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Project Central MeetBike (3CE343P2)



1st Working Group Meeting WP4
(output 4.1.7.)
Brno, 10th – 11th October 2011

WP4 - Transnational Tool for the Development of
Cycling transport

REPORT

FINAL VERSION 1 – 31.10.2011

Meeting Discussion & Decisions

0) Welcome

Sona Sestakova from VUD (Leader WP4) and Ute Kabitzke (PP2) welcomed the attendees to the meeting.

ACTION 4.1. Good practice fact sheets & Translation of Guidelines, Relevant Results and Experiences

Task: TUD will prepare three manuals and guidelines

- 4.1.1. Management measures and Finance (M12)
- 4.1.2. Hard measures for support of cycling (M12)
- 4.1.3. Soft measures for support of cycling (M12)

The city Leipzig has done this manual.

- 4.1.4. Special output of the city of Leipzig for Big field trip - providing a bicycle route of "good examples of cycling infrastructure" for transport design experts (in cooperation with the city of Oldenburg and other partners) - M12.
- Tak for Leipzig PP12: Please send to documents for a given output

ACTION 4.2. - Know how exchange and networking

1) Outputs Seminars

- Output 4.2.1. Curriculum – tool for organising seminars, workshops, field trips (for CDV, VUD, PSWE) (M12)
- Output 4.2.8. – Seminars for national experts by DIFU (CDV, VUD, PSWE)
- Output 4.2.9.-11 – National seminars (CDV, VUD, PSWE)

Output 4.2.1. Curriculum – tool for organising seminars, workshops, field trips (for CDV, VUD, PSWE) (M12)

The Curriculum will be developed by TUD in cooperation with the German Institut for Urban Affairs (Difu); the costs for the Difu are covered by TUD-budget (external expertise).

Presentaion of the **FIRST DRAFT OF THE CURRICULUM: Jörg Thiemann-Linden (Difu)**

Main Objective of the knowledge transfer: to spread the knowledge that is gathered within WP3 amongst partner

Means of knowledge transfer:

1. Seminars (output 4.2.8. – 4.2.11)

- Expert seminars (for the expert of project team) – output 4.2.8.
- National Seminars – output 4.2.9. – 4.2.11.
 - in the Czech Republic
 - in Poland

- in Slovakia

2. Field trips (output 4.2.3. and 4.2.4.)

Field trips in Germany for decision makers and press from the partner countries will show practical examples of integrated promotion of cycling in Dresden; it encourages the exchange of international experience and international networking.

The first information about curriculum

The national series of one-day-seminars are recommended to be held in two thematic versions, each disseminating recent CMB outcomes (e.g. fact sheets from WP 4.1.1 - 4.1.5), combined with the European wide state of the art knowledge (e.g. outcomes from the PRESTO, BYPAD projects, and relevant national programs).

The Expert Seminars to be held in Gdansk and Pardubice in early 2012 will cover both thematic series (in two day seminar accordingly):

- will present the material to the national experts
- will reflect and summarize the lessons to be learnt in the national seminars
- will discuss to what extent national / local content versions will be useful
- will reflect the format and organisational frame of the following national series.

The format of each thematic national seminar is recommended to cover:

- an introduction of the main objectives and basic approaches of CMB,
- presentations of experts (national and from abroad) on specific themes, hopefully including convincing examples from the country of seminar
- parallel workshops in round-table format for interactive exchange of professional experiences (also sceptical points of view to be expressed in smaller groups),
- also a printed seminar volume of the presentations plus additional sources/materials to take home for local application of the participants (as far as possible in the translation budget also in national language, otherwise in English with a large portion of self-explaining graphs and figures on minor translation effort).

The selection of inspiring speakers is key to the success of the sessions!

Profiles of the Seminars

Series A Quality Cycling Infrastructure

A-I Introduction: Attempt to avoid repeating transport policy mistakes of the past in Western Europe; role of cycling in an efficient and sustainable transport system, multimodal networks

