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Project Central MeetBike (3CE343P2)



1st Working Group Meeting WP3
(output 3.3.10.)
Brno, 10th – 11th October 2011

WP3 - Cycling strategies & analysis, action plans,
recommendations

REPORT

FINAL VERSION 1 – 31.10.2011

Meeting Discussion & Decisions

Welcome

Ute Kabitzke (PP2) welcomed the attendees to the meeting.

Leader WP3: TUD

Presentation: CMB Kick-Off WP 3 Strategy

Speaker: Gerd-Axel AHRENS (TUD), Ute KABITZKE (TUD)

Introduction to WP3:

- Objectives of WP3 including the relevance of integrated, sustainable transport planning
- Overview of the activities of WP3

Tasks and short description of outputs:

Action 3.1 Comparison and problem analysis of partner cities and countries

1) BYPAD - outputs: 3.1.1. – 3.1.5. Analysis of present status (BYPAD)

- Introduction of structure and objectives of bicycle audits with the focus on the system of BYPAD
- It is important that the audits of all cities are comparable. BYPAD provides a trustworthy methodology that ensures comparability of the results
- Presentation of the methodology of BYPAD (spiral of development, ladder of development, BYPAD-procedure)

Presentation of BYPAD in the Czech Republic (LP)

- CDV will start this output in November
- In preparation of BYPAD activities a specific fact was found: The city of Pardubice will have worse results than scoring in 2004, when this audit was implemented for the first time. This is because when the individual modules were assessed previously, it was on the basis of information available from 2004. So, for example, when the quality of infrastructure was assessed, in 2004 it was rated the highest grade "4". Now it will be much lower mark. The same applies to campaigns, etc.
- Therefore, I have a supplementary question, whether in the case of the BYPAD method there are any comparable indicators by which the individual questions might be considered.
- Next, we ask whether it would be possible to send the last set of questions of the BYPAD audit, presentations or even news.

Presentation of BYPAD in Germany (PP2)

- Presentation of results and experience of BYPAD in Leipzig: Leipzig has already conducted BYPAD in 2008-2009; the result was a total score of 2,2; best rating were achieved in the categories "user needs", "policy on paper", and "personnel and means"; room for improvement was stated in the category "promotion and partnership"; a second BYPAD will be conducted within CMB in the end of the project

- Presentation of the state of preparation of BYPAD in Dresden: BYPAD will be conducted in 2010/11; the schedule for the BYPAD-process is available; invitation letters have already been sent to the evaluation group; the first meeting will be in November 2011

Presentation of BYPAD in Poland (PP4)

- Presentation of BYPAD results in Gdansk and Tczew

2) SURVEY - outputs: 3.1.7. – 3.1.12. Travel behavior surveys and Modal splits analysis

Presentation of the objectives and use of the household survey

- Statistical data of mobility behaviour is the basis of traffic modelling and transport planning
- Implementation of the same survey methodology in different places allows benchmarking the city's performance
- Time series of statistical data allow for monitoring the development of mobility behaviour
- If conducted with a stable method, household surveys provide high quality data for monitoring
- Resilient data is important if a measure of transport planning is submitted to court

Allocation of the survey within the project Central MeetBike

- The household survey can be found as activities 3.1.7.-12 in the Application Form, which includes 1 survey in the beginning of the project CMB in the cities in Poland, Czech and Slovakia
- The German cities have already been conducting a survey in 2008; the next one will be in 2013, but it is not part of the project CMB. Anyway, the data of the German survey will be available for analysis within CMB

Description of the process of the CMB-survey

- The process includes the following steps: establishing the survey method, preparation of the survey, tendering the field work, random sampling, announcement of the survey, interviews, data input, and evaluation of the data

Schedule of the survey

- The field time of the survey was projected for October 2011; due to the difficulties with starting the project, it was not feasible due to compliance with the national rules of procedure (2 month tendering of the field time is required in some countries). Therefore, in a separate skype meeting it was agreed to postpone the field time to March-May 2012. It can be ensured that no other activities will be affected by this shift.
- The only exception is the city of Presov; in Presov the field time (interviews) is October 2011, evaluation will be available in February 2012
- All other cities agreed on a field time between March and May 2012, evaluation will be available in August 2012

Methodology of the CMB-survey

- Since March 2011 TUD has been cooperating with the cities to establish a joint survey methodology for the project CMB. Main objective was to ensure comparability of the results.
- Due to different conditions in the cities, the methodology varies

