





PRAGUE 10 PUBLIC SPACES STRATEGY  
ABBREVIATED VERSION

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# PRAGUE 10 PUBLIC SPACES STRATEGY



## VISION AND GOALS



## TEN COMMANDMENTS



## MEASURES



## PRACTICAL STEPS

(Master Plan, Pilot Projects, Action Plan)



## INTERNATIONAL CHARTER FOR WALKING

The Prague 10 Public Spaces Strategy and the International Charter for Walking were approved by the Prague 10 Municipal District Board at its 20th session on the day of 8 June, 2010 through resolution no. 20/10/2010.

*Dear citizens,*

*It is the priority of the Prague 10 town hall to develop liveable and enjoyable public spaces, whether they are streets, squares, parks, small open spaces or various passageways.*

*By approving the Prague 10 Public Spaces Strategy and the International Charter for Walking we took an important step toward working systematically with urban public spaces in our municipal district.*

**The Strategy** establishes key priorities and our commitment to renew, cultivate and develop public spaces as the business card of every neighbourhood, every place. Along with the Changing Together project<sup>1</sup>, the Strategy forms the fundamental framework for gradual, targeted transformation of public spaces and public participation in this transformation process. We invite you, residents or friends of Prague 10, as well as businesses large and small and organisations concerned with the quality of the urban environment in which we find ourselves daily or occasionally, to become involved in its transformation in accordance with this strategy.

Mgr. Vladislav Lipovský  
Mayor of the Prague 10 Municipal District



<sup>1</sup> Changing Prague 10 Together is a project intended to create sufficient opportunities for every resident of the Prague 10 Municipal District to become involved in discussions about and transformation of public spaces in Prague 10.

Public space, its quality and functionality, diversity and attractiveness are what make clusters of buildings into a city.

We began working systematically on public spaces in 2003. Since then, we have commissioned a number of analyses, including a transport analysis, and verification studies, organised meetings with experts and addressed residents, the primary users of public space. Gradually, an information centre in the ground floor of the town hall dedicated to the development of the Prague 10 Municipal District emerged, along with a specialised website, and the project [Changing Together](#), which brings the public into the public space discussion, was launched. The results of an extensive comprehensive survey among residents drew attention to the need to establish priorities and principles and to organise them in a way that would enable long-term sustainable transformation of public spaces.

The opinions and ideas obtained through the opinion survey varied tremendously in character, level of detail and clarity. Some ideas could be resolved in a matter of days or weeks, while others require conceptual and systemic changes, and yet others were presented controversially or contradict one another.

After numerous consultations and analyses, we began our work by addressing non-profit organisations in the CR with the best references, experience and knowledge in the field of public space transformation and public participation. Selection of partners led to establishment of a Working Group composed of the Agora CE civic association, Partnership, o.p.s. and the Institute for Ecopolitics, o.p.s. with the aim of creating a strategic document for the municipal district. The task was all the more difficult in that there were no precedents for this type of document in the CR.

### **We set the main baseline requirements for the Working Group as follows:**

- ▶ Public space is a single indivisible whole and departmental division of public space is unacceptable, e.g. the current practice of addressing in an uncoordinated fashion transport, traffic signage, parking, vegetation, pedestrian crosswalks, bike paths and lanes, placement of advertisements, public transport stops, public lighting, waste recycling, benches, etc.
- ▶ Above all public space is for people and should be liveable space
- ▶ Public participation and support of positive and communicative people
- ▶ Clear formulation of town hall priorities
- ▶ Co-operation with external experts from non-profit organisations
- ▶ Long-term sustainability of public spaces

The requirement to conceive of public space as a single indivisible whole is new to the CR, unused in practice, but entirely critical to a new quality of public space. This new conception of indivisible space meets resistance from some departments or interest groups unaccustomed to mutual negotiations and

compromises. Their unpreparedness to perceive the city as a single, unique living organism is a problem.

During our work and joint discussions about the way to set, balance and organise priorities into a system, the semblance of the document later called the Prague 10 Public Spaces Strategy gradually emerged. Over the course of our work, these principles were consulted with experts from the entire CR and reviewed in view of international experiences. Prior to the municipal approval process, the draft Strategy was published in the Prague 10 newsletter and on the website along with an invitation for Prague 10 residents to comment on the Strategy and its principles.

The most important principles of the Strategy are active participation of residents in preliminary documents, improvements to and maintenance of specific sites.

An integral part of the approved Strategy is the International Charter for Walking, by which the municipal district commits to the systematic support of suitable pedestrian conditions.

Ing. arch. Kamil Kubiš  
Head, Territorial Development Section, Prague 10 Municipal

### **Internet Links**

- ▶ Prague 10 Municipal District  
[www.praha10.cz](http://www.praha10.cz)
- ▶ Changing Together  
[www.praha10.cz/spolecne](http://www.praha10.cz/spolecne)
- ▶ Public Space Improvements  
[www.upp10.cz](http://www.upp10.cz)
- ▶ International Charter for Walking  
<http://www.walk21.com/charter/default.asp>



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# VISION AND GOALS

## THE VISION OF PRAGUE 10

- ▶ We want Prague 10 to be lively and liveable.
- ▶ We want to fill Prague 10 with places that are pleasant, safe and healthy; places that are unique and inspiring for visitors and residents.
- ▶ We want public spaces to become places for meeting and gathering, culture, social contacts, expression of opinions, shopping, games and relaxation, and to serve as a source of information.
- ▶ We want public spaces in Prague 10 to become enjoyable places that enrich our lives.