- A-II Tasks of WP5 **Pilot investments** in the partner cities – based on a properly designed **route network** and cycling facilities
 >> special focus on different types of cycling facilities (cycle streets / lanes / paths) and evidence reported on road safety and cycling quality;
 >> also recent new experiences in Europe of traffic calming to mix active mobility modes and low speed driving cars in peaceful co-habitation.
 TO BE DISCUSSED IN BRNO
- A-III **Low cost measures:** inter alia measures for „starter“ (municipalities in the initial phase), to serve as significant sign of “cyclists welcome” for public awareness in the public space, like signposting and bicycle parkings (experience inter alia based on manuals Europe-wide / PRESTO experiences, as far as possible experiences from current CMB field trips)
 >> special focus on **bicycle parking** (at public transport interfaces, in shopping streets, in dense housing areas, for mobility management at workplaces)
 >> special focus on **accompanying measures** to improve the effects of the delivered “hard measures” by raising acceptance of policy makers and users
- A-IV Outlook: The long term approach to „**Cycling as a System**“, steps to become a climbing or even champion city

Series B Comprehensive Action to Encourage Cycling

- B-I Introduction: The „cycling as a system“ approach, role of cycling in an efficient and sustainable transport system, lessons learned from surveys on mobility behaviour as an empirical bases
 Example: content and measures of the German National Cycling Plan
- B-II **Legal environment** of cycling– in written codes and in cycling friendly use of traffic regulations and technical guidelines
 >> specific focus: practice in different countries to learn from each other; expert interview results (WP 3)
- B-III Local coalition of **stakeholders** for public awareness & marketing,
 >> special focus of stakeholder involvement: Gaining additional actors and stakeholders for bicycle promotion, to create a team working together for their municipality and having fun together while cycling
 >> special focus of local action: e.g. cycling to work campaigning; traffic snake games to school, cyclovias/car free action days; taking active mobility into account - also including pedestrian need (Invitation to ACTIVE ACCESS final meeting 2012 in Budapest)

Drafting the Curriculum

Target group/participants of the expert seminars will be project partners of CMB.

Main **target group** for both national seminars are professionals and politicians

- „A“: with additional concentrated focus on transport and civil engineers in the administrations; i.e. increase understanding of cycling traffic safety
- „B“: with additional focus on police, stakeholder groups, media people, NGO; i.e. increase understanding to facilitate bicycle use

Four **Aspects to be defined** in the Curriculum until end of 2011:

1. Defining the objectives and main messages for training specific target groups with regard to current strengths, weaknesses, and problems of implementation)
2. Appropriate training method
3. List of content – illustrations and examples included
4. Additional training material and sources

Series A: Cycling Infrastructure

I. Main content

- Unbalanced transport systems lead to more congestion and emissions. Main goal: do not encourage not qualified auto-demand that blocks the qualified demand. 60 % of trips are shorter than 5 km. Up to 60 % of trips in towns are leisure traffic or leisure oriented shopping traffic, which hinders commercial traffic if every day trips are done by cars. Offer mobility alternatives to reduce unnecessary car use
- The contribution to mobility and sustainability by mature European cycling systems.
- Experiences of other European cities with regard to important economic factors for sustainable transportation
- Quality standards of various cycling manuals in Europe
- Traffic safety issues for different types of cycling facilities. Research findings about the safety effects of different cycling strategies
- Low cost „cycling accepted“ facilities in public spaces (e.g. signpost, bicycle parking, painted cycle space at intersections
- Outside the city limits– challenges of cycling on the road and safety needs of leisure cyclists
- What level of maintenance is adequate?

II. Method and training material

II. Metoda a výukový materiál

- Cycling plans from the partner countries and selected international countries will be displayed at the door step of the venue
- Translated extract from Dutch / German manuals (Specific to Poland: material is available in Polish from PRESTO and “Concept for Pomorskie Wojvodship”)

Series B: Comprehensive Action to Encourage Cycling

I. Main content

- Contribution of cycling, to improve mobility and sustainability in urban transport

- Identification of „cycling as a system“has been identified to take effect on the local level. Appropriate measures and actions depending on the given stage (Starter, Climber, Champion).
- What “hard economic effects“come from soft measures?
- An unprejudiced look at traffic laws – what tolerances are offered to facilitate cycling and walking (e.g. opening one-way streets)?
- How did the changes in favour of cycling occur in European national traffic codes, particularly in France, Belgium, Switzerland, Germany, and Poland
- Additional low-cost measures to encourage cycling through the well-directed use of the traffic laws by the authorities?
- Cycling is much more than just one way of satisfying mobility. What are the most important arguments for local coalitions of stakeholder to work together within their district or to promote cycling (e.g. tourism, schools / parents, health promotion, employers, job centres, urban developers, retailers, housing administration, local construction companies, public transport authorities and operators, energy agencies for climate protection)?
- What kind of local or Europe wide events and actions can be used to change attitudes (e.g. temporary car-free roads)? Cost awareness of car use and the alternatives
- Is the interrelation of users and politicians crucial? Are there more options than (occasionally grim) dialogues between NGOs and decision makers?
- Promote cycling as a healthy and sustainable life style of the young and fit people

