



**BIKE TO WORK**

***Final  
Report  
2018***



Organized by **auto****mat**



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# A few words about Auto\*Mat – organizer of the Bike to Work campaign

## About us

Auto\*Mat association promotes a better environment for good quality life in the city. We support public, pedestrian, and bicycle traffic as well as the rational use of cars. Inspired by the European capitals, we encourage people to make a positive change of streets and public spaces. We are a watchdog of politicians and efficient use of public finances. Together with you, we create a city everyone wants to live in. The Auto\*Mat initiative was founded in 2003 as an informal platform, which was transformed into a civic association in 2007. Currently, Auto\*Mat is a part of a network of initiatives striving for Prague development based on open society-wide discussion. We are also committed to the Code of Ethics of environmental organizations and to the Principles of transparency of NGOs.

## Our efforts

A modern transport system is key to improving the quality of life in the city. It shall offer all the citizens good conditions for effective and stress-free movement around the city. Our mission is to support and develop using car-free transport (cycling as well as walking) and try to achieve improvement of the Municipal Public Transport services. For this reason Auto\*Mat cooperates with local politicians, transport experts, architects, non-profit organizations, researchers, artists, urban cyclists, seniors, parents and children – with all the Prague inhabitants who are not indifferent to their city surroundings.

From the position of an independent supervisor and proposer we devote ourselves to the development of cycling infrastructure and assert particular measures for enhancing safety and friendliness on the streets for cyclists as well as pedestrians. We strive for removing various barriers in the public space. We follow and respond to current affairs and cases concerning the relationship of public space and transport in Prague (especially big transport construction projects). We participate in meetings of professional working groups, committees and council meetings in Prague and make our own expert studies.

We make comments on the city's budget and promote reasonable support of the development of various means of transportation, not only car transport. Apart from the Bike to Work campaign, we also organize neighbourhood festivities Different City Experience all around the country (in 70 locations in Prague and in 23 more cities).

## Bike to Work 2018

The 8th year of Bike to Work was devoted to raising public awareness of sustainable mobility. Our motto "Save the city" was supposed to summarize the positive impacts of sustainable mobility on the city environment. It is more cyclists, who can help to relieve the streets from overloaded car transport and also reduce pollution caused mainly by transport emissions. Cyclists, pedestrians and runners change the overall city atmosphere.

The goals of the campaign have remained the same: to use a fun way to persuade citizens into cycling, running or walking to work and back.

### What is Bike to Work, actually?

Bike to Work is a team competition for everyone who assemble a team of 2-5 members and during the month of May regularly go to work with their colleagues on bike, alternatively walk or run. Within the competition the participants may enter several categories aimed at regularity, number of travelled kilometers, creativity etc. Employers can fight for the title "Bike-friendly employer of the year". Actually, one of the goals of Bike to Work is also to convince the employers to create suitable facilities for their employees coming to work on bikes (bike racks, showers, cloakrooms,...).

As this year's novelty, in addition to the traditional categories (regularity, performance and creativity), we have introduced a knowledge quiz, which is meant to test the knowledge of information from our educational articles about urban cycling and sustainable transport.

## Bike to School

As opposed to the previous years, this time we paid much more attention to the future commuters to work – students. For the first time we opened a subcategory Bike to School for students of secondary schools and universities.