## STRATEGY GOALS

The Prague 10 Public Spaces **Strategy** is a long-term development document with the following goals:

- ▶ Publicly declare interest in and support of well thought out, systematic and sustainable treatment of public spaces by the Prague 10 Municipal District
- ▶ Express the Municipal District's preparedness to invest resources into public space improvements
- ▶ Establish an overall vision and main strategic priorities for future public space improvements
- ▶ Propose a **Strategy** implementation process including management, monitoring and evaluation methods
- ▶ Create conditions for effective communication and public participation in planning processes affecting public spaces





Fair in Vršovice 1924 (Prague Vršovice, open space adjacent to the Eden Entertainment and Sports Centre)  
(Prague 10 Municipal District Archive, photo provided by Mrs. Stanislava Vítovská)







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# TEN COMMANDMENTS FOR

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## PRAGUE 10

### (PUBLIC SPACE PRINCIPLES)

#### Motto

“We must awaken in ourselves the joys of the “pedestrian”, the joys of users of public space. Raving for a “beautiful Prague” would remain a mere platitude if we did not first and foremost create a “liveable Prague”. We must improve it so that it is possible to live in Prague, move freely and safely through Prague, stroll, leisurely shop, observe its beauty and monuments, play at its playgrounds, gather, relax, sit in outdoor cafes in good weather, suntan, bathe, etc. We must learn to live in Prague.”

Karel Honzík  
The Creation of a LifeStyle, 1944

**The Ten Commandments for Prague 10 comprise a fundamental part of the [Strategy](#) and formulate principles to guide treatment of public spaces. The Strategy is a comprehensive strategic document summarising all principles applied to a broad spectrum of various spaces. The type and function of each space will be reflected in implementation of the principles. The Ten Commandments are applicable to improvements of all publicly owned public spaces. In regard to privately owned spaces the Ten Commandments will be used as recommendations for the future form of the city.**



# 1. WELL THOUGHT OUT SPACES

Well thought out and complex with clearly defined priorities and principles

## Systematic

Every public space is understood and perceived as a spatial whole, which is part of the public space system. This principle precludes narrow departmental (single purpose) perception of a space or its part. A typical characteristic of public space is the intertwining and connecting of functions.

## Hierarchized

Diverse public spaces require different types of solutions and different layouts that respect their ranking in the hierarchy of importance.

The hierarchy of public spaces is defined by the Master Plan with consideration to their importance to urban planning, social issues, culture, history, ecology, economics, transport, etc. Priorities for application of specific principles from the Ten Commandments and specific measures will be established for each type of space. The Master Plan will be developed through an agreement between the municipality, residents, other public space users and owners.

## Co-ordinated

All activities in public spaces or activities directed toward their administration and development must be co-ordinated with the goal of ensuring that the system is functional, e.g. a balance between different transport modes, a balance of activities, services and opportunities. Designs and solutions must have predetermined priorities and principles.





Public spaces are hierarchized according to their importance and function, they are interconnected and at the same time clearly legible. Spaces designated for transport or leisure time are separated visually and co-ordinated in time and space. (FRG, Witten, Bahnhof Strasse, Photo Kamil Kubiš, 2009)



## 2. SPACES IN CONTEXT

Respect urban planning, spatial and historical contexts within and outside the municipal district and create an environment for social, economic and environmental sustainability

### Traditional

Public spaces should respect history and local traditions including local and natural structures, social traditions and historical paths. Preserving traditions helps residents better identify with their surroundings and in a more general sense, with their community.

Respect for history and traditions is a fundamental pillar of healthy development of the local community.

### Learning

Public spaces are good places for learning, mainly in relation to history, traditions and the surrounding environment. They are also suitable places to share information about progressive designs or solutions used, environmentally sensitive treatment of natural resources and urban environmental protection.

### Sustainable

Sustainable development is possible only when the economic, social and ecological functions of public spaces are respected with a focus on using local potential.

Local resources can be used in management of natural resources (rainwater, solar energy) as well as in use of human resources such as local companies, interest groups and schools.





The grounds of the former Benker textile factory with part of the riverine forest was redeveloped into a multi-purpose area for cultural, leisure time and learning activities with preservation of the values of the original industrial architecture. (FRG, Marktrechwitz, Photo Petra Žerebáková, 2006)



### 3. ACCESSIBLE SPACES

Ensure conditions for transport accessibility in accordance with established priorities and with an emphasis on the liveability of a space and local connections

#### Organised

Public spaces are influenced mainly by transport, which must operate as a system. The organisation of transport and external transport connections will be adapted to the general prioritisation of transport modes in Prague 10 (from the highest to lowest):

1. Municipal and any other public passenger transport
2. Pedestrians
3. Cyclists
4. Supply and service motorised transport
5. Other destination oriented motorised transport
6. Transit motorised transport (if it cannot be totally eliminated)

#### Passable

Public spaces should be designed, laid out and structured so that pedestrians can move through the area. This requires supporting the development of pedestrian paths, passageways and passages and designing pedestrian paths with the aim of improving the passability of the area.

