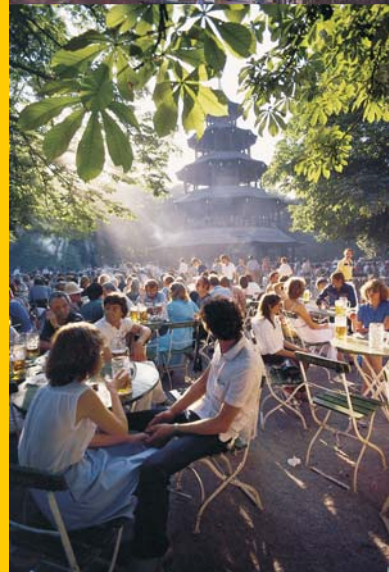




Federal Ministry
of Transport, Building
and Urban Affairs



Landeshauptstadt
München



Velo-city 2007 Munich Conference Programme

Velo-city 2007 Conference Structure

Pre	Conference																								Post									
Saturday, 09/06/2007 and Sunday, 10/06/2007: Streetlife Festival	Monday, 11/06/2007	Tuesday, 12/06/2007								Wednesday, 13/06/2007								Thursday, 14/06/2007								Friday, 15/06/2007								M-Radelit, Presenter: Munich Public Utility Company (SWM) The Cultural Landscapes in Munich's North, Presenter: Regional Planning Unit Munich's
	Room	Room A	Room B	Room C	Room D	Room E	Room F	Room G	Room H	Room A	Room B	Room C	Room D	Room E	Room F	Room G	Room H	Room A	Room B	Room C	Room D	Room E	Room F	Room G	Room H									
	Time																																	
	8:30 - 9:00																																	
	9:00 - 10:00																																	
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starting 19:30																																		
Preparation of Exhibition																																		
Registration																																		
Sub-Plenary 1c: Changing National Cycling Policy																																		
Workshop Tue4A: Becoming a Cycling-Friendly City																																		
Design for Safer Cycling																																		
Workshop Tue4C: Evaluation of Quality																																		
Workshop Tue4E: Cyclists' Training																																		
Workshop Tue4F: Providing Knowledge & Experience																																		
Workshop Tue4G: Cycling and Public Transport																																		
Workshop Tue4H: EuroVelo Routes																																		
Sub-Plenary 1d: Changing National Cycling Policy																																		
Workshop Tue3A: Cycling, Health & Particulate Matters																																		
Regional Strategies																																		
Workshop Tue3C: Traffic Safety																																		
Workshop Tue3D: Bike & Ride																																		
Workshop Tue3E: Bicycle Parking																																		
Workshop Tue3F: Tourism																																		
Workshop Tue3G: Partnership																																		
BYPAD																																		
Sub-Plenary 2b: Health																																		
National Strategies																																		
Workshop Tue2E: Communication																																		
Workshop Tue2D: Intermodality																																		
Workshop Tue2E: Education Campaigns																																		
Workshop Tue2F: Tourism																																		
Workshop Tue2G: Partnership																																		
BYPAD																																		
Sub-Plenary 2a: Strategies to Promote Cycling in a National Context																																		
Registration																																		
VISIONS																																		
Plenary 1a: Opening																																		
Plenary 1b: Bicycle Transport Policies in Different European Countries																																		
Coffee Break																																		
Strategies to Secure Mobility in Metropolises by Promoting Cycling																																		
Plenary 3a: Strategies to Secure Mobility in Metropolises by Promoting Cycling																																		
Registration																																		
BEST PRACTICE																																		
Coffee Break																																		
Lunch																																		
Poster Presentations																																		
Coffee Break																																		
Dismantling of Exhibition																																		
Sub-Plenary 3b: Helmets																																		
Workshop Thu4B: Strategies in a Metropolis																																		
Round Tables to Promote Cycling																																		
Workshop Thu4D: Ways to Promote Cycling																																		
Workshop Thu4E: Bicycle Parking																																		
Workshop Thu4F: Cycling in Urban Areas																																		
Local Cycle Promotion																																		
Workshop Thu3H: Implementation Strategies																																		
Sub-Plenary 3b: Helmets																																		
Workshop Thu3B: Strategies in a Metropolis																																		
Workshop Thu3C: Friendly Cities																																		
Networks of Cycling-Friendly Cities																																		
Certificates for Cycling Cities																																		
Workshop Thu3E: Bicycle Parking																																		
Workshop Thu3F: Health																																		
Local Cycle Promotion																																		
Workshop Thu3H: Bike (Service) Projects																																		
Lunch																																		
Plenary 4b: Conclusion: Future Mobility																																		
Coffee Break																																		
Examples of Integrated European Cycling Issues																																		
Workshop Fri4H: Festivals / Events																																		
Workshop Fri4F: Approaches of Developing Countries																																		
Workshop Fri4G: European Cycling Issues																																		
Workshop Fri4H: Examples of Integrated Projects																																		
Cycling for Sustainable Cities																																		
Best Practice of Metropolises																																		
Workshop Fri4B: Digital Route Planning																																		
Cycling to Work Campaigns																																		
Registration																																		
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Friday, 15/06/2007																																		
Post																																		