II. Method and training material

- presentations of European good practices as well as evidence based results on the effects of campaigns
- Access to project databases and websites (ELTIS, Active Access, Presto, nrpv, klima:aktiv mobil, ...) from other projects
- Official manuals and national strategies on soft measures in Europe (partly translated). Example brochures will be shown

After the presentation of Thiemann-Linden, the following 5 questions are discussed in 2 groups. The first group includes Czech and Slovakian participants and the second group includes Polish participants.

Questions:

1. What is specific to be disseminated in national seminars?
(street code issues, specific obstacles in technical guidelines,...)
2. Who is a good speaker from the country to convince others ?
(with what specific content / message?)
3. What material in own language should be added to the English?
(in order to keep the translation costs within the budget)
4. Which experience from own country will be useful for seminars in other CMB partner country?

5. Practical issues to be taken into account?

(way of invitation / seminar location / ...)

Results of Group 1 (Czech and Slovakian partners)

1. cycle paths and cycle infrastructure , 30km/h-zones
2. optional speaker: Thomas Cach (Prag); Speaker from Austria: Prof. Sammer (FGM AMOR Graz, Cycling in one-way streets); Ahrens will speak to POLIS to find additional speaker and to improve contact between the cities.

Results of Group 2 (Polish partners):

1. It has recently been suggested to allow the cyclists to choose between sidewalk and street (in Gdansk); decision cycle lane vs. separate cycle paths; 30 km/h-zones have recently been introduced in Poland; at night 60 km/h are allowed on streets in the city, which causes problems (e.g. noise); how to promote cycling and to convince people; an update of cycling guidelines is required (the current one has separate cycling tracks only); a new law in Gdansk says that for every new building (private or commercial) cycling parking is to be installed
2. Speaker: Piotr Kuropatwinski (PP4); Polish partner will think about more and send it later
3. Answer to the question will be sent by email
4. Polish best practice/good examples: campaigns (bike Fridays, bike to work); infrastructure; street calming (30km/h-zones), city centre opened for cyclists; Car-Free Day in Tczew (once a year)

The discussion showed several open questions that are to be answered subsequent to the conference, which are listed below:

- **Justification of the position of the Difu in the market:**
As seen in the speech of JTS in Brno, the description of Difu should be supplemented by a brief justification, that Difu is a very unique organization in Germany, so in this case it is not possible to implement any tender for training activities of Difu. This reasoning is extremely important, because otherwise we could get into big trouble. Simplify - We prove the original position in the market Difu. The justification has already been written by TUD (in German language); it has been confirmed by Ms. Dominovic (JTS) that it will be sufficient if other partners refer to this justification.
- **Budget for Expert Seminars: Costs for expert seminars are calculated in the budget line „Meetings and events“. Therefore responsible partners for expert seminars (LP, PP3, and PP4) require information regarding the arising expenses; this order will be sent to assessment of JTS and FLC.**
It is also clear that "travel" will be reimbursed DIFU on the basis of travel documents. As for rewards, it is necessary to better specify according to specific outcomes:

Further, we recommend not to associate amounts for Difu with Staff Costs, but with specific outputs:

- Preparation of national expert seminars at international cycling policy profile, to prepare and test the format for the following WP 4.2.9-11 national seminars on the CMB issues and joint experiences
 - Estimated price?:
- Putting the Curriculum in cycling content (as discussed in 2010 meeting) and didactics in a seminar format at adequate form and material.
 - Estimated price?:
- Conducting and contributing during the seminar
 - >> **chairing the seminar** as far as useful (if not by the National Partner)
 - >> **bringing a speaker** from Difu and **another cycling planning expert** with international background (at all costs included in the sub-contract)
 - Estimated price?:
- Deliverables:
 - >> preparation of **agenda, invitation flyer**
 - >> **printed teaching material** for all participants in a folder for further use in local practice (black&white, with priority on graphics from road design manuals and photos) including selected and commented links to read more in ELTIS, PRESTO and other sources) to be disseminated by the National Partners in advance – after partly translated by the National partners according to the needs and translation budgets. Calculated number of participants: 30-40 per seminar.
 - >> **evaluation** of the participants satisfaction at the end of the expert seminar (questionnaire and analysis)
 - >> **reports** on the conducted WP 4.2.8 expert seminars (English), short report reflecting the international know-how exchange experience – material for the CMB deliverables
 - >> **seminar manual** on format and organisation of seminars / academies, including some prototype XLS sheets on practical preparation (in English, possibly to be translated to native language according to needs of more seminars)
 - Estimated price?:
- **There is one crucial decision to make about the structure of expert and national seminars (decision is to be made by LP, PP3, and PP4):**
Structure A: Expert Seminars will work as a test run for the national seminars, the national seminars will then have the same structure and content as expert seminars