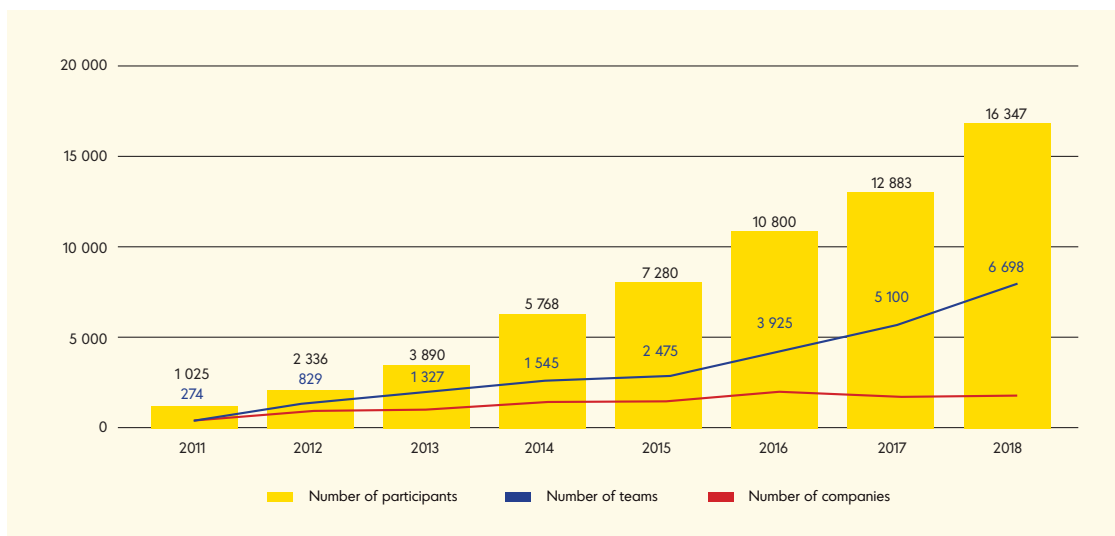


# Main figures of the year

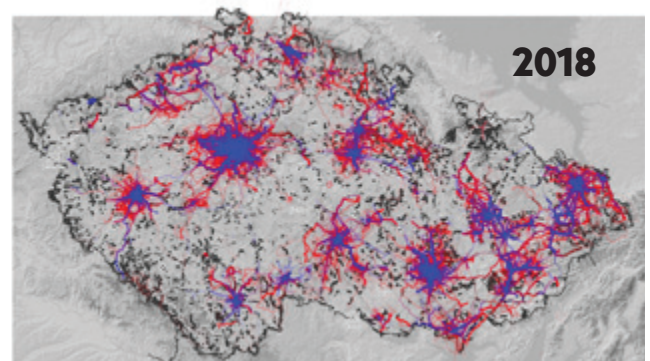
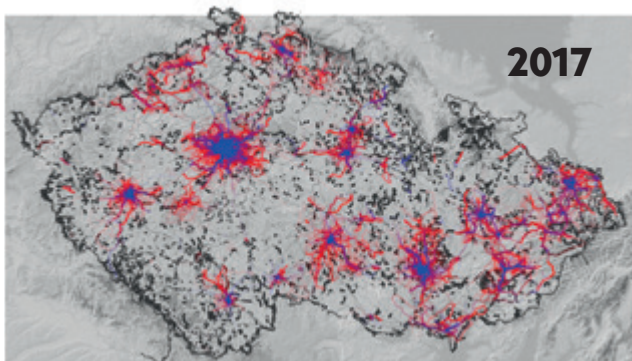
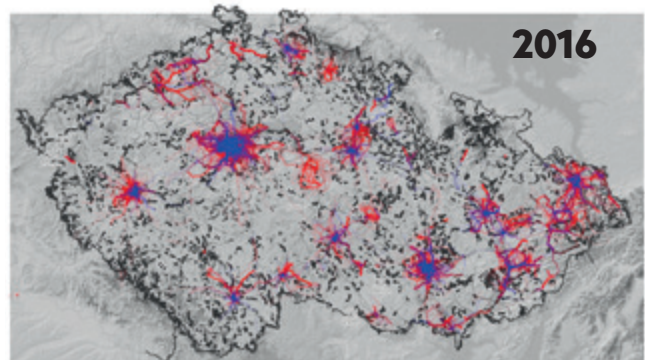
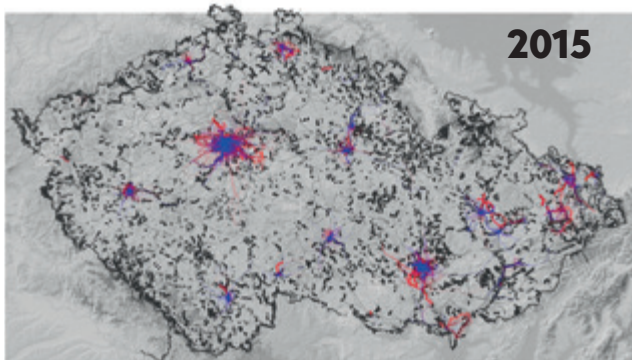
This year our challenge was accepted by **16 347 employees from 1 838 companies**. All of them wanted to stretch their bones, have fun with their colleagues and on top of that contribute to improving the environment and transport in their city. They managed to travel 3 545 322,7 km in an environment-friendly way and save 457 tonnes of carbon dioxide.

The number of participants has been successfully increased by **27 %** compared to the last year.

Development of the number of participants, companies and teams from the beginning of Bike to Work campaign



Bike to Work – heatmap of the routes



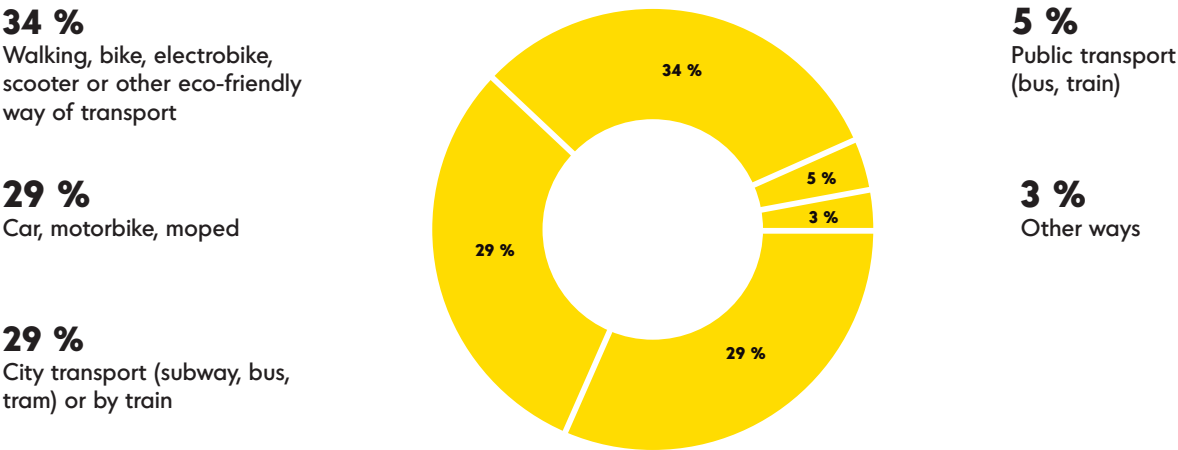
The heatmap shows which routes are being used every year within the Bike to Work and how frequently. The red trails have been recorded by the participants through the apps, the blue ones have been done manually on the participant's competition profiles in the registration system.



# Achieving goals

A large number of our participants travel to work sustainably regardless of the Bike to Work competition, however we are truly proud of 29 % of contestants who normally drive.