#### Comfortable

Public spaces must be conveniently accessible mainly for pedestrians. Paths must be direct, without unnecessary twists, turns and grade changes or other barriers. Barriers may also include obstacles to baby buggies, children, seniors and disabled people.

#### Efficient

Rules for transport and supplying will be adapted to enable all of the systems to work together as an interconnected whole with the aim of strengthening the area's liveability. Transport zones must be laid out and sized as organic parts of public space.





The accessibility of public spaces is a basic condition for their use. Co-ordinating all transport modes and making a space comfortable and safe are pre-requisites for accessibility of public spaces. (Austria, Graz, Photo Michaela Valentová, 2010)



## 4. LEGIBLE SPACES

Designs are clear and at human scale

### Humane

Public space has gradually adapted largely to the needs of motorised transport, losing its human scale in the process. Public space must be returned to people and human scale must be returned to public space; motorised transport needs will be adapted accordingly. An integral part of the [Strategy](#) is the International Charter for Walking.

### Well-arranged

Clear organisation is one of the basic qualities of space. Information and directional systems, site furnishings, height and spatial articulation, landmarks, materials, crosswalks, bike lanes and paths, public transport lanes and the roadway must be adapted to enhance a space's clarity.

### Legible

The type, purpose and significance of public spaces will be clear to people, as will their connection to the surrounding area. Spatial composition must be clear and logical and pedestrian paths must be natural and direct, without barriers and twists.







Public spaces are designed so that pedestrians feel safe; i.e. they are clearly laid out, legible and at a human scale.  
(Belgium, Brussels, Rue Stevin, Photo Kamil Kubiš, 2002)



## 5. SHARED SPACES

Space to be shared through various activities, functions and groups of residents

### Activating

Spatial composition should encourage cultural and other community activities and personal communication.

### Shared

Public spaces serve the public as places for sharing many various functions and as such they should provide quality conditions for social interaction, outdoor economic, cultural and relaxation activities and for the functions of adjacent buildings, i.e. particularly housing, commercial enterprises and services. At the same time the relationship to the neighbourhood and the environment must be strengthened. The best way to achieve this is through synergy of all the functions.

In the limited surface area of public space in developed areas, mixed traffic – i.e., the co-existence of pedestrian, bike, public and motorised transport – must be supported and developed.

### Communicative

Spaces will be designed to support communication and gathering between various groups of residents and to strengthen their feeling of community and belonging to the neighbourhood.

Public space is a place for gathering and communication. The layout of site furnishings should provide opportunities for contact between multiple parties.

### Together

Public spaces will be adapted to enable use by all groups, including disadvantaged ones such as seniors, children and youth, mothers with children and disabled residents. In this regard handicapped accessible designs and removal of social barriers must be given particular attention. Places must be equipped with infrastructure that facilitates use by various groups.





Public spaces are attractive when they are used, when people share their time and ideas by coincidence or on purpose. Freedom of speech and communication is not only a sign of democratic space but also the spice of life in public spaces. (Brno, Náměstí Svobody, Photo Magdalena Hledíková)



## 6. PLEASANT SPACES

An emphasis on positive image, aesthetic values, uniqueness and quality, and on hospitable, pleasant and attractive designs

### Unique

Every place, every public space creates its own unique character, which distinguishes it from other places. Every place has its own architecture, furnishings, layout, its own spectrum of services, specific rules, customs and traditions. This uniqueness must be supported and developed. If it is completely absent, a specific character must be created through new elements and activities.

### Attractive

The attractiveness of a public space is formed by its overall structure (spatial layout, interesting viewpoints, view corridors and axes) and details (materials, site furnishings, lighting, natural elements and artwork).

### Changing

Public spaces should change over the course of the year, week and day, through e.g. lighting/sun, activities and/or changing routines. This can be achieved by using a diversity of potential activities and through the changeability of elements in time, such as occasional markets, occasional cultural and community activities, vegetation and the structure of people in the space.

### Pleasant

Public spaces should be hospitable in appearance, layout, mix of functions, clarity and overall usability. Public spaces should be pleasant to perceive through all of our senses, i.e. limiting noise and dust as much as possible, with a balanced and logical share of natural elements. Public spaces should offer pleasant experiences, including opportunities to taste, smell and touch.





Gardens and parks are pleasant, changing, attractive and unique spaces for both people and animals. These places are very important in regard to human health and community. They are places in which urban residents can meet and relax. (Great Britain, London, Hyde Park, Photo Magdalena Hledíková, 2010)



## 7. HEALTHY SPACES

Have a positive impact on human health and mental well-being and develop natural values

### Relaxing

Public spaces should encourage users to stay and relax in an outdoor environment, to use the space actively or quietly. The furnishings, layout and spatial organisation of a space should stimulate users to walk, play and take part in unorganised sports, and thus to social interaction as well. This supports a healthy lifestyle and strengthens residents' physical and mental well-being. Public spaces are the most effective sports area in the city.

### Natural

In regard to the character of public space particular emphasis is placed on use of natural features (water, stone, wood) and vegetation. Vegetation will be maintained and cultivated. Natural elements are also compositional, aesthetic, hygienic, ecological and play elements.

### Renewable

Public spaces should be created with a long-term concept of renewability, including respect for local conditions such as e.g. terrain and micro-climatic conditions. Environmentally sensitive processes, materials and technologies, such as permeable path surfaces, natural materials for site furnishings, various types of lighting and infiltration will be used to this end. Organisational processes will also be directed toward more active and sensitive management of spaces.