The State Capital Munich reserves the right to make changes in the event and cultural programme and the composition of speakers for Velo-city 2007.

From 11 to 15 June the **Velo-city 2007 Office** will be at your service between **8:30 to 18:00** at the Reception Desk of Gasteig Convention Center:
Address Rosenheimer Straße 5, 81667 Munich, **Tel** +49/89/4809897-361, **Fax** +49/89/4809897-722, **Email** info@velo-city2007.com

Presenters



Federal Ministry
of Transport, Building
and Urban Affairs



Landeshauptstadt
München



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in den Landkreisen um München e.V.

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Wolfgang
Tiefensee

Dear Guests!

I am delighted that the 2007 Velo-city Conference is being held in Munich, and thus for the first time in Germany since 1980. The Bavarian state capital and the European Cyclists' Federation (ECF) are staging this conference in partnership with the Federal Ministry of Transport, Building and Urban Affairs. Against the background of the ongoing climate change discussion, we are only too happy to support this event, because the bicycle is the only everyday means of transport with zero emissions. Velo-city provides important contributions, food for thought and examples of best practice for encouraging cycling within the framework of mobility that is sustainable and environmentally friendly and that meets the needs of cities and society.

The promotion of cycling is also becoming increasingly important at the European level. It was therefore only natural for us to take up this important issue within the framework of our EU Council Presidency. What I am particularly keen to see is the development of uniform quality standards for cycling in towns and cities and for cycling tourism. In this context, it is important that cycling be better interlinked with local public transport and rail services.

A systematic cycling policy at the national level is a major prerequisite for the success of incentive measures. This was also the conclusion of a recent comparison of EU Member States. By presenting the National Cycling Plan 2002 – 2012, we in the Federal Government have taken the initiative and not only provided recommendations for action, but also launched a broad-based societal dialogue on new approaches and implementation strategies for encouraging cycling. The federal budget always contains funds for cycle tracks on federal highways and federal waterways, but it also contains funds for research and pilot projects and the necessary publicity campaigns.

We are doing our part as the Federal Government. But most of the practical work is done at the federal state and local authority level, especially by associations, businesses, health insurance funds, sports clubs and other societies, and in many cases by unpaid volunteers. We are united by our common goal of encouraging more and more citizens to cycle. An international conference such as Velo-city can make a major contribution to this. I wish the 2007 Velo-city every success.

Wolfgang Tiefensee
Federal Minister of Transport, Building and Urban Affairs

Liebe Gäste!

Ich freue mich, dass die Velo-city-Konferenz 2007 in München und damit zum ersten Mal seit 1980 wieder in Deutschland stattfindet. Die bayerische Landeshauptstadt und der Europäische Radfahrerverband European Cyclists' Federation (ECF) richten diese Konferenz in Partnerschaft mit dem Bundesministerium für Verkehr, Bau und Stadtentwicklung aus. Wir unterstützen diese Veranstaltung auch vor dem Hintergrund der aktuellen Diskussion um den Klimawandel sehr gerne, denn das Fahrrad ist das einzige alltagstaugliche Verkehrsmittel ohne jede Emission. Velo-city liefert wichtige Beiträge, Denkanstöße und „Best Practice“-Beispiele zur Förderung des Radverkehrs im Rahmen einer nachhaltigen, umwelt-, stadt- und sozialverträglichen Mobilität.