Structure B: Expert seminar will show the PP the German knowledge; national seminars will then be organized by LP, PP3, and PP4; content of expert and national seminars will then vary

- After reading all the material we realized that a two-day seminar in Pardubice will be more the workshop, where together with Difu we will seek ways of transferring the German know-how to the Czech environment. At this workshop it is appropriate to invite those who wish to participate at the next training program in the Czech Republic, i.e. at the related national seminars.
- If we understood well, even the national seminar will not be all the same. In some places, there will be held a "Series A" seminar, in another place a "Series B" seminar.
- ➔ The answer to these questions depends on your decision about the structure of the seminars

- **The better and more detailed our explanation of the role of Difu in this program is now, the easier our subsequent justification for FLC and JTS will be. JTS must understand that during the two-day seminar Difu will devote to us 2 x 8 hours, they must prepare for the workshop, consult with us our specifics and then evaluate the workshop.**

2) Outputs Field trips

Presentation of the field trips (activity 4.2.3.-5.) by Ute Kabitzke (PP2), Nora Ludwig (PP11), Torben Heinemann (PP12)

Introduction: Ute Kabitzke

- Target group of the field trips: Decision makers, planners, and media from CMB-countries
Main Objective of the field trips:
 - To show practical examples of integrated promotion if cycling,
 - To encourage the exchange of international experience, and
 - To encourage international networking.
- Organisation of the field trips: LP, PP3 (VUD), PP4 (PSWE), and PP2 (TUD) in cooperation with PP11 (city of Dresden), and PP12 (city of Leipzig)
Proposal for the agenda of the field trips: The field trip will be 2 days, participants will visit Dresden, Leipzig, and Berlin

Presentation of the bicycle tour in Dresden: Nora Ludwig

Presentation of the bicycle Tour in Leipzig: Torben Heinemann

Presentation of the bicycle Tour in Berlin: Ute Kabitzke

Discussion:

- Marian Gogola (PP7) suggests to visit a small city, because it is more interesting for the partner city to visit a city of the same size; the suggestion will be incorporated in the agenda of the field trip; the city of Dessau seems to be a adequate city to stop by on the way from Leipzig to Berlin
- Aspects to be discussed subsequent to the meeting (via email with LP, PP2, PP3, PP4, PP11, and PP12) are:

- Number of visits by the partners
- Size of the visiting group
- Budget plan
- Additional city on the agenda
- Dates for the visit (should be decided as soon as possible)

3) Outputs 4.2.13. – Czech cycling networking

- CDV presented its plan for activity implementation, through the Charter of Uherske Hradiste – see the presentation of CMB Kick-Off WP 4 Czechversion_we learn.ppt

ACTION 4.3 Reporting on Know how implementation; Hard measures, Planning, Safety

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

4.3.9. - New tool development: recommendations for concepts to improve bicycle safety (technical plan) & Infrastructural measures

List of Advisory Boards; Working Group WP4 Members

NAME	Function	Project Partner #
Ms Sona SESTAKOVA	Chairman	PP3
Mr Jaroslav MARTINEK	Deputy Chairman	LP
Ms Jeana KLASSEN	Member	PP2
Mr Andrej PIOTROWICZ	Member	PP4
Ms Radim SUPKA	Member	PP5
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Ms Vierka STUPAKOVA	Member	PP8
Ms Martyna LINK	Member	PP9
Mr Wojciech WOZNIAK	Member	PP10
Mr Andre ZSCHOGE	Member	PP11
Mr Torben HEINEMANN	Member	PP12

Report:

Jarda Martinek & Soňa Šestáková & Ute Kabitzke