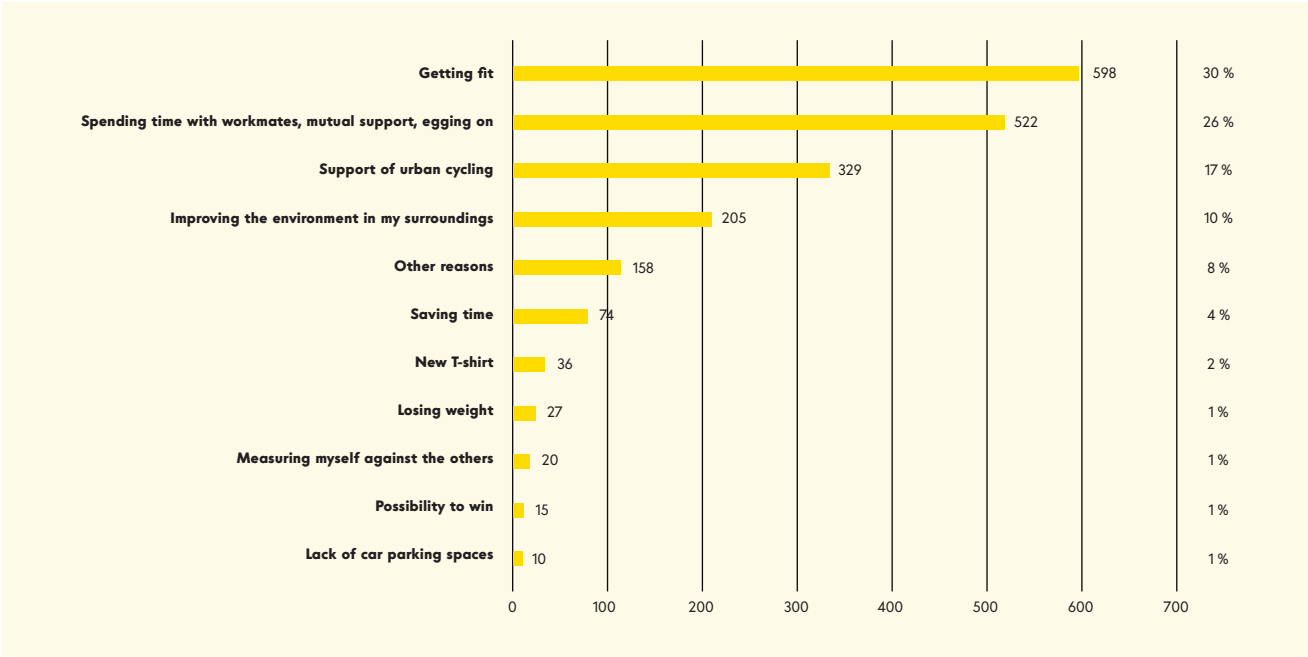
How did you mostly travelled to work before the competition?



## We are very pleased with the increasing interest in urban cycling

Our feedback from 2000 competitors shows that even this year the May challenge was really popular. Compared to last year, support of urban cycling has significantly increased as the main reason of entering the competition. And what were the other reasons for getting involved?

What was the main reason for you to enter the competition?



## Other given reasons are for example:

*"Discovering the beauties of my city, which remain hidden to one commuting by tram."*

*"I have wanted to try something else than the public transport, plus our company is very active in this competition."*

*"Spiritual hygiene – I manage to clear my head perfectly on the way from work ... And it is addictive."*

*"Improving the environment, getting into shape and motivation of employer, who donated money to the Dobrý anděl charity for every travelled kilometer."*

*"I was motivated by my students and the fact that the project is naive in the Cimrman way."*

**We have been very pleased to have found out that 60 % of participants are going to keep walking/cycling with the same intensity, 38 % are going to continue, but less often, and only 2 % are giving up!**

## Some have commented on this in the following way:

*"This competition has always made me leave the car keys at home."*

*"I do not enjoy riding a bike, but I have realized it is really fast at certain points, so we will see in future;-)"*

*"Only a number of kilometers might change. I am not going to change the regularity - 90-100 %."*

*"If it rains, I will go by car. That was not the case in May."*

*"As I am still very fat."*

*"I was walking during the whole May. Now I sometimes rather get back to my book and take a bus."*

*"I am not going to adjust the cycling to time organization too much. If the weather is bad in the morning, I will probably not bother either."*

## And what did people most enjoy about the campaign?

*"When we met people in yellow T-shirts on the way, we would always smile at each other."*

*"The fellowship with other cyclists, sense of belonging. And the conversion of travelled kilometers to the saved CO<sub>2</sub> that just took my breath away."*

*"The egging on among colleagues to perform better. Thanks to cycling I have strengthened not only my legs, but also arms and back."*

*"Watching the number of travelled kilometers grow."*

*"Travelling to work as a competition becomes more lively and is no more just about how to get to the destination. At the beginning you set yourself a goal and when you achieve it in the middle of the process, you make it harder. I really enjoyed it a lot, but it was difficult to accommodate the family at the same time."*

*"The cloakroom from my employer."*

*"The most enjoyable were the breakfasts – we could meet our colleagues before work and then go to work together."*

*"We have got closer to each other with the workmates."*

*"I praise the sponsors, who support us cyclists and motivate us with nice prizes, and the townhall, which tries to increase the number of cyclists and encourages the Most inhabitants to at least take public transport instead of going by car."*

*"Perhaps seeing the yellow T-shirts around the city."*

*"The weather. Your planning was perfect. I hope for the same next year."*

*"We are a little bit more united at work again... For me personally it is a very important factor."*

*"The increased interest of public in cycling."*

*"Egging on within the company, within the individual teams. And announcing the results in the company, it was very pleasant: we had a reception, picture taking, chats. It was great! I cannot wait for the pictures. And the best thing was projecting the pictures behind the band – that was sweet!"*

