

Information note 02

Prepared by Austria (Federal Ministry of Agriculture, Forestry, Environment and Water Management)



Report of the third meeting of THE PEP Partnership on Cycling Promotion

Date: 19 and 20 March 2015

Venue:

Bundesministerium für Verkehr und digitale Infrastruktur
 Referat G 23 - Personenverkehr, öffentliche Verkehrsdienste, Radverkehr
 Invalidenstraße 44, Conference Room A.EG.031 Bauteil A, 10115 Berlin

Minutes

When	What	Who
30.04.2015	Decision of responsible partner for the topic "Cycling indicators & benchmarking" & "Integration of cycling in planning processes"	Sweden, Belgium Other interested partners (?)
22.05.2015	Draft work plan for the topics to be covered in the master plan (see Annex 1)	Austria, ECF, France, Germany (?)
24.04.2015	Introduction of a dropbox folder to facilitate the exchange in information among the partners	Andreas Friedwagner
30.04.2015	Fix date and venue for 5 th partnership meeting	Andreas Friedwagner

Agenda

Welcome & Introduction (Birgitta Worringer/DE, Christian Schweizer/THE PEP Secretariat, Martin Eder/AT, Pierre Toulouse/FR, Fabian Küster/ECF)

Session 1 & 2 Topics to be covered in the pan-European Master Plan for Cycling Promotion

- The pan-European master plan for cycling promotion

- Cycling indicators & benchmarking
- Benefits of cycling / impact analysis
- Support national cycling policies
- Cycling infrastructure needs & funding options
- Benefits through standardization
- Integration of cycling in planning processes

Conclusions and next steps

→ *Presentations attached to the minutes*

The discussions during the workshop provided valuable inputs for the development of the pan-European master plan. The findings have been used to update the already existing information about the master plan. The document reflects the state of work after the workshop in Berlin, March 2015.

THE PEP Partnership on cycling

The partnership was launched at the 4th High-level Meeting on Transport, Health and Environment. Besides the work on the master plan, THE PEP partnership provides a platform for the exchange of information, know-how and good practices supporting the national cycling officers/coordinators in their daily work.

The pan-European master plan for cycling promotion

The master plan for cycling will be developed within THE PEP Partnership on cycling. The master plan will support joint action for integration of cycling issues in national and international (pan-European) policies and existing funding schemes of international financing institutions and pan-European infrastructure plans. Therefore the master plan is intended to be an important instrument for increasing the level of cycling at the pan-European level.

Master plan development process

1. Preparation phase: Definition of priority areas (Nov 2014 -March 2015)
2. Elaboration phase: Elaboration of inputs for priority areas + consolidation → draft master plan (March 2015 – Dec 2016)
3. Negotiation phase: Negotiation of draft master plan among THE PEP member states (Jan 2017 - Dec 2018)
4. Decision/Agreement on pan-European master plan on cycling (5th High-level meeting of THE PEP in spring 2019)
5. Implementation phase: Identification of projects and funds (continuous action after presentation of draft master plan)

The development of the pan-European master plan will be coordinated by the Austrian Federal Ministry of Agriculture, Forestry, Environment and Water Management (represented by Mr. Andreas Friedwagner), the French Ministry of Ecology, Sustainable Development and Energy, the European Cyclists Federation and THE PEP secretariat.

Expected outputs:

Concrete measures and recommendations for the Member States of the pan-European Region and relevant inter-governmental organizations, such as for example the UNECE, WHO and EU.

Target groups of the pan-European master plan

National ministries of health, environment and transport, European Commission (relevant DGs), International Financing Institutions (Worldbank, EIB, etc.), WHO, UNECE, Bicycle Economy

Structure of the master plan

The master plan will provide answers to the following questions:

1. What are we dealing with? Status of cycling
2. Why are we dealing with it? Benefits of cycling for the environment, health and transport, as well as other sectors
3. What do we want to achieve/Where do we want to go? Increase the level of cycling (e.g. objective: double the modal share of cycling)
4. What do we have to do? Concrete measures and recommendations for national governments in the pan-European Region and for the UNECE, WHO and the EU.
5. Where do we get the money from? National budgets and international funds for cycling

The master plan will be developed cooperatively among the members of THE PEP partnership on cycling. Selected partners will take over the responsibility to elaborate the different topics to be covered by the master plan.

Topics to be covered in the pan-European Master Plan on Cycling Promotion

The following description summarizes the discussion during the partnership meeting in Berlin and (to a certain extend) the bilateral discussion afterwards.

Main topics to be covered in the master plan

During the last two meetings the partners identified the following topics. The responsible partner (if already identified) is mentioned in brackets.

Cycling indicators & benchmarking (vacant)

- Define a minimum set of indicators necessary to monitor the status of cycling
- Provide an overview of existing data sources and methodologies used for collecting this data
- Provide an overview of the current values of these indicators
- Recommendations to survey these indicators

Benefits of cycling / impact analysis (Austria - confirmed)

- Highlight the benefits of cycling on the environment, transport, health, the economy
- Deepen and widen knowledge on the impact of cycling on other sectors (incl. quantification, etc.)

