

Appendix 1: Main principles of green infrastructure planning (Adapted from Benedict & McMahon, 2006)

<p>1. Connectivity is key</p>	<p>In terms of conservation of natural systems the strategic connection of such ecosystem components as parks, preserves and other green spaces is essential to maintaining the values and delivering services of natural ecosystems. Besides that, the prerequisite of connectivity also occurs among the programs and different agencies, nongovernmental organizations and the private sector in order to contribute to successful green infrastructure implementation.</p>
<p>2. Context matters</p>	<p>The fundamental concept of landscape ecology highlights the importance of understanding the ecosystems and landscapes in the context of various factors that determine the conditions of these ecosystems. The study of content alone (e.g. within a single site) is not sufficient.</p>
<p>3. Green infrastructure should be grounded in sound science and land-use planning theory and practice</p>	<p>Green infrastructure concept has been a part of various disciplines, including landscape ecology, urban and regional planning, landscape architecture, conservation biology, geography, etc. Hence, the appropriate balance and incorporation of ecological, cultural, social and practical analyses into green infrastructure initiatives require the experience of a variety of professions.</p>
<p>4. Green infrastructure can and should function as the framework for conservation and development</p>	<p>In order to maintain essential ecological functions and provide a host for ecological services the planning of green space systems should be focused on making green infrastructure the framework for conservation and development. Such an approach can help communities to shape future development directions and make better use of existing infrastructure to promote more compact and walkable communities.</p>
<p>5. Green infrastructure should be planned and protected before development</p>	<p>Green infrastructure approach enables communities to identify and protect critical ecological hubs and linkages in advance of development, thus excluding the necessity of far more expensive restoring natural systems that might occur in the future.</p>
<p>6. Green infrastructure is a critical public investment that should be funded up front</p>	<p>Green infrastructure is likewise an appropriate and necessary use of public funds and should be funded following the same approaches that are used for built infrastructure.</p>

7. Green infrastructure affords benefits to nature and people	<p>Interconnected green space systems benefit people, wildlife, ecological systems, and community quality of life. These benefits need to be documented and explained in order to promote the range of ecological and social functions, values and benefits that green infrastructure provides to communities.</p>
8. Green infrastructure respects the needs and desires of landowners and other stakeholders	<p>Along with publicly owned lands, private lands play an important role in any green space system. Successful green infrastructure initiatives should consider the interests of various stakeholders in different sectors. As landowners begin to understand the role of green spaces in favourable development, more people will become supporters of green infrastructure initiatives.</p>
9. Green infrastructure requires making connections to activities within and beyond communities	<p>Considering green infrastructure in conjunction with smart growth helps authorities and communities provide a framework for development while protecting green space systems. Green infrastructure initiatives can be built on programs related to multiple sectors, e.g. environmental education, outdoor recreation, historic and cultural heritage protection, greenways or trails planning, brownfield redevelopment and so on.</p>
10. Green infrastructure requires long-term commitment	<p>Green infrastructure plan and network design need to be based on modified and periodically updated documents in order to remain relevant during future growth and development of the community and region.</p>

Appendix 2: Total numbers of cyclists detected by bike counters in April-September 2020 and the daily average