*"Before the competition I would not have thought of cycling to work. Yet it was possible! So this realization."*

*"That it has become a tradition and I have no problem putting a team together at work."*

*"I liked that we were such a great team at work. Also the family was very forthcoming – in the morning my husband helped with the children so I could cycle."*

*"I enjoyed doing something for the city, for myself. We talk about the campaign with my colleagues and I get to be a part of a bigger community which is not indifferent to the environment and their own health."*

*"I enjoyed seeing how many people in the country had joined in."*

*"More and more people join in and they have such nice smiles!"*

*"My good feeling, morning rides. Also the T-shirt was a good sign by which I could tell similarly thinking people."*

*"That the whole country teamed up and worked on something together. I like the enthusiasm."*

*"I generally enjoyed the atmosphere in the company, the egging on, determination and motivation of the company."*



## Promotion

As every year the campaign was launched by a press conference. This year's patrons were actors from the theatre VOSTO5 and a well-known internist Prof. MUDr. Richard Češka, CSc., FACP, FEFIM.

### Why does the professor recommend cycling to work?

*"I am an internist and I specialize in preventive cardiology. When it comes to heart and vessels diseases prevention, a healthy life-style is naturally very important – that means sport as well. The biggest problem is the fact that we do not find time for that. But we all have to get to work somehow – so why not on a bike? Big studies have proved that 30-40 min. of mere fast walking five times a week are sufficient. As long as we go every day to and from work on a bike, it is wonderful!"*

### What do the actors think of cycling?

*"I find it absurd to see a crazy train of cars in the morning and in most of them is sitting just one person, two at max. We personally cycle quite often and certainly recommend everyone to try it," says Ondřej Cihlář from the theatre VOSTO5. Jiří Havelka then adds: "A bike does not belong just on a cyclepath, to a forest or the countryside, it is a normal part of urban transport." However Petr Prokop, Ondřej Bauer and Tomáš Jeřábek agree on the fact that the style of cycling must be adjusted to the urban transport. They say: "We appeal to everyone to be considerate to each other. You have to ride in the city in the way the city allows you. So it does not endanger anyone and does not cause an eternal "class fight" among the road users."*

The actors from VOSTO5 acted also in the promotional video with the motto "Save the city, save yourself", which was directed by Jan Látal.



Photos from the promotional video shooting. Photo credit: Jan Hromádko



## Media response

Our video spot was shown in April by the Czech Television on its i-broadcast and it was also on in the Prague cinemas Aero, Světozor and Oko, in the Hradec Králové Central and Brno Scala (Aerofilms distribution company).

The contestants as well as the public could have learned about the Bike to Work challenge from print and online media: Blesk, Metro, Týden, Hospodářské noviny, Deník, Český rozhlas, radio Černá hora, Ekolist, Daily Referendum, Běhej.com, Kondice, servers [www.cyklonovinky.cz](http://www.cyklonovinky.cz), [www.cykloserver.cz](http://www.cykloserver.cz) and [www.roadcycling.cz](http://www.roadcycling.cz) and others.

### Bike to Work was further promoted in the form of:

- Posters in all the organizing cities
- Posters in companies
- Advert in electronically distributed materials to all participants of the Prague half-marathon (cca 10 000)
- In Prague also on 60 citylights, 3 bigboards, leaflets distributed in Prague cafés, at the trade fairs Running Expo and 4Bikes
- Partners' newsletters (CK Kudrna, RunCzech, Superlife etc.)



Billboard of Bike to Work campaign in Holešovice (Prague).



Poster of Bike to Work campaign in Anděl (Prague).

