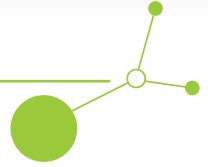


Implementation ready versions of the Parking & Mobility Plans

Deliverable 2.4.1

OLOMOUC



Version 2

02. 2025

Authors



Introduction

With this document, we present the Parking and Mobility Implementation Plan of the City of OLOMOUC. It is the result of the process driven by the local NXTLVL Parking work group to improve parking policy and management, balance its priorities and actions to parking with matching approaches to foster sustainable mobility alternatives to car use and integrate the plans ambitions and measures to the mobility strategy of our city.

This plan collects the planning process elements that

- captured the state-of-the-art situation on urban mobility and parking strategies,
- analysed the strengths and weaknesses of these in the ParkPAD Audit,
- concluded priority areas to tackle in this,
- defined actions that address the priority areas and
- tested the feasibility of the main actions by pilot interventions to prove that they drive urban mobility to the direction of greening transport and improving the use of public space.

The process led to the result of this document that completes the development of the parking and mobility action plan by an implementation framework for the delivery of the plan.

The plan however is no final result as such since it is designed as a living document allowing constant adaptations to react on monitoring and evaluation results as well as on external factors impacting the original design of the plan.



Introduction to the urban development and mobility strategies

Please copy the chapter on the strategies and plans at hand as you presented it in your ParkPAD Action Plan.

Strategic plan for the development of the city of Olomouc (2017, update 2021)

The city's strategic plan deals with transport and parking in pillar No. 3 Sustainable Olomouc, where the specific goal is to:

"3.1 Ensure the sustainability of transport in the city in all forms, including parking solutions"

Stated by:

"The effort is to optimize traffic at rest, especially in the center, in problematic housing estates, in tourist-heavy locations and in relation to transfer terminals, some of which have insufficient capacity (in accordance with the upcoming parking policy).

A particularly important step will be to motivate the public to return from individual car transport (IAD) to public transport after the end of the COVID-19 pandemic."

Another point of the Strategic Plan is marginally related to parking: 3.2 Improve traffic safety and accessibility in the city

Sustainable Mobility Plan of the City of Olomouc (SUMP) (2022)

In June 2018, the Olomouc City Council endorsed the Sustainable Urban Mobility Plan. This document was approved in a maximalist scenario proposing to invest more than 5 billion CZK (approximately € 0.2 billion) in measures to improve city traffic by 2030. The main goal is to reduce individual cars transport by around 6% by 2030 (from 31% to 25%), by increasing transport safety, reducing negative environmental impacts, improving the availability of public transport, cycling and pedestrian movement. In September 2022 the update of SUMP was prepared according to the new SUMP 2.0 methodology.

The Olomouc Sustainable Urban Mobility Plan is closely linked to the Strategic Development Plan of the City of Olomouc, especially with its pillar 3. Sustainable Olomouc. The area of the strategic goal "Implementation of mobility management principles³ in favor of sustainable modes of transport" is particularly key, where the following specific objectives are proposed: :

1. Introduction of mobility management principles into transport planning and management and influencing transport demand
2. Mobility plans for organizations
3. Systematic involvement of the public in transport planning
4. Providing information on mobility incl. their impacts
5. Systematic education in the field of sustainable mobility (office, school, public)
6. Closer cooperation between interested entities that have the aspect of mobility on the agenda (state, regional and city organizations)



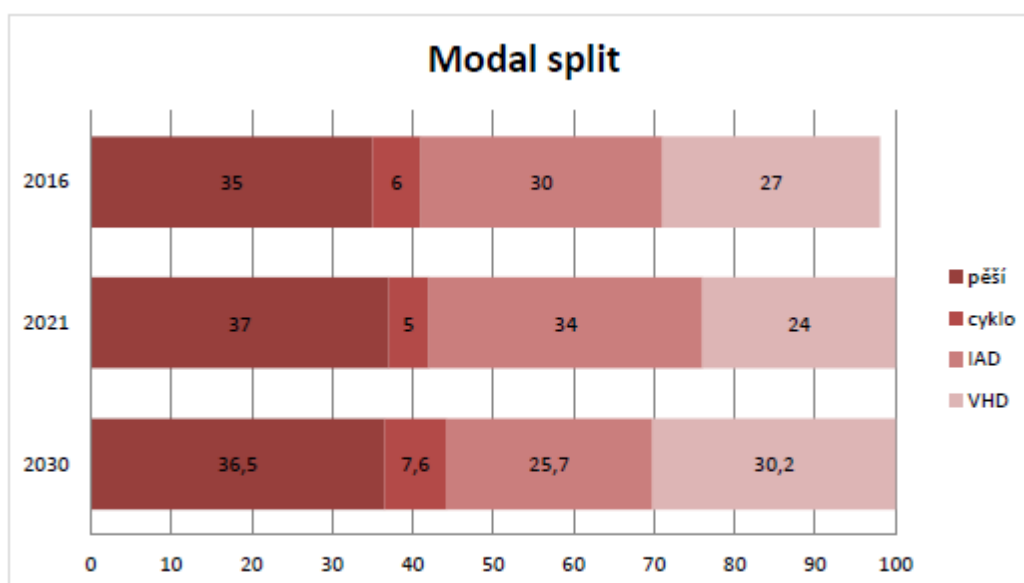
The plan proposes the following infrastructure measures in the area of parking:

- Bicycle racks (with the possibility of leaning and locking the bicycle frame) at travel destinations (offices, schools, shops, libraries, hospitals, monuments, railway stations, post offices, etc.); Bike and Ride equipment (stands, bicycle parking boxes, bicycle storage facilities at transport hubs); other parking infrastructure for bicycle transport (boxes or storage rooms for bicycles in places with high demand (e.g. railway stations))
- Construction of a parking lot for the university hospital (in the areas along Hněvotínská) - move visitor vehicles from the hospital area here
- Construction of parking facilities in MPR and the surrounding area (4x according to ÚP: Dobrovského, Legionářská, tr. Svobody at the old AN, November 17 at TJ Sokol)
- Construction of light parking facilities near housing estates for 100-200 vehicles (e.g. Stiborova, Karafiátova, Lazce-sídlště, Heyrovského, Schweitzerova, Družební)

The plan proposes the following non-infrastructure measures in the area of parking:

- Legalizing parking on existing roads by establishing one-lane two-way roads (with switches)
- Legalizing parking on existing roads by establishing one-way streets
- Limitation of parking capacity in the streets in the city center (e.g. nám. Republiky nám., Palachovo nám., Dolní nám.)
- Increase in parking fees within the existing paid parking zone
- Cooperation of the city and private owners of parking areas and buildings in order to enable parking and incentive price offers for residents

The breakdown of the city's transport work is as follows:



Giant. 1: Division of transport work, from left to right: pedestrians (pěši), cyclists (cyklo), auto (IAD), public transport (VHD). Source: Olomouc Sustainable Urban Mobility Plan, Olomouc, 2022

For public mass transport (VHD) in 2021, the share of passengers is lower compared to the planned goal of 2030 and the values from 2016, which is due to the outflow of passengers from VHD during the pandemic and the very moderate and gradual return of passengers to VHD. The share of people traveling on foot, on the other hand, has higher values than was originally assumed. For the next



update period in 2024, the goal is to return the values for VHD and cycle transport to a state of slightly higher values than the assumption for 2021

Parking policy of the city of Olomouc (2021)

Olomouc made a new parking policy, for example to propose building of a P + R system or the expansion of the existing parking regulation system. The main goal is to reduce unnecessary journeys by car in the city. There are restrictions on freight traffic throughout the city (trucks over 12 tonnes), in the historic centre there are stricter restrictions (6 tonnes).

