Beyond the Urban

Connecting urban-rural communities

Integrated Action Plan

Linking Urban and Rural Areas

Statutory City of Hradec Králové

URBACT

Co-funded by the European Union

Interreg

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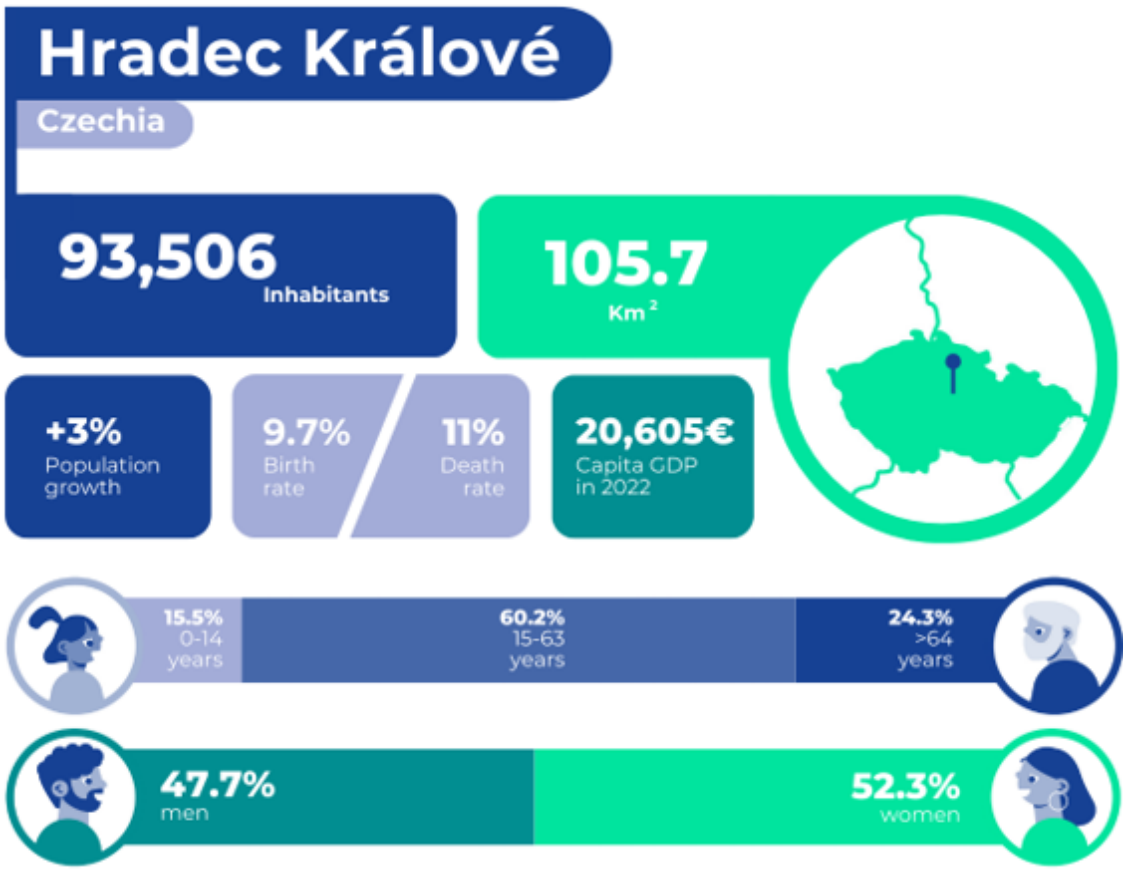
I. Introduction to the Integrated Action Plan (IAP)



The regional capital **Hradec Králové** is a natural centre of the region, facing specific transport challenges:

- high levels of daily commuting,
- increasing intensity of private car traffic,

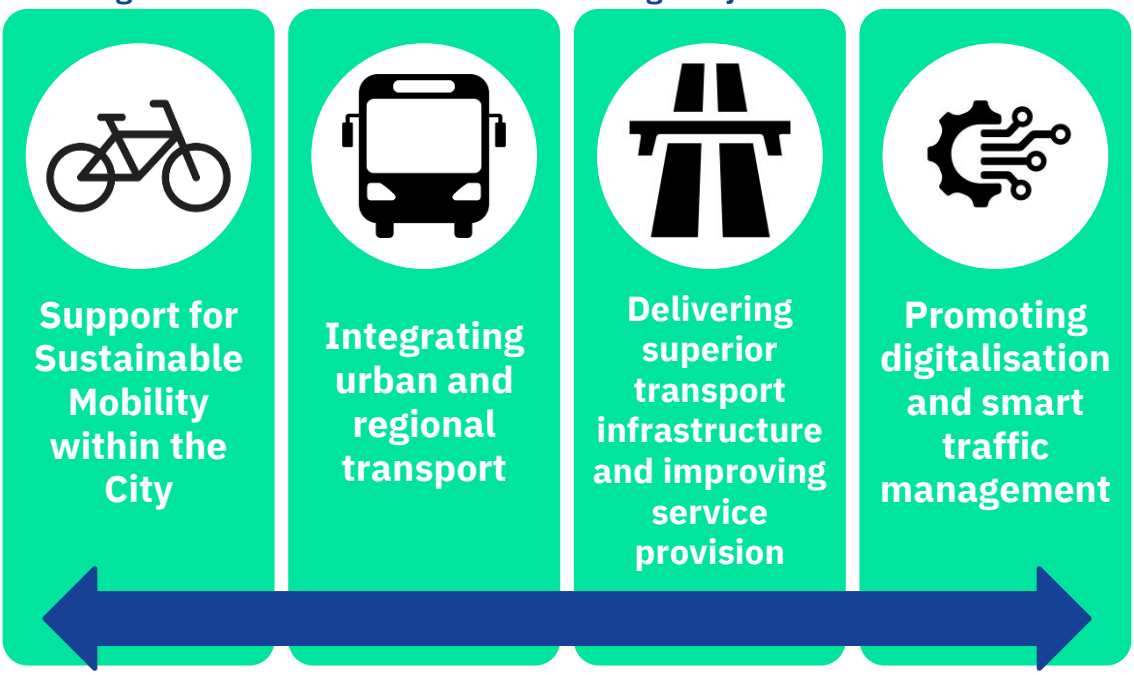
- demands for high-quality public space,
- fragmented cycling infrastructure,
- overloaded junctions,
- the need to integrate public transport,
- strengthening the data base,
- modernising control systems.

The Integrated Action Plan (IAP) of Hradec Králové, prepared within the European project Beyond the Urban, provides a strategic framework for the development of **sustainable, safe and smartly managed mobility in the city.** The plan responds to the need to:

- reduce the negative impacts of private car traffic,
- increase the attractiveness of public and non-motorised transport,
- embrace technological innovation in transport system management.

The document builds on the city's long-term goals in sustainable development and reflects European priorities in climate, energy and urban quality of life.

The Integrated Action Plan is based on 4 strategic objectives:

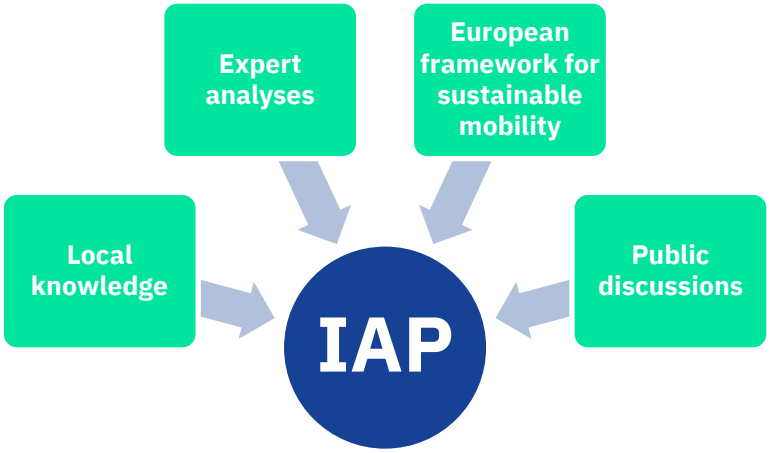


Key activities include:

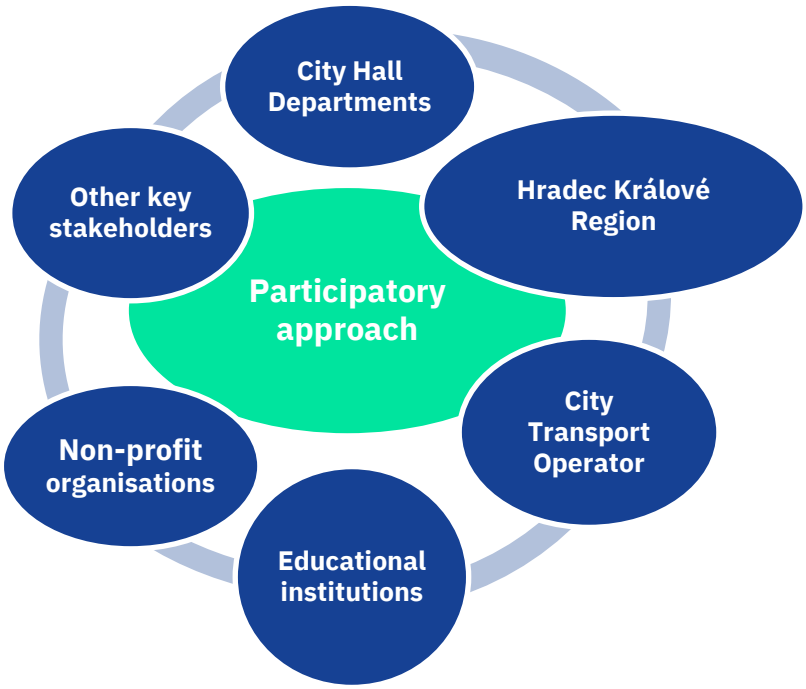
- development of cycling infrastructure,
- modernisation of pavements,
- establishment of a Mobility Fund,
- coordination with public events,
- support for the integration of public transport with the Hradec Králové Region,
- implementation of smart technologies for traffic management and data collection.