## Overview of Bike to Work e-mail campaigns between 1 February and 26 June 2018

**78 sent campaigns**

**252 234 sent e-mails**

**97,5 % delivery rate**

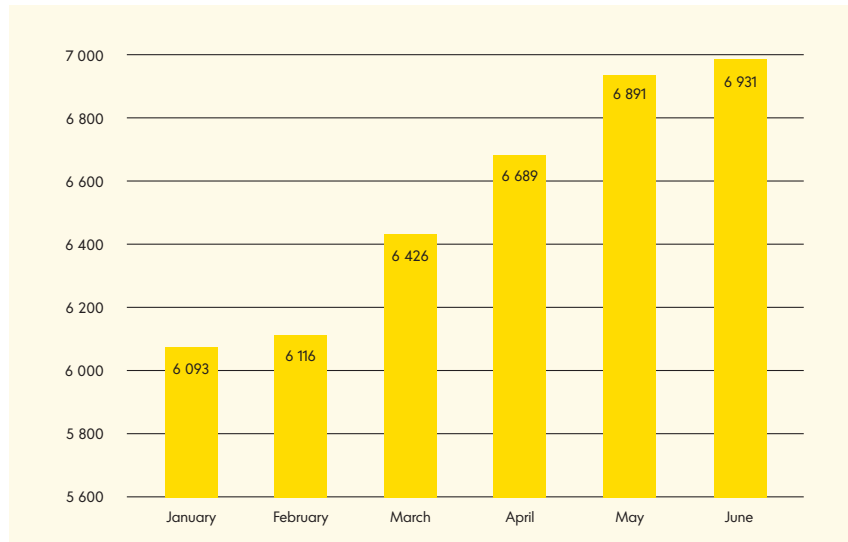
**34,5 % average open rate**

**0,2 % unsubscribe rate**

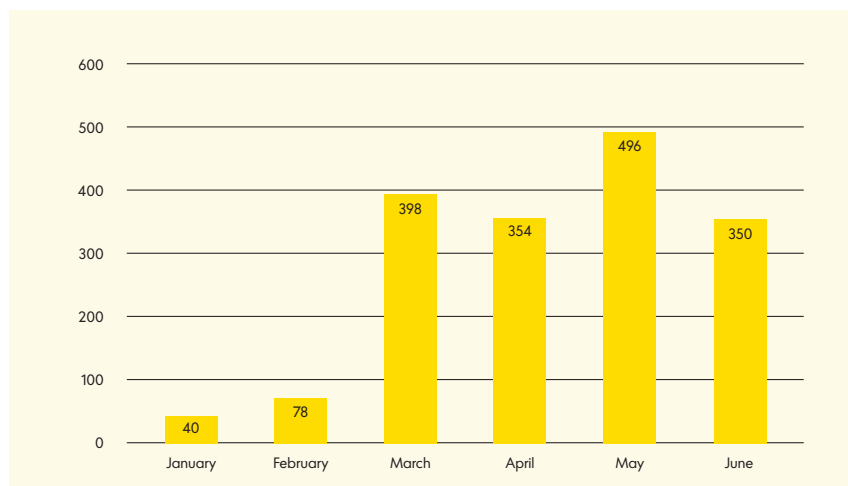


## Figures and graphs of the Bike to Work – Auto\*Mat Facebook page

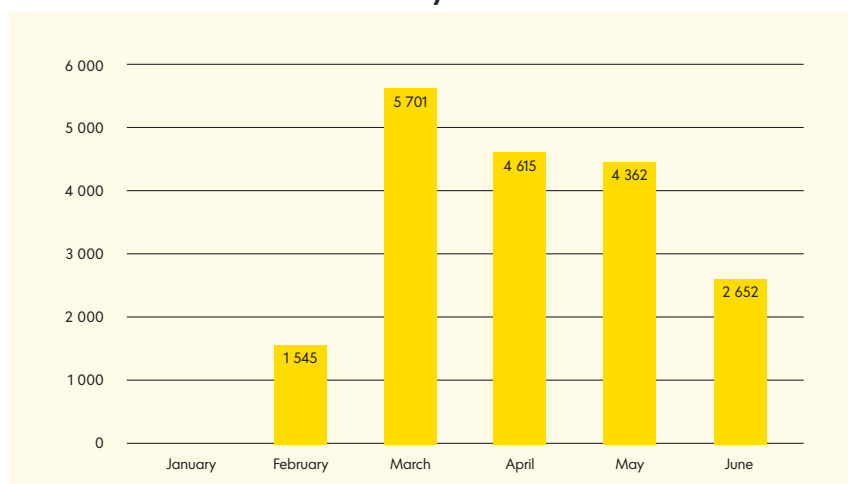
Long-term total of “likes”



Active page visitors per day (monthly average)



Daily total



# Bike to School

This year's theme of the campaign, "Save the city", was accompanied by raising the participants' awareness of sustainable mobility. And because it is important to start with education as soon as possible, this year we have opened a competition called Bike to School for students of secondary schools and universities.

The categories were again divided into teams, cyclists, runners and scooter riders. Of course, instead of work the students travelled to school.

The first year was joined by 125 students from all over the country (Prague, Pardubice, Hradec Králové, Uherské Hradiště, Brno, Olomouc and Roudnice nad Labem). We have tested the particularities of the competition for students and logistics of sending parcels to schools. Next year we are going to focus more on promotion in order to attract more students.

There were several categories for students to compete in, such as regularity, performance, Bike-friendly school of the year 2018, RunCzech Run to School and a creative category That was a ride 2018.

## How did it all end?

The title Bike-friendly school of the year 2018 was granted to the grammar school Na Vítězné pláni. This school actively supports sustainable ways of transport. Its teachers motivate their students and they participate in various events together. With the words of Kristián Melleš: *"There are many intelligent students and gifted athletes at our school, especially cyclists. We also have a very active Eco-team (we are an eco-school, beside other things), many members of which were going to school by bike in order to save our Mother Earth. Even during the last winter there were a few brave students who we could see coming to our institution in this way. The interest in cycling to school is simply undeniable here. It is necessary to add that we could not manage without a cycling and generally sport enthusiast, teacher of biology and P.E. Petr Erlebach. For him cycling is the essence of life. It was thanks to him that our school was able to enter the competition (as one of the chosen ones) and we are very glad for that. We are grateful for this year and we wish to Auto\*Mat that the contest is as successful next year."*

Apart from the new title, the grammar school Na Vítězné pláni has been also rewarded with a new bike rack.



Students of grammar school Na Vítězné pláni. Photo credit: Anna Šolcová





# Accompanying events

## Breakfast for cyclists

In order to make the cycling, morning walk or run during the month of May more pleasant, we also organize accompanying events. Breakfast for cyclists, walkers as well as runners belongs to the most popular ones. On frequented cycle or jogging trails we prepare refreshments for competitors and non-competitors equally. In Prague also the City Hall is involved in the breakfast preparations through its project Čistou stopou Prahou. In this way we express our gratitude to the citizens for using sustainable ways of transport on their way to work.



Breakfast cupcakes in Plzeň.  
Photo credit: Eva Malina Haunerová



Breakfast cupcakes in Plzeň.  
Photo credit: Eva Malina Haunerová



Breakfast for cyclists, runners and walkers in Prague.  
Photo credit: Kajetán Tvrdlík



Breakfast for cyclists, runners and walkers in Prague.  
Photo credit: Kajetán Tvrdlík



## Special offers "on T-shirt"

Thanks to the creativity of the local organizers as well as the competitors themselves the portfolio of things which are free or with a discount for participants wearing our campaign T-shirt has been increasing.

