flood protection measures

B 1 CREATE AN IMAGE OF PRAGUE AS A SAFE METROPOLIS

The only way to secure a long-lasting safe environment for Prague is by close co-operation between the public administration, the police and local citizens. The public should trust the bodies that oversee public order, communicate with them more often about local problems and actively help them to solve crimes and misdemeanours. The presence of police officers on the beat patrolling the streets of Prague improves feelings of safety among the public. Some of the officers can be contacted by citizens via mobile phone.

Misdemeanours dealt with by Prague's Municipal Police (1992–2007)



Source: Prague Municipal Police

It is necessary to strive harder to find places with high security risks and to reduce their negative impact on the local community and environment. The situation in the city's public transport areas – where there are large numbers of pickpockets, fare dodgers, people wearing soiled clothing, etc. – is a problematic issue. A long-term problem is that of vandalism and illegal graffiti, which is done mainly by young people at night when there is minimal monitoring. The safety and security system authorities are preparing for threats from terrorist acts.

A specific problem is the high number of dogs, which can pose safety risks in the city. Dogs are now required for to have a permanent ID chip or tattoo to enable identification of them and their owners.

Selected activities and principles for the implementation of goals

B 1.1 Raise civic responsibility for the security of housing areas

- Create a feeling of public trust in the security services and support community policing.
- Involve the public in securing their own safety in both everyday and exceptional situations.
- Support the presence of police officers on the streets and provide them with appropriate equipment.
- Regulate the movement of dogs in public areas.

B 1.2 Prevent the emergence of focal points of crime

- Chart high-risk areas and strengthen their staffing and technical support.
- Increase the levels of safety and standards for users of public transport.
- Improve measures against vandalism.
- Prepare to deal with the consequences of terrorist attacks, primarily by joint exercises of the safety and security system authorities.

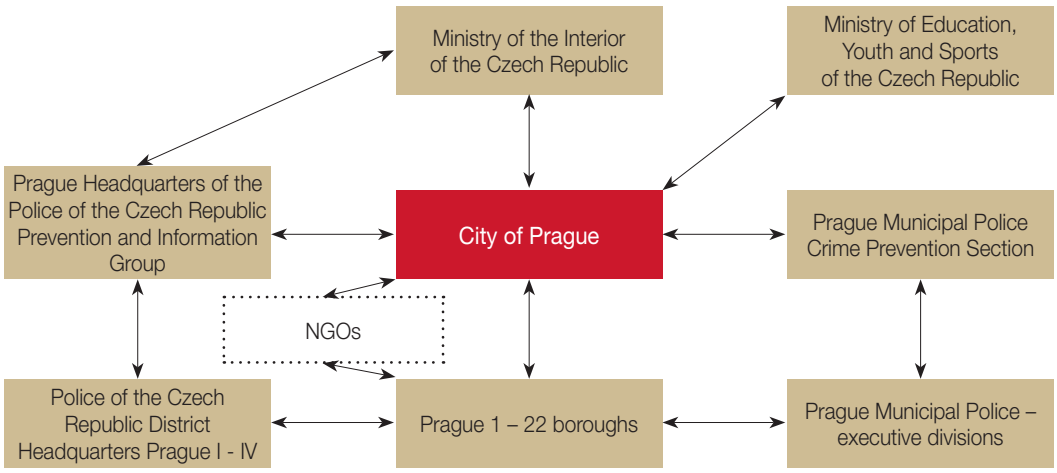
B 2 PUSH FOR AN EFFECTIVE CRIME PREVENTION SYSTEM

The City of Prague awards annual grants to support crime prevention, anti-drug policy (including prevention of sociopathic phenomena at schools), social and ethnic minorities, leisure activities for children and young people, physical education and sport. Prague was involved in the state-run "Local Level Crime Prevention" programme between 1996 and 2008, when it was replaced by the "Regional Programme for Crime Prevention".

In the area of situational crime prevention, use is being made of various technical measures, such as installing the municipal CCTV system, connecting sites to a central protection desk, installing security lighting at high-risk sites and fencing off car parks and children's playgrounds. Urban planning can also help increase public feelings of safety and limit crime opportunities.

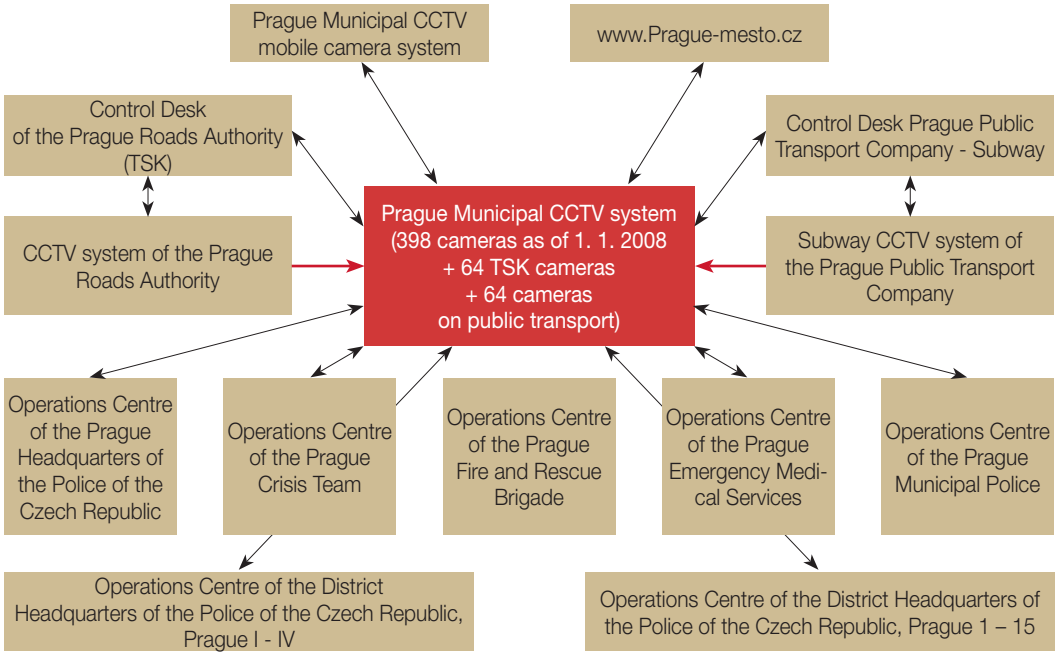
Prague's municipal CCTV system (currently comprising 398 cameras) has been one of the most effective means of situational crime prevention since 1998. This system not only assists in the detection of crime and disorder but also helps to prevent or mitigate interruptions to traffic flow. It is linked to the CCTV system of the Prague Roads Authority (64 cameras) and the subway CCTV system of the Prague Public Transport Company (64 cameras).

