29-30 Οκτώβριος 2026 | Συνεδριακό Κέντρο Φιλοξενία Λευκωσία, Κύπρος

8ο Συνέδριο
Βιώσιμης Κινητικότητας και Ευφυών Συστημάτων Μεταφορών

Science and Technology perspectives on urban mobility:
The power of ad-hoc, and why pure data is not enough.

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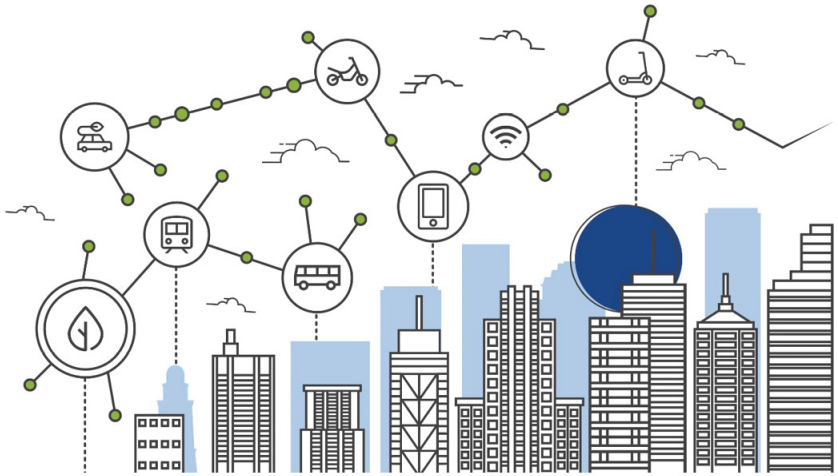

Το Συνέδριο υλοποιείται στο πλαίσιο του Προγράμματος Πολιτικής Συνοχής «ΘΑΛΕΙΑ 2021-2027» με τη συγχρηματοδότηση της ΕΕ.

Με τη συγχρηματοδότηση της Ευρωπαϊκής Ένωσης

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Two Pragues



This is Prague…

Image: Shutterstock, via State Magazine



…but so is this.

Photograph: Demetra Kourri

Blanka: a ring road that was never finished

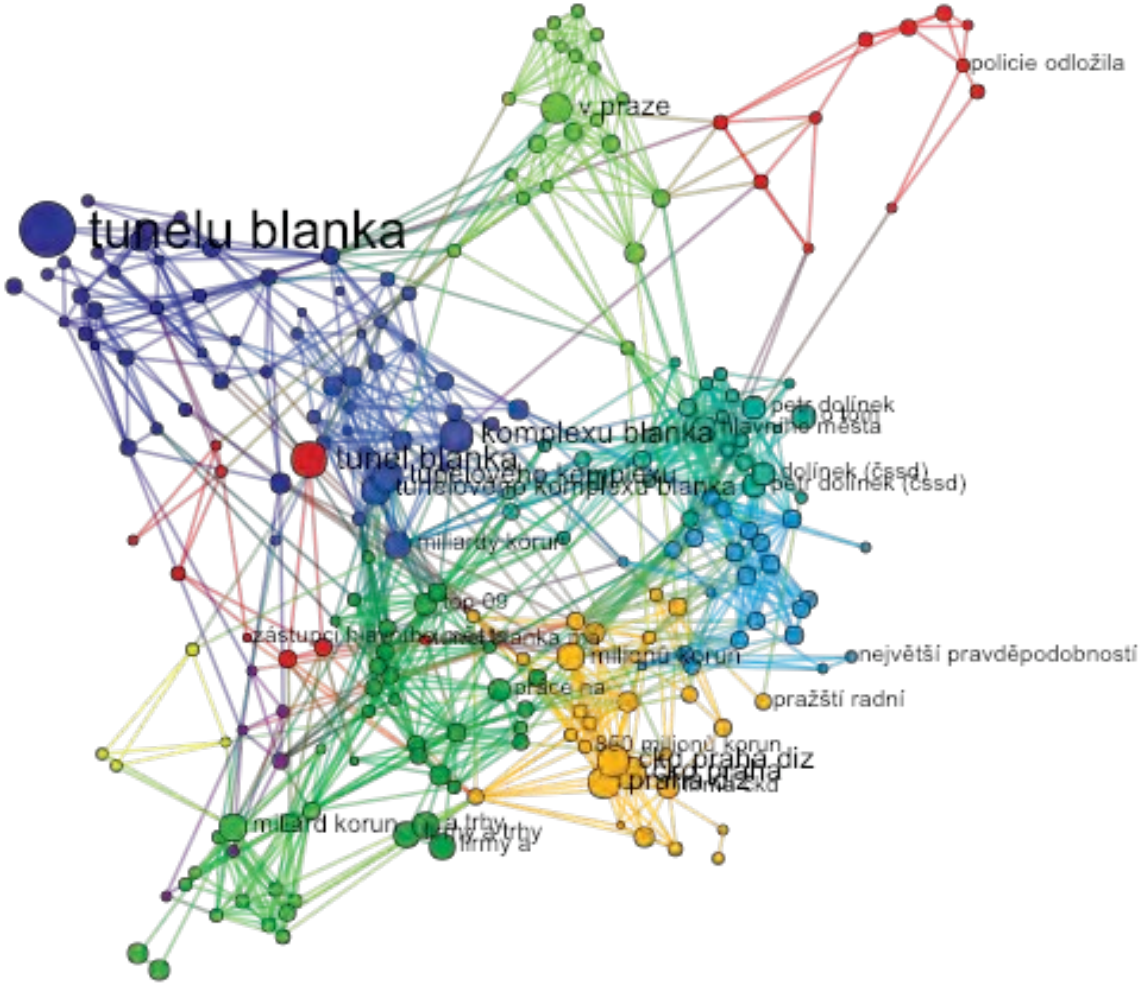


Map: openstreetmap.org

5.5 km	Longest inner-city tunnel in Europe
~15 years	To complete, from a 1970s plan
2.5×	Final cost against the original estimate (17.2 → 43 bn CZK)