The general goal of the parking policy is the development of static traffic and the improvement of the city environment while preserving the existing mobility functions and existing functional tools with regard to economic feasibility.

Specific objectives are:

- *increasing the probability of parking for cars and bicycles,*
- *reducing the number of parking spaces for cars in the pedestrian zone and its immediate vicinity,*
- *preference for parking facilities for cars over street parking,*
- *ensuring economic sustainability.*

The draft part of the parking policy determines specific goals that are realistic with regard to the current situation in Olomouc and its surroundings, which resulted from the analysis of the condition, and are also ambitious in terms of the general goals of parking management. The parking policy sets out measurable target values, which are based on a realistic assessment of the initial level and available resources. These target values should reflect the PUMMO sub-targets.

The draft part of the parking policy supports the balanced development of all relevant modes of transport and at the same time encourages the shift to more sustainable modes of transport in order to fulfill the PUMMO. The policy proposes a comprehensive set of technical measures, infrastructure measures, policy-based measures and soft measures to improve performance and cost-effectiveness with respect to the stated intent and specific objectives.

The parking policy presents a long-term strategy for the future development of parking management in Olomouc and the development of subsequent services related to the given issue. The goal of the design part is to draft a strategic concept for the development of static transport solutions in a defined area. Based on the chosen development scenario in PUMMO, specific measures will be proposed to eliminate the problems of the transport system resulting from the conclusions of the analytical part and impact indicators will be established, which will be a benchmark for ensuring sustainable transport development.

The parking policy works with the following periods:

- *Short-term horizon until 2023*
- *Medium-term horizon - vision until 2030*
- *Long-term horizon - vision until 2050*

The city's parking policy is an approved document that has not yet been implemented as of February 2024.

The document expands the paid parking zone, introduces a new division of the city into zones, describes price tariffs and regulation times. It introduces the Mobility Fund and describes soft measures to influence IAD demand, suggests the phasing of parking policy implementation. It



calculates the costs of expanding the parking system and its operation. The document further proposes parking parameters for cyclists with a resolution of:

- *very short*
- *short term*
- *medium/long term*
 - public
 - not public

After the new year, the subject of car parking regulation is 6,900 parking spaces in zone C, 9,700 in zone D and a total of 364 spaces in zone K. Time regulation is proposed in zones ABCD mainly on working days during the day or night.

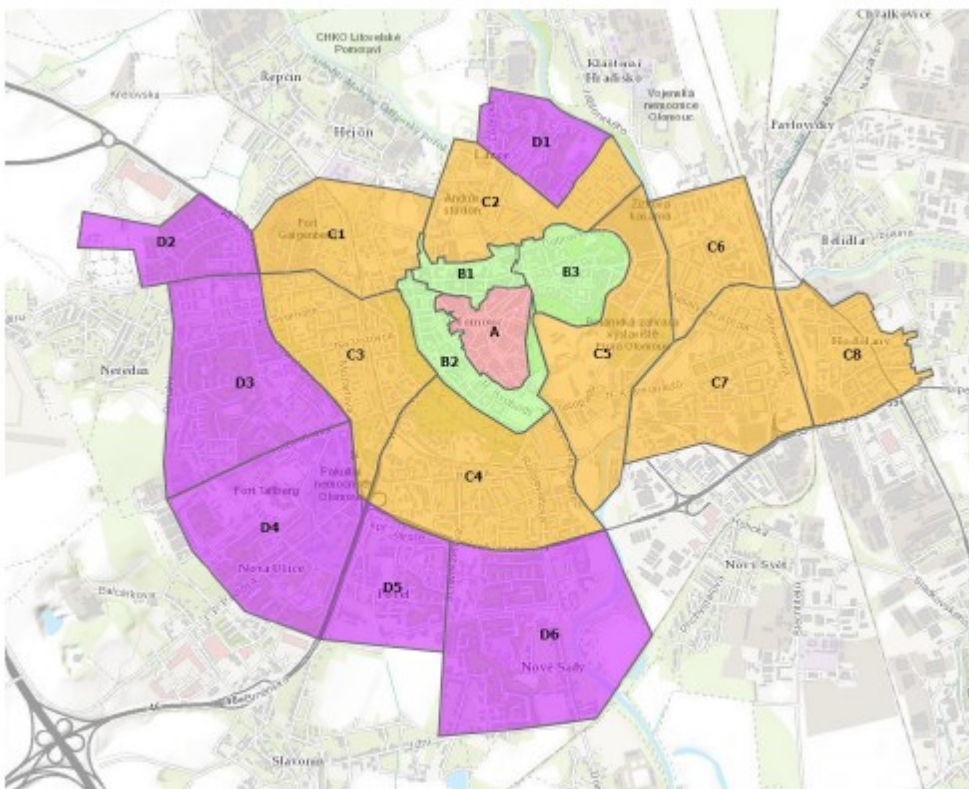


Fig. 2: Planned division of the city into parking zones, Olomouc's Parking Policy, 2021

The city's main parking goals include:

- Long-term goals: construction of parking facilities (P+R, parking buildings in the center and in housing estates)
- Short-term goals: regulation of parking (modification of rules in the existing paid parking zone, extension to new paid parking zones)

Impacts of national law and regulations



The city does not have the possibility to influence the parking coefficients, they are based on national regulations that set parking minimums, not maximums. In February 2024, the implementation decree of the new Building Act will be updated, which will bring about an adjustment of the previous calculations.

The city can:

- *Apply parking time restrictions in selected parts of the city*
- *Determine the amount of parking fees*
- *Define the chargeable area*
- *Set an hourly rate for visitors*
- *Introduce residential parking and long-term cards*

It is not possible to charge for parking on roads that are not owned by the city (regional roads). However, the city can dispose of funds collected for parking fees and fines.

However, the city cannot regulate parking on the street or off-street parking for employees.