### Clean

Activities and designs that improve air quality and limit noise will be preferred in public spaces.

To reduce environmental harm, measures aimed at well thought out arrangement of transport, limiting through traffic and reducing the speed of motorised traffic, using rainwater and reducing pollution in public spaces will be employed.





Every public space can be beneficial in some way, regardless of its spatial composition. One can exercise, please the eye or smell the fragrance of blooming flowers even in a narrow patch of vegetation. Working with natural materials, native species, permeable surfaces and with local residents and suppliers is part of a sustainable and healthy approach to making spaces. (Great Britain, London, Photo Magdalena Hledíková, 2010)



## 8. SAFE SPACES

Safe in terms of operating and traffic conditions, providing a feeling of safety through ease of navigation, clarity and visibility and through sufficient lighting

### Considerate

Designs and solutions that are considerate to local residents are a priority.

Public spaces will be designed with regard for the needs of people with impaired movement and orientation capabilities.

### Protective

The transport system in public spaces must be set up to protect the most vulnerable users (pedestrians, in some cases cyclists).

An integral part is particular emphasis on safe paths to school and other places with many children moving about.

Public spaces will be designed to provide protection from natural elements (wind, water, sun).

### Safe

Creation of a pleasant environment and community oversight strengthen subjective feelings of safety. The feeling of safety should be strengthened through public space design and organisation, by encouraging various types of activities and through use and support of community controls.







A feeling of safety in public space is the number one condition. It may be addressed through e.g. the style of architecture, spatial articulation, arrangement of traffic and above all, communication between all participating users - i.e. pedestrians, cyclists and motorists. (Pilsen, Americká třída, Photo Magdalena Hledíková, 2009)



## 9. SUPPORTED SPACES

Transformation is jointly supported by residents, the municipality, public and private sectors and is publicly discussed and implemented with active co-operation between all participants

### Financed

Long-term and systematic funding of public space improvements and maintenance and activities in public spaces is one of the key tasks of municipal district administration and development.

### Agreed

Residents' feeling of belonging and identifying with "their" public space will be supported through co-operation and involvement of residents in transformation of the space.

Public spaces are places for shared activities, meaning that they should be shaped after agreement between the public administration, residents and private and non-profit sectors.

The priority will be to address those public spaces that enjoy the active support and involvement of local residents, according to the character (type) and significance of the public space.

### Supported

Co-operation between the local private and non-profit sectors in preparation, implementation and maintenance is essential to achieving a synergic effect in public space development (e.g. participation in improvements or maintenance, co-financing).

### Maintained

Public spaces must be regularly and systematically maintained, which is the most effective tool against vandalism, untidiness and other undesirable conditions. The best prevention is use of quality, easy to maintain and durable materials.

The functionality and utility of elements must be regularly reviewed and any shortcomings that are found must be eliminated as soon as possible.





The Riverside Park on Manhattan's West Side was created through revitalisation of the docks. This industrial area was changed to a park, gardens, playground, cafes, promenades and a sports, shopping and community center. An interesting feature of the project is the dedication of part of the West Side Highway (12th Avenue) as a strip of vegetation with an allée of trees and jogging and biking path – Hudson River Greenway. (USA, New York City, Photo Petra Šilberská, 2009)



## 10. NEW SPACES

Are created in newly developed areas and in the existing urban structure with the aim of bringing a new level of quality to the broader area

### Beneficial

Newly created public spaces must develop and support connections and activities in the area that will be beneficial for users of the new place and for the broader surroundings.

### Innovative

There will be an emphasis on making new public spaces unique and imaginative with use of the latest trends.

### New

When establishing new urban structures, extra attention must be paid to preserving existing spaces and the passability of the area and complementing it with new public spaces, connections, paths and passageways.

New public spaces should also be created in neglected, abandoned, impassable or rebuilt areas of the city. The principles in this document will be respected in the creation of new public spaces.





The Park, a new technological area in Prague-Chodov, offers people spaces for casual meetings, refreshment and relaxation on lawn areas and near water features and flowers. The space also includes an innovatively designed noise barrier at the D1 motorway made of gabions, glass and netting planted with vines and complemented by a fountain with falling water. (Prague, The Park, Photo Petra Žerebáková, 2008)





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# MEASURES

Measures are tools to address specific situations in different areas. Measures are organised by topic for clarity.

## PUBLIC SPACE DESIGN PROCESS

1. Prepare public space improvements in logical progression in time and space.
2. Low-cost, small solutions are an integral part of the [Strategy](#) priorities.
3. Conduct all construction work in a co-ordinated manner with all partners with the goal of preventing single-purpose revisions and repeated construction work.
4. In newly developed or revitalised areas, support additions to the area's public spaces and improvement of its passability and accessibility.
5. Group linear technical infrastructure routes into corridors so that they do not limit the use potential of public spaces or vegetation in public spaces.
6. Informing residents using various methods (Internet, newspaper, exhibits) is the first step in involving the public in addressing public spaces.
7. Involve the public in various phases of planning – public meetings, community planning, on-site meetings, questionnaires, etc. The project [Changing Prague 10 Together](#) supports public participation in transformation of public spaces.
8. Use all available projects to transform public spaces.
9. Support and develop efficient places and proven solutions (use residents' local knowledge and opinions).
10. The public space improvement plan will be based on resident support and the significance of each place.
11. Secure regular funding for public spaces and their transformation from the municipal district budget.



