

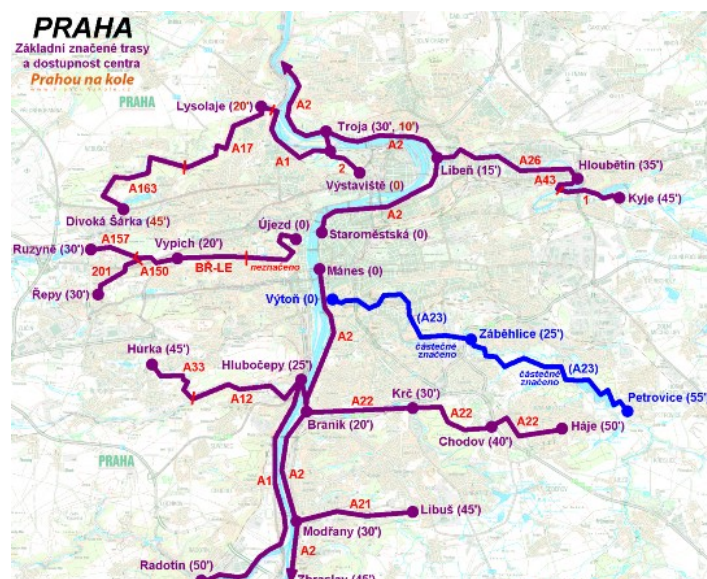
Best practice example - Czech Republic

Strike benefit - more bikes on the streets

As sometimes happens in any other European cities, Prague had to face in June one day strike - the unions announced the strike of public transport - DDP (Prague Public Transport Company) for June 16, 2011 and Prague stayed without metro, trams, bus or train services.

Thanks to this fact, many people, to avoid taking unpaid day off, tried to get to work by bike. Therefore the strike itself helped to push people use completely different transportation tool about which they would not be even thinking of due to either pure laziness or disinterest. They could get known biking to work is easier, faster and without a stress and discomfort when they stuck in traffic.

The strike led to creation of new bike routes (see the map) organized by the Municipality. Disappearance of the motor vehicles welcomed the Mayor of Prague, Bohuslav Svoboda and expressed his desire: "When I see how bikes are showing up in Prague streets ... it would be really fantastic if this remained." The increase of using bikes and electric bikes was significant. The outputs from the individual counters showed about 6 times increase of bike usage bikes compared with the average data (10 thousand people) and by this fact Prague overtook Vienna (nowadays about 34 thousand people use bikes in Vienna) and came close to "biking city", Copenhagen.



The positive scenario is - Prague could be face the same follow-ups in city biking as it had happened in Budapest in May 2008. Driving around the City was quite laborious. After one month lasting strike organized by the unions, the situation in Budapest change for the better thanks to the fact people were forced to find an alternative

transport to reach their destinations. Bicycles did improve the car situation and the pollution levels were reduced. Biking itself started to “be cool” and the much more people started to prefer bikes to the cars. Whole situation leded in a debate city hall's new Budapest on Bicycles plan. The plan was ordered by the mayor's office was a sign that the authorities were beginning to change their attitude and the infrastructure of bike routes and other supportive and additional issues were put in the practice. Today c. 5-6 % Budapest citizens are biking. The number for Prague is lower, the city can offer still too little in the *bike sphere* comparing to the other European cities therefore it is necessary to use all occasion and chances rising in this issue which could be helpful for further development

- to increase kms of the routes and bike lines
- to develop whole infrastructure (parking places for bikes, stands etc.)
- to support rentals
- to give [preferential treatment](#) to bikers
- etc.

Nevertheless the actions are taking real places and the citizens are starting to be more conscious about using bike as transportation tools in daily life.

The strike in Prague took only one day, comparing to 30 days in Budapest, and the whole impact on the larger usage of a bike as a conveyance did not represent marked increase of bikers. Is more than likely the strike took more than a week, e.g. we could count with higher share bikes versus vehicles and about 1,3 % Prague citizens who would sit on a bike saddle to get to work, to shop, to visit friends etc.

BOX OF ADVICE

- + As the strike is officially announced, be ready with sufficient number of alternative type of transportation - bikes are very good one - mainly to rent.
- + Have prepared the bike routes map (free of charge in the main city points) so people have a feeling of additional support from the municipality side.
- + Any other additional services or marketing/promotion activities (as follow -up) are more than useful. To use all advantage of the current situation in city transport. Why not to use the day without a public transport as an example of new possibilities of city mobility.
- + Municipality representatives themselves should use pedelecs in aim to present the clear “green” attitude of the Municipality towards the strike. To show this *unpleasant* situation in better light - to ride on pedelecs constantly (after strike is over), to present on municipal web pages an outline (several days before the strike starts) how can people manage their transport targets alternatively, where can they rent bikes, where are map

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