- A first draft of the methodology has already been presented during the kick-off meeting in Presov (June 2011). Some adjustments had to be made afterwards. The final methodology can be seen in the table below

city	sampling	announcement	Interview technique
Uherske Hradiste	Register of residents	Letter	Face-to-face
Pardubice	Register of addresses	Letter	Face-to-face
Zilina	Register of addresses	Letter	Face-to-face
Presov	Random Route	Poster, TV, Radio	Face-to-face
Tczew	Register of residents	Letter	Face-to-face
Gdansk	Register of residents	Letter	Face-to-face

Short presentation of the progress of the survey in Presov (PP8)

- The field time of the survey has already started in Presov
- So far the response is good, but it is expected to extend the field time in order to achieve a sample of 1.000 persons
- Difficulties during the preparation of the survey included the search for interviewers

Test Survey (PP2, Ute Kabitzke)

- In order to avoid misunderstandings regarding the survey procedure and obstacles during the implementation, it was decided to conduct a test survey.
- Questions and difficulties might not come up during planning but during implementation. Therefore, all participants of the workshop were encouraged to experience the survey by filling out a questionnaire themselves
- A short version of the CMB-questionnaire was prepared in Czech and Polish language; the Slovakian partners filled in the Czech questionnaire and the Germans were asked face-to-face (personal interview)
- Experiencing the survey helped the partners to raise understanding of the process of the survey, questions regarding the questionnaires and other parts of the survey could be answered. This way, it is expected to have less obstacles during implementation
- The results were presented on the last day of the meeting including socio-demographic structure, employment, motorization, daily trips per person and modal split.
- The results showed impressively the importance of a representative sample. It could be easily seen how the number of daily trips and modal split was affected by the uniform age- and employment structure of the participants

3) NATIONAL ANALYSIS - outputs: 3.1.13. – 3.1.15. Analysis of deficiencies, lack of knowledge for strategy documents in Czech Republic, Slovakia and Poland

Warning - approaching deadlines for submission Core Outputs:

- 3.1.13. Analysis of deficiencies, lack of knowledge (local, regional, national) in integrated bicycle planning, legislation, bike&ride, cycle parking etc.in the Czech Republic
- 3.1.14. Analysis of deficiencies, lack of knowledge (local, regional, national) in integrated bicycle planning, legislation, bike&ride, cycle parking etc.in Slovakia
- 3.1.15. Analysis of deficiencies, lack of knowledge (local, regional, national) in integrated bicycle planning, legislation, bike&ride, cycle parking etc.in Poland

Presentation of TUD's approach to develop recommendations for strategies (Action 3.2-4.): Ute Kabitzke (PP2)

Definition of "strategy":

- TUD suggests the following definition of strategy: *A strategy is an action plan that is designed to achieve a particular goal and a coordination instrument for isolated actions, programs, measures, and project*
- Participants agree to use that definition within the project CMB

Objectives of strategies

- The strategies are an essential part of the planning process and form the base of all CMB-activities
- The CMB-strategy will aim an integrated approach: it means that cycling is promoted as a part of the "mobility coalition" (walking, cycling, and public transport); aim is to increase the share of the coalition. German experience shows that without the integrated strategy cycling share increased on the costs of public transport and car use increased as well. Switching to an integrated approach did successfully lead to an increase of the mobility coalition on the cost of car use. The development could have been shown by the survey "Mobility in Towns- SrV" in 2008.
- It is very important that the measures are incorporated in a cycling strategy and that the cycling strategy is incorporated in other strategic planning (transport master plan, spatial planning etc.)
- An integrated transport planning includes: sectoral integration, horizontal and vertical integration, modal integration, integral consideration of mobility, spatial integration, and integration of all persons concerned

Allocation of strategies within the project CMB

- The household survey can be found as activities 3.2.-4. in the Application Form (AF); it includes strategies for the national, regional, and local level
- According to the AF recommendations for strategy documents will be developed until February 2012, will be tested during the project, and the experience of the testing phase will be incorporated into the final strategies until February 2014

Presentation of TUD's approach

- TUD has started the analysis of the partner countries by expert interviews and questionnaires (the results will be available for the LP and PP4 to be used for the outputs 3.1.13-15.)
- TUD aims to develop the recommendation for strategies in close cooperation with the partners
- TUD has already developed first ideas, which are presented during the meeting and partners have the possibility to give feedback. Afterwards a workshop session encourages partner to contribute own ideas
- Feedback and those ideas will be incorporated in the recommendations and a first draft will be sent to partners
- First recommendations will be finished in February 2012 according to the Application Form