ID	Location	April 2020			May 2020			June 2020			July 2020		
		Weekdays	Weekends	Total	Weekdays	Weekends	Total	Weekdays	Weekends	Total	Weekdays	Weekends	Total
1	Modřany	45964	26064	72028	39987	25424	65411	37120	13536	50656	38210	16269	54479
2	Lahovičky (Strakonická)	28780	18923	47703	25667	17941	43608	24384	10744	35128	29617	14093	43710
3	Barrandovský most	27415	12669	40084	29196	13392	42588	31370	7743	39113	35175	9219	44394
4	Rohanské nábřeží	29423	10570	39993	34318	10541	44859	40522	6704	47226	40852	8214	49066
5	Povltavská*	25118	14475	39593	43889	27077	70966	54928	18631	73559	46764	23206	69970
6	Stezka okolo Rokytky	25426	12903	38329	25855	11174	37029	27632	6653	34285	25669	7766	33435
7	Hlubočepská	23809	11573	35382	24258	11691	35949	24886	6298	31184	24554	7149	31703
8	Krč (Sulická)	22035	10210	32245	22220	10094	32314	22814	5478	28292	21620	6365	27985
9	Podolské nábřeží - stezka	17058	4333	21391	25458	4846	30304	38487	6511	44998	35881	7358	43239
10	Nábřeží Kapitána Jaroše	15602	4791	20393	18256	4340	22596	21110	2964	24074	20483	3817	24300
11	Dukelských Hrdinů	10822	3963	14785	12858	4173	17031	15551	2463	18014	14940	3316	18256
12	Drážní stezka - Vítkov*	18538	6757	25295	17501	4679	22180	17192	3962	21154	17124	4251	21375
13	Podbabská*	18121	11206	29327	14233	7429	21662	19030	5900	24930	18569	7083	25652
14	U Českých loděnic	37005	16750	53755	37765	11438	49203	39775	10326	50101	39473	11325	50798
15	Kampa	12646	3653	16299	15368	2621	17989	17463	2479	19942	16818	2461	19279
16	V Zámčích	35017	20693	55710	32270	14197	46467	30592	11655	42247	34508	14480	48988
17	Císařský Ostrov	11722	5828	17550	11606	6076	17682	10689	2944	13633	12396	3780	16176
18	Hybernská	5955	2171	8126	7955	2153	10108	8797	2385	11182	9402	2636	12038
19	Nuselský most	8286	2059	10345	9486	2135	11621	9615	1340	10955	8462	1637	10099

Notes:

*Povltavská: 36 days are excluded from calculations due to outages that have occurred twice - from 28.7 to 11.8 and from 10.9 till the end of season

*Drážní stezka - Vítkov: 9 days are excluded from calculations due to outage that occurred in the period from 22.8 to 30.8

*Podbabská: 61 days are excluded from calculations completely due to error that led to abnormally low results in August and September