Crime prevention



Source: MHMP

CCTV system (2008)

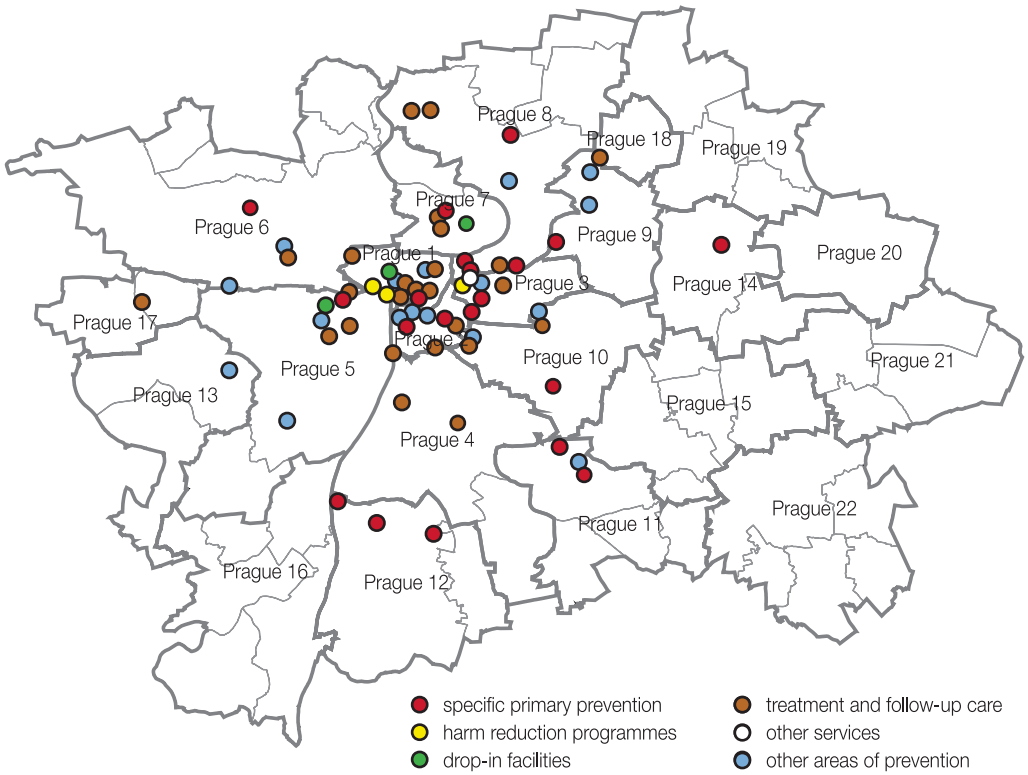


Source: MHMP

Drug prevention in Prague is secured by a whole network of services, including organizations that provide specific primary prevention (and prevention of sociopathic phenomena), out- and in-patient treatment facilities, advice centres, follow-up care services (e.g., after-treatment centres), social agencies and sheltered housing schemes with protected workshops. On-the-ground services include harm reduction programmes and drop-in centres. Penal repression falls within the purview of police units, customs authorities, the prison administration and agencies involved in crime management. The chief priority here is to cut the supply of drugs.

In order to achieve the main goal of the city's anti-drug policy, it is necessary to maintain and develop the above network of services, support innovative quality programmes and monitor the quality and comprehensiveness of the services provided. An important aspect is the co-ordination of activities and co-operation between the various entities involved in the implementation of anti-drug policy.

Drug prevention network (2008)



Source: MHMP

Homelessness is one of the most visible manifestations of social exclusion. This is the condition of people who are unable to get permanent housing and lack the resources to lead an ordinary life. Homeless people tend to congregate in specific locations of the city, such as the areas around subway stations and train stations. It is estimated on the basis of surveys that there are more than 3,000 homeless people from all over the country in Prague and that about two-thirds of these are registered as living outside the capital. These people are usually dependent on the services provided by organizations set up by the city or run by NGOs. The situation is worse in the winter, although the city provides a winter hostel, in addition to a boat hostel for the homeless which is open all year.

Transport safety checks are an appropriate means of reducing traffic accidents and increasing safety awareness among drivers and pedestrian road users, particularly in high-risk areas on main roads. The most effective means of preventing road accidents is to teach road safety to children and young people during school lessons and as part of leisure activities. There is little co-ordination of such measures, however, and the level of public involvement is low.