

4th Meeting THE PEP Partnership on Cycling

Date & Venue:

June 2nd, 2015

La Cité Nantes Events Center

5, rue de Valmy, BP 24102

44041 Nantes cedex



Status: 01.07.2015

Minutes

When	What	Who
asap	Decide to take the lead in topic 6 (Integration of cycling in planning processes)	All partners (the topic could also be split among the partners)
24.07.2015	Provide guidelines for topic leaders	Austria
18.09.2015	Provide draft work plans for the different topics to be covered in the master plan	Topic leader (Belgium, Austria, France, ECF, Germany)
01.12.2015	Provide a draft structure of the master plan (word file)	Austria
continuous	Involve members of the partnership in the elaboration of the different activities (provision of data/information, feedback, etc.)	Topic leader and all partners
continuous	Work on the different activities within the topics	Topic leader
31.12.2015	Provide first results to be presented during the next meeting	Topic leader
20./21.1.2016	Participate in the next partnership meeting in Bratislava	All partners
continuous	Involve additional partners	

Agenda

Welcome & Introduction (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

- What happened until now?
- Cycling indicators & benchmarking
- Benefits of cycling / impact analysis
- Support national cycling policies
- Cycling infrastructure needs, funding options and fiscal system
- Benefits through inventory, harmonization and standardization
- Integration of cycling in planning processes

Conclusions and next steps

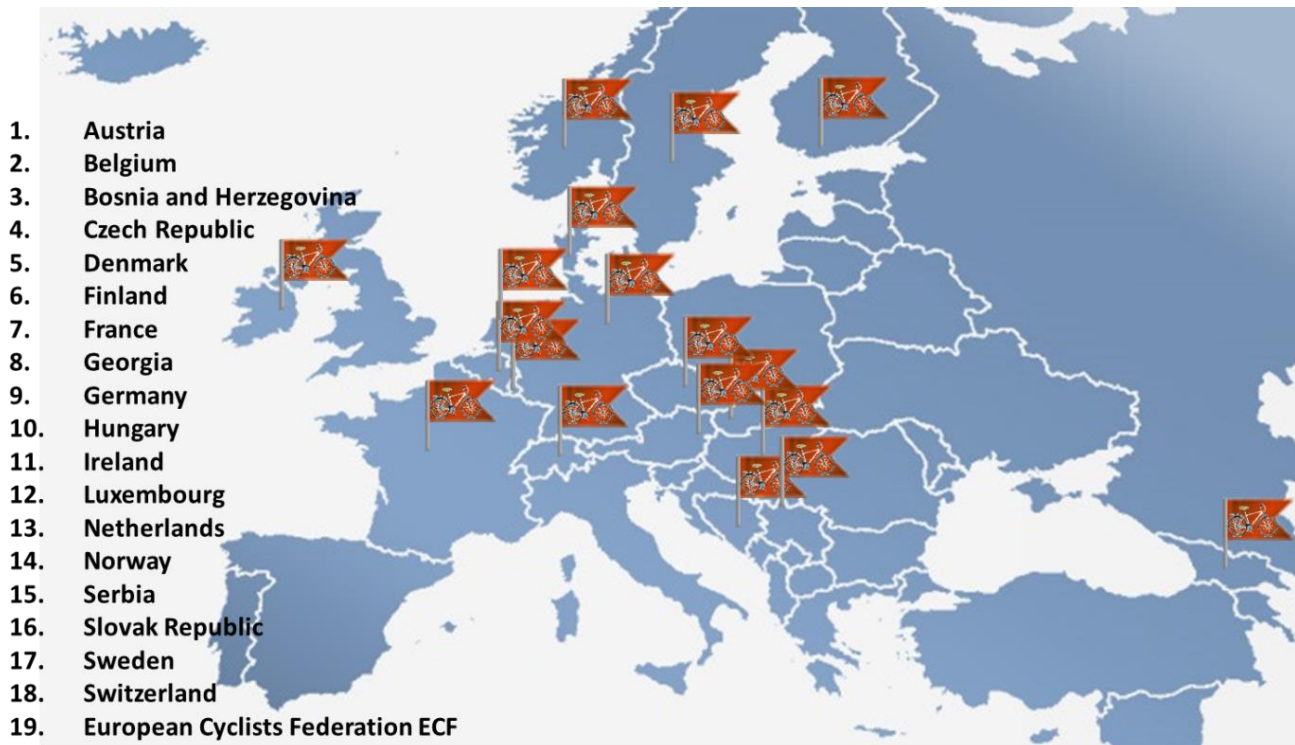
Additional topics: Operation and maintenance of cycling facilities and the registration of bicycle routes

→ Presentations on the dropbox folder (if you are not able to access the dropbox please get in touch with Andreas Friedwagner (a.friedwagner@verracon.at))

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 Nantes, June 2015.