12. Support beautification of public spaces with a system of municipal district grants.
13. Use other public resources to co-finance public space improvements.
14. Involve the private sector and/or other partners or resources (e.g. subsidies and funds) in co-financing and create and use supporting mechanisms to this end.
15. Regularly monitor and assess the public space improvement process (and publish the evaluation in a suitable way).

## SIGNIFICANCE OF PUBLIC SPACES

16. Respect existing paths, passageways and small open spaces, revitalise defunct ones and create new ones with respect to the character of the site, thereby improving the passability of the area.
17. Retain existing paths and create new ones that correspond to the movement of people, for example in connection to public transport stops, schools, basic services and facilities, sports and recreational opportunities, prominent worksites and other possible destinations.
18. Secure continuous area passability. Passability may be limited in justified and logical cases (e.g. passages, passageways, selected parks and recreational sites may be closed at some hours). Limitations to passability are not acceptable if they cause dead ends (e.g. Safe paths to school, Mobility for All National Development Programme, government institution or foundation grant programs - e.g. the Partnership Foundation or Proměny Foundation and other current projects).
19. Support the sortiment of available services and facilities according to the needs of local residents.
20. Apply progressive model solutions (e.g. for social and environmental issues) and present them publicly (Internet, local press, exhibits, conferences).
21. Strive to ensure a sufficient quantity of public spaces and area passability in new development and new projects to limit the emergence of gated communities (enclosed and impassable areas).

## SITE CHARACTER AND TRADITIONS IN PUBLIC SPACE

22. Respect the character of the given site and local specifics (nature and type of development, topography, economic conditions).
23. Renew traditional elements and details (materials, design forms, artistic elements) with consideration for site character.



24. Develop public spaces with respect for site history. Integrate history and historical commemorations into new designs and solutions.
25. Support and enable traditional events and local activities to take place (renew defunct markets and celebrations and/or support the emergence of new ones).

## QUALITY OF PUBLIC SPACE

26. Public space designs must be at human scale (details, structure and articulation, materials).
27. Ensure adequate amenities in public spaces (e.g. trash bins, seating, public toilets with diaper changing areas and disabled accessibility).
28. Use public spaces to provide information (on-site information boards, historical fragments, open air exhibits).
29. Select user friendly, easy to understand site furnishings (in material, design, location and suitability of use by various user groups).
30. Use water features (drinking fountains, fountains, water bodies, waterfalls).
31. In natural resource management, use in particular rain water and solar energy.
32. Emphasise the environmental and microclimatic importance of vegetation in the urban environment.
33. Urban vegetation has conceptual, compositional, aesthetic and social functions in public space. The character, location and design of vegetation will correspond to these functions.
34. Allées and grass areas are a necessary part of the streetscape and public open spaces. They require renewal and additions in suitable places, particularly in block development.
35. Improvements will include noise reduction solutions in public spaces (surfaces, technical and organisational measures, noise source reduction).
36. Waste recycling sites are part of public space in the Strategic Concept of the Capital City of Prague. The location, organisation and layout of these sites are an integral part of public space design. They need to be unified in appearance, layout and maintenance. Waste recycling sites may be complemented by information about recycling and hazardous waste collection.
37. Establish underground containers for recycled waste in selected exposed sites.
38. Establish community compost containers in suitable sites.
39. Advertisements in public spaces must correspond to site character in quantity, size and type.





## TRANSPORT SYSTEM

40. Respect the established general prioritisation of transport modes (public transport, pedestrians, cyclists, service transport, destination oriented car transport, transit).
41. Arrange the transport system as a well organised whole so that it is clear that the transport system is part of public space.
42. Develop synergic connections between different transport modes and support new types of combined transport (e.g. Park+Ride, Bike+Ride, car-sharing, car-pooling).
43. Size the roadway and parking spaces sensitively with regard to the prioritisation of transport modes and to urban planning and spatial conditions and the fact that the street is part of the urban environment and public space. More sensitive sizing of the roadway will lead to reduced traffic speed, fewer vehicles and a preference for smaller vehicles, which will encourage pedestrian and bike transport and other use of the space by people.
44. Establish “30 km/hr Zones” in residential neighborhoods and places with higher pedestrian traffic levels, establish residential zones and in local centers establish pedestrian zones.
45. Minimise vertical traffic signage, particularly in side streets and residential neighborhoods, give preference to physical improvements and changes in the transport system that will lead to the elimination or minimalisation of the need for vertical traffic signage. Reduce the size of traffic signage where it remains.
46. Limit truck traffic in residential neighborhoods and expand the “6t Zone” in a logical manner.
47. Create Shared Space in selected areas.
48. Secure accessibility through various forms of transport but always pedestrian (e.g. sidewalks on both sides of the street).
49. Prevent misuse of public space by undisciplined motorists through construction measures.

## PUBLIC TRANSPORT

50. Give preference to environmentally sensitive public transport (tram cars, railways, subway).
51. At suitable sites give preference to independent tram car right-of-ways, depending on local conditions either grass covered or traversable (for other types of public transport and integrated emergency system vehicles).