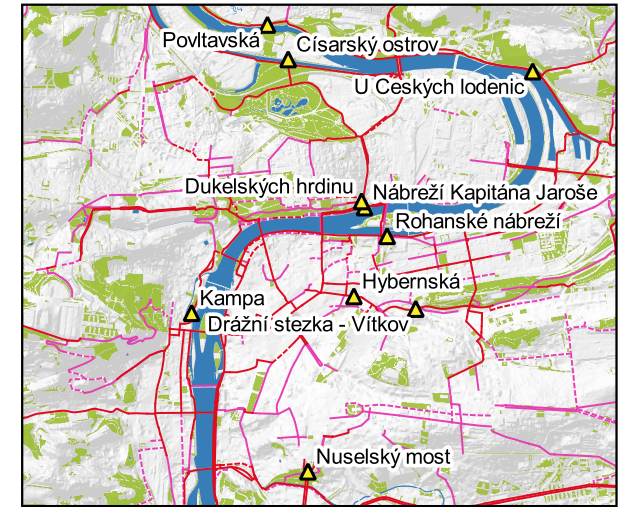
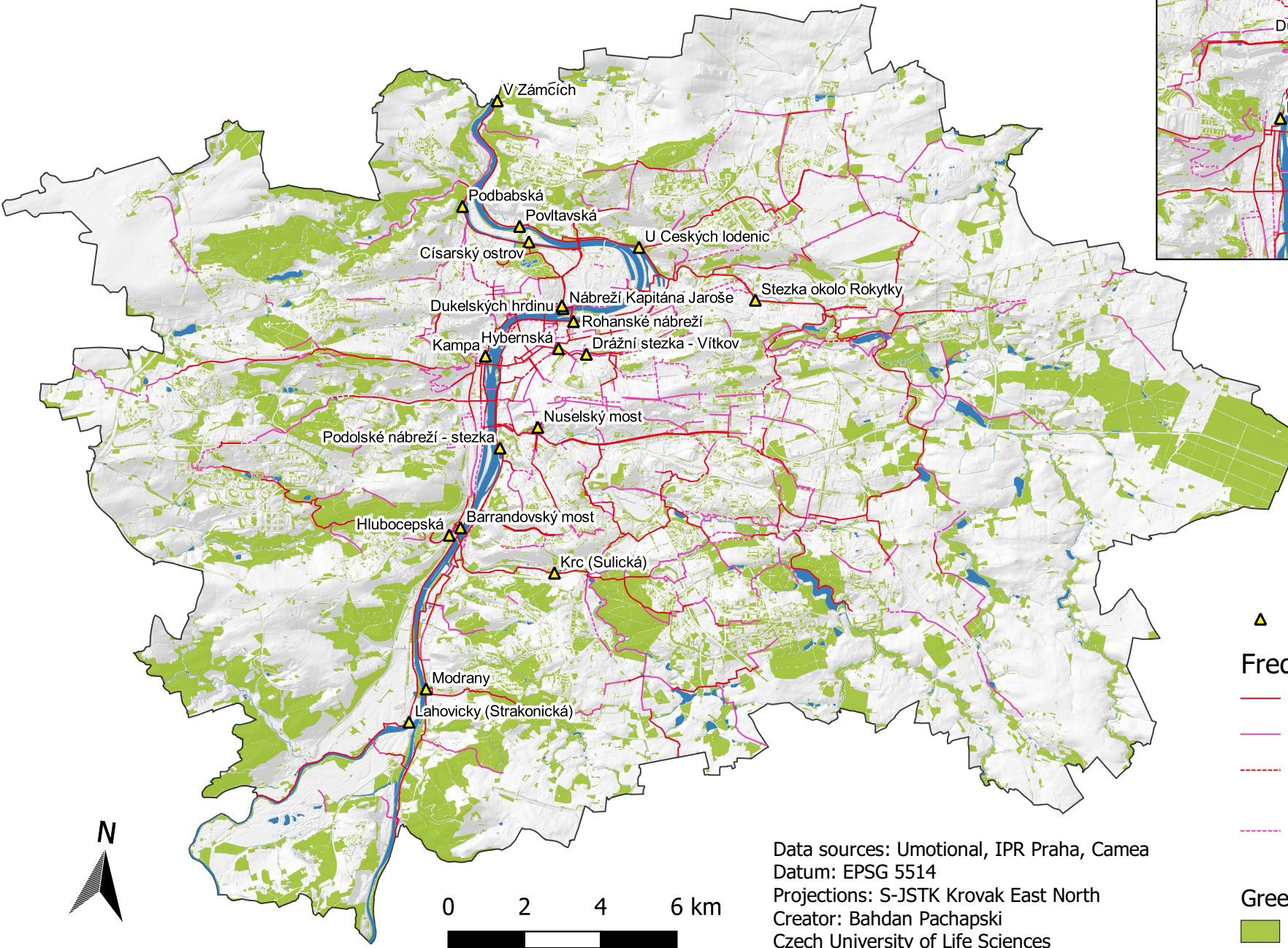
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Appendix 2: Total numbers of cyclists detected by bike counters in April-September 2020 and the daily average