The IAP places emphasis on blending investment with non-investment measures, and on collaboration across disciplines.

It is a **bridge between the city's strategic vision and the tangible steps that bring it to life.** Its purpose is to open the city, reduce emissions, encourage walking and cycling, and raise the quality of life for Hradec Králové's inhabitants. The document is conceived as a living framework, to be continually assessed and adapted in line with emerging needs, technological advances, and the lessons of experience.



Emphasis was placed on a **participatory approach**, ensuring that the proposals reflect both the city's strategic objectives and the real needs of residents and transport users.



The IAP envisions a modern, sustainable and efficient transport system that enhances quality of life, ensures accessibility for all, and contributes to the responsible development of the city.

The IAP seeks to:

- reduce reliance on private car transport,
- strengthen the role of public, pedestrian and cycling transport,
- better integrate urban and regional traffic flows,
- harness the potential of digital and smart solutions for mobility management.

The IAP will be implemented step by step, with emphasis on the operational delivery of measures that do not require significant financial resources and can be introduced through consultation, procedural design and coordination among stakeholders. For financially demanding measures, such as the development of infrastructure or technological systems, the process will be more complex and will involve consultation on the proposal, securing funding, preparing project documentation, and subsequently obtaining permits and carrying out implementation in line with applicable legislation.

For **effective evaluation and** management of implementation, clear activity tables have been created for each strategic objective. This systematic approach enables the city to maintain the plan as a living document, capable of responding flexibly to new challenges and opportunities.

The IAP is a plan to improve transport in the city, making it more **convenient, safer and environmentally friendly.** Importantly, the city will continuously monitor, evaluate and, where necessary, adjust the plan in line with current circumstances.

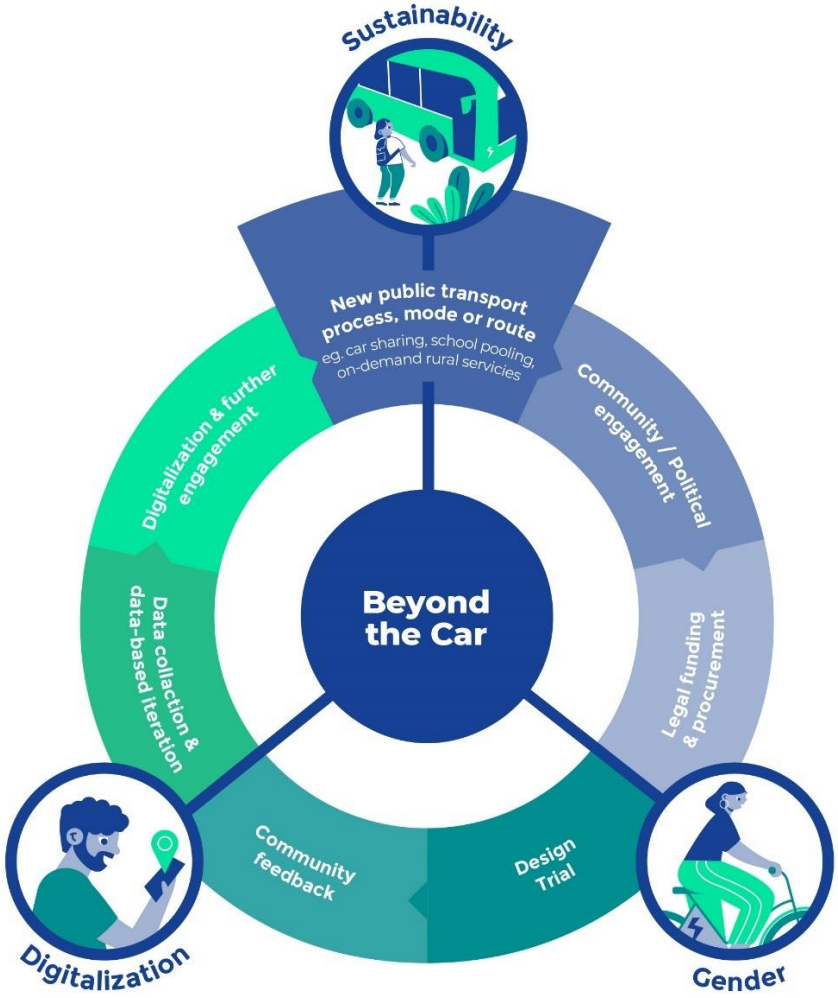
Hradec Králové has long ranked among the best cities to live in within the Czech Republic, and this document has been prepared to ensure that this status is not only preserved but carried forward into the future. Through well-considered and sustainable transport development, the city can continue to offer high quality of life, accessible and safe connections, and a welcoming environment for all its residents.

II. Context, Needs and Vision

Rural areas in the Czech Republic do not generally face widespread depopulation, but rather uneven demographic trends. While some smaller municipalities have indeed experienced a decline in population, others – particularly those in the hinterland of larger cities (suburban areas) – have seen an influx of new residents as a result of suburbanisation.

The Beyond the Urban project focuses on linking urban and rural areas with a view to ensuring balanced development and improving quality of life across the region. As a regional metropolis, Hradec Králové plays a key role in providing services, employment opportunities and infrastructure not only for its own residents but also for surrounding municipalities and smaller towns. The city functions as a transport hub, with many inhabitants of neighbouring communities commuting to Hradec Králové for work, education or services.

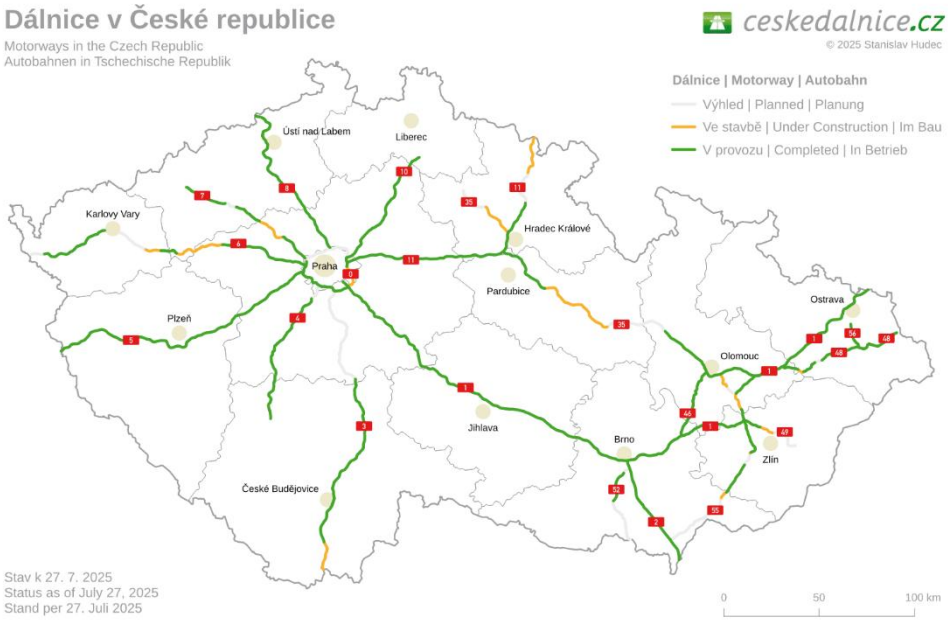
The city's goal is to strengthen the connection between urban and rural areas so that people do not have to choose between quality of life and access to services. Inspiration from Beyond the Urban may lead to the implementation of new solutions that improve service accessibility, reduce transport burdens and support sustainable mobility. The project also highlights inclusivity and gender equality, recognising that high-quality transport infrastructure should serve all groups of residents, regardless of age, social status or physical ability.



1. Commuting Challenges between Urban and Rural Areas

The Urban–Rural Divide

Transport networks and infrastructure in the Czech Republic are undergoing extensive development, with major projects affecting both the Hradec Králové Region and the city itself. A key artery of the region is the D11 motorway, which connects Hradec Králové with Prague and is gradually being extended towards Jaroměř and further to the Polish border. Plans also include the completion of the D35 motorway, linking Eastern Bohemia with Moravia. Both motorways are significant for surrounding municipalities, which benefit from their connections.



The Czech Republic's Motorway Network, 2025

Hradec Králové is currently addressing several major construction projects to improve its transport infrastructure. A particularly important project is the reconstruction of the Mileta junction, one of the busiest traffic nodes in the city. Other planned elements of the transport system include the Northern Tangent, the Southern Link and the Southern Connection.

Development also includes pressure to build new cycle paths linking the city with surrounding municipalities in all directions, including the planned backbone route between Hradec Králové and Pardubice.

In public transport, the railway hub in Hradec Králové plays a crucial role, connecting the city with Pardubice, Prague and other regions. Modernisation of the railway infrastructure will involve faster train services, upgrades to individual lines, and future integration of high-speed routes into the RS5 system, significantly reducing travel times to Hradec Králové. Combined with regional bus services, which form part of the integrated IREDO system, and the expansion of cycle paths, these measures will enhance accessibility and efficiency of regional mobility.

Sustainable Transport

Sustainability in transport has become the guiding principle of transport policy in the Czech Republic. The national strategy for 2021–2027, looking ahead to 2050, calls for mobility that is safe, intelligent and kind to the environment. This strategic document highlights the reduction of greenhouse gas emissions, support for public transport and the development of infrastructure for zero-emission vehicles.

In the Hradec Králové Region, sustainability in transport is reflected particularly in support for public transport and the expansion of zero-emission vehicles. The region also promotes the development of cycling infrastructure and the integration of different modes of transport.

The city of Hradec Králové is highly active in the field of sustainable transport. **At present, zero-emission urban transport – including trolleybuses and electric buses – accounts for approximately 30% of all public transport operations. In the near future, the city's Transport Company plans to expand its fleet with 20 new electric buses, 9 partial trolleybuses and 12 new hybrid buses**, significantly increasing the share of zero-emission transport.

Hradec Králové also broke new ground by introducing shared bicycles in a new municipal design, adapting them to the city's visual identity. The city supports rentals with 15 minutes free of charge.