Die Förderung des Radverkehrs gewinnt auch auf europäischer Ebene immer stärker an Bedeutung. Für uns war es deshalb selbstverständlich, dieses wichtige Thema im Rahmen unserer EU-Ratspräsidentschaft aufzugreifen. Mir geht es dabei besonders um die Entwicklung von einheitlichen Qualitätsstandards für den Radverkehr in den Städten und für den Fahrradtourismus. Wichtig ist in diesem Zusammenhang eine bessere Verknüpfung des Radverkehrs mit dem ÖPNV und dem Schienenverkehr.

Eine systematische Radverkehrspolitik auf nationaler Ebene ist eine wichtige Voraussetzung für den Erfolg von Fördermaßnahmen, dies wurde unlängst auch bei einem Vergleich der EU-Mitgliedsstaaten festgestellt. Mit der Vorlage des Nationalen Radverkehrsplans 2002 – 2012 sind wir als Bundesregierung initiativ geworden und haben nicht nur Handlungsempfehlungen gegeben, sondern auch einen breiten gesellschaftlichen Dialog über neue Wege und Umsetzungsstrategien zur Förderung des Radverkehrs in Gang gesetzt. Im Bundeshaushalt stehen kontinuierlich Mittel für Radwege an Bundesstraßen und an Bundeswasserstraßen, aber auch für Forschungs- und Modellprojekte und die notwendige Öffentlichkeitsarbeit bereit.

Wir leisten als Bund unseren Beitrag. Der Großteil der praktischen Arbeit wird jedoch in den Ländern und Gemeinden, insbesondere aber auch von Verbänden, Betrieben, Krankenkassen, Sport- und anderen Vereinen und vielfach ehrenamtlich geleistet. Uns eint das gemeinsame Ziel, immer mehr Bürgerinnen und Bürger für das Radfahren zu begeistern. Eine internationale Konferenz wie Velo-city kann hierzu einen wichtigen Beitrag leisten. Ich wünsche der Velo-city 2007 viel Erfolg!

Wolfgang Tiefensee
Bundesminister für Verkehr, Bau und Stadtentwicklung

Dear Guests!

In my capacity as Mayor of the host city Munich and President of the Association of German Cities uniting over 4,700 cities with some 51 million inhabitants, I take great pleasure in extending a cordial welcome to you on the occasion of the Velo-city 2007.

„From Vision to Reality“ is the motto of the conference. In fact, only a few years back many people would have considered bicycle traffic as a bizarre phenomenon, as a niche product at best. The politics of states and cities was almost exclusively oriented at the needs of car traffic, although its problems could not be overlooked. Cars are taking up a lot of traffic space, consuming valuable resources and causing noise and exhaust immissions. In traffic jams, where cars are blocking the roads the automobile becomes immobile.

Cycling, however, is cheap, almost free, needing no petrol, it's neither a nuisance to the people nor a problem to air quality, it's quiet and healthy to top it off. Therefore, the vision of a growing share of bicycle traffic must become reality – not just for keen environmentalists, not just for top-notch sportsmen, but also for commuting as well as recreational purposes and cycling is there for all generations. With more bicycle traffic the objectives of the European Union for better air quality and noise abatement will be easier to reach. City centres are becoming more attractive if they are no longer flooded by car traffic – necessitating apart from an extension of public transport also the improvement of cycle traffic. It's possible with new cycle paths and complete networks, with traffic-calmed streets and attractive transfer possibilities between the bicycle and public transport.

For many years the Association of German Cities has supported the activities of its member cities in this field with help and advice. No doubt, the Velo-city 2007 in Munich will give an impressive demonstration of the importance of bicycle traffic for cities and communities. And, what's more, we can all pick up ideas and suggestions from other towns.

Let me express the hope that today's visions will become tomorrow's reality: Bike-friendly cities in which the mobility needs of people are met in an ecologically sensible and healthy manner.

Christian Ude
Lord Mayor of the City of Munich

Liebe Gäste!

Als Oberbürgermeister der gastgebenden Stadt München und zugleich als Präsident des Deutschen Städtetags, in dem sich über 4.700 Städte mit insgesamt 51 Millionen Einwohnern zusammenschlossen haben, heiße ich Sie herzlich willkommen zur Velo-city 2007.

„Von der Vision zur Realität“ lautet ihr Motto. In der Tat: Noch vor wenigen Jahren wurde der Radverkehr von vielen als skurriles Phänomen, bestenfalls als Nischenprodukt behandelt. Die Politik der Staaten und der Städte orientierte sich fast ausnahmslos an den Bedürfnissen des Autoverkehrs, obwohl dessen Probleme immer offensichtlicher wurden. Autos beanspruchen viel Verkehrsfläche, verbrauchen wertvolle Ressourcen, verursachen Lärm, blasen Schadstoffe in die Luft. Wo sie sich selbst im Wege stehen, im Stau nämlich, werden die Fahrzeuge zu Stehzeugen.