At the time of the audit, the city is divided into 2 parking zones (212 + 2050 parking spaces), with charging from 8 a.m. to 6 p.m. on weekdays. The maximum price per hour of parking on the street is CZK 100 (€4), the minimum price is CZK 40 (€1.6), a resident card for the 1st vehicle costs CZK 2,000 per year (€80), for the 2nd and subsequent vehicles, CZK 16,000 (€640).



The working group for the Parking and Mobility Action Plan

Please copy the table that summarises the ParkPAD Audit Group members as you presented it in your ParkPAD Action Plan.

The audit group of Olomouc for session 1

Audit Group	Name	Department / Function	Questionnaire filled-in	Present at 1 st meeting
Politicians	Tomas Pejpek	Deputy Mayor for Development and Strategy	Evaluators	Yes
	Zdenek Žák	Member of City Council, member of Transport Committee, Coalition Party	Evaluators	No
	Petr Danek	Transport Committee, Opposition party, not Member of City Council	Evaluators	Yes
Administration	Martin Luňáček	City Development Office	Full version	Yes
	Monika Ružičková	City Development Office	Full version	Yes
	Lukas Klevar	Department of Transportation, deals with parking	Evaluators	Yes
	Zdenek Bogoč	City Development Office, Head of the office	No	Yes
Stakeholders	Tomas Musil	City Police, deals with parking violations, parking management	Evaluators	Yes
	Monika Halamková	Social Services Department,	Evaluators	Yes
	Petr Stanek	Traffic planner, experience with development projects	Evaluators	No
	Robin Dolezel	Traffic planner	Evaluators	Yes
	Pavel Bednarik	Active citizen supporting sustainable mobility	No	No
	Josef Gaža	Regional Integrated Transport System Coordinator, Head of Traffic Management and Transport Systems	Evaluators	Yes
Auditors	Zbyněk Sperat	National ParkPAD auditor	-	Yes
	David Barta	National ParkPAD auditor	-	Yes

ParkPAD working group, meeting 2

Audit Group	Name	Department / Function	Questionnaire filled-in	Present at 2 nd meeting
Politicians	Tomas Pejpek	Deputy Mayor for Development and Strategy	Evaluators	Yes
	Zdenek Žák	Member of City Council, member of Transport Committee, Coalition Party	Evaluators	Yes
	Petr Danek	Transport Committee, Opposition party, not Member of City Council	Evaluators	Yes
Administration	Martin Luňáček	City Development Office	Full version	Yes
	Monika Ružičková	City Development Office	Full version	Yes
	Lukas Klevar	Department of Transportation, deals with parking	Evaluators	Yes
	Zdenek Bogoč	City Development Office, Head of the office	No	Yes
Stakeholders	Tomas Musil	City Police, deals with parking violations, parking management	Evaluators	Yes
	Monika Halamková	Social Services Department,	Evaluators	Yes
	Petr Stanek	Traffic planner, experience with development projects	Evaluators	Yes
	Robin Dolezel	Traffic planner	Evaluators	No
	Pavel Bednarik	Active citizen supporting sustainable mobility	No	No
	Josef Gaža	Regional Integrated Transport System Coordinator, Head of Traffic Management and Transport Systems	Evaluators	No
	Stanislav Losert	Municipal bicycle delegate/coordinator	No	Yes
Auditors	Zbyněk Sperat	National ParkPAD auditor	-	Yes
	David Barta	National ParkPAD auditor	-	Yes



The assessment results

Here you can enter the results the assessment of the single questions discussed during the first ParkPAD meeting directly from you report. If you only reported the average of the single questionnaires but no deviating consensus value that got established, you can delete the right-hand column of the table. If you do not have results for one or more of the questions, simply erase the line form the table. If you discussed additional questions, just add them by adding a new line and entering the connected content.

Questions	Average assessment from survey
What is the typical status of car parking in the city at the current time?	1,7
Plans for core changes in current parking policies	3,0
How do you ensure efficient use of public space through parking space management and access regulation for motorised traffic at the present time?	1,3
What is the current status of bicycle parking policy implementation?	2,0
What information and guidance do you offer about off-street parking (spaces/routing)?	2,3
How is parking and loading for freight and deliveries planned and managed on-street?	2,0
Which are parking regulations for new modes / micromobility (free floating bike, scooter, and electric scooter schemes, and for new taxi modes like Uber)?	0,6
How does the city government receive information concerning parking needs and cooperation between municipality and citizens / stakeholders organised?	3,0
What initiatives are being taken to encourage people to use off-street car parks?	0,5
What initiatives are being taken to motivate people to use P+R facilities?	0,4
What initiatives are being used to motivate people to use B+R services?	1,5
How efficient and effective is enforcement of parking violations not related to paying for parking (such as parking on a sidewalk, or in a bus-only lane) in the city?	2,6
How efficient and effective is enforcement of (non-) payment for parking in the paid parking areas (such as overstaying the time you have paid for, or not paying for parking at all in a paid parking zone) in the city?	2,6



The main priorities for actions

Please list the priorities for action that you defined in the ParkPAD Meetings 1 and 2 here. If your ParkPAD Action Plan does not summarise these as such, go with the audit questions where you defined actions.

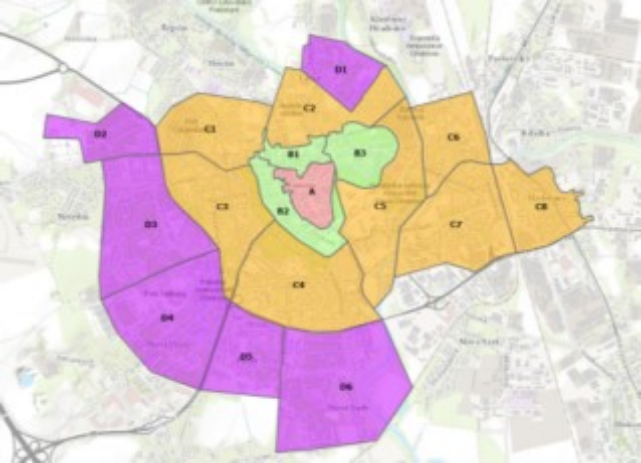
- 1. Monitoring Vehicles in Paid Parking Zones**
- 2. Freight Delivery Concept for the Historic City Centre of Olomouc**
- 3. Extension of Paid Parking Zone C – Area C5**
- 4. Developing of sustainable commuter plan for the Municipality as an employee**
- 5. Portal Solution for Parking Policy**

Actions

This table presents the actions defined by the NXTLVL Parking work group within the ParkPAD process:

Please copy your Implementation Action Tables here (D.2.4).