THE PEP Partnership on cycling

The partnership was launched at the 4th High-level Meeting on Transport, Health and Environment. The following map highlights those countries that actively participated in the partnership meetings.



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

During the last partnership meetings the participants **agreed on the procedure** for the development of the master plan:

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 countries (Jan 2017 - Dec 2018)
4. Adoption of pan-European master plan for cycling promotion (5th High level meeting of THE PEP in spring 2019 in Vienna)
5. Implementation phase: Identification of projects and funds

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 and expected outputs

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.

What do we want to achieve?

During the last partnership meeting in Nantes the partner discussed the possibility/necessity to agree on a common objective. The following approaches were discussed:

- a quantifiable target like double the modal share of cycling on the pan-European level, double the investment in cycling
- a softer target, e.g. cycling as an equal mode of transport

Even a quantifiable target can only be a recommendation for the member states and cannot be binding. Nevertheless will a quantifiable target make it easier to communicate the objectives of the master plan. Therefore the recommendation of the majority of THE PEP partnership is to define a quantifiable target supporting the promotion of cycling on the pan-European level.

During the first three meetings the partners identified the following topics to be covered in the master plan. The responsible partner (if already identified) is mentioned in the brackets.

WP1 Cycling indicators & benchmarking (Belgium - confirmed)

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

WP2 Benefits of cycling / impact analysis (Austria - confirmed)

- Highlight the benefits of cycling on the environment, transport, health, the economy as well as other areas (status quo and for a future modal share)
- Deepen and widen knowledge on the impact of cycling on other sectors (incl. quantification, etc.)
- Overview of existing tools

WP3 Support national cycling policies (Germany – confirmed)

- Analyse possibilities for national support to increase the levels of cycling
- Recommendations for the development and implementation of national cycling strategies including cycling tourism (e.g. recommendations for successful measures differentiated by starters, climbers, champions, recommendations for the overall process (like SUMP), the involvement of stakeholders, etc.), the nomination of national cycling officers
- Recommendations for the national development of cycling tourism (e.g. installation of one coordinating organization who brings all relevant actors together, a one-stop shop for information and promotion at national level, cycling-friendly services like bike and bed)
- Provision of guidelines and technical assistance for the implementation of national cycling strategies

WP4 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
- A National cycling route network, well integrated into the regional and European (EuroVelo)
- 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

WP5 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. A uniform national signalization system for touristic cycle routes.
- 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.

WP6 Integration of cycling in planning processes (vacant)

- Infrastructure planning: Integration of cycling in all infrastructure planning processes (e.g. cycling check for infrastructure planning)

- 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.

Besides the work on the master plan, THE PEP partnership provides a platform for the exchange of information and know-how supporting the national cycling officers/coordinators in their daily work.

Main benefits of the pan-European master plan

Besides the raised/higher awareness of importance of cycling for economy, health and environment on the pan-European level there will be benefits for the Member States differentiated by the level of cycling promotion in the country:

Beginner Countries

- Know-how exchange with experience countries
- Guidelines and support in building up a national cycling policy
- Access to international funding options

Climber Countries

- Know-how exchange with experience countries
- For the national cycling officers the master plan will be an additional back up from the political level to bring forward the topic of cycling in their countries and regions.
- Access to international funding options

Forerunner Countries

- Possibility to export national know-how and expertise ("Cycling Embassy")
- Image as cycling nation
- Access to international funding options

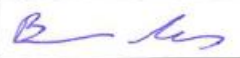


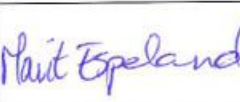

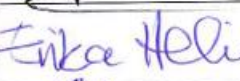
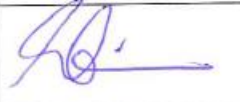



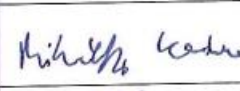
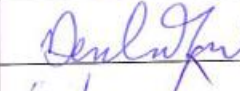


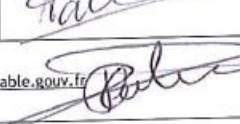
Next meetings:

We have already got the confirmation for the next meeting of the partnership:



- **5th meeting, Bratislava (January 20th/21st, 2016)**

List of participants

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