The most popular is still traditional coffee "on T-shirt", which may be collected by the participants in our partner cafés. Among other popular special offers rank: bike service, ice-cream, beer, lemonade, tea, cider, smoothie, snack, sausage, grilled cheese, concerts, swimming, escape games, theatre, museum, tours of a chateau.



Coffee "on T-shirt" in Prague - Jiřího z Poděbrad square.



Coffee "on T-shirt" in Prague. Photo credit: Kajetán Tvrdlík



Coffee "on T-shirt" in Rožnov pod Radhoštěm.



Sausage grilling in Rožnov pod Radhoštěm.



Sweet snack of a team in Příbram.



Beer "on T-shirt" (certainly non-alcoholic) in Příbram.





And Příbram mud not just "on T-shirt".



Coffee "on T-shirt" in Plzeň. Photo credit: Eva Malina Haunerová



Coffee "on T-shirt" in Ústí nad Labem.



Coffee "on T-shirt" in Zlín.



## Critical mass rides

One of the traditional accompanying events are critical mass rides. The participants may choose to either ride together through the ordinary cycleways and more complicated transport junctions, or discover newly built infrastructure in the cities.



The great spring critical mass ride in Prague. Photo credit: Kajetán Tvrdek



Critical mass ride in Brno. Photo credit: Jakub Kriš.



Preparing for a critical mass ride in Znojmo.



Critical mass ride in Brno. Photo credit: Jakub Kriš.



Critical mass ride in Plzeň. Photo credit: Eva Malina Haunerová



Critical mass ride in Plzeň. Photo credit: Eva Malina Haunerová



# Results

## Ranking of the individual cities

City	Number of competitors	Distance on a bike	Distance on foot	Total distance	Saved emissions CO <sub>2</sub> (kg)
Praha	5 243	1 002 793	122 134	1 124 928	145 116
Brno	2 499	463 712	48 041	511 752	66 016
Olomouc	976	207 674	9 420	217 094	28 005
Plzeň	822	171 872	11 773	183 645	23 690
Pardubice	796	143 455	7 623	151 078	19 489
Ostrava	667	183 688	10 325	194 013	25 028
Jihlava	659	144 722	10 940	155 662	20 080
České Budějovice	584	85 545	5 422	90 966	11 735
Hradec Králové	466	89 041	6 760	95 802	12 358
Zlín	402	88 064	5 872	93 936	12 118
Otrokovice	340	115 121	1 795	116 916	15 082
Nový Jičín	317	55 182	4 319	59 501	7 676
Liberec	286	55 695	5 343	61 038	7 874
Břeclav	286	47 523	2 679	50 203	6 476
Jindřichův Hradec	271	35 498	6 005	41 503	5 354
Ústí nad Labem	226	44 614	4 696	49 310	6 361
Karviná	166	33 126	1 883	35 010	4 516
Rychnov nad Kněžnou	157	43 254	1 341	44 595	5 753
Rožnov pod Radhoštěm	146	43 055	1 553	44 608	5 754
Jablonec nad Nisou	144	26 152	2 787	28 939	3 733
Hranice	122	33 321	622	33 942	4 379
Třebíč	114	24 558	2 182	26 740	3 449
Most	111	11 384	4 375	15 760	2 033
Uherské Hradiště	95	24 481	765	25 246	3 257
Louny	78	12 925	905	13 829	1 784
Příbram	77	13 452	1 648	15 100	1 948
Ríčaný u Prahy	76	10 468	1 118	11 585	1 495
Zďár nad Sázavou	74	15 776	718	16 494	2 128
Znojmo	67	7 645	1 696	9 341	1 205
Kladno	60	21 563	296	21 859	2 820
Litvínov	18	4 643	44	4 687	605
Total	16 345	3 260 001	285 079	3 545 080	457 315

## Other interesting facts and the number of participants in the individual cities:

### Profession

#### **Our competitors are mostly:**

IT professionals (1 776), admin workers (1 557), engineers (1 161) and managers (771).

#### **The most diligent cyclists:**

lawyers (on average 74 % of regularity), sportsmen (72 %), Masters of Science (72 %), state employees (70 %), directors (70 %).

#### **The biggest "idlers" as for the regular rides:**

managers (on average 50 % of regularity), scientists (50 %), philosophers (49 %), pharmacists (48 %).

#### **The best performance:**

engineers (299,5 km on average), craftsmen (291,3 km), natural scientists (283,8 km), chemists (258,6 km).

#### **The worst performance:**

architects (168,7 km on average), caretakers (165,8 km) and HR workers (135,7 km).

## According to the regions:

#### **Number of participants:**

Prague (5 243), South Moravia (2 852) and Olomouc Region (1 098).

#### **The highest average of kilometers travelled by one participant:**

Zlín Region (283,8 km), Olomouc Region (246,4 km) and Hradec Králové Region (242,7 km).

#### **The highest average regularity:**

Pardubice Region (74 %), South Bohemian Region (72 %) and Hradec Králové Region (72 %).





## Competition winners

As the goal of the Bike to Work campaign is to motivate employees and students to using bike or walking/running while getting around the city, the main contest category every year is the Regular Team Activity. For the motivation to be sufficient enough, we draw three winning teams in every participating city.

The results below concern only categories where winners were chosen from the whole country:

### Performance

The point of the challenge is cycling regularly, however it would not be fun without a proper fighting and measuring one against another! Therefore we once again awarded the titles The Best Performing Man and Woman.

