

Zahradníček's blog for English speaking students

Part twenty three: Tram, or bus?

If you want to go through Brno, you have several ways, how to do it.

In the centre, you can walk on foot, but to walk like this to the peripheral parts takes too long time.

Of course, you can also drive a car, but the traffic jams are common, parking in the city is complicated, and Greta Thunberg would not thank you for it.

Cycling is fine, but in Brno, it is not a priority for the officials; some cycling paths are good (especially that one along the Svratka river), but many others are just fragments that have a couple of metres and continue to nowhere.

So one of relatively good ways how to get from one part of Brno to another is the public traffic system. It works relatively good, although also this system sometimes keeps staying in the traffic jams. But at least the trams use to have their own corridors and they can continue even if cars have to stop.

An advantage of city transport is that it is a part of regional transport system, so for majority of the ticket types (but not for SMS ticket and smatphone app *Seif* ticket) you can use more than trams, trolleybuses and city buses: it is also possible to use trains (for example from the main station to Židenice) and regional buses. And when having a card for Brno, it is not necessary to buy the full-price ticket when travelling (for example) to Blansko; it is possible to buy a ticket just for the remaining zones.

The city transport in Brno started in 1869 (that is why in 2019 there has been a huge celebration of 150th anniversary). The first transport mean has been a horse-tram. In 1884 the horses were replaced by the steam power; even now you can see the *Caroline* (the original locomotive) during some feasts. In 1900 first electric trams started to traffic in Brno. Buses started in the 30's and trolleybuses in 1949. During the same time, of course, the trains around Brno developed, too; we should not forget that the first train came to Brno already in 1839, that means six years sooner than to Prague.

Today's city traffic has some special things. For example, night buses. The advantage of night buses is that there is no tram traffic during the night and so small repairs of the rails can be done without any need for closures. Another advantage is that one bus replaces a tram plus a bus that would (so or so) continue to the parts of the city that have no tram rails, or even to surrounding villages.

Many people know that all buses meet at the railway station every hour and also half past eleven, half past midnight (just on Saturdays and Sundays) and in some special times in the early morning. But people do not know that the system is even more clever: there exist some special change points on some stops like Anthropos or Svratecká, so you can get from one point to another without going through the main station even if your bus line does not go straight to your direction.

Another special thing that people usually do not know is the organisation of the traffic between 9.30 and 10.45 p. m. – the trams have „meetings“ at the railway station every quarter an hour – lines No. 1, 4, 8 and 12 at 00, 15, 30 and 45 minutes and No. 2, 9 and 12 (again) at 08, 23, 38 and 53.

So the Brno trams and buses, if you know how to use them, are really good. And if you look at the mapa.idsjmk.cz website, you can find the at-the-moment position of all trams, trolleybuses, city buses, but also regional buses and trains in the whole South-Moravian region. In the summer, you can even find there position of the ships on the Brno reservoir; they, too, are a part of the South Moravian traffic system.