Another measure is the preparation of school mobility plans aimed at improving traffic safety around schools. Analyses to date highlight the need to reduce the number of cars near schools, improve traffic signage and layout, and promote healthy lifestyles among children through active mobility such as walking and cycling.

Gender Differences

In the Czech Republic, transport habits reveal clear gendered patterns. Women generally make less use of private car transport and more often choose public transport or walking. This trend is linked to greater sensitivity among women to perceived risks and safety in transport.

In the Hradec Králové Region, including the city of Hradec Králové, these differences are similarly apparent. According to data from the Czech Statistical Office (2018), the region has a higher proportion of women in the population, with gender differences varying according to the size of municipalities. This demographic structure may influence transport preferences, such as greater use of public transport or cycling among women. Ensuring safety and inclusivity in transport is therefore essential to support mobility for all residents of the region.

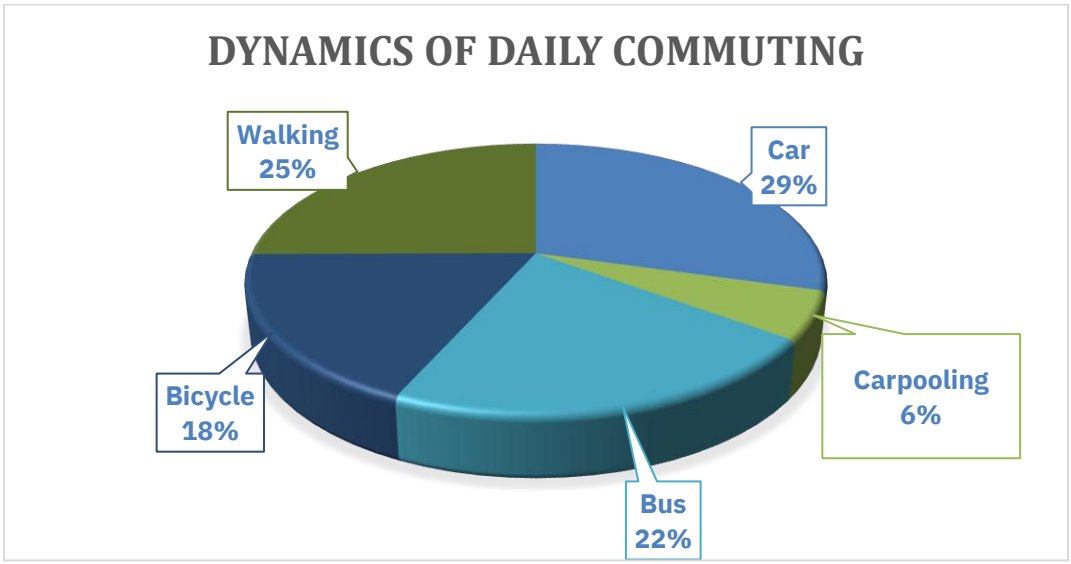
In recent years, the Hradec Králové Transport Company (DPmHK) has actively focused on recruiting new drivers, both men and women, for urban public transport. This step aims to diversify the team and encourage the recruitment of female drivers. Experience with female drivers has been positive, and their presence contributes to diversity and inclusivity in the workplace.

Transport and Mobility

Hradec Králové is a key transport hub of the Hradec Králové Region, where road, rail and cycling routes converge. Owing to its location, the city experiences high levels of private car traffic. To address transport challenges, the city is systematically developing an intelligent transport system, including the implementation of C-ITS technologies to prioritise public transport. Public transport in Hradec Králové relies on an extensive network of trolleybus and bus routes, which are linked to regional public transport through transfer terminals.

Ensuring mobility: Hradec Králové offers a diverse range of transport options that enhance mobility across the region, including trains, trolleybuses, conventional buses and shared bicycles.

Dynamics of daily commuting: Understanding these dynamics is of primary importance for urban development planning. The statistics provide a basis for formulating strategies to strengthen sustainable mobility.



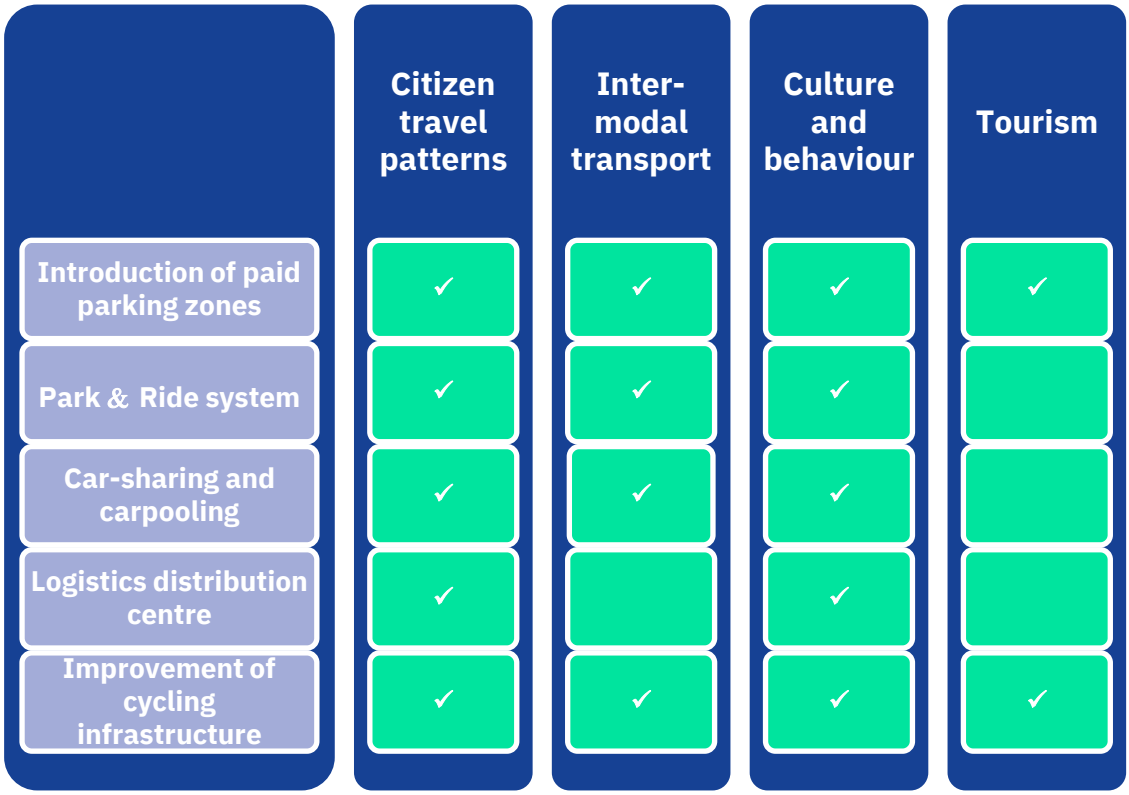
Initiatives in sustainable mobility: The city has developed a comprehensive sustainable mobility, placing green solutions at its core.

Infrastructure for electric vehicles: Across the territory of Hradec Králové there are 46 charging stations for electric vehicles. The city council is preparing a study on the expansion of zoned parking, which will include spaces equipped with charging facilities.

Cycling infrastructure: Hradec Králové is often aptly referred to as the "city of cyclists", making use of its predominantly flat terrain to support an already popular cycling culture. **The city has been recognised as the most cyclist-friendly municipality in the Czech Republic.**

Focus on pedestrians: Ambitious plans exist to transform further streets in the historic centre into pedestrian zones. Streets are also being gradually adapted to facilitate movement for people with disabilities.

Local Challenges and Strategies



Strategic Linkages

The city has its own **Strategic Development Plan, Sustainable Urban Mobility Plan, Adaptation Strategy** and other strategies shaping various aspects of urban life. Citizen participation is also emphasised in the preparation of strategic documents and the planning of municipal projects.

In Hradec Králové, the City Council has approved the **Sustainable Urban Mobility Plan** (SUMP), known as "Hradec jede!", designed to meet the mobility needs of residents and businesses in Hradec Králové and its surroundings, with the aim of improving quality of life.

The coalition's programme statement for 2022–2026 includes a section dedicated to urban mobility. Its objectives are to support all sustainable forms of transport (walking, cycling, public), continue developing the Smart Transport System, improve parking management, ensure comfortable, accessible and environmentally friendly public transport, and secure integration of urban and regional transport.

Hradec Králové is open to **cooperation across Europe**, from which it gains valuable experience.

- Horizon 2020, Prosperity project – preparation of Sustainable Urban Mobility Plans (SUMP)
- URBACT II, M-Spice network – creation of the city's strategic plan, with emphasis on monitoring
- URBACT III, Active Citizens network – participation and cooperation with citizens and stakeholders

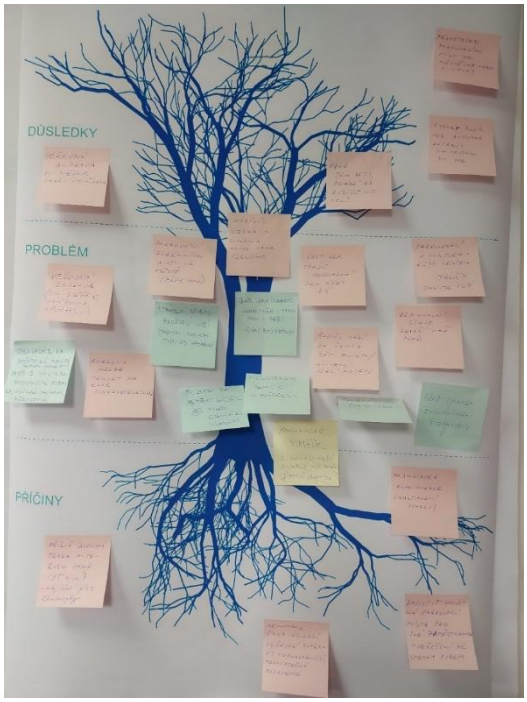
2. Problem Definition

Identification of Issues by Local Stakeholders

The City of Hradec Králové initiated the establishment of an URBACT Local Group (ULG), involving key regional actors:

URBACT
Local Group
City Hall Departments
Municipalities: Stěžery, Blešno, Běleč nad Orlicí, Vysoká nad Labem
Hradec Králové Region
Hradec Králové Transport Company
Oredo (regional transport company)
BESIP (organisation for traffic safety and education)
Nextbike (bike-sharing company)
Bajkazyl (non-profit organisation)
Primary Schools: Kukleny and Habrmanova
Universities: CTU (ČVUT) and UHK
Park 360 (organiser of major cultural events at the airport)

The selected analytical tool was the Problem Tree. Together with members of the URBACT Local Group (ULG), we discussed the challenges faced by the city and, above all, the surrounding municipalities in the field of sustainable mobility. Using the Problem Tree, we jointly defined the most significant problems, their causes and consequences.