The Performance category was once again won by Jan Kavalír, who exceeded his last year's record by another 1 460 km. In total he travelled 5 005 km in 22 workdays. Apart from applause and a heated debate Honza's extreme performance also caused a little bit of resentment and he himself promised that he would take it more easy next year.

A high bar was set to women by Martina Urbánková from Rychnov nad Kněžnou, who won with 1 868,8 travelled kilometers.

	Name	Competing city	Employer	Kilometers in total
The best performing man in the country - bike	Jan Kavalír	Prague	ČSOB	5 004,6
The best performing woman in the country - bike	Martina Urbánková	Rychnov nad Kněžnou	MADOS MT s.r.o.	1 868,8
The best performing runner - man	Tomáš Voňka	Hradec Králové	BSSHOP s.r.o.	701,2
The best performing runner - woman	Renata Picová	Prague	Hlavní město Praha	306



Jan Kavalír and Martina Urbánková at the closing party in Prague. Photo credit: Anna Šolcová

## Bike-friendly employer of the year 2018

The competition for the best bike-friendly employer evaluated whether the employees have the possibility to use a company bike, bike racks or showers at the workplace, whether the company has secured bicycle parking also for visitors or whether the employer organizes cycling competitions and teambuildings within the company and so on.

The following companies were awarded:

1. **Decasport s.r.o.** (Liberec) with 41 points
2. **eMan s.r.o.** (Prague) with 38 points
3. **Lear Corporation Czech Republic s.r.o.** (Brno) with 37 points

The eMan company also organized several smaller bike teambuilding events in the office surroundings, including a final trip for a beer to Klecánky. In September they organized a big event in South Moravia, on bikes to the wine cellar. Whats more, their employees have the use of tailor-made jerseys with the company logo and a motivation motto and the possibility of expert consultations with the biggest biker of the firm. And on top of that they get healthy snacks at the workplace.

In Decasport an all-day company meeting on bikes and scooters was organized, within the Bike to Work competition the most diligent cyclists received breakfast from the company coordinator and they competed for who would get to work in the most ways.

Finally, in Lear Corporation Czech Republic the employees receive (besides other things) a backpack for a company notebook and also a transport benefit.

## RunCzech Run to Work

As it was the third year of runners and walkers also competing with us, we declared 3 winners from the runner category. 3 participants with at least 66% regularity in running or walking to work were drawn. This criterium was met by 1 620 runners.

	Name	Competing city	Employer	Running regularity
1 Regular runner RunCzech	Martina Dvořáková	Třebíč	Knihkupectví Trojan	78,3 %
2 Regular runner RunCzech	Leoš Janiš	Prague	Hlavní město Praha	76,2 %
3 Regular runner RunCzech	Radek Štencel	Brno	PSJ, a.s.	75 %



## Creative category

For those who do not tend to break records in travelled kilometers, but they take the Bike to Work competition as a pleasant change in their workdays, we together with the travel agency Kudrna announced a creative category this time called "the Experience factory". The participants were sending us photos, videos, blogs and pictures with the common theme "My best experience on bike". The winners were then able to add new experiences to the published ones – from holidays donated by the category partner CK Kudrna.

The category evaluation once again gave us a hard time, but also made us laugh. In the end we managed to choose three winners. These are:

1. **Jitka Kopuleťá** from Břeclav with a creative folklore video.
2. **Andrea Fula** from Prague with another video, in which we appreciate especially the original interpretation of current pop songs.
3. **Petr Havel** from Prague for a creative team photo.



Contribution of Jitka Kopuleťá.



Contribution sent in by Andrea Fula.



Contribution from Petr Havel.



## Knowledge quiz

Apart from motivating employees and students to regular bike rides our goal is to educate the competitors in sustainable mobility. For this purpose we prepared a knowledge quiz this year.

### We asked the contestants for example:

How far should you cycle from the edge of the road or parked cars?

How should you cycle at the roundabout?

Does a bell belong to the compulsory bike equipment?

The answers to our nosy questions could be found in educational articles published on the Bike to Work web.



### V sadě skví se benzo[a]pyren

Automobilová doprava má své přínosy, ale zvlášť ve městech i své zápory. Ty jako tzv. negativní externality dopadají i na lidi, kteří auto ve městě nepoužívají. Dá se s tím...



### Více silnic, méně kolon?

V Auto\*Matu se kromě Do práce na kole, Zažít město jinak a vzdělávání dětí věnujeme i městské dopravě jako celku. Zabývat se jen cyklistikou a pomíjet přitom veřejný prostor nebo...



### Kolo a výbava

Tento článek přinášíme trochu „s křížkem po funuse“, ale možná po pár dnech jízdy Do práce na kole zjistíte, že byste si měli svého cyklomláčka ještě dovybavit. Anebo jste rovnou...

The quiz was attended by 1355 contestants. We drew from 75 participants whose answers were all correct. The following were drawn:

**Veronika Jiroušková** from the Municipal library in Prague

**Martin V.** from Zlín

**Přemek K.** from Prague



The educational event started with a reminder of **Cycling etiquette**.

## Cycling etiquette

BIKE TO WORK POLITELY AND CONSIDERATELY

### 1

#### I know the rules and regulations for a safe ride

I know the traffic rules and other regulations which concern me as a cyclist. Adequate to my position, I master the safety rules in city traffic (avoiding door zone, crossing railways, etc.)

### 2

#### I do not ride without lights, a bell and breaks

I have two functioning breaks on the bike. I always have the light ready (preferably also the rear one). One never knows when one would be getting back home. I let pedestrians know about me ideally by using the bell.