Action 1

<p>Measure title</p>	<p>Acquisition of a Camera Set for Monitoring Vehicles in Paid Parking Zones</p>
<p>Brief Summary (max. 1000 characters)</p>	<p>The aim of the measure is to acquire a second scanning set for monitoring in the paid parking zone. This set documents vehicles parked in the zone for the purpose of capturing and recognizing license plates, comparing these plates with the database of authorized ones, and, if necessary, adding photographic documentation in cases of suspected violations. It will also enable data collection through license plate recognition for parking statistics and analysis. The first set was purchased and put into use in 2023.</p>
<p>Location of the measure / scope of the measure (e.g. city-wide)</p>	<p>Paid parking zones in Olomouc (A, B, later also C, D)</p> 



How does the measure link to your traffic and/or parking strategy?	It is linked to the new Parking Policy, which proposes the introduction of a modern, automated monitoring system in paid parking zones.				
Name of main responsible entity and person	Municipal Police of Olomouc, Traffic Services Department				
Municipal departments and private companies needed for implementation	<ul style="list-style-type: none"> - Municipal Police - IT Department - Drivers and Motor Vehicles Department - Investment Department - Public Procurement Division - Legal Department - GIS Division - Mayor's Office - Communication and Marketing Division - Supplier of the camera set 				
Stakeholders to involve (e.g. target groups, public, media, NGOs, etc.)	<ul style="list-style-type: none"> - City Council - City departments - Residents - Businesspeople and property owners - City visitors 				
Single activities to implement the measure:					
Activity	Responsible person	Timeline	Output	Problems/Concerns	Related activities
A1: Preparation of tender documentation	Legal Department	06/2025-07/2025	Completed tender documentation	Possible delays by client	-



A2: Supplier selection (tender)	Department of Investment - Department of Public Procurement	08/2025-09/2025	Contract signing	Possible appeals by unsuccessful bidders	A1
A3: installation and integration of the camera set into the parking system	Municipal Police, IT Department, Supplier, GIS Division	10/2025-05/2026	Integration with existing systems, testing	Delays from client or supplier	A2
A4: Pilot operation	Municipal Police, IT Department, Supplier, GIS Division	05/2026-06/2026	User training, support with issues	Delays from client or supplier	A3
A5: Full operation	Municipal Police	07/2026	Acceptance of fully functional system	Delays from client or supplier	A4
A6: Continuous support & development	Municipal Police	07/2026 - 06/2030	System maintained in operational state	Delays from client or supplier	A5
Finance /resources needed	Approx. €50,000				
Result	Start of operation of the second camera set				
Indicators and data sources					



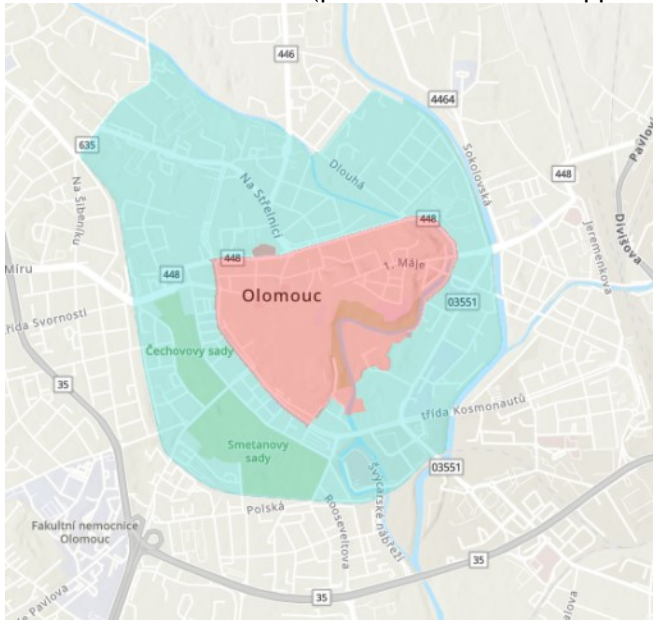
Indicators		Data sources				
Successful delivery and integration of the new set, acceptance of the system		System acceptance records				
Risks / barriers and response						
Risks/Barriers			Response			
Insufficient cooperation from Client			Delays in providing resources or consultations needed for implementation and integration.			
Insufficient cooperation from Suppliers			Delays in ensuring compatibility and integration with portal solutions.			
Implementation readiness	5					
Communicating the measure						
Communication activities and goal(s)*	Connection to implementation activity (yes/no; if yes, mention which one) **	Specific target group(s)	Governance: responsible person / institution	Timing (when, how often, etc.)	Communication medium / channel	Monitoring and / or evaluation activity of communication activity
Informing about preparation of new set	A1, A2	Public, media	Mayor's Office - Communication & Marketing	09/2025	City info channels, press release	Monitoring published info, public response
Information on installation and	A3	Residents, subscriber	Mayor's Office -	05/2026	City info	Public



integration		s, visitors	Communication & Marketing		channels	feedback
Informing about pilot operation	A4	Residents, subscribers, visitors	Mayor's Office - Communication & Marketing	05/2026	City info channels, press release	Number of queries & comments during testing
Announcement of full operation	A5	General public, media	Mayor's Office - Communication & Marketing	07/2026	City info channels, press release	Evaluation of complaints & queries
Ongoing communication about results & statistics	A6	City council, experts, citizens	Mayor's Office - Communication & Marketing	07/2026-06/2030 (ročně)	City info channels, annual reports, presentations	Evaluation of statistical data, stakeholder feedback



Action 2

Measure title	Freight Delivery Concept for the Historic City Centre of Olomouc
Brief Summary (max. 1000 characters)	<p>The aim of the concept is to create a sustainable, efficient, and heritage-friendly delivery system in the historic city centre of Olomouc. The document is based on an analysis of legal conditions, traffic data, and the needs of traders, residents, and visitors. The outcome will be the introduction of measures such as time windows for entry, designated loading zones, a digital reservation system, or possibly a consolidation warehouse on the outskirts of the centre. The concept will contribute to reducing traffic load, increasing pedestrian safety, and protecting cultural heritage.</p>
Location of the measure / scope of the measure (e.g. city-wide)	<p>Historic core of Olomouc (pedestrian zones on Upper and Lower Squares, surrounding historic streets).</p> 



How does the measure link to your traffic and/or parking strategy?	The measure builds on the city's Parking Policy and the Sustainable Urban Mobility Plan. It is also derived from the ParkPAD audit. It contributes to the reduction of individual transport, efficient use of dedicated spaces, and the protection of public space.				
Name of main responsible entity and person	Municipal Architect's Office				
Municipal departments and private companies needed for implementation	<ul style="list-style-type: none"> - Municipal Architect's Office - Department of Strategy and Management - Department of Transport - Department of Heritage Conservation - Legal Department - Mayor's Office - Communication and Marketing Division - Municipal Police - Police of the Czech Republic, Traffic Inspectorate - External concept developer 				
Stakeholders to involve (e.g. target groups, public, media, NGOs, etc.)	<ul style="list-style-type: none"> - City Council - Local district commissions - Carriers and logistics companies - Traders and entrepreneurs from the historic centre - Residents of the historic centre - Customers - National Heritage Authority - Wider public and media 				
Single activities to implement the measure:					
Activity	Responsible person	Timeline	Output	Problems/Concerns	Related activities