ID	August 2020			September 2020			TOTAL SEASONAL			Average number of rides per day			Number of days considered	
	Weekdays	Weekends	Total	Weekdays	Weekends	Total	Weekdays	Weekends	Total	Weekdays	Weekends	Average	Weekdays	Weekends
1	28629	15432	44061	28078	17197	45275	217988	113922	331910	1664	2191	1927	131	52
2	22952	13700	36652	21900	13970	35870	153300	89371	242671	1170	1719	1444	131	52
3	29962	10419	40381	28675	10038	38713	181793	63480	245273	1388	1221	1304	131	52
4	32271	8838	41109	35469	7832	43301	212855	52699	265554	1625	1013	1319	131	52
5	29297	13690	42987	8963	5635	14598	208959	102714	311673	1990	2446	2218	105	42
6	20501	7348	27849	22563	8079	30642	147646	53923	201569	1127	1037	1082	131	52
7	19189	7302	26491	20447	7952	28399	137143	51965	189108	1047	999	1023	131	52
8	18840	6380	25220	16777	4538	21315	124306	43065	167371	949	828	889	131	52
9	10383	2910	13293	28733	9889	38622	156000	35847	191847	1191	689	940	131	52
10	17869	4649	22518	21009	3891	24900	114329	24452	138781	873	470	671	131	52
11	12384	3624	16008	13546	3142	16688	80101	20681	100782	611	398	505	131	52
12	10599	3636	14235	14139	3249	17388	95093	26534	121627	755	553	654	126	48
13	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>	69953	31618	101571	795	930	862	88	34
14	29725	13255	42980	37738	11300	49038	221481	74394	295875	1691	1431	1561	131	52
15	11809	3076	14885	12248	1948	14196	86352	16238	102590	659	312	486	131	52
16	28367	16606	44973	31678	15250	46928	192432	92881	285313	1469	1786	1628	131	52
17	11022	4251	15273	10654	4953	15607	68089	27832	95921	520	535	527	131	52
18	5376	2284	7660	13140	2952	16092	50625	14581	65206	386	280	333	131	52
19	6682	1571	8253	8458	1268	9726	50989	10010	60999	389	193	291	131	52

Data sources: Golemio, Camea
 Author: Bahdan Pachapski
 Czech University of Life Sciences