Sources: AutoMat 2015, 2016

What the data showed, and what it could not



The data

- Keyword mapping of Lidové noviny and AutoMat, 2008–2018
- Recurring concerns: cycling, pedestrian safety, public transport, environment
- Moments when the tunnel became visible

What it could not show

- How engineers and architects actually responded
- What was improvised, by whom, and at what cost
- Answered through 28 interviews and ethnographic observation

Keyword extraction | ‘Lidove Noviny’ | 2008-2018

Case 1: the ground did not follow the plan



October 2008: the ground collapses in Stromovka Park. An 11 m tunnel, 1.5 m of rock, 15 m of watery gravel above it, and no access to the park from the surface. The engineers improvised from underground.

Source: idnes.cz 2008

"...we are reaching the limit of the technology which we are capable of using."

Tunnel engineer, interview, 2019

Case 2: cycling arrives after the tunnel is in the ground

2007

A pint of beer and the architect who is brought in to add cycling to Blanka 1, already under construction

Ad hoc

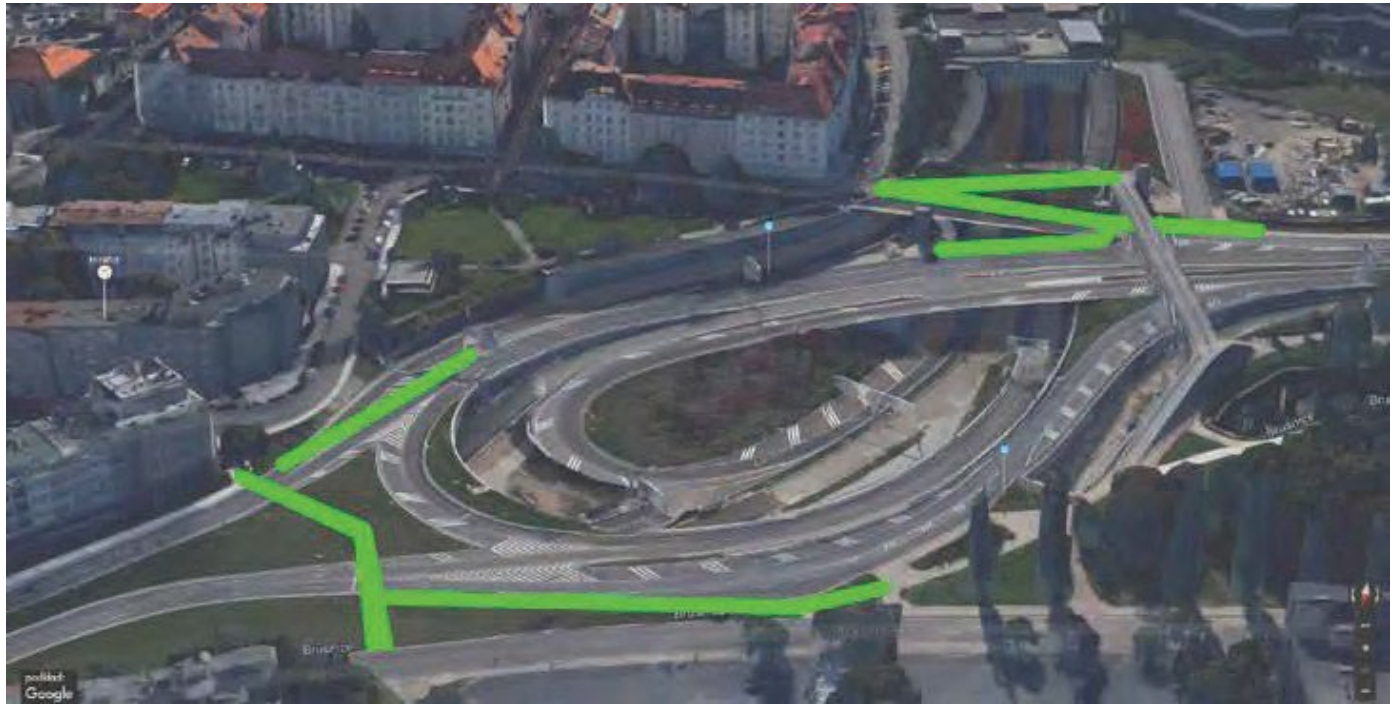
At junctions like Malovanka, cyclists end up between car lanes

Pressure

NGOs and a city cycling committee make cycling a transport priority and reshape Blanka 2

"…things for which it was already too late." Architect, interview, 2019

Malovanka, a junction made for cars



Malovanka and the architect's proposed cycling route. Source: images provided by architect, 2019.



Street level. Source: images provided by architect, 2019.

"...riding a bicycle is essentially forbidden." Architect, interview, 2019

Rigid tunnel, liquid city

Rigid

The tunnel: bound in the ground, stabilised, hard to change

Liquid

Cycle lanes, crossings and junctions: reshuffled around it

Ad-hoc adaptation made the layers work together, but not without cost: sub-par corridors and relaxed technical and legislative parameters.

Why pure data is not enough

1. Data shows where concerns surface. Practice shows how they get resolved. Deep local knowledge is key.

2. Ad-hoc adaptation is how infrastructures really integrate. Plan for it, and for its costs.

3. Pair data with the people who improvise: engineers, planners, citizens. The interpersonal matters as much as the technical.

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Ευχαριστώ για την προσοχή σας!

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