52. On routes lacking environmentally friendly public transport, give preference to public bus transport.
53. Design public transport stops and stations as important elements of public space with an emphasis on their location and adequate connectivity to access paths. Stops must be comfortable and safe.  

These principles apply in an even greater degree to transfer stops and stations and particular attention must be paid to the comfort and clarity of transfer connections.
54. Locate public bus transport stops within the roadway as the norm and use the adjacent space to expand the loading area. Where appropriate, add a dividing island to the roadway at stops to prevent motorists from passing buses dangerously at these points.
55. Raise the edge of loading areas at public transport stops to facilitate entry onto tram cars and buses.
56. Modify the loading area edge to enable buses to drive right up to the edge.

## PEDESTRIANS AND CYCLISTS

57. Provide direct pedestrian routes without unnecessary twists and turns (e.g. at roadway crossings).
58. Improve conditions for pedestrians (sidewalk crossings, diffusion of parking spaces along pedestrian routes and addition of facilities, site furnishings, vegetation) using untraditional and innovative forms.
59. Design intersections suitably for pedestrians and cyclists, in particular adapting the traffic light regime appropriately, locate pedestrian crosswalks in sidewalk extensions (direct route); crosswalks on all branches of intersections are an integral part of the design (their absence is justifiable only for urban planning principles, not transport).
60. Pedestrian routes should be barrier-free, i.e. without unnecessary elevation differences and grade changes (such as underpasses and overpasses).
61. Pedestrian routes should have appropriate surfaces (e.g. avoiding use of stone or mosaic paving on sloped sidewalks in consideration to the increased propensity of icy surfaces and danger of slipping).
62. Bike paths should be organised into a clear, convenient and safe system that protects cyclists from cars and also protects pedestrians from cyclists.
63. Link sidewalks and bike paths only where it will not endanger pedestrian safety.
64. In the event of construction work on sidewalks, an easy and safe alternative pedestrian route must be secured, for example taking up part of the roadway.



## ACTIVITIES IN PUBLIC SPACES

65. Activities and cultural events belong in public spaces (outdoor restaurant seating areas, sites for occasional selling of goods, option of installing podiums or exhibit panels) but must not disrupt their functionality in the long-term.
66. Create markets for small farmers and artisans in selected places.
67. Physical activity by urban residents such as walking, games, biking and sports is one of the fundamental functions of public space, and its development must be supported (outdoor exercise areas, playgrounds for children and adults, walking paths).
68. Support school activities and celebrations in public spaces.
69. Create and develop quiet areas with adequate amenities in selected locations.

## SAFETY AND DIRECTIONAL SYSTEMS

70. Design public space in a clear and legible way, without unnecessary spatial or elevation articulation.
71. Provide suitable directional systems in public spaces (e.g. locating maps and signposts to selected destinations) including the addition of suitable directional landmarks to public spaces (solitary trees, structures or artwork, play equipment).
72. Provide adequate artificial lighting in regard to site character.
73. Pay particular attention to areas where safety is a concern (use safety inspections and audits, strengthen police surveillance).
74. Close selected areas at night or provide an appropriate use or supervision schedule.
75. Strengthen community control of public space and adapt site layout to it.



## MAINTENANCE AND CARE

76. Secure regular and quality maintenance and cleaning of public spaces.
77. Secure regular and professional care of vegetation in public spaces (maintenance and cultivation).
78. Monitor quality of performance during public space improvements.
79. Select off leash dog areas with consideration of the character of the public space and other users. Clearly delineate dog areas and identify them and provide information for dog owners.
80. Monitor tidiness in public spaces and create effective recourse mechanisms for untidiness.
81. Regularly check the functionality of sidewalks, monitor systematically and take subsequent measures to eliminate problems (in particular unsuitably parked cars, obstacles, unsuitably located traffic signage).
82. Systematically work to prevent vandalism in public spaces using community controls, police surveillance, selection of materials and design and fast and efficient service.





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# PRACTICAL STEPS

The **Strategy** sets forth general principles that must be reflected in the design of individual sites to clearly formulate rules to govern their transformation.

## PUBLIC SPACES MASTER PLAN

The purpose of the Master Plan is to establish a typology and hierarchy of public spaces in Prague 10, which will be verified by studies if necessary.

Each public space type in Prague 10 will be defined in the text section of the Master Plan. In particular the priorities and framework rules, along with the methodology (model examples), for each type will be described.

The map section of the Master Plan will be prepared for the territory of the Prague 10 Municipal District and will be a projection of the typology onto the public spaces. The first draft of the Master Plan will focus on selected public spaces to enable implementation of the Master Plan. Other public spaces will be added to the Master Plan when it is updated or revised and in regard to clarification of the character of each site (e.g. through studies, discussions).

The Master Plan will be periodically evaluated (annually) and updated (in longer intervals). The Master Plan will be prepared (and updated) through intensive and active public participation.

The Prague 10 Municipal District Board will approve the Master Plan and its subsequent updates.

Model examples of public space improvements will be implemented concurrently with Master Plan preparation.



## PUBLIC SPACES ACTION PLAN

The Action Plan sets forth the order and schedule of improvements to selected public spaces.

The Action Plan will contain projects set in a specific timeframe (evaluated and feasible studies or plans, e.g. in connection to planned modifications of infrastructure and roads) and designated responsibility for implementation of each project. The Action Plan will be evaluated once a year as part of the annual Evaluation Report. The Prague 10 Municipal District Council will approve the Action Plan.