A1: Project team formation	Strategy & Management Dept.	01/2026	Project team approved by City Council	Conflicts with other projects, omission of key actors	-
A2: Task preparation	Municipal Architect's Office	01/2026-02/2026	Task approval	Vague task definition	A1
A3: Legal & planning analysis	Legal Dept.	03/2026-04/2026	Legal framework	Time-consuming, overlapping regulations	A2
A4: Demand analysis	External developer	05/2026-07/2026	Demand matrix, priority list of locations	Incorrect estimates affecting	A2, A3
A5: Scenario design	External developer	08/2026-09/2026	Scenario matrix, recommendations	Rejection by stakeholders	A4
A6: Technical solution design	External developer	10/2026-12/2026	Drawings, traffic measure design	Delays during approval	A5
A7: Implementation	External developer	01/2027-02/2027	Action plan	Stakeholder rejection, political interventions	A6



A8: Evaluation plan preparation	External developer	02/2027	Monitoring indicators defined	Poorly set indicators (insufficient data for reporting)	A7
A9: Communication strategy preparation	Mayor's Office - Communication & Marketing	02/2026-02/2027	Communication plan created	Lack of time from internal communicators	A2
A10: Approval of the Freight Delivery Concept	Municipal Architect's Office	03/2027	Approved concept	Political disputes during approval	A8
Finance /resources needed	Approx. €41,000				
Result	Ensuring efficient and heritage-friendly delivery in the historic city centre of Olomouc				
Indicators and data sources					
Indicators			Data sources		
Number of delivery trips per day			Traffic surveys, sensor data		
Average standing time in unloading zones			Sensor data		
Number of delivery rule violations			Records of sanctions		
Trader satisfaction			Questionnaires, workshops		
Risks / barriers and response					



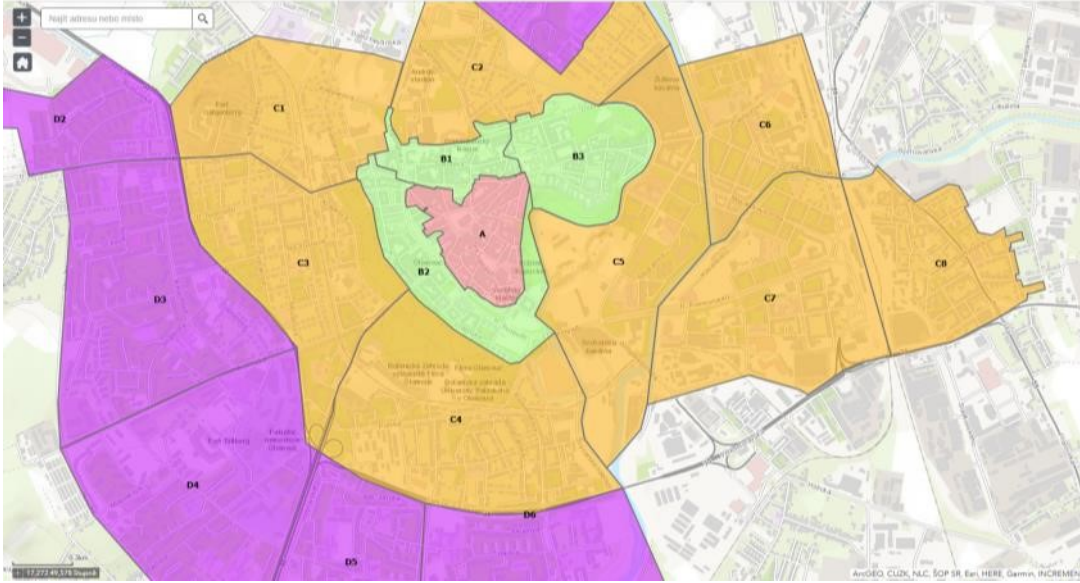
Risks/Barriers		Response				
Legal and heritage restrictions		Early involvement of the National Heritage Authority, reversible solutions				
Rejection by entrepreneur		Transparent communication, pilot testing				
Implementation readiness	3					
Communicating the measure						
Communication activities and goal(s)*	Connection to implementation activity (yes/no; if yes, mention which one) **	Specific target group(s)	Governance: responsible person / institution	Timing (when, how often, etc.)	Communication medium / channel	Monitoring and / or evaluation activity of communication activity
Information campaign on preparation launch	A2	Traders, residents	Mayor's Office - Communication & Marketing	01/2026-02/2026	City info channels, press release	Monitoring public reactions
Stakeholder workshop	A4	Entrepreneurs, carriers, residents	External developer	05/2026-07/2026	Personal meetings, questionnaires	Number of participants, feedback
Scenario presentation	A5	General and expert public, media, carriers	External developer	08/2026-09/2026	Public hearings, city info channels	Number of comments



		and logistics companies , traders and entrepreneurs from the historic centre				
Promotion of technical solution	A6	Entrepreneurs, carriers, residents	External developer	10/2026-12/2026	City info channels, leaflets	Participant feedback
Informing the affected target groups	A10	carriers and logistic companies , traders, residents and customers	Mayor's Office - Communication & Marketing	03/2027	Public hearings, city info channels	Feedback
Evaluation & presentation of results	A10	Expert and general public, City Council	Mayor's Office - Communication & Marketing	03/2027	Final report, press conference	Media response, public discussion



Action 3

<p>Measure title</p>	<p>Extension of Paid Parking Zone C - Area C5</p>
<p>Brief Summary (max. 1000 characters)</p>	<p>Parking Zone C is a key element of the new comprehensive parking policy of the City of Olomouc, aiming to expand regulated parking to wider city areas. Its primary purpose is to address long-term parking shortages, especially for residents, reduce overall traffic load in the city, and support the transition to more sustainable forms of mobility. Area C5 will include approximately 470 additional regulated parking spaces, with regulation in effect on working days between 8:00-18:00, i.e. the same as in existing zones A and B.</p>
<p>Location of the measure / scope of the measure (e.g. city-wide)</p>	 <p>Area C5, defined as adjacent to the eastern part of the historic centre and bordered by the Morava River.</p>



How does the measure link to your traffic and/or parking strategy?	It is linked to the new Parking Policy, which proposes the development and expansion of paid parking zones in Olomouc.				
Name of main responsible entity and person	City of Olomouc, Parking Coordinator				
Municipal departments and private companies needed for implementation	<ul style="list-style-type: none"> - IT Department - Transport Department - Drivers and Motor Vehicles Department - Investment Department - Public Procurement Division - Legal Department - Economic Department - Mayor's Office - Communication and Marketing Division - Municipal Police - Supplier of traffic signage 				
Stakeholders to involve (e.g. target groups, public, media, NGOs, etc.)	<ul style="list-style-type: none"> - City Council - Municipal departments - Residents - Businesspeople and property owners - Visitors to the city 				
Single activities to implement the measure:					
Activity	Responsible person	Timeline	Output	Problems/Concerns	Related activities
A1: Design of traffic signage project	Transport Department	03/2025-10/2025	Documentation for traffic signage approval	Delays by client or supplier	-