Radfahren hingegen ist billig, fast kostenlos, verbraucht keinen Sprit, belastet weder die Einwohner, noch die Luftqualität und ist obendrein leise und gesund. Deshalb muss die Vision von einem wachsenden Anteil des Radverkehrs Wirklichkeit werden – nicht nur für Ökofreaks, nicht nur für Hochleistungssportler, sondern für die Wege zum Arbeitsplatz genauso wie für Freizeitfahrten und für alle Altersgruppen. Mit mehr Radverkehr lassen sich die Ziele der Europäischen Union zur Verbesserung der Luftqualität und zur Lärmreduzierung besser erreichen. Die Innenstädte werden attraktiver, wenn sie nicht länger im Autoverkehr ersticken – was neben einem Ausbau des ÖPNV auch einen Ausbau des Radverkehrs erfordert: Mit neuen Radverkehrswegen und kompletten Netzen, mit verkehrsberuhigten Straßen und mit attraktiven Umsteigemöglichkeiten zwischen Fahrrad und ÖPNV.

Der Deutsche Städtetag unterstützt die Aktivitäten seiner Mitgliederstädte auf diesem Gebiet seit vielen Jahren mit Rat und Tat. Die Velo-city 2007 in München wird die Bedeutung des Radverkehrs für Städte und Gemeinden eindrucksvoll darstellen. Dabei können wir alle noch von Anregungen aus anderen Kommunen lernen.

Bleibt zu hoffen, dass aus den Visionen von heute die Realität von morgen wird: Fahrradfreundliche Städte, in denen die Mobilitätswünsche der Menschen auf ökologisch sinnvolle und gesunde Weise erfüllt werden.

Christian Ude
Oberbürgermeister der Landeshauptstadt München



Christian Ude



Dear Guests!

A cordial welcome to the Velo-city 2007 Conference in Munich!

For the people of Munich, but even of Bavaria and in all of Germany it is a special honour to be able to welcome international cycling experts to Germany, the second time after 1980, the founding year of the Velo-city conference series. Especially for us, the people of Munich it is a special joy to host a Velo-city conference in Germany, after the Hanseatic City of Bremen in 1980.

In Munich the whole year 2007 is under the motto „Bicycle Traffic and environmental-friendly Mobility“. The consistent promotion of bicycle traffic has had a long and successful tradition in Munich. This may have been one reason why Munich succeeded in the bidding process to host the Velo-city 2007 even against strong international competitors.

The bicycle promotion policy in Munich is based on the model „Bicycle Traffic as a System“. It rests on the 4 equal pillars Infrastructure, Service, Communication and Information. The Velo-city 2007 has already provided some impulses to Munich's bicycle promotion policy. Some of the beneficial results are a further extension of cycling infrastructure, the implementation of a new signposting system, the intensification of PR work and a further improvement of bike traffic policies.

Even today, more and more people are using the bike as an attractive and climate-friendly mode of transport for their daily trips and recreational tours. The aim of the Munich transport policy is to raise the share of bike traffic of the modal split of presently 10 % to 15 % in 2015. And Velo-city 2007 will greatly contribute to it. Already today, Munich benefits from the unique challenges and opportunities provided by Velo-city 2007 for the promotion of bike traffic.

My personal aim for Velo-city 2007 is to convince more citizens, not just in Munich, but even in Bavaria and Germany of the outstanding benefits of cycling and to motivate people to change over to the bike. I am convinced that this vision will come true provided the offerings are attractive.

In this sense, please accept my best wishes for a successful, informative and stimulating Velo-city 2007 in combination with a pleasant and interesting stay in the German host city Munich.

Hep Monatzeder
Deputy Mayor of the City of Munich

Liebe Gäste!

Herzlich Willkommen zur Velo-city 2007 in München!

Für die Menschen in München, aber auch in Bayern und in ganz Deutschland ist es eine besondere Ehre, die internationale Radverkehrsexpertise zum zweiten Mal nach 1980, dem Gründungsjahr der Velo-city Konferenzserie, in Deutschland begrüßen zu dürfen. Speziell für uns Münchnerinnen und Münchner ist es eine ganz besondere Freude, nach der Hansestadt Bremen im Jahr 1980, Gastgeberstadt einer Velo-city Konferenz in Deutschland zu sein.