First suggestions for the structure of strategy documents

- Suggestion TUD: There could be 2 levels: 1. Level of strategies, and 2. Level of measures
- Example German National Cycling Plan
- Example PRESTO-project: The structure of PRESTO is similar to the structure of CMB; TUD suggests to add a level of strategies

The partners are asked to tell TUD the opinion on the suggestions

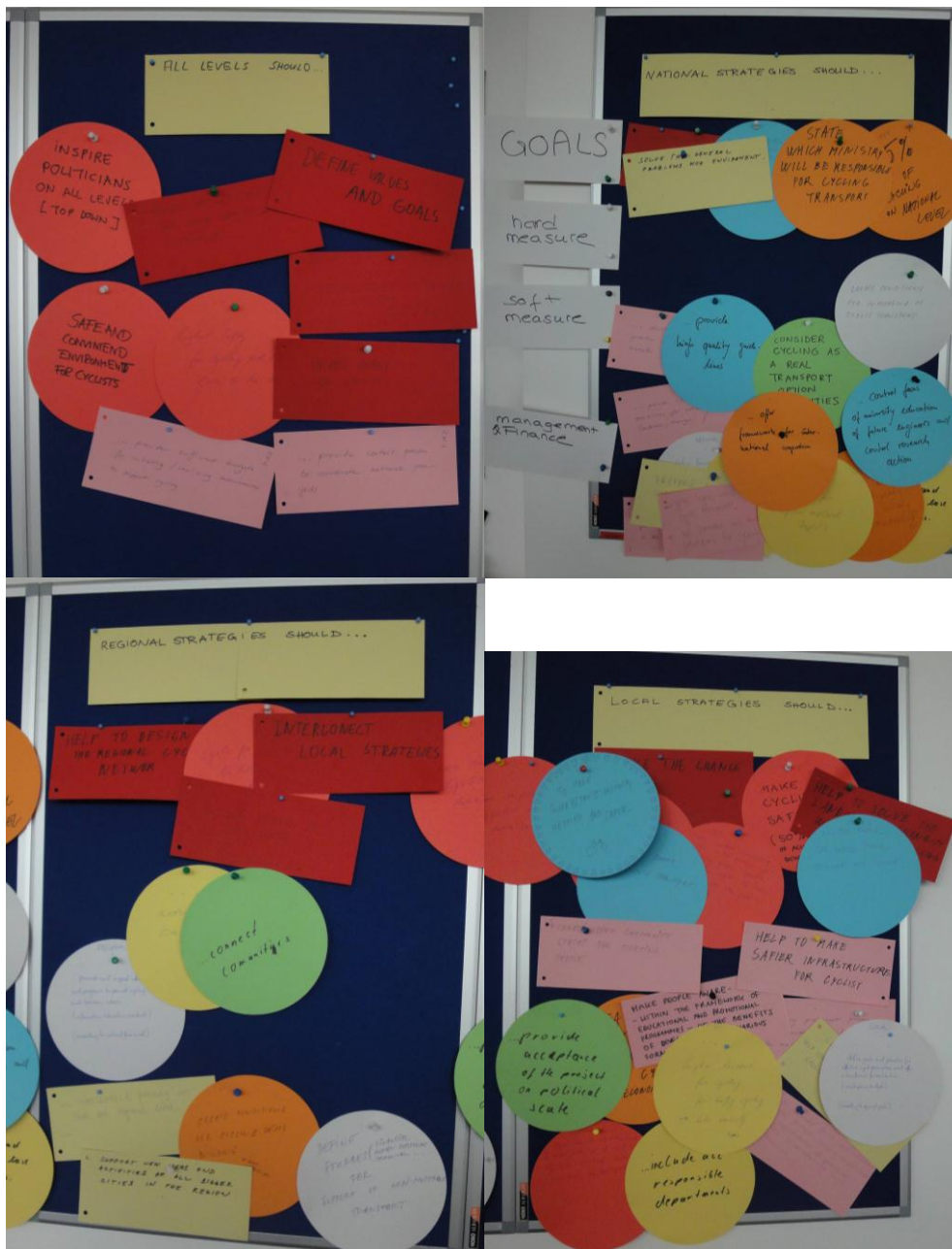
Definitions: TUD suggests the following definitions

- Hard measures: Physical facilities that facilitate transportation systems (IT technology, information included)
- Soft measures: Activities, services, information, and messages to educate and inform the public. Strategies and projects to increase knowledge and understanding for a more efficient and sustainable transport system with a focus on the mobility coalition of walking, cycling, and using public transport in cities.
- Management and finance: Efforts to operate and to control the system and to create funds, budgets, income for financing measures and options