A2: Traffic signage approval	Transport Department	10/2025 - 11/2025	Official approval of signage	Delays at administrative authority	A1
A3: Supplier selection for traffic signage	Investment Department - Public Procurement Division	03/2026-07/2026	Contract signed	Appeals by unsuccessful bidders	A2
A4: Procurement of new parking machines	Investment Department - Public Procurement Division	03/2026-07/2026	Contract signed	Appeals by unsuccessful bidders	-
A5: Installation of traffic signage	Selected supplier	09/2026 - 12/2026	Signage installed	Delays due to delivery problems or prolonged adverse weather	A3
A6: Installation of new parking machines	Selected supplier	09/2026 - 12/2026	Parking machines installed	Delays by client or supplier	A4
A7: Amendment of parking regulation ordinance	Legal Department	10/2026	Ordinance issued	Delays in approval by supervisory authority	-
A8: Launch of new parking	IT Department	12/2026	Fully	Delays by	-



portal			functional system formally handed over	client or supplier	
A9: Issuing of long-term parking permits	Transport Department	11/2026	Launch of new parking portal	Delays by client or supplier	A8
A10: Setup of payment channels for short-term permits	Economic Department	12/2026	Payment channels extended to Zone C5	Delays by client or supplier	A8, A7
A11: Information campaign	Mayor's Office - Communication and Marketing Division	10/2026 - 02/2027	Information campaign carried out	Poorly designed communication	A5, A6, A7, A8, A9, A10
A12: Start of parking regulation in Area C5	Transport Department	01/2027	Regulation launched	Change of political stance	A5, A6, A7, A8, A9, A10
Finance /resources needed	150 tis. € (own resources)				
Result	Launch of parking regulation in Area C5				
Indicators and data sources					
Indicators			Data sources		



Number of satisfied residents, businesspeople, property owners and city visitors		Satisfaction survey				
Risks / barriers and response						
Risks/Barriers		Response				
Delay in delivery of parking permit management portal		Critically affects the launch of regulation.				
Change of political stance		Unlikely, as residents support the regulation. Outcome of autumn 2026 elections.				
Spill over effect to the next non-paid parking areas		Monitor occupancy in neighboring areas and consider expanding regulation or implementing additional measures if problems arise				
Implementation readiness	4					
Communicating the measure						
Communication activities and goal(s)*	Connection to implementation activity (yes/no; if yes, mention which one) **	Specific target group(s)	Governance: responsible person / institution	Timing (when, how often, etc.)	Communication medium / channel	Monitoring and / or evaluation activity of communication activity
Information about expansion of Zone C (why, what)	A8	Residents, businesspeople, property owners, city	Mayor's Office - Communication & Marketing Division	09/2026	City info channels, press release	Monitoring of published info, public reactions



		visitors				
Information campaign about new rules	A11	Residents, businesspeople, property owners, city visitors	Mayor's Office - Communication & Marketing Division	10/2026-02/2027	City info channels, leaflets, posters	Number of distributed materials, campaign reach
Guides and support for portal and payment channels	A1, A9, A10	Portal users, residents, businesspeople, property owners, city visitors	Mayor's Office - Communication & Marketing Division	11-12/2026	City info channels, FAQ, video guides, leaflets, call centre	Number of support queries, use of guides
Announcement of regulation launch in C5	A12	General public	Mayor's Office - Communication & Marketing Division	01/2027	City info channels, press release	Monitoring of reactions, satisfaction survey
Regular communication of impacts and statistics	A12	City Council, citizens	Mayor's Office - Communication & Marketing Division	From 2027 (annual)	City info channels, annual reports, council presentations	Evaluation of statistical data, feedback, satisfaction survey



Action 4

Measure title	Developing of sustainable mobility plan for the City of Olomouc
Brief Summary (max. 1000 characters)	The municipality is one of the largest employers in the city and at the same time an important regional destination for the inhabitants of the Olomouc administrative district (ORP). This, to some extent, influences mobility behavior in the city as a whole. Therefore, one of the approved sub-measures in the action plan for mobility management is the preparation of an institutional mobility plan for the municipality. This plan is defined as a long-term management strategy that organizations use to support and create more favorable conditions for sustainable transport for employees and visitors. It brings several benefits such as efficient and cost-effective commuting to the office, reducing related CO ₂ emissions, reducing traffic congestion, and at the same time improving health through active travel.
Location of the measure / scope of the measure (e.g. city-wide)	Entire city
How does the measure link to your traffic and/or parking strategy?	Within the Sustainable Urban Mobility Plan (SUMP) of Olomouc, one of the approved sub-measures in the action plan for mobility management is the preparation of an institutional mobility plan for the municipality (measure B.27.14).
Name of main responsible entity and person	- Mobility Coordinator (3 persons at the Office of the City Architect)
Municipal departments and private companies needed for implementation	- Office of the City Architect - Department of Strategy and Management - Transport Department - Drivers and Motor Vehicles Department - SEMAFOR Centre - Mayor's Office - Communication and Marketing Division



	- Municipal Police				
Stakeholders to involve (e.g. target groups, public, media, NGOs, etc.)	<ul style="list-style-type: none"> - City Council - Municipal departments - Employees - Visitors to the municipality 				
Single activities to implement the measure:					
Activity	Responsible person	Timeline	Output	Problems/Concerns	Related activities
A1: Formation of project team	Department of Strategy and Management	01/2026	Project team approved by City Council	Overlaps with other projects, omission of key actors	-
A2: Developing a vision	Project team	1/2026	Vision		A1
A3: Drafting of communication strategy	Mayor's Office - Communication and Marketing Division	01/2026-11/2026	Communication plan prepared	Lack of time for internal communicators	A2
A4: Preparation of assignment	Office of the City Architect	01/2026-02/2026	Assignment approved	Vague assignment	A2



A5: Employee mobility survey	Office of the City Architect	03/2026-04/2026	Modal split of municipality employees	Low response rate, anonymity concerns (distorted answers)	A4
A6: Analysis of current situation	Office of the City Architect	05/2026-06/2026	SWOT analysis of current state	Delays due to lack of capacity, unpleasant findings (resistance to publication)	A4
A7: Call for employees	Office of the City Architect	05/2026-06/2026	Suggestions and ideas	Lack of engagement	A2, A5, A6
A8: Drafting of proposal part	Office of the City Architect	07/2026-09/2026	Setting specific goals	Overly ambitious/unrealistic goals	A6, A7
A9: Drafting of action plan	Office of the City Architectměsta	10/2026-11/2026	Definition of concrete proposed measures	Overly ambitious measures, political interventions	A8
A10: Drafting of evaluation plan	Office of the City Architect	11/2026	Definition of monitoring indicators	Poorly defined indicators (lack of data for reporting)	A9