In der bayerischen Landeshauptstadt München steht das ganze Jahr 2007 unter dem Motto „Radverkehr und umweltfreundliche Mobilität“. Die konsequente Förderung des Radverkehrs hat in München eine langjährige und erfolgreiche Tradition. Nicht zuletzt deshalb konnte sich München im Bewerbungsverfahren für die Ausrichtung von Velo-city 2007 auch gegen starke internationale Konkurrenten durchsetzen.

Grundlage der Radverkehrsförderung in München ist das Modell „Radverkehr als System“. Dieses setzt sich aus den vier gleichwertigen Säulen Infrastruktur, Service, Kommunikation und Information zusammen. Die Konferenz Velo-city 2007 hat bereits neuen Schwung in die Münchner Radverkehrspolitik gebracht. Erfreuliche Ergebnisse sind z.B. der weitere Ausbau der Radverkehrs-Infrastruktur, die Umsetzung eines neuen Wegweisungskonzeptes, eine Intensivierung der Öffentlichkeitsarbeit und die weitere Optimierung der Radverkehrsförderung.

Schon heute nutzen immer mehr Bürgerinnen und Bürger das Fahrrad als attraktives, klima- und umweltschonendes Verkehrsmittel für ihre Alltags- und Freizeitverkehre. Ziel der Münchner Verkehrspolitik ist es, den Radverkehrsanteil am modal split von derzeit 10 Prozent auf 15 Prozent im Jahr 2015 zu erhöhen. Die Velo-city 2007 wird hierzu einen wichtigen Beitrag leisten. München zieht heute schon Vorteile aus den einmaligen Herausforderungen und Chancen, die Velo-city 2007 für die Förderung des Radverkehrs bietet.

Mein persönliches Ziel für Velo-city 2007 ist, zahlreiche Menschen nicht nur in München, sondern auch in Bayern und deutschlandweit von den äußerst attraktiven Vorteilen des Radfahrens zu überzeugen und zum Umsteigen auf das Fahrrad zu bewegen. Ich bin überzeugt: Wenn die Angebote stimmen wird diese Vision auch Wirklichkeit.

Ihnen als Konferenzteilnehmerinnen und -teilnehmern wünsche ich eine erfolgreiche, informative und anspornende Velo-city 2007, verbunden mit einem angenehmen und abwechslungsreichen Aufenthalt in der deutschen Gastgeberstadt München.

Hep Monatzeder
Bürgermeister der Stadt München

At full Throttle into a better Cycling-Future!

Welcome to Velo-city 2007 in Munich – the biggest international conference-platform for and about cycling. Everybody knows, everybody says and everybody praises that cycling has a lot of potential and a golden future. This is understood, but it is dangerous.

The superlatives of this self-conception are neat and plausible; the most healthy and non-polluting means of transportation, at low cost, sporty and touristy highly attractive. Politicians especially love to praise us, no wonder with that many advantages. And most of the time it doesn't even cost anything, or only very little. And that is dangerous, very dangerous in fact – praise without action is highly counterproductive. In many cases it slows down development more than promoting it. How else could be explained, that we „as Cyclists“ are still not included systematically in planning and fund distribution. That is something, that we „as motorists“ would never allow to happen.

That is why the ECF exists as Political Spearhead of all Cyclists Unions in Europe. We stand for the consequent implementation and development of cycling. For this reason we are the most important lobby for all those who like to ride a bike – in everyday live and in leisure time.

And that is also why Velo-city exists, the conference series of the ECF, which acts as a substantiated base for the further development of cycle traffic and tourism. „Cycling friendly Cities“ are already proof for a over all superior quality of live. Therefore I'm happy, in the context of Velo-city, to present BYPAD-Certificates to the „Cycling friendly Cities“ - as a signal and incitation in this contest of cities to no longer relinquish this forward-looking concept. We want to create an attractive path for cycling tourism - that is why we foster the development of the EuroVelo-Routes. The commandment of today means using the advantages of all means of transportation – in terms of traffic and ecologically. Integrative hybrid concepts for transportation in general are wanted, and that means: More bicycle, more cycling infrastructure and more presence in public.

It is a novelty and an important signal, that the general assembly of the European cycling industry, of Colibi-Coliped, will take place in Munich