### 3

#### I am considerate to pedestrians

I do not frighten the passers-by – before passing them I ring the bell and if they do not see me, I warn them in time. I pay special attention to inline skaters, people with dogs, parents with prams and small children.

### 4

#### I do not ride through red lights

Not even when it seems to be safe! From all the traffic offences this one is the most serious and most critically perceived.

### 5

#### I do my best not to ride on the pavement

As long as it is possible, I try to cycle on the road. When I cycle on the pavement somewhere, I look for ways of avoiding it next time. If it is not possible and I am afraid to join the traffic, I rather walk while holding the bike.

### 6

#### My behaviour is predictable

I cycle in the way that the others can tell what I am going to do. I do not ride zigzag. I do not jump from one lane to another. I indicate when I want to turn, I fall into the lanes, simply changing my position.

### 7

#### I foresee mistakes of the others

I always presume that the others do not see me or they have misjudged my speed. I ride just as fast as my viewing distance will allow.

### 8

#### I do not endanger myself or the others

I ride in the way which does not endanger myself or the others. In the case that I do cause an accident (commit an offence), I try to avoid it the next time: I look up a legal trail, change my way of riding, alternatively I propose to the authorities to deal with the problematic spot.

### 9

#### I do not take revenge

Supposing that someone endangers me, I gentlemanly advise him on that. Aggressiveness in traffic is unpredictable.

### 10

#### I make way for the others

I learn to let pedestrians cross at the crossing or let a turning car go. I do not get in anyone's way unnecessarily and if it is possible, I let the others get ahead of me. The shown courtesy to others tends to be repaid.

### 11

#### I set an example with my riding style

When someone helps me, I thank him/her, wave or at least smile. I spread positive mood and the good name of bike riding.



# Closing parties

Everyone enjoys applause and admiration. Therefore this year we tried to make sure that in every organizing city there would be a closing party where the winners would be announced. We realize that for support of urban cycling it is important for the enthusiasts to meet in person and share tips and tricks for getting around the city. Apart from announcing and rewarding the winners there was often an accompanying programme.



Adrenalin at the Jihlava party. Photo credit: Petr Stejskal



Announcing the winners in Zlín. Photo credit: Petr Jadroň



Announcing the winners in Hranice.



The winner from Plzeň. Photo credit: Eva Malina Haunerová



Announcing the winners in Pardubice.



Rychnov debate at a closing party. Photo credit: Tomáš Kasper



# Budget

Expenses	
Personal expenses (salaries, travel costs)	963 789
Personal expenses (salaries for IT development)	464 234
Material (T-shirts, packing)	1 682 713
Prizes	49 057
Services (website, sending newsletters, server fee)	85 171
Services (printing)	92 774
Services (promotion, PR, graphics, DTP, pasting posters, video and radiospot)	491 146
Services (helpdesk)	146 700
Services (production – coordination in the cities, special offer “on T-shirt”, closing parties, bike tours)	484 306
Other services (payment gate, accounting, fundraising etc., implementation, GDPR)	319 816
Overhead costs (rent, power, phone and Internet)	226 482
<b>Total expenses</b>	<b>5 006 188</b>

Revenue	
Grants	282 300
Contributions from the organizing cities	180 000
Start fees	4 788 276
Partner gifts	495 000
<b>Total revenue</b>	<b>5 745 576</b>

## This year's budget surplus will be used in the following way:

- Development of a registration system for improving the Bike to School category
- Simplification of manual route recording
- Connecting with further mobile applications
- Purchase of prizes
- Expanding with Bike to Work as well as Bike to School to other cities
- Reserve fund

# Final thanks

## Our thanks for the coordination of Bike to Work in the cities go to:

**Brno** - Nadace Partnerství and Anna Petříková  
**Břeclav** - Břeclav municipal authority and Lenka Černá  
**České Budějovice** - CykloBudějovice o.s. and Lukáš Bajt  
**Hradec Králové** - BajkAzyl, Jiří Štrupl and Hana Danková  
**Hranice** - Hranická rozvojová agentura and Olga Vilímková  
**Jihlava** - Sliby Chyby association and Petr Stejskal  
**Jindřichův Hradec** - the city of Jindřichův Hradec and Lukáš Čapek  
**Karviná** - the city of Karviná and Anna Fajkusová  
**Liberec a Jablonec** - Liberec Cyclists and Pavel Matějka  
**Louny** - Jan Žalud  
**Most** - the city of Most and Michaela Nosková  
**Nový Jičín** - the city of Nový Jičín, Kateřina Imrýšková and Bohumil Pobořil  
**Ostrava** - the city of Ostrava and Michal Gacek  
**Olomouc** - Pavel Bednařík  
**Otrokovice** - Cyklo Zlín association and our loyal cyclo-coordinator Jana Vybíralová  
**Pardubice** - Haga association and Dana and Míra Zajíček  
**Plzeň** - Plzeň na kole association, Eva Haunerová and Jirka George Konečný  
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Strava



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### General partner

GLS



### National partners

OP Tiger  
Ortlieb  
CK Kudrna  
Kingdom of the Netherlands  
Hello bank!



Kingdom of the Netherlands



### Media partners

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Dopravní jednička  
Youradio  
Wavemaker  
iVelo  
Aerofilms  
Radio 1  
Radio Wave  
Cykloserver  
Kondice  
Superlife  
VOSTO5



### Local partners - Prague

Čeps  
Autonapůl  
Philips  
ČIS  
Urban Cyclers  
Edenred  
Citybikes  
Čistou stopou Prahou  
Adventura



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Programme Prazdroj Lidem



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## Bike to Work was organized by the following Auto\*Mat team:

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Auto\*Mat team 2018