A11: Discussions with employees	Mayor's Office - Communication and Marketing Division, Office of the City Architect	11/2026	Feedback	Lack of engagement	A8, A9, A10
A11: Adoption of the Mobility Plan	Office of the City Architect	12/2026	Mobility Plan approved by City Council	Political disputes during approval	A8, A9, A10, A11
Finance /resources needed	0€				
Result	Adopted Mobility Plan of the City of Olomouc				
Indicators and data sources					
Indicators			Data sources		
Completion of the Mobility Plan			Adopted Mobility Plan by City Council		
Risks / barriers and response					
Risks/Barriers			Response		
Change of political stance			Outcome of the autumn 2026 elections		
Rejection from employees			Involving employees in the procurement process		



Implementation readiness		3				
Communicating the measure						
Communication activities and goal(s)*	Connection to implementation activity (yes/no; if yes, mention which one) **	Specific target group(s)	Governance: responsible person / institution	Timing (when, how often, etc.)	Communication medium / channel	Monitoring and / or evaluation activity of communication activity
Information about plan preparation start	A1	Municipality employees , public	Mayor's Office - Communication & Marketing Division	01/2026	Press release, city info channels, intranet	Number of responses
Call for employees to participate in the survey (increase response rate)	A3	Municipality employees	Office of the City Architect	03/2026	E-mail, intranet	Response rate of the survey
Presentation of results of current situation analysis	A4	City Council, municipality employees , public	Office of the City Architect	06/2026	City info channels, internal presentation, press release	Feedback
Employee involvement in drafting measures (workshops)	A5, A6	Municipality employees	Office of the City Architect	07-10/2026	Workshops , internal polls,	Number of participants, quality of



					intranet	proposals
Information about final plan and its adoption	A9	City Council, municipality employees, public	Mayor's Office - Communication & Marketing Division	12/2026	City info channels, press release	Number of comments
Regular communication of evaluation results	A9	City Council, municipality employees, public	Office of the City Architect	From 2027 (annual)	City info channels, annual reports, council presentations	Feedback



Action 5

Measure title	Portal Solution for Parking Policy
Brief Summary (max. 1000 characters)	The aim of this measure is to extend the existing parking permit system (zones A and B) with new zones C and D and to streamline citizen services. The current system does not meet modern requirements, lacks integration with national registries, and has an outdated user interface. The new system will be a three-layer application with a modern frontend, a microservice-based backend, and a relational database. It will be connected to national registries and existing Parking Policy systems of the City of Olomouc. Emphasis is placed on security, performance, scalability, and sustainability. The goal is to create a modern, efficient, and secure solution for the management of parking permits.
Location of the measure / scope of the measure (e.g. city-wide)	Entire city
How does the measure link to your traffic and/or parking strategy?	It is linked to the new Parking Policy, where the new portal is a prerequisite for the development and expansion of paid parking zones in Olomouc.
Name of main responsible entity and person	City of Olomouc, Parking Coordinator
Municipal departments and private companies needed for implementation	<ul style="list-style-type: none"> - IT Department - Transport Department - Drivers and Motor Vehicles Department - Investment Department - Public Procurement Division - Legal Department - Economic Department - Mayor's Office - Communication and Marketing Division - Municipal Police



	<ul style="list-style-type: none"> - Supplier of the portal solution 				
Stakeholders to involve (e.g. target groups, public, media, NGOs, etc.)	<ul style="list-style-type: none"> - City Council - Municipal departments - Residents - Businesspeople and property owners - Visitors to the city 				
Single activities to implement the measure:					
Activity	Responsible person	Timeline	Output	Problems/Concerns	Related activities
A1: Process analysis of the system	IT Department	02/2024-10/2024	Completed process analysis	Delays on the part of the client or supplier	-
A2: Enterprise Architecture of the system	IT Department	11/2024-06/2025	Completed Enterprise Architecture	Delays on the part of the client or supplier	A1
A3: Tender documentation for supplier selection	IT Department	01/2025-09/2025	Prepared tender documentation	Delays on the part of the client or supplier, adjustments based on market	A1, A2, A3



				consultations	
A4: Procurement procedure for supplier	Investment Department - Public Procurement Division	10/2025-03/2026	Supplier selected	Appeals from unsuccessful bidders	A3
A5: Project implementation start	IT Department	04/2026	Project team formed, detailed requirements analysis, initial project plan, methodology acceptance, architectural review, workshops	Delays on the part of the client or supplier	A4
A6: Detailed analysis and design	IT Department	04/2026	Analysis of current systems, requirements definition, system architecture design	Delays on the part of the client or supplier	A5
A7: Development, implementation, integration, testing	IT Department	05/2026-11/2026	Software development, integration with existing	Delays on the part of the client or supplier	A6



			systems, testing, phased deployment		
A8: Data migration	IT Department	10/2026	Data transferred from old systems, validation and integrity checks	Delays on the part of the client or supplier	A7
A9: System acceptance	IT Department	12/2026	Fully functional system formally handed over	Delays on the part of the client or supplier	A8
A10: Support and adoption management	IT Department	04/2026-12/2026	User training, problem-solving support	Delays on the part of the client or supplier	A5, A7, A9
A11: Continuous support and development	IT Department	From 01/2027 onwards	System maintained in operational condition	Delays on the part of the client or supplier	A9, A10
Finance /resources needed	1 mil € (own resources)				
Result	Launch of the new parking permit portal				



Indicators and data sources						
Indicators		Data sources				
Successful launch of the new portal		System acceptance				
Risks / barriers and response						
Risks/Barriers		Response				
Insufficient cooperation by the Client		The Client may fail to provide resources or consultations required for implementation or integration - delays impacting acceptance				
Insufficient cooperation by Suppliers of systems for integration		System suppliers may refuse to cooperate on integration - delays impacting acceptance				
Legislative changes		Legislative changes may require architecture modifications. Mitigation: design modular components allowing flexible updates or separation of data structures.				
Implementation readiness		4				
Communicating the measure						
Communication activities and goal(s)*	Connection to implementation activity (yes/no; if yes, mention which one) **	Specific target group(s)	Governance: responsible person / institution	Timing (when, how often, etc.)	Communication medium / channel	Monitoring and / or evaluation activity of communication activity
Information on supplier	A4	General public,	Mayor's Office -	03/2026	City info channels,	Monitoring publications,



selection and schedule		media	Communication & Marketing Division		press release	public reactions
Public communication on portal launch (guides, support)	A7	General public	Mayor's Office - Communication & Marketing Division	11-12/2026	City info channels, FAQ, video guides, leaflets	Number of views, hotline queries
Public information on portal launch	A9	General public	Mayor's Office - Communication & Marketing Division	12/2026 - 01/2027	City info channels, press release	Number of registrations, number of portal views
Ongoing communication of results and statistics	A11	City Council, professional public, citizens	Mayor's Office - Communication & Marketing Division	From 2027 (annual)	City info channels, annual reports, council presentations	Evaluation of statistics, feedback

Implementation Framework

This section describes how the Parking and Mobility Implementation Plan gets delivered.