The Problem Tree

Problems identified by ULG members include:

- **Fragmented public transport tariff system**
- **Incomplete cycle paths**
- **Insufficient communication by the city on sustainability**
- **Missing higher-level transport infrastructure**
- **High proportion of cars used for journeys to primary schools**
- **Regional connections scheduled at unsuitable times for pupils**
- **Regional connections more expensive than urban public transport**
- **Need for greater speed and regularity of public transport services**
- **Lack of cycling infrastructure**
- **Handling large crowds at cultural events (concerts, festivals, etc.)**
- **Insufficient cooperation on sustainable mobility**
- **Overnight parking of company cars in the city**
- **Parking in the historic centre**

Consequences identified by ULG members include:

Low use of public transport to surrounding municipalities, leading to greater reliance on **private cars** and worsening traffic conditions in Hradec Králové. Poor coordination of services and higher prices compared with urban public transport, making **regional services less attractive**. Increased number of cars commuting into the city, resulting in air pollution and higher road maintenance costs. Lacking higher-level infrastructure and lack of quality transfer hubs reduce the efficiency of public transport, causing **congestion and delays**.

Lack of parking spaces in the city and on its outskirts (e.g. Park & Ride), leading people to park directly in the centre, contributing to traffic jams and reducing accessibility for pedestrians and cyclists.

3. Vision

We will create a sustainable, efficient and digitally connected transport system that ensures easy accessibility and integration of urban and rural mobility, with emphasis on safety and comfort for all residents.

Vision Statement

In the future, mobility in Hradec Králové will be shaped as follows. Hradec Králové is a city of short distances, where modern transport policy offers acceptable alternatives to private car use in the form of cycling, walking and public transport. Public transport is the cornerstone of sustainable urban mobility, reflected in the city's increased financial participation and support from surrounding municipalities and the region. A fully integrated public transport system operates in Hradec Králové, both regionally and supra-regionally. Services from surrounding municipalities run so frequently and efficiently that residents of the wider catchment area prefer public transport over private cars for their regular journeys to the city, such as commuting to work.

High-quality conditions for walking and cycling, supported by modern infrastructure, enhance safety and contribute to calming traffic, particularly in the inner city. Outlying districts are safely connected to the "core city". The city operates a system of shared bicycles and other mobility services, including accompanying facilities and accessories. Adequate public capacity exists for the safe storage and parking of bicycles.

Parking policy is actively managed by the city. Paid parking zones operate across the entire urban road network. In areas with high population density, new parking capacities have been created. At the main entrances to the city and at transfer hubs for high-capacity regional public transport, Park & Ride facilities are available, particularly for visitors. Within walking distance of the centre, Park & Go facilities are provided.

Integrated Approach

The City of Hradec Králové regularly cooperates with organisations involved in infrastructure development and transport optimisation. Key partners include Správa železnic (Railway Administration) and the Ředitelství silnic a dálnic (Road and Motorway Directorate). Cooperation also extends to the Hradec Králové Region, which provides regional transport. This collaboration focuses not only on infrastructure investment but also on strategies to encourage changes in transport habits.

Green Infrastructure: The Hradec Králové Transport Company (DPmHK) has carried out a recruitment campaign aimed at women bus drivers, offering free training to extend their driving licence to category D if they chose to work for DPmHK. Gender issues are also addressed in

terms of public transport use. Public transport in Hradec Králové is free for children under six, holders of ZTP and ZTP/P cards (including companions), PTP and KPV cards, passengers with prams, bicycles and dogs. Passengers with a pram and child under six also travel free. Seniors over 70 are entitled to discounted fares of CZK 100 (EUR 4) per year.

Digital Dimension: Since October 2024, the city has introduced the position of Transport Data Analyst within the Department of Transport Strategy and Development. The analyst collects, evaluates and interprets transport data, supporting strategic planning and decision-making. The processed data also serve transparent communication with the public, including publication on the city's website and the portal www.hradecjede.cz, linked to the Sustainable Urban Mobility Plan.

Green Infrastructure: The city continuously addresses green infrastructure and carbon footprint reduction in all projects. Emphasis is placed on improving conditions for cyclists and mapping the state of cycle paths. Residents have access to 260 shared bicycles and 30 e-bikes from Nextbike at 24 stations across the city. The city subsidises bike-sharing so that the first 15 minutes are free. The Hradec Králové Transport Company is long-term focused on modernising and increasing the share of ecological vehicles to reduce emissions and improve air quality.

4. Pilot Action:

Expansion of the Bike-Sharing System to Surrounding Municipalities

As part of efforts to improve access to sustainable transport and strengthen links between the city and neighbouring municipalities, Hradec Králové has launched a pilot operation of its bike-sharing system in selected surrounding areas. Following discussions within the URBACT Local Group (ULG), the municipalities of Vysoká nad Labem and Běleč nad Orlicí were approached, as they have suitable infrastructure for cycling as a means of commuting to and from the city. The municipality of Blešno subsequently joined the initiative on its own request. The aim of this action is to test real demand for bike-sharing in suburban areas, assess its benefits for daily mobility, and identify operational challenges prior to wider expansion.

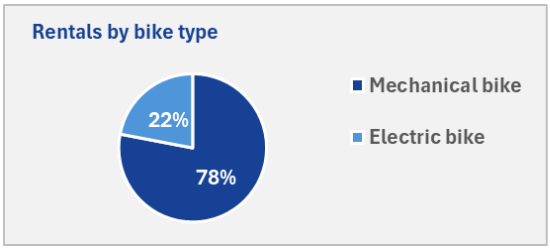
The main objective is to offer residents and visitors a convenient, ecological and affordable alternative to car transport. The pilot project also provides valuable data on system usage, which will inform decisions on its future operation and the optimisation of docking stations. This pilot phase is an important step towards creating an efficient and sustainable transport network that connects not only the city but also its surroundings, offering residents a modern and flexible way of moving in everyday life.

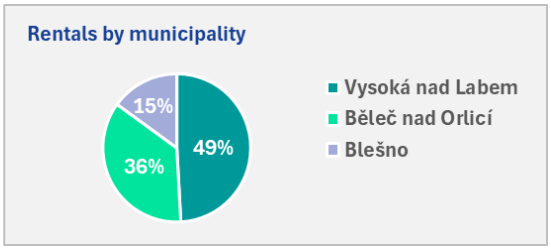
Initial results show growing interest, particularly in summer months when the number of rides increases significantly. Users have welcomed the extended free-ride allowance, enabling longer trips of 20–30 minutes, compared with the average of around 7 minutes within Hradec Králové. The highest number of rides was recorded from Vysoká nad Labem, connected to the city by the popular Hradubická–Labská cycle path (https://www.hradubickacyklostezka.cz/), offering safe and comfortable access.

Looking ahead, the project aims to continue developing sustainable mobility, supporting ecological transport modes and improving connections between the city and its surroundings. For further expansion, appropriate legal and operational frameworks for cooperation between the city and participating municipalities will be essential. This approach can then be extended to other municipalities linked to the city by safe cycling infrastructure.

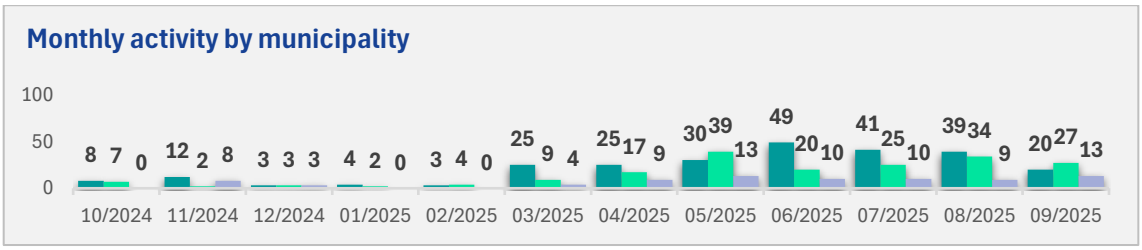
Rental Overview, October 2024 – September 2025

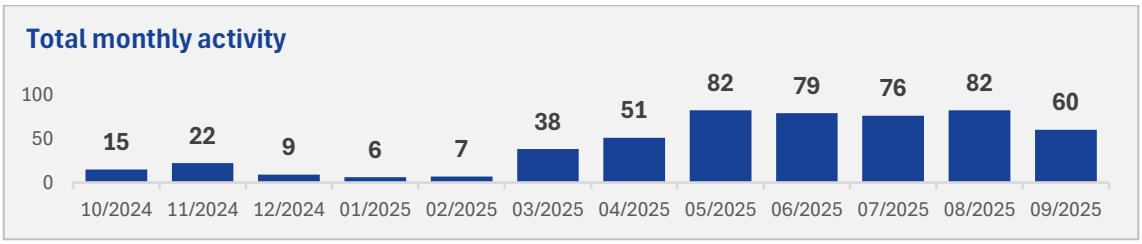
Total subsidy in CZK	Number of users	Total rentals
17,311	204	527