Appendix 3: Prague Major Cycle Routes and Public Green Spaces

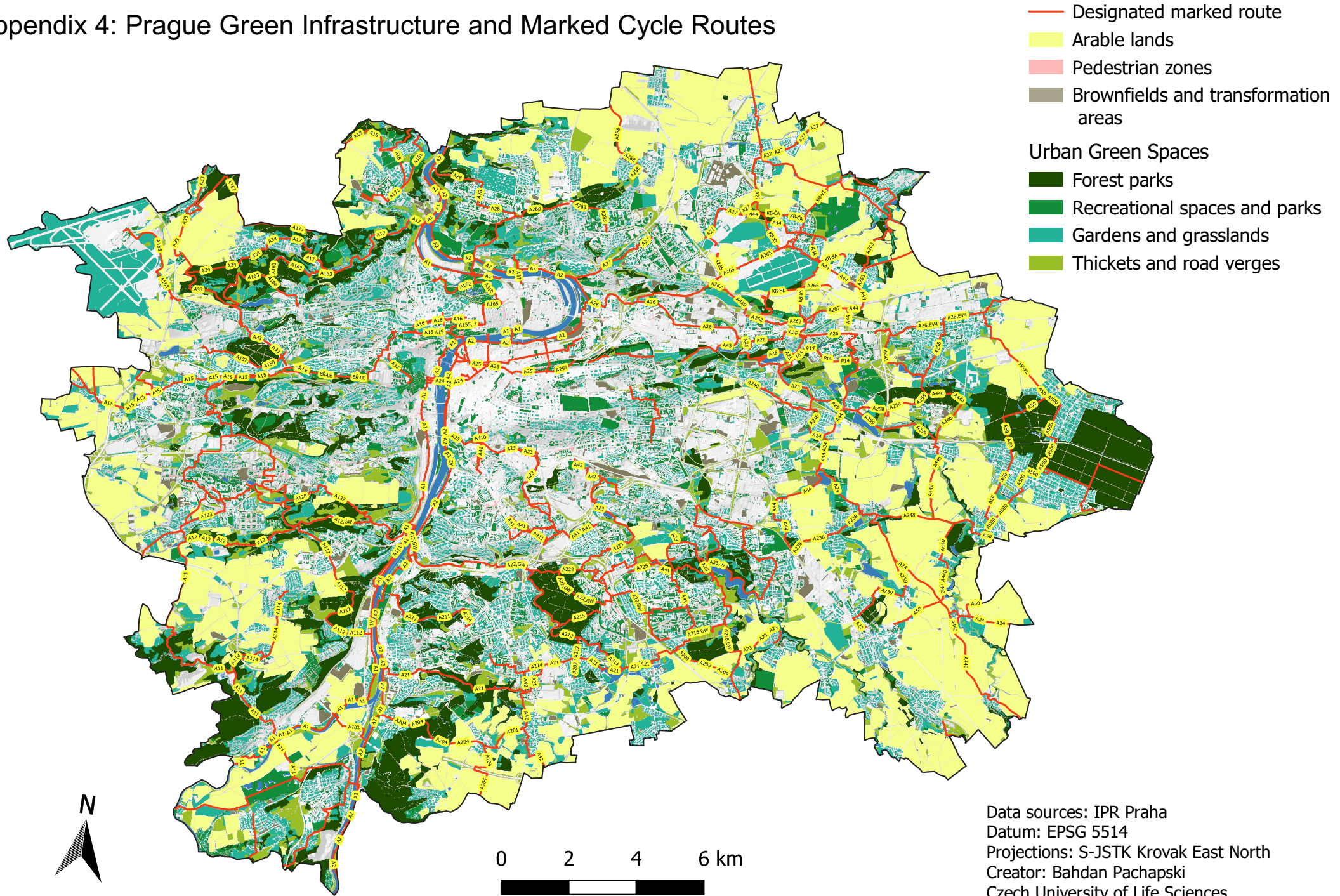


- ▲ Bike counter
- Frequently used routes**
- Primarily used cycle route
- Secondary used cycle route
- - - Primary route beyond designated bikeways
- - - Secondary route beyond designated bikeways
- Green Spaces**
- Publicly accessible