It defines the governance scheme of responsible decision makers, coordinators of implementation as well as stakeholder needed for the implementation of single priority actions.

It highlights how financing the actions is set up as well as how monitoring compliance to the defined result indicators is done.

It addresses the timeline for implementation as well as the risks we see to the delivery of the plan and how we cater to mitigate these risks from getting relevant respectively how to react on risks that pop-up nonetheless.

Implementation Governance





Financing Scheme

Please copy the finance / needed resources from the detailed action tables above. If you have not mentioned costs in Euro so far, please estimate it at this point. Additionally, please tell in the column "Source" where the money is coming from (municipal budget, regional funds, etc.) If you have not fixed the source for funding yet, please tell the options at hand.

Action	Resource needs	Source
Acquisition of a Camera Set for Monitoring Vehicles in Paid Parking Zones	€ 50,000	Own resources
Freight Delivery Concept for the Historic City Centre of Olomouc	€ 41,000	Own resources
Extension of Paid Parking Zone C - Area C5	€ 150,000	Own resources
Developing of sustainable mobility plan for the City of Olomouc	-	
Portal Solution for Parking Policy	€1,000,000	Own resources



Monitoring and Evaluation

We measure compliance to the plan by the below presented set of result indicators that answer to our priorities. Monitoring of these is planned at annual intervals. The results of collected data gets reported by the Operational Team to the Steering Committee. The latter decides if corrective measures are necessary if the monitoring data indicates too low performance of the actions. In such case, the Operational Team, in cooperation with the implementation stakeholders involved in the affected action, develops a mitigation plan to get back on track and presents it to the Steering Committee for approval.

Please copy the result indicators from your detailed action tables as presented above to this table. A result indicator is one that tells on the change you achieve (like in a project that aims to reduce overnight parking of lorries in residential areas, the actual figure telling to what extent overnight parking decreased, like by 25%). Please do not include the output indicators here; they tell on what you have done (like in the example on overnight parking, to ban lorries from entering certain areas). If you have not defined any baseline values or target values, you can either discuss this and enter the data or simply erase the two columns (albeit the values are very helpful to measure success of the action).

Indicators	Baseline Value (YEAR)	Target Value (YEAR)	Data sources and who to collect data
% of car user complying to the parking regulations	70% (2025)	90% (2030)	System acceptance records of camera system – Municipal Police (Traffic Services)
% of efficient and heritage friendly deliveries in the historic centre	0 (2025 – concept not implemented)	80% deliveries complying with new rules/time-windows (2030)	Sensor data and traffic surveys by the action lead; records of sanctions – Municipal Architect’s Office (in cooperation with Transport Dept.)
% of trader satisfaction with the new delivery system	n/a (2025)	75% satisfied (2030)	Questionnaires by the action lead – Municipal Architect’s Office / External developer
% of residents reporting an easy approach to finding a parking spot	40% (2025)	70% (2030)	Satisfaction survey among residents by the action lead – Transport Department (survey management & reporting)
% of traffic volumes to and in the zone’s area	baseline = measured 2025 values	-10% traffic volume vs baseline in target year (2030)	Sensor data and traffic surveys by the action lead; records of sanctions – Transport Department
% of municipal employees commuting to work by car	35% (2025)	25% (2030)	Modal split survey by the action lead – Municipal Architect’s Office



Creating the prerequisite for new paid parking zones out of installing the new parking permit portal	Portal not in place (2025)	Portal operational and enabling extension of zones (2026)	Report from Paring Coordinator on creation of portal and start of extension of new paid parking zones— Parking Coordinator / IT Department
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Example GANTT Chart Action with activities - replace with own timeline (you can use the Excel template) or erase, if you go for the chart with actions only.

Action 1	Feb.24	Mär.24	Apr.24	Mai.24	Jun.24	Juli.24	Aug.24	Sep.24	Okt.24	Nov.24	Dez.24	Jän.25	Feb.25	Mär.25	Apr.25	Mai.25	Jun.25	Juli.25	Aug.25	Sep.25	Okt.25	Nov.25	Dez.25	Jän.26	Feb.26	Mär.26	Apr.26	Mai.26	Jun.26	Juli.26	Aug.26	Sep.26	Okt.26	Nov.26	Dez.26	Jän.27		
Portal Solution for Parking Policy																																						
A1: Process analysis of the system																																						
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A4: Procurement procedure for supplier																																						
A5: Project implementation start																																						
A6: Detailed analysis and design																																						
A7: Development, implementation, integration, testing																																						
A8: Data migration																																						
A9: System acceptance																																						
A10: Support and adoption management																																						
A11: Continuous support and development																																						

Risk assessment

Please copy the risks and responses from the detailed action tables as presented above. Review the table then briefly for any double mentioning of the same risk - or very similar risk descriptions. In case you find a double mentioning, only mention it once. If it is very similar risks, combine them.

Please add as well the impact of the risk on the actions, should they happen - the severity - and as well how likely it is that it happens - likeliness. Please select among is low, medium, high for both. Should you not be able to assess this, erase the two columns.

Risks	Severity	Likelihood	Response / mitigation action
Insufficient cooperation from Client for portal creation	High	Medium	Delays in providing resources or consultations needed for implementation and integration.
Insufficient cooperation from Suppliers of data to portal	High	Medium	Delays in ensuring compatibility and integration with portal solutions.
Legal and heritage restrictions for implementing the new delivery system	Medium	Medium	Early involvement of the National Heritage Authority, reversible solutions
Rejection by entrepreneur to new delivery system	Medium	Medium	Transparent communication, pilot testing
Delay in delivery of parking permit management portal for the new parking zone	High	Medium	Critically affects the launch of regulation.
Change of political stance concerning the new parking zone	High	Low	Unlikely, as residents support the regulation. Outcome of autumn 2026 elections.
Spill over effect to the next non-paid parking areas	Medium	Medium	Monitor occupancy in neighboring areas and consider expanding regulation or implementing additional measures if problems arise
Rejection of sustainable commute options by employees	Medium	Medium	Involving employees in the procurement process
Insufficient cooperation by the Client for the parking permit portal	High	Medium	The Client may fail to provide resources or consultations required for implementation or integration – delays impacting acceptance
Insufficient cooperation by Suppliers of systems for integration of data	High	Medium	System suppliers may refuse to cooperate on integration – delays impacting acceptance
Legislative changes	Medium	Low	Legislative changes may require architecture modifications. Mitigation: design modular components allowing flexible updates or separation of data structures.