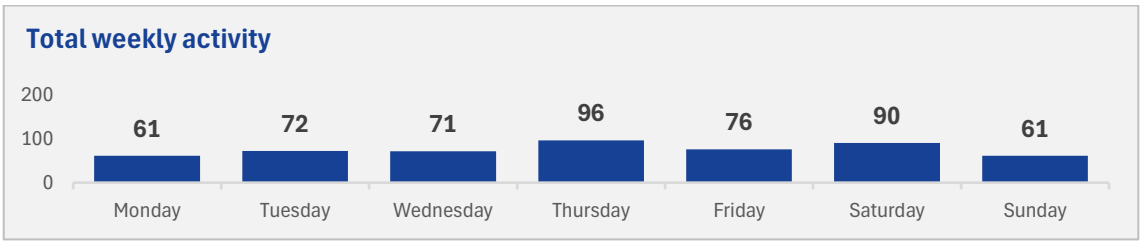


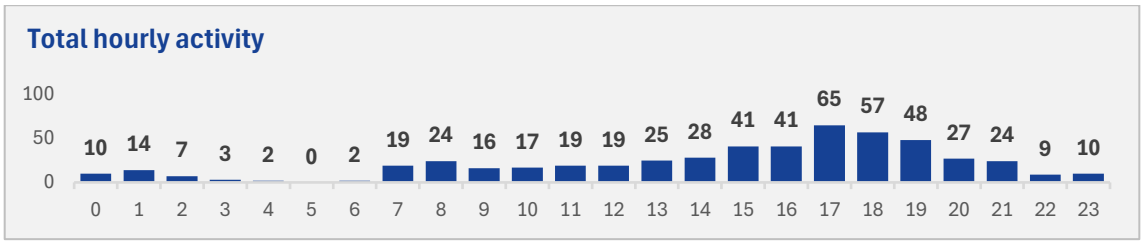


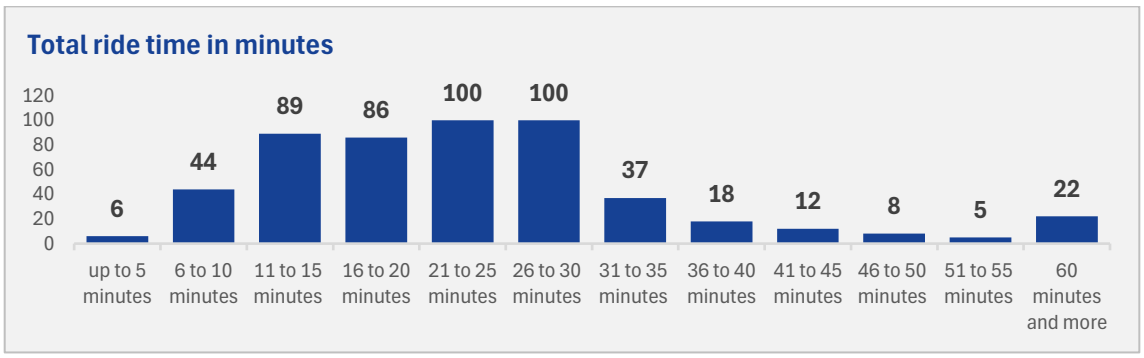
Vysoká nad Labem	Běleč nad Orlicí	Blešno
259	189	79



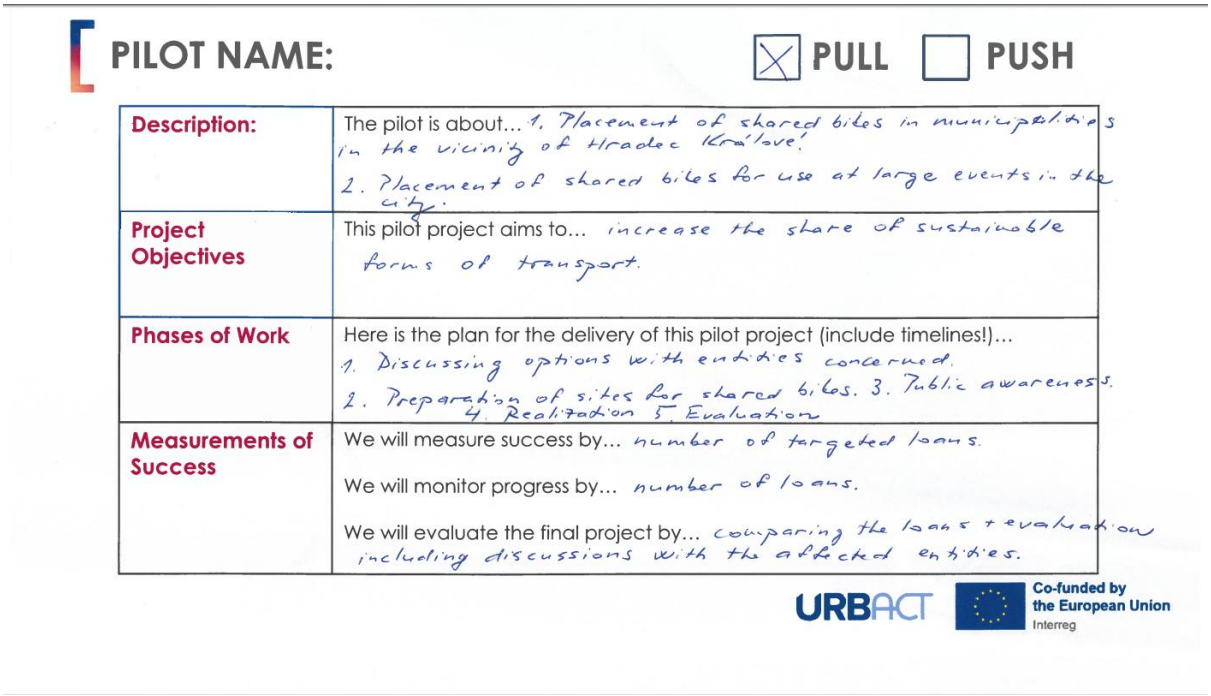








Shared Cycling in Hradec Králové



PILOT NAME: ☒ PULL ☐ PUSH

Description:	The pilot is about... 1. Placement of shared bikes in municipalities in the vicinity of Hradec Králové. 2. Placement of shared bikes for use at large events in the city.
Project Objectives	This pilot project aims to... increase the share of sustainable forms of transport.
Phases of Work	Here is the plan for the delivery of this pilot project (include timelines!)... 1. Discussing options with entities concerned. 2. Preparation of sites for shared bikes. 3. Public awareness. 4. Realization 5. Evaluation
Measurements of Success	We will measure success by... number of targeted loans. We will monitor progress by... number of loans. We will evaluate the final project by... comparing the loans + evaluation including discussions with the affected entities.

URBACT Co-funded by the European Union Interreg

Part of an International Network Gathering

Integration of Public Transport

Based on discussions with the URBACT Local Group (ULG), the City of Hradec Králové, in cooperation with the Hradec Králové Region, has initiated negotiations on the possible integration of urban public transport (MHD) with regional bus services. The aim is to create an efficient, user-friendly and sustainable transport system that facilitates travel for both city residents and commuters.

Support for integration is embedded in the city's approved strategic documents, such as the Transport Service Plan, the Sustainable Mobility Plan, and the programme statement of the current city leadership.

The main benefits of integration include the introduction of a unified tariff and ticketing system, better coordination of services and optimisation of transport routes. Passengers will be able to use a single ticket across different modes of transport, simplifying transfers and reducing travel costs. I Improved timetable coordination will shorten overall travel times and increase passenger comfort.

The Faculty of Transport at CTU is contributing expertise, drawing on its experience with similar projects.- Cooperation with the academic sector ensures that the system will be designed according to the latest trends in public transport and tailored to the needs of both residents and operators.

The city has identified key objectives: finding optimal solutions for integrating systems while minimising future operational and financial risks. These risks include economic impacts, potential reductions in passenger comfort, and investment challenges. Each operator should retain its fleet composition, service levels and sufficient driver numbers.

Topics discussed include:

- Item 1: Tariff and contractual transport conditions
- Item 2: Price alignment between city and regional tariffs within Hradec Králové and municipalities served by MHD
- Item 3: Harmonisation of student discounts (ages 15–26)
- Item 4: Technical readiness and adjustments to on-board ticketing systems
- Item 5: Options for tariff integration
- Item 6: Revenue-sharing arrangements

It is now necessary to establish appropriate legal and operational frameworks between the statutory city of Hradec Králové and the Hradec Králové Region to achieve these goals. The objective is to create a model of integration that ensures effective and transparent management of the transport system, maintains economic stability for both the city and operators, and enables practical implementation of an integrated public transport system in Hradec Králové.

The fleet of Hradec Králové's public transport (MHD)

5. Activities Supporting the Project Theme

Promotional / Awareness Campaign on the Use of Sustainable Modes of Transport for Commuting to Work and School within ETM 2024

The City of Hradec Králové has for many years regularly participated in the European Mobility Week campaign. As part of the programme, visitors can attend lectures, thematic events for children and adults, and engaging workshops. The highlight of the campaign is the Car-Free Day. Within this event, and under the Beyond the Urban project, activities were organised to draw attention to the importance of using sustainable modes of transport, particularly in relation to commuting from surrounding municipalities to Hradec Králové for work or school.

European Mobility Week in Hradec Králové, 2024

Cycling Stands in School Mobility Plans

To encourage changes in the travel behaviour of children and their parents, the city is developing School Mobility Plans. These plans map the current situation and propose measures in schools to support the use of sustainable modes of transport for journeys to and from school.

One of the measures is the construction of bicycle shelters. In this way, the city seeks to motivate pupils to choose ecological and healthy forms of transport, such as cycling, instead of daily commuting by car.

As part of the Beyond the Urban project, a presentation of bicycle stands was organised by the experienced company BicyPark – Parkovanie bicyklov, s.r.o. for city officials and primary school principals, including a practical demonstration of their operation. Thanks to this presentation, it was possible to decide which stands would be most suitable for everyday use.

Workshop on Urban Greenery and Cycling

At the beginning of 2025, the Department of Mobility Strategy and Planning organised a workshop focused on improving cycling transport and caring for urban trees, including the

creation of sustainable conditions for growing greenery. Experts from the Institute of Planning and Development of Prague (IPR Praha) and the Municipal Spatial Planning and Architecture Studio (MAPPA) Ostrava contributed valuable insights from similar projects implemented in Prague and Ostrava.