Data sources: Umotional, IPR Praha, Camea
 Datum: EPSG 5514
 Projections: S-JSTK Krovak East North
 Creator: Bahdan Pachapski
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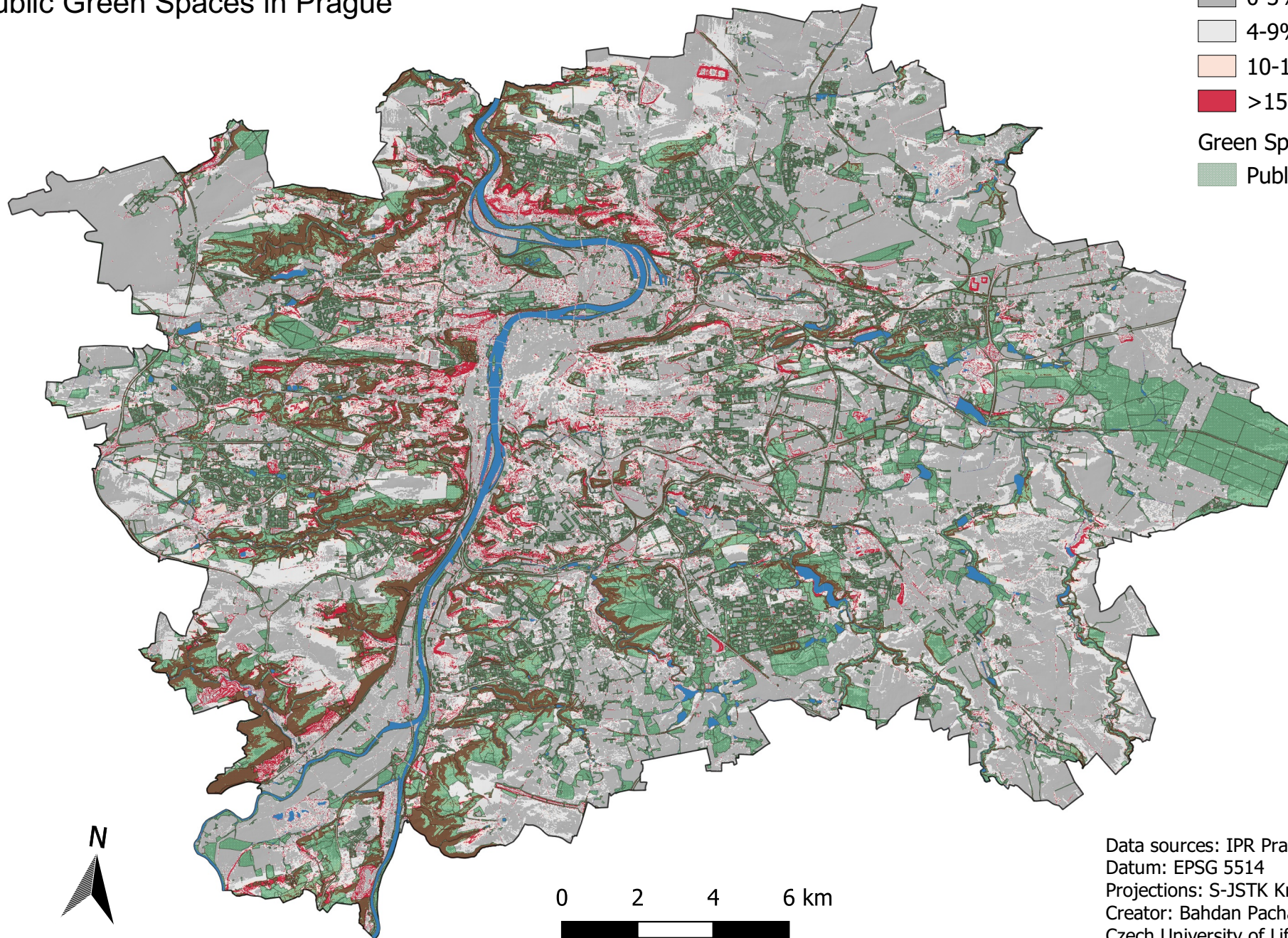
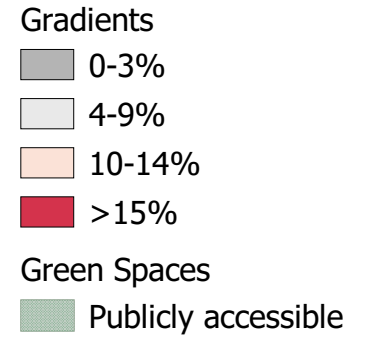


Appendix 4: Prague Green Infrastructure and Marked Cycle Routes



Data sources: IPR Praha
Datum: EPSG 5514
Projections: S-JSTK Krovak East North
Creator: Bahdan Pachapski
Czech University of Life Sciences

Appendix 5: Distribution of Steep Slopes and Public Green Spaces in Prague



Data sources: IPR Praha
Datum: EPSG 5514
Projections: S-JSTK Krovak East North
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Appendix 6: Green Infrastructure and Physical Segregation of Major Cycle Routes in Prague Urban Core



0 1 2 3 km

Major cycle routes

— Segregated route

— In-roadway route

- - - Undefined

Other designated bikeways

- - - Segregated marked route

Green Infrastructure

Public green space

Brownfield

Pedestrian zone

Agricultural land

Data sources: IPR Praha, Umotional
Datum: EPSG 5514

Projections: S-JSTK Krovak East North
Creator: Bahdan Pachapski
Czech University of Life Sciences