Workshop session to collect ideas of participants

- Objective of the workshop session is to encourage the participants of the conference to take part in the process of developing the strategies. After the presentations on TUD's ideas for the strategies each partner gets the opportunity to contribute his/her opinions and ideas
- Each partner is asked to write his/her ideas regarding strategies on cards and post it on the wall
- Afterwards, the cards are presented and the ideas are discussed with participants
- The results of the workshop-session can be summarized as follows:
- GOALS:
 - Increase the number of cyclists/share of cycling
 - Define goals and objectives (concrete)
 - Change of lifestyles, increase quality of life and of the environment
 - Increase safety
 - Inspire politicians, define responsibilities
 - Define problems in legislation and solve it
 - Design a continuous network

- Rise acceptance and awareness of cycling
- National strategies:
 - Provide infrastructure and possibilities for networking
 - Provide best practice examples
 - Control focus on University education and research activities
 - Provide guidelines and regulations
 - Create conditions for cycling atmosphere
 - Prepare rules for cycling policies
 - Provide budget
- Regional strategies:
 - Support cycling between cities
 - Support ideas and activities of bigger cities and the region
 - Interconnect planning on regional level
 - Define sources (financial, human etc.) for cycling
- Local strategies:
 - Create safe infrastructure
 - Create high quality public spaces for the community
 - Provide training and education (rise awareness for cycling, tell about benefits of cycling, make it accepted)
 - Encourage social dialogue between all road users (car user, cyclists, walking people)
 - Promotion, e.g. by involving popular persons
 - Provide budget for cycling
 - Encourage dialogue between all responsible departments



Action 3.2 Development CMB Strategy

Plea for TUD: let's connect the our outputs. we have already started work on the Cycling Strategy and will be happy to help for specific TUD.

3.2.1. Creation of the first framework of the national masterplan on cycling transport in the self-governing region

3.2.2. Improving of the National Cycling Strategy in the Czech Republic and other recommendations for the National Cycling Strategy

Additional measures:

- TUD please create a common frame for this analysis.
- It is necessary to create a common image of the materials.

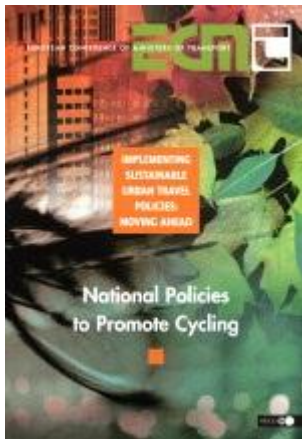
Action 3.3 Transnationally developed local and regional action plans and policies

- Getting started with measure of TUD, to be finished by February 2012 - 3.3.1. Creation of the first framework of the local masterplan on cycling transport

Action 3.4. Evaluation all strategies

Recommendations for TUD. The core output is to be implemented at the end of the project, but I feel that interim results should be known earlier.

- 3.4.1. Strategy document developed - Creation of the framework for a local masterplan for cycling transport - update the first version, incorporation of experience from the partners (3.3.1.)
- 3.4.3. Strategy document developed - Creation of the framework of the regional masterplan for cycling transport in the self-governing region - update the first version (3.2.1.)



Even now we need to consider how to operate with the results of our joint work. We can build on the report **„Implementing sustainable urban travel policie: National Policies to Promote Cycling“**. This study provides an overview of policies at the national level for promoting cycling, which is increasingly recognised as a clean, sustainable mode of transport in urban areas. The report is based on information obtained from 21 ECMT Member and Associate Member countries in 2002 and 2003.

The report was presented on the CEMT Ministers at the their Ljubljana Council in 2004. It was the first time that CEMT Ministers were asked to consider a spercific role fot the national level in promoting cycling in urban areas. At the Council, Ministers agreed a Declaration on National Cycling Policie.

While regional and local authorities bera the primary responsibility for detailed planning and implementation of cycling policie, national level commitment is important in setting the right legal, regulatory and financial framework so that successful implemenation of cycling initiatives can také place.

List of Advisory Boards; Working Group WP3 Members

NAME	Function	Project Partner #
Mr Gerd Axel AHRENS	Chairman	PP2
Mr Jaroslav MARTINEK	Deputy Chairman	LP
Ms Sona SESTAKOVA	Member	PP3
Mr Piotr KUROPATWINSKI	Member	PP4
Mr Radim SUPKA	Member	PP5

Mr Wojtech JIRSA	Member	PP6
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Ms Martyna LINK	Member	PP9
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