The aim of the event was not only to share experiences and inspiration but also to seek innovative solutions that support sustainable mobility and enhance the quality of public space. The main benefit of the workshop was the integration of different approaches to planning cycling infrastructure, with emphasis on safety, comfort and attractiveness for all age groups.

Workshop on Cycling and the Care of City Trees

Traffic Management Plan for Mass Events in Hradec Králové

The City of Hradec Králové faced the challenge of organising traffic during exceptionally large public events attracting tens of thousands of visitors. The most significant were two concerts by Ed Sheeran, which brought nearly 100,000 people to the city – equivalent to the city's population. Despite this, traffic flow was maintained and congestion was avoided. The key to success lay in careful preparation, effective communication and close coordination among all organisational bodies, including the city, the region, the police, municipal police and the integrated rescue system.

At the city's request, a Traffic Command was established to ensure centralised traffic management before, during and after the events at Park 360. A crucial element was the Control Room, located directly at the venue, where all responsible and competent members of the traffic team were gathered. By linking to the city's smart transport system and using drones to monitor the area, potential traffic collisions or complications could be resolved in real time. This innovative approach enabled rapid decision-making based on current data, significantly contributing to the smooth running of the events without major disruption to everyday city traffic.

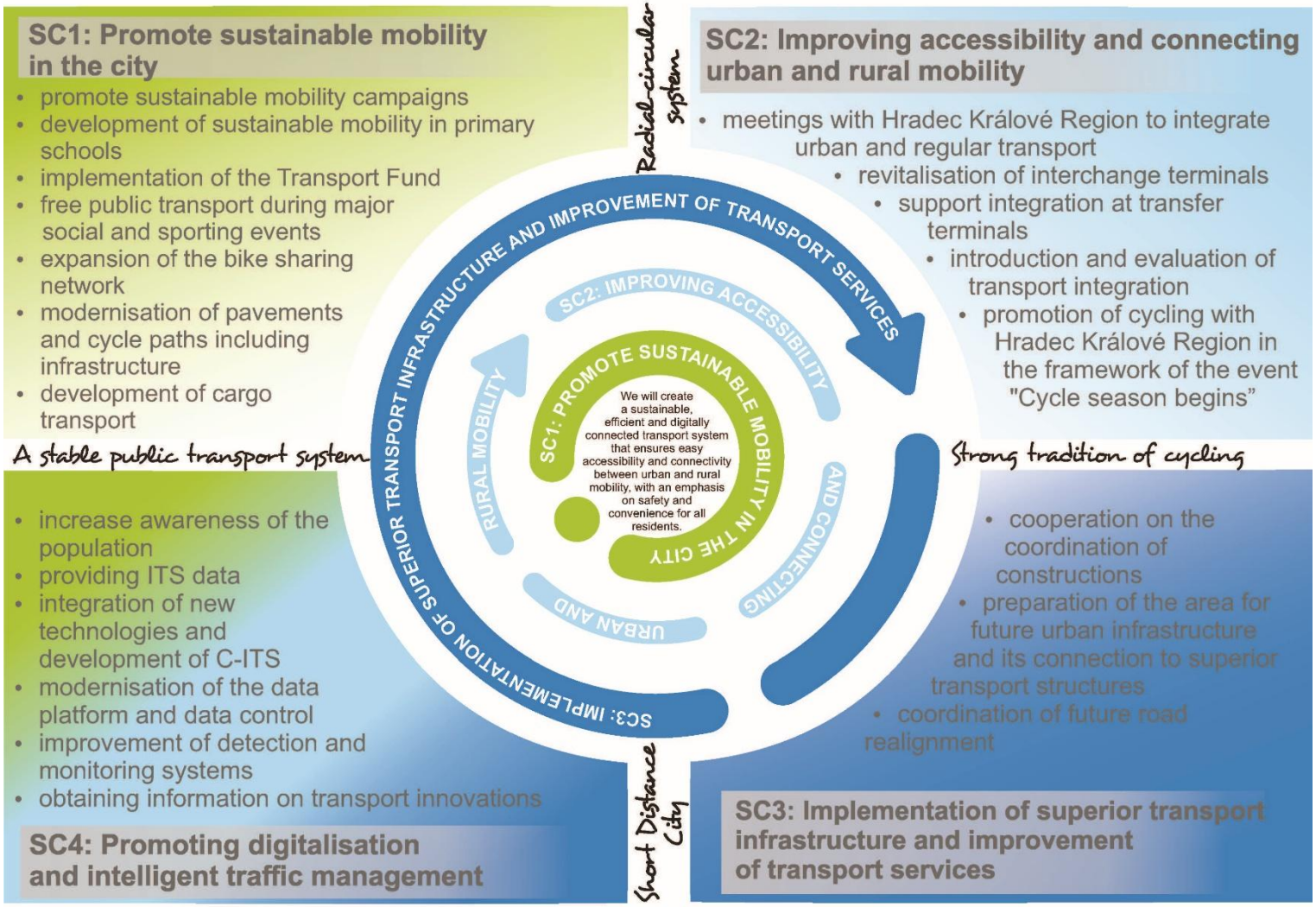
The experience and data collected served as valuable input for documentation focused on traffic engineering measures for large public events. This document now acts as a fundamental tool for planning and managing traffic at future major events, ensuring that Hradec Králové is better prepared and able to minimise impacts on regular traffic and residents' lives.

Traffic Command and Control Room – Rock for People 2024

Ed Sheeran Concert, 2024

III. IAP Strategic Objectives

1. IAP Strategic Objectives



Strategic Objective 1: Support for Sustainable Mobility within the City

The objective is to increase the share of cycling and walking in the modal split by 5% by 2030 through the construction of safe cycle paths and bicycle shelters at schools. Shared mobility will be further promoted, including shared bicycles with a new city-branded design and affordable pricing, also extended to surrounding municipalities.

By 2030, the city aims to systematically modernise and develop its transport infrastructure, focusing on pavement repairs, expansion of the cycle path network, and construction of safe pedestrian crossings. These measures will improve accessibility and safety for all residents and strengthen sustainable mobility in Hradec Králové.

1.1. Supporting Campaigns

Ride with the City Leadership: Regular cycle rides with city officials to strengthen dialogue with citizens and identify infrastructure needs.

Day on Shared Bikes: In cooperation with Nextbike, a one-day event promoting bike-sharing for residents and visitors. The event aims to increase the use of shared bicycles.

Car-Free Day: Promotional event encouraging public transport, walking and cycling, including temporary closure of selected streets to private cars.

Bike to Work: Campaign motivating residents to adopt active and ecological commuting. These initiatives help to protect the environment, encourage healthier ways of living, and ease the strain on the city's streets by reducing reliance on private cars.

1.2. Sustainable Mobility in Primary Schools

Support for cycling at primary schools with presentations by well-known athletes – Awareness-raising events will be organised at primary schools, where well-known athletes and influencers will present the benefits of cycling and motivate children to adopt active forms of transport. The objective is to increase the share of cycling among children by 15% by 2027.

Development of new school mobility plans – Preparation and implementation of school mobility plans in cooperation with additional primary schools. The aim is to increase the share of active transport (walking and cycling) for journeys to school.

New bicycle stands and shelters at primary schools – Construction of safe bicycle stands and shelters at primary schools to support cycling among pupils. Installation of safe bicycle stands and shelters at schools, aiming to raise cycling among pupils by 10% by 2027.

1.3. Mobility Fund Implementation

The aim is to introduce a Mobility Fund as a financial instrument to support the development of sustainable transport infrastructure in Hradec Králové. This fund will be used to finance projects focused on improving conditions for pedestrians, cyclists, public transport and other forms of ecological mobility. The implementation of the Mobility Fund will ensure efficient allocation of resources to key projects, accelerate the realisation of sustainable transport measures, and contribute to improving the quality of life of the city's residents.

1.4. Free Public Transport at Major Events

Free public transport will be introduced during major cultural and sporting events, such as concerts or football matches, for event visitors. The aim is to reduce individual car traffic and improve accessibility to events.

In 2025, the city will launch and test a Traffic Management Plan for Mass Events in Hradec Králové to ensure safe and smooth transport during events with attendance exceeding 20,000 people. The plan will include the use of a Traffic Command, supported by data from the city's smart transport system to monitor the current traffic situation. Measures from this plan will also be applied to large events in the city centre, such as cultural programmes at the football stadium.

1.5. Expansion of Bike-Sharing Network

New bike-sharing stations – Expansion of the bike-sharing network based on data from current station usage. The aim is to increase coverage and support multimodal transport. New stations will be established at high-traffic locations such as shopping centres and public institutions.

1.6. Modernisation of Pavements and Cycle Paths

Reconstruction and modernisation will be carried out based on priorities identified through safety audits. The aim is to increase safety and comfort for both pedestrians and cyclists. Installation of new bicycle stands at high-traffic locations such as shopping centres and public institutions. The objective is to facilitate parking and increase the use of this mode of transport.

1.7. Development of Cargo Transport

Pilot testing of e-cargo bikes at the city hall – The aim is to test the use of e-cargo bikes for official journeys within Hradec Králové City Hall. This initiative offers employees an efficient and ecological alternative to car transport for short business trips, thereby reducing emissions and improving traffic conditions in the city centre. Based on the results of the pilot operation, the possibility of wider deployment of e-cargo bikes within the municipal administration will be evaluated.

Support and development of cargo transport by cargo bikes – The objective is to promote the use of cargo bikes within urban logistics and thus reduce the number of delivery vans in the city centre. The plan includes the creation of a new cargo transhipment hub, where consignments from larger vehicles can be transferred to cargo bikes for efficient and zero-emission delivery in the centre of Hradec Králové. This step will contribute to better organisation of urban logistics and support the development of sustainable transport.

Strategic Objective 2: Improving Accessibility and Linking Urban and Rural Mobility

By 2030, accessibility of public transport for municipalities around Hradec Králové will be increased by 20% through the integration of transport systems and the development of high-speed lines, including connections to Hradec Králové railway station. The focus will be on developing public bus services and improving coordination between the city, the region and individual municipalities. A key component will be the revitalisation and development of transfer terminals, supporting better integration of public, pedestrian and cycling transport and facilitating transfers between different modes.