Support national cycling policies (Germany – to be confirmed)

- Analyse possibilities for national support to increasing the levels of cycling
- Recommendations for the development and implementation of national cycling strategies and the nomination of national cycling officers
- Provision of guidelines and technical assistance for the implementation of national cycling strategies

Cycling infrastructure needs, funding options and fiscal system (ECF – confirmed)

- Analyse how much funding is needed per person per year to provide for safe and comfortable cycling conditions
- Recommendation to dedicate specific share of national budgets (incl. local, regional budgets) for cycling (differentiation between starters, climbers and champions)
- Overview about existing European and international Funds for co-financing the cycling network + provision of guidelines on how to access these funds.
- Recommendations for adapting credit requirements/guidelines of International Financing Institutions (e.g. the European Investment Bank (EIB), the World Bank) taking into account cycling and its requirements when developing transport infrastructure.
- Recommendations to adapt existing or the development of new funding schemes for cycling in the next financing period (2021-2027)
- Analyse fiscal incentives for commuting, both to employees as well as to employers
- Issue recommendations on a fiscal framework for commuting

Benefits through inventory, harmonization and standardization (France – confirmed)

- Rules: recommendations for amendments to international treaties like the Vienna Convention on Road Signs and Signals and/or technical standards regarding (electric) bicycles and introduce recommended solutions to promote cycling in highway codes.
- Vehicles: recommendations on what type of vehicles are allowed on what type of infrastructure (bicycles, pedelecs, class LeA1 vehicles)
- Cycling infrastructure: Definition of standards for the development of cycling networks ensuring a certain level of quality.

Integration of cycling in planning processes (vacant)

- Infrastructure planning: Integration of cycling in all infrastructure planning processes.
- Land use planning: Current land use planning procedures and regulations have to take into account the requirements of cyclists.
- Multimodal transport planning: Planning of cycling infrastructure must be coordinated with all other means of transport.

Additional to be covered in the master plan

- Integrate the benefits of cycling in transport appraisal and in national health policies. E.g. including health impact assessments such as with HEAT for cycling in relevant decision making processes (vacant)
- Cycling tourism/recreation/sports cycling: Development of good practice guidelines (ECF – confirmed)
 - A National cycling route network, well integrated into the regional and European (EuroVelo) network
 - A uniform national signalization system
 - Cycling-friendly services (e.g. bed and bike)
 - One-stop shop for information and promotion at national level
 - Organisation: one coordinating organization who brings all relevant actors together
- Awareness-raising: Collecting good practice (manuals) and issue recommendations (vacant)
- Education: Collecting good practice (manuals) and issue recommendations (vacant)

Annex 1 provides a suggestion for a work plan for the different topics already including inputs gathered during the last meetings. This structure should be a guideline for the responsible partners to come up with a more detailed work plan for their topics until the meeting in Nantes.

Main benefits of the pan-European master plan

- For the national cycling officers the master plan will provide additional political support for bringing forward the topic of cycling at the national and sub-national level.
- Provide a framework for the development of national cycling policies
- Raised/higher awareness of importance of cycling for economy, health and environment on the pan-European level
- Get access to international funding sources

Other issues

- In order to facilitate the exchange of information a dropbox folder will be provided.

Next meetings:

We have already got the confirmation for the next two meetings of the partnership:

- **4th meeting** along with the Velocity 2015, **Nantes (June 2nd, 2015)**; the meeting will take place in the morning and afternoon of June 2nd
- There will be a session during the Velocity especially dedicated to the topic of “Cycling policies beyond the national level”). The session will take place most probably on June 3rd.
- **5th meeting, Bratislava (January 20th/21st, 2016)**

Annex 1: Work plan

Please be aware that number and description of actions reflect the discussion until the workshop in Berlin. The responsible partners have the possibility to add further action if necessary.

Cycling indicators & benchmarking

Topic 1	
Title	Cycling indicators & benchmarking
Responsible Partner	Sweden / Belgium ?
Description	
Activities within the topic	
Action 1	Define a minimum set of indicators necessary to monitor the status of cycling
Outputs and results	
Inputs to be taken into consideration	
Available until:	
Action 2	Provide an overview of existing data sources and methodologies used for collecting this data
Outputs and results	
Inputs to be taken into consideration	Shanti project, Eurobarometer surveys, www.bikedata.org , Eurostat,
Available until:	
Action 3	Provide an overview of the current values of these indicators
Outputs and results	
Inputs to be taken into consideration	
Available until:	
Action 4	Recommendations to survey these indicators
Outputs and results	
Inputs to be taken into consideration	
Available until:	

Benefits of cycling / impact analysis

Topic 2	
Title	Benefits of cycling / impact analysis
Responsible Partner	Austria
Partners interested to contribute	ECF
Description	
Activities within the topic	
Action 1	Highlight the benefits of cycling on the environment, transport, health, the economy
Outputs and results	
Inputs to be taken into consideration	
Available until:	
Action 2	Deepen and widen knowledge on the impact of cycling on other sectors (incl. quantification, etc.)
Outputs and results	
Inputs to be taken into consideration	
Available until:	
Action 3	
Outputs and results	
Inputs to be taken into consideration	
Available until:	