### The following steps will stem from the Action Plan

- ▶ **Implementation of proposed changes**
- ▶ **Periodic monitoring and evaluation**
- ▶ **Updates and revisions**





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# INTERNATIONAL CHARTER

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## FOR WALKING

### **Creating healthy, efficient and sustainable communities where people choose to walk**

We, the undersigned, recognise the benefits of walking as a key indicator of healthy, efficient, socially inclusive and sustainable communities and acknowledge the universal rights of people to be able to walk safely and to enjoy high quality public spaces anywhere and at anytime. We are committed to reducing the physical, social and institutional barriers that limit walking activity. We will work with others to help create a culture where people choose to walk through our commitment to this charter and its strategic principles.

### **Strategic principles**

- 1. Increased inclusive mobility**
- 2. Well designed and maintained public spaces**
- 3. Improved integration of networks**
- 4. Supportive land-use and spatial planning**
- 5. Safer roads**
- 6. Less crime and fear of crime**
- 7. More supportive public authorities**
- 8. A culture of walking**

## International Charter for Walking

Walking is the first thing an infant wants to do and the last thing an old person wants to give up. Walking is the exercise that does not need a gym. It is the prescription without medicine, the weight control without diet, and the cosmetic that can't be found in a chemist. It is the tranquilliser without a pill, the therapy without a psychoanalyst, and the holiday that does not cost a penny. What's more, it does not pollute, consumes few natural resources and is highly efficient. Walking is convenient, it needs no special equipment, is self-regulating and inherently safe. Walking is as natural as breathing.

John Butcher, Founder Walk21, 1999

### Introduction

We, the people of the world, are facing a series of inter-related, complex problems. We are becoming less healthy, we have inefficient transport systems and our environments are under increasing pressure to accommodate our needs. The quality and amount of walking as an everyday activity, in any given area, is an established and unique primary indicator of the quality of life. Authorities keen to create healthier and more efficient communities and places can make significant advancements by simply encouraging more walking.

Built on extensive discussions with experts throughout the world this Charter shows how to create a culture where people choose to walk. The Charter may be signed by any individual, organisation, authority or neighbourhood group who support its vision and strategic principles regardless of their formal position and ability to independently progress their implementation.

Please support this Charter by signing it and encouraging friends, colleagues, government bodies, and national and local organisations to work with you to help create healthy, efficient and sustainable walking communities throughout the world.

### Background

Commuters scurry; shoppers meander; bush-walkers trek; lovers stroll; tourists promenade... but we all walk. Walking is a fundamental and universal right whatever our ability or motivation and continues to be a major part of our lives, yet in many countries people have been walking less and less. Why walk when you can ride? Walking has stopped being a necessity in many parts of the world and become a luxury. Walking seems too easy, too commonplace, too obvious and indeed too inexpensive an activity to pursue as a way of getting to places and staying healthy. We choose not to walk because we have forgotten how easy,





pleasurable and beneficial it is. We are living in some of the most favoured environments man, as a species, has ever known, yet we respond by taking the ability to walk for granted.

As a direct result of our inactivity we are suffering from record levels of obesity, depression, heart disease, road rage, anxiety, and social isolation.

Walking offers health, happiness and an escape. It has the ability to restore and preserve muscular, nervous, and emotional health while at the same time giving a sense of independence and self-confidence. The more a person walks the better they feel, the more relaxed they become, the more they sense and the less mental clutter they accumulate. Walking is good for everyone.

## Vision

**To create a world where people choose and are able to walk as a way to travel, to be healthy and to relax, a world where authorities, organisations and individuals have:**

- ▶ **recognised the value of walking;**
- ▶ **made a commitment to healthy, efficient and sustainable communities; and**
- ▶ **worked together to overcome the physical, social and institutional barriers which often limit people's choice to walk.**

## Principles and Actions

This International Charter identifies the needs of people on foot and provides a common framework to help authorities refocus their existing policies, activities and relationships to create a culture where people choose to walk.

Under each strategic principle, the actions listed provide a practical list of improvements that can be made in most communities. These may need adding to in response to local need and this is encouraged.



# 1. INCREASED INCLUSIVE MOBILITY

People in communities have the right to accessible streets, squares, buildings and public transport systems regardless of their age, ability, gender, income level, language, ethnic, cultural or religious background, strengthening the freedom and autonomy of all people, and contributing to social inclusion, solidarity and democracy.



## Actions

- ▶ Ensure safe and convenient independent mobility for all by providing access on foot for as many people as possible to as many places as possible particularly to public transport and public buildings
- ▶ Integrate the needs of people with limited abilities by building and maintaining high-quality services and facilities that are socially inclusive



## 2. WELL DESIGNED AND MANAGED PUBLIC SPACES

Communities have the right to live in a healthy, convenient and attractive environment tailored to their needs, and to freely enjoy the amenities of public areas in comfort and safety away from intrusive noise and pollution.