2.1. Meetings with the Hradec Králové Region on the Integration of Urban and Regional Transport

Regular meetings with the Hradec Králové Region to integrate urban and suburban transport.

2.2. Revitalising Transfer Terminals

Modernisation of transfer terminals with emphasis on accessibility, comfort and improved information systems, aiming to increase transfers to public transport.

2.3. Supporting Integration at Transfer Terminals

Information campaigns at transfer terminals to explain the benefits of the integrated transport system, further increasing awareness of all options.

2.4. Implementing and Evaluating Transport Integration

Implementation and regular evaluation of urban–suburban transport integration to increase public transport usage.

2.5. Supporting Cycling with the Hradec Králové Region through the “Cycling Season Begins” Event

Annual cycling promotion event “Cycling Season Begins” in cooperation with the region, including information stands, joint rides and road safety lectures. The goal is to make cycling more visible and valued, encouraging people to embrace active ways of getting around.

Strategic Objective 3: Delivering Superior Transport Infrastructure and Improving Service Provision

By 2035, the city of Hradec Králové will complete major transport infrastructure projects, including the Northern Bypass, Southern Link and Southern Connection. The aim is to improve transport services and reduce transit traffic in the city by 20% compared to 2025. These projects

will effectively connect the D11 and D35 motorways to lower-class roads and strengthen links to surrounding municipalities and regions.

3.1. Coordination of Construction Projects

The city will enhance cooperation with the Hradec Králové Region and the Road Maintenance Authority to coordinate construction projects within the city. This collaboration will ensure more efficient project delivery and support faster development of major infrastructure such as bypasses and road relocations. An important part of this process will be the coordination of road transfers and reclassification after completion. Communication and coordination will also be carried out with other key partners, including the Road and Motorway Directorate and the Railway Administration.

3.2. Preparation of Land for Future Urban Infrastructure and its Connection to Major Transport Projects

3.3. Coordination of Future Road Reclassification

Strategic Objective 4: Support for Digitalisation and Smart Traffic Management

In 2025, the city will continue expanding the use of the Invipo platform within the IDS HK system and the low-capacity LoRaWAN network for traffic monitoring outside intersections. At the same time, development of the traffic system using C-ITS will be prioritised. The aim is to ensure data-driven development of IDS HK and maximum efficiency in handling traffic situations and closures.

4.1. Increasing Public Awareness

The goal is to improve public awareness of sustainable transport options, road safety, and current traffic measures or updates in the city through the hradecjede.cz and hradecvdatech.cz portals. This includes effective communication via digital platforms, public campaigns and educational programmes such as “Bike to Work”, which motivates residents towards active and ecological mobility.

4.2. Provision of IDS Data

Open data from the Intelligent Transport System will be made available through public and data portals. Transparent and accessible data will provide insights into traffic intensity and facilitate the integration of smart transport solutions, increasing public awareness while supporting third-party mobility applications.

4.3. Integration of New Technologies and C-ITS Development

Expansion of cooperative intelligent transport systems (C-ITS) is planned, enabling communication between vehicles and infrastructure. The aim is to increase road safety and improve driver awareness of current traffic conditions, including closures, accidents and road surface status.

4.4. Modernisation of Data Platform and Data Control

The Invipo platform within IDS HK will be modernised and expanded, with continuous monitoring of data outputs. The goal is to provide relevant traffic data not only to the city but also to the wider public, supporting better awareness and more efficient travel planning.

4.5. Improvement of Detection and Monitoring Systems

Radar detection and camera systems will be gradually modernised and expanded to ensure more precise traffic monitoring. The data obtained will be used to optimise operations and resolve traffic problems in a timely manner.

4.6. Gathering Information on Transport Innovations

The city will actively participate in exchanging experiences and best practices in sustainable transport through workshops, professional conferences and presentations of projects both in the Czech Republic and abroad. This approach will support more effective planning and implementation of traffic measures based on proven experience.

2. Action Tables for Strategic Goals

This section of the Integrated Action Plan of Hradec Králové serves as a bridge between strategic vision and practical implementation. It provides a detailed description of specific actions designed to achieve the plan's four strategic goals and offers a structured, comprehensible framework to facilitate their application in practice. The key objective of this section is to ensure that each proposed action is clearly defined, realistic and feasible within the given time and financial limits.

Each action is therefore presented in a separate, well-organised table containing essential information, including a timeline, responsible guarantor, estimated budget, funding sources, success indicators, identified risks and required cooperation with partners. This approach makes the plan transparent and easy to monitor, both for implementation teams and the public. The implementation framework is designed to support a smooth transition from planning to tangible results and to ensure effective and accountable step-by-step execution.

Strategic Objective 1: Support for Sustainable Mobility within the City

Activity	Timeline	Guarantor	Estimated Budget (CZK/year)	Funding Sources	Monitoring & Indicators	Risks / Threats	Collaboration Partners
Support for sustainable mobility campaigns	2025–ongoing	Dept. of Urban Development	300,000	City budget	Number of campaigns & participants (goal: increased interest)	Low public participation	Press office, Nextbike, schools, NGOs, influencers
Development of sustainable mobility in primary schools	2024–2030	Dept. of Urban Development + Primary Schools	6,000,000 (incl. construction works)	City budget	Number of schools & pupils involved (goal: change in mobility habits)	Low school interest, leadership focus on other priorities	Schools, athletes, influencers, Dept. of Education
Implementation of the Mobility Fund	2026–ongoing	Economic Dept.	0	0	Number of projects financed (goal: transparent funding of sustainable transport projects)	Lack of political support	City, private partners
Free public transport during major social & sporting events	2025–ongoing	DPHK (Public Transport Operator)	300,000 (depending on event scope)	City budget, event organisers	Number of events, attendance (goal: reduced car use, changed habits)	High costs, mismatch with organisers' requirements	Event organisers, Transport Board, DPMHK
Expansion of bike-sharing network	2025–2028	Dept. of Urban Development + Nextbike	6,000,000	City budget, Regional grants (KHK)	Number of users (goal: reduced car use, changed habits)	Low usage, high costs, lack of political support	Nextbike, neighbouring municipalities, universities, large organisations
Modernisation of pavements & cycle paths incl. infrastructure	Ongoing	Investment Dept.	20,000,000	City budget, EU funds (IROP), National funds (SFDI), developers	Number of investment projects (goal: improved public space, reduced car use)	Construction delays, high costs, limited staff capacity	TSHK, grants dept., developers
Development of non-motorised cargo transport	2026–2027	Dept. of Urban Development	2,500,000	City budget, EU funds (IROP), logistics firms	Number of cargo bikes & deliveries (goal: changed supply in city centre)	Low interest from logistics firms, lack of political support	NGOs, logistics firms

Strategic Objective 2: Integrating Urban and Regional Transport

Activity	Timeline	Guarantor	Estimated Budget (CZK)	Funding Sources	Monitoring & Indicators	Risks / Threats	Collaboration Partners
Meetings with KHK on integration of urban & regional transport	2026–2027	Dept. of Urban Development + KHK	100,000	City budget, Regional budget	Number of meetings, minutes (goal: shift from car use to public transport)	Lack of political support, high implementation costs	KHK, DPMHK, municipalities, CTU (ČVUT) technical support
Revitalisation of transfer terminals	2028	Investment Dept.	15,000,000	City budget, Regional budget, EU funds (IROP), National funds (SFDI)	Number of revitalised terminals (goal: improved public space, increased safety perception)	Construction delays, high costs	ŘSD, SŽ, Ministry of Transport, grant providers
Support for integration at transfer terminals	2027–2029	Dept. of Urban Development + KHK	100,000	City budget, Regional budget	Number of campaigns (goal: shift from car use to public transport)	Low public awareness, lack of interest	KHK, DPMHK
Introduction & evaluation of transport integration	2028	Dept. of Urban Development + KHK	500,000	City budget, Regional budget	Number of public transport users	Insufficient funding, negative outcomes	KHK, DPMHK
Support for cycling with KHK – “Cycling Season Begins”	2025–ongoing	KHK	100,000	City budget, Regional budget	Number of participants (goal: change in mobility habits)	Low participation	KHK, city, schools, NGOs

Strategic Objective 3: Delivering Superior Transport Infrastructure and Improving Service Provision

Activity	Timeline	Guarantor	Estimated Budget (CZK)	Funding Sources	Monitoring & Indicators	Risks / Threats	Collaboration Partners
Coordination of construction projects	2025–ongoing	Dept. of Urban Development	0	0	Number of coordinated projects (goal: effective coordination)	Lack of funding, stakeholder disinterest	KHK, ŘSD, SŽ, Regional Authority (ÚS KHK), Road Administration (SS KHK)
Preparation of land for future urban infrastructure	2025–2030	Investment Dept.	20,000,000	City budget, National funds (State Fund for Transport Infrastructure)	Number of investment projects (goal: ensure continuity with construction works)	Delays in preparation, financial constraints	KHK, ŘSD, SŽ, Regional Authority (ÚS KHK), Road Administration (SS KHK)
Coordination of future road reclassification	2026–2030	Dept. of Urban Development	0	0	Number of reclassified roads	Disagreement over reclassification	KHK, ŘSD, SŽ, Regional Authority (ÚS KHK), Road Administration (SS KHK)

Strategic Objective 4: Promoting Digitalisation and Smart Traffic Management.