Support national cycling policies

Topic 3	
Title	Support national cycling policies
Responsible Partner	Germany (to be confirmed)
Partners interested to contribute	Czech Republic
Description	
Activities within the topic	
Action 1	Analyse possibilities for national support to increasing the levels of cycling
Outputs and results	Recommendations for the development and implementation of national cycling strategies and the nomination of national cycling officers
Inputs to be taken into consideration	Central Meet Bike project
Available until:	
Action 2	Development of guidelines and technical assistance for the implementation of national cycling strategies
Outputs and results	
Inputs to be taken into consideration	
Available until:	
Action 3	
Outputs and results	
Inputs to be taken into consideration	
Available until:	

Cycling infrastructure needs, funding options and fiscal system

Topic 4	
Title	Cycling infrastructure needs, funding options and fiscal system
Responsible Partner	ECF
Partners interested to contribute	Luxemburg
Description	
<ul style="list-style-type: none"> Analyse how much funding is needed per person per year to provide for safe and comfortable cycling conditions Recommendation to dedicate specific share of national budgets (incl. local, regional budgets) for cycling (differentiation between starters, climbers and champions) Overview about existing European and international Funds for co-financing the cycling network + provision of guidelines on how to access these funds. Recommendations for adapting credit requirements/guidelines of International Financing Institutions (e.g. the European Investment Bank (EIB), the World Bank) taking into account cycling and its requirements when developing transport infrastructure. Recommendations to adapt existing or the development of new funding schemes for cycling in the next financing period (2021-2027) Analyse fiscal incentives for commuting, both to employees as well as to employers Issue recommendations on a fiscal framework for commuting 	
Activities within the topic	
Action 1	Analyse how much funding is needed per person per year to provide for safe and comfortable cycling conditions
Outputs and results	Recommendation to dedicate specific share of national budgets (incl. local, regional budgets) for cycling (differentiation between starters, climbers and champions)
Inputs to be taken into consideration	
Available until:	
Action 2	Overview about existing European and international Funds for co-financing the cycling network + provision of guidelines on how to access these funds.
Outputs and results	Recommendations for adapting credit requirements/guidelines of International Financing Institutions (e.g. the European Investment Bank (EIB), the World Bank) taking into account cycling and its requirements when developing transport infrastructure. Recommendations to adapt existing or the development of new funding schemes for cycling in the next financing period (2021-2027)
Inputs to be taken into consideration	
Available until:	
Action 3	Analyse fiscal incentives for commuting, both to employees as well as to

	employers
Outputs and results	Recommendations on a fiscal framework for commuting
Inputs to be taken into consideration	
Available until:	

Benefits through inventory, harmonization and standardization

Topic 5	
Title	Benefits through inventory, harmonization and standardization
Responsible Partner	France
Partners interested to contribute	ECF
Description	
<ul style="list-style-type: none"> Rules: recommendations for amendments to international treaties like the Vienna Convention on Road Signs and Signals and/or technical standards regarding (electric) bicycles and introduce recommended solutions to promote cycling in highway codes. Vehicles: recommendations on what type of vehicles are allowed on what type of infrastructure (bicycles, pedelecs, class LeA1 vehicles) Cycling infrastructure: Definition of standards for the development of cycling networks ensuring a certain level of quality. 	
Activities within the topic	
Action 1	Identify areas of action where further standardization on (pan-) European level would be helpful
Outputs and results	
Inputs to be taken into consideration	
Available until:	
Action 2	Inventory of existing standards
Outputs and results	
Inputs to be taken into consideration	
Available until:	
Action 3	Issue recommendations for new standards or amendments of existing regulations
Outputs and results	Amendments to international treaties like the Vienna Convention on Road Signs and Signals and/or technical standards regarding (electric) bicycles and introduce recommended solutions to promote cycling in highway codes. Recommendations on what type of vehicles are allowed on what type of infrastructure (bicycles, pedelecs, class LeA1 vehicles) Definition of standards for the development of cycling networks ensuring a certain level of quality.
Inputs to be taken into consideration	
Available until:	

Integration of cycling in planning processes

Topic 6	
Title	Integration of cycling in planning processes
Responsible Partner	Sweden / Belgium ?
Partners interested to contribute	Hungary
Description	
<ul style="list-style-type: none"> • Infrastructure planning: Integration of cycling in all infrastructure planning processes. • Land use planning: Current land use planning procedures and regulations have to take into account the requirements of cyclists. • Multimodal transport planning: Planning of cycling infrastructure must be coordinated with all other means of transport. 	
Activities within the topic	
Action 1	Identify and evaluate possibilities to integrate cycling in all infrastructure planning processes
Outputs and results	
Inputs to be taken into consideration	
Available until:	
Action 2	Identify and evaluate possibilities to take into account the requirements of cyclists in current land use planning procedures and regulation
Outputs and results	
Inputs to be taken into consideration	
Available until:	
Action 3	Identify and evaluate possibilities to coordinate cycling infrastructure planning with all other means of transport
Outputs and results	
Inputs to be taken into consideration	
Available until:	