### Actions

- ▶ Design streets for people and not only for cars, recognising that streets are a social as well as a transport space and therefore, need a social design as well as engineering measures. This can include real-locating road space, implementing pedestrian priority areas and creating car-free environments to be enjoyed by all, supporting social interaction, play and recreation for both adults and children
- ▶ Provide clean, well-lit streets and paths, free from obstruction, wide enough for their busiest use, and with sufficient opportunities to cross roads safely and directly, without changing levels or diversion
- ▶ Ensure seating and toilets are provided in quantities and locations that meet the needs of all users
- ▶ Address the impact of climate through appropriate design and facilities, for example shade (trees) or shelter
- ▶ Design legible streets with clear signing and on-site information to encourage specific journey planning and exploration on foot
- ▶ Value, develop and maintain high quality and fully accessible urban green spaces and waterways

### 3. IMPROVED INTEGRATION OF NETWORKS

Communities have the right to a network of connected, direct and easy to follow walking routes which are safe, comfortable, attractive and well maintained, linking their homes, shops, schools, parks, public transport interchanges, green spaces and other important destinations.



#### Actions

- ▶ Build and maintain high-quality networks of connected, functional and safe walking routes between homes and local destinations that meet community needs
- ▶ Provide an integrated, extensive and well-equipped public transport service with vehicles which are fully accessible to all potential users
- ▶ Design public transport stops and interchanges with easy, safe and convenient pedestrian access and supportive information



## 4. SUPPORTIVE LAND-USE AND SPATIAL PLANNING

Communities have the right to expect land-use and spatial planning policies which allow them to walk to the majority of everyday services and facilities, maximising the opportunities for walking, reducing car-dependency and contributing to community life.



### Actions

- ▶ Put people on foot at the heart of urban planning. Give slow transport modes such as walking and cycling priority over fast modes, and local traffic precedence over long-distance travel
- ▶ Improve land-use and spatial planning, ensuring that new housing, shops, business parks and public transport stops are located and designed so that people can reach them easily on foot
- ▶ Reduce the conditions for car-dependent lifestyles (for example, reduce urban sprawl), re-allocate road space to pedestrians and close the missing links in existing walking routes to create priority networks

## 5. SAFER ROADS

Communities have the right for their streets to be designed to prevent accidents and to be enjoyable, safe and convenient for people walking – especially children, the elderly and people with limited abilities.



### Actions

- ▶ Reduce the danger that vehicles present to pedestrians by managing traffic, (for example, by implementing slower speeds), rather than segregating pedestrians or restricting their movements
- ▶ Encourage a pedestrian-friendly driving culture with targeted campaigns and enforce road traffic laws
- ▶ Reduce vehicle speeds in residential districts, shopping streets and around schools
- ▶ Reduce the impact of busy roads by installing sufficient safe crossing points, ensuring minimal waiting times and enough time to cross for the slowest pedestrians
- ▶ Ensure that facilities designed for cyclists and other non-motorised modes do not compromise pedestrian safety or convenience



## 6. LESS CRIME AND FEAR OF CRIME

Communities have the right to expect an urban environment designed, maintained and policed to reduce crime and the fear of crime.



### Actions

- ▶ Ensure buildings provide views onto and activity at street level to encourage a sense of surveillance and deterrence to crime
- ▶ Conduct pedestrian audits by day and after dark to identify concerns for personal security and then target areas for improvements (for example, with brighter lighting and clearer sightlines)
- ▶ Provide training and information for transport professionals to increase awareness of the concerns of pedestrians for their personal security and the impact of such concerns on their decisions to walk

## 7. MORE SUPPORTIVE AUTHORITIES

Communities have the right to expect authorities to provide for, support and safeguard their ability and choice to walk.



### Actions

- ▶ Commit to a clear, concise and comprehensive action plan for walking, to set targets, secure stakeholder support and guide investment and includes the following actions:
- ▶ Involve all relevant agencies (especially transport, planning, health, education and police), at all levels, to recognise the importance of supporting and encouraging walking and to encourage complementary policies and actions
- ▶ Consult, on a regular basis, local organisations representing people on foot and other relevant groups including young people, the elderly and those with limited ability
- ▶ Collect quantitative and qualitative data about walking (including the motivations and purpose of trips, the number of trips, trip stages, time and distance walked, time spent in public spaces and levels of satisfaction)
- ▶ Integrate walking into the training and on-going staff professional development for transport and road safety officers, health practitioners, urban planners and designers
- ▶ Provide the necessary ongoing resources to implement the adopted action plan
- ▶ Implement pilot-projects to advance best-practice and support research by offering to be a case study and promoting local experience widely
- ▶ Measure the success of programmes by surveying and comparing data collected before, during and after implementation





## 8. A CULTURE OF WALKING

Communities have a right to up-to-date, good quality, accessible information on where they can walk and the quality of the experience. People should be given opportunities to celebrate and enjoy walking as part of their everyday social, cultural and political life.



### Actions

- ▶ Actively encourage all members of the community to walk whenever and wherever they can as a part of their daily lives by developing regular creative, targeted information, in a way that responds to their personal needs and engages personal support
- ▶ Create a positive image of walking by celebrating walking as part of cultural heritage and as a cultural event, for example, in architecture, art exhibitions, theatres, literature readings, photography and street animation
- ▶ Provide coherent and consistent information and signage systems to support exploration and discovery on foot including links to public transport
- ▶ Financially reward people who walk more, through local businesses, workplaces and government incentives

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## PRAGUE 10 PUBLIC SPACES STRATEGY

Abbreviated Version



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In co-operation with



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