Activity	Timeline	Guarantor	Estimated Budget (CZK)	Funding Sources	Monitoring & Indicators	Risks / Threats	Collaboration Partners
Increasing public awareness	2026–2027	Dept. of Urban Development	0	0	Number of articles on hradecjede.cz, number of events (goal: change in mobility habits)	Low public participation, lack of interest, lack of political support	Mayor's office (press dept.), schools, NGOs
Provision of data from Smart Transport System	2026–ongoing	Dept. of Urban Development	200,000	City budget	Number of datasets provided	System malfunction, non-use, data errors	Schools, planners, private partners
Integration of new technologies & C-ITS development	2026–2030	Dept. of Urban Development	1,000,000	City budget, EU funds (IROP, OPD)	Number of C-ITS devices installed (goal: technological progress)	Technical problems, financial constraints	Private sector, NGOs
Modernisation of data platform & data control	2026	IT Dept.	1,000,000	City budget, EU funds (IROP, OPD)	Number of systems modernised (goal: technological progress)	Technical problems, financial constraints	Private sector, NGOs
Improvement of detection & monitoring systems	2026	Dept. of Urban Development	3,000,000	City budget, EU funds (IROP, OPD)	Number of radars, cameras, detectors installed (goal: technological progress)	Technical problems, lack of leadership support, financial constraints	Private sector, NGOs
Gathering information on transport innovations	2025–2030	Dept. of Urban Development	200,000	City budget	Number of workshops & conferences (goal: staff development)	Implementation difficulties, high costs, lack of political support	Private sector, NGOs

IV.
Implementation Framework

This section defines the practical framework for the implementation of the Integrated Action Plan (IAP) of Hradec Králové. It focuses on governance, participation, financing, scheduling, monitoring and risk management. The objective is to ensure that planned activities are feasible, sustainable and effectively managed even after the conclusion of support from the URBACT programme.

1. Implementation Framework

The implementation framework of the Integrated Action Plan (IAP) of Hradec Králové represents a key part of the document, linking strategic goals with their concrete execution. This section sets out a comprehensive and feasible plan for how individual activities will be put into practice – from governance and coordination, through the involvement of relevant stakeholders, to financing, scheduling and monitoring, ensuring long-term sustainability and flexibility of the plan. Its objective is to provide a practical tool for smooth implementation and oversight of the IAP, while supporting effective cooperation between the city, partners and the public.

Governance Mechanisms

Overall responsibility for overseeing the implementation of the Integrated Action Plan will rest with the Department of Urban Development of Hradec Králové. This department will ensure coordination among the various stakeholders involved, monitor the achievement of objectives, and provide regular updates to the plan. It will also serve as the central contact point for communication, reporting, and proposing adjustments in response to new needs or circumstances.

Stakeholder Engagement

The involvement of key stakeholders is an integral part of the successful implementation of the Integrated Action Plan and a fundamental prerequisite for its long-term sustainability. Representatives of the city, the region, professional institutions, schools, transport operators, non-profit organisations and the public – those who initially formed the local URBACT group (ULG) – are actively engaged in both the preparation and subsequent implementation of the IAP. Regular cooperation and open dialogue with these partners make it possible to better understand local needs, verify the feasibility of individual measures and create solutions with real impact. Participation enhances not only the quality of decisions taken but also their acceptance by the wider public. Discussions will take place in smaller task groups, each focused on specific topics.

Public Engagement

Public engagement will be ensured through:

- Regular public meetings and workshops, organised according to the current needs of projects.
- Digital platforms (e.g. www.hradecjede.cz),
- Involvement of schools, non-profit organisations and entrepreneurs in pilot projects.
- Participatory campaigns (Bike to Work, Car-Free Day, European Mobility Week and others).

2. Financial Framework

The total costs associated with the implementation of individual IAP activities are estimated at approximately CZK 50–80 million during the first years of implementation, depending on the scope of delivery and the availability of resources. While some activities represent significant investment expenditure (such as infrastructure or terminal modernisation), others are primarily based on human resources, coordination and the involvement of experts or stakeholders (such as campaigns, cooperation with the region or information activities). A key element will be the use of a combination of the municipal budget, grant programmes, European funds (e.g. IROP, OPD) and potential partnerships with the private sector. A flexible financial strategy and continuous monitoring of expenditure efficiency will be essential for the sustainability of the entire plan. The estimates are indicative and reflect the standard range of similar urban projects in the Czech Republic.

Strategic Objective	Activity	Cost Estimate (CZK)	Note
1 – Sustainable Mobility	Campaign support	300,000	Human resources, external services
1 – Sustainable Mobility	Mobility development in primary schools	6,000,000	Lectures, school mobility plans, implementation
1 – Sustainable Mobility	Mobility Fund	-	Human resources
1 – Sustainable Mobility	Free public transport (events)	300,000	Revenue loss, communication
1 – Sustainable Mobility	Shared bikes	6,000,000	Operating contract
1 – Sustainable Mobility	Pavements & cycle paths	20,000,000	Investment projects
1 – Sustainable Mobility	Non-motorised cargo transport	2,500,000	Testing, infrastructure
2 – Transport Integration	Meetings with Hradec Králové Region	100,000	Human resources, coordination, external services
2 – Transport Integration	Revitalisation of terminals	15,000,000	Investment projects
2 – Transport Integration	Implementation of integration	500,000	Systems, contracts, transfer tariffs
2 – Transport Integration	Cycling season (with KHK)	100,000	Promotion, programme, human resources
3 – Transport Infrastructure	Construction coordination	-	Human resources
3 – Transport Infrastructure	Land preparation	20,000,000	Studies, land acquisition, design
3 – Transport Infrastructure	Road reclassification	200,000	Human resources, coordination, external services
4 – Digitalisation & ITS	Information campaign	-	Human resources, external services
4 – Digitalisation & ITS	IDS data + C-ITS	200,000	IT systems, devices, external services
4 – Digitalisation & ITS	Platform modernisation	1,000,000	Data core upgrade
4 – Digitalisation & ITS	Monitoring systems	3,000,000	Cameras, sensors, ITS integration/renewal
4 – Digitalisation & ITS	Innovation monitoring	200,000	Analysts, testing

Funding will be secured through a combination of:

- The municipal budget.
- Regional and national grant programmes (e.g. IROP, OPD, SFŽP).
- European funds (e.g. ERDF, URBACT).
- Private partnerships (e.g. Nextbike, Park 360, PPP projects).
- Crowdfunding campaigns for pilot projects.
- Innovative instruments (e.g. Mobility Fund, participatory budgeting).

3. Timeline

2025–2026: Launch and Pilot Phase	• Establishment of basic processes and structures necessary for successful IAP implementation. • Launch of pilot projects, preparation of technical studies, coordination with partners and securing resources. • Development and Expansion of Measures • Implementation of school mobility plans in primary schools. • Preparation for integration of urban and suburban transport with the region, including analytical and organisational steps. • Negotiations on future road reclassification. • Verification of traffic data from IDS and development of information channels (public portal, open data portal).
2027-2028: Development and Expansion of Measures	• Planned activities move into broader implementation. • Expansion of infrastructure, modernisation of pavements, cycle paths and transfer terminals. • Development of intelligent traffic management systems (C-ITS, digital twin). • Start of implementation of non-motorised cargo transport. • New contract for a bike-sharing system. • First phase of road reclassification. • Evaluation of initial outputs of transport integration with the region and adjustment of improvements.
2029-2030: Consolidation and Sustainability	• Consolidation of implemented measures, their evaluation and possible extension. • Assessment of long-term sustainability and operational efficiency of introduced systems. • Completion of road reclassification, final adjustments to terminals and expansion of the city's data base to support predictive traffic management (digital twin). • Updating and revising the IAP strategy based on collected data and experience, preparing conditions for follow-up plans and strategic investments.

4. Monitoring and Risks

Risk management is a key element in the successful implementation of the Integrated Action Plan. The main identified risks include delays in preparing project documentation (failure to procure a project office) and construction works, limited availability of financial resources or

delayed announcement of grant calls. There is also a risk of low participation by the public or partners, which may negatively affect the effectiveness of certain soft measures such as campaigns or integration steps. In the field of digitalisation and ITS, technological complications or insufficient compatibility of existing systems may occur. From the perspective of sustainability, risks include limited personnel capacity – a shortage of qualified staff or high turnover. Within transport integration, political reluctance is also a potential risk. All these factors must be continuously monitored and appropriate measures taken in good time.

Monitoring and reporting will be ensured through updated tables of individual activities for each strategic goal, containing key indicators, timelines, responsible entities and estimated budgets. The Department of Urban Development of Hradec Králové is responsible for monitoring and reporting. Monitoring will serve both as feedback but and as a tool for operational management and adaptation of the plan according to the current situation.

V. IAP Conclusions

The Integrated Action Plan of Hradec Králové represents a comprehensive strategy to improve the connection between urban and rural mobility, with an emphasis on sustainability, inclusion and digital innovation. The plan is based on an in-depth analysis of the local context, the needs of residents and the experience gained through the URBACT "Beyond the Urban" project.

The strategic intent of the Integrated Action Plan is built on four main pillars, guiding the city towards a sustainable, interconnected and modernly managed future. These pillars reflect the needs of residents, current transport challenges and future trends:

1. **Support for sustainable mobility within the City**: increasing the attractiveness of ecological and active modes of transport, including campaigns, infrastructure modernisation and the development of non-motorised transport.
2. **Integration of urban and regional transport:** ensuring smooth transfers between different forms of transport, cooperation with the Hradec Králové Region and improvement of transfer hubs.
3. **Implementation of Major Transport Infrastructure and Improved Service:** planning and coordination of transport construction projects, preparation of urban areas and reclassification of roads will ensure more efficient transport solutions.
4. **Support for Digitalisation and Smart Traffic Management**: data, modern technologies and C-ITS systems will be used to improve information provision, traffic monitoring and smart traffic management.

To **ensure broad acceptance and support of the IAP**, the city will employ:

- Public presentations and workshops.
- Digital platforms (e.g. Hradecjede.cz).
- Printed information materials.
- Cooperation with schools, non-profit organisations and transport partners.

November 2025 – April 2026:

- **Establishment of an implementation team** within the Department of Urban Development of the Hradec Králové City Hall to coordinate IAP implementation.
- **Launch of negotiations with the Hradec Králové Region** on the integration of urban and suburban transport and cooperation on infrastructure investments.
- **Start of pilot activities**: sustainable mobility campaigns, work on school mobility plans, preparation of the Mobility Fund, and planning for the expansion of the bike-sharing network.
- **Commissioning of project documentation and studies** for investment projects (pavements, cycle paths).
- **Commencement of traffic data provision** through reporting (public portal) and open-data access.
- **Initiation of public communication** on the content of the plan and the benefits of the planned changes within city-organised events.
- **Securing of financing** – funding will be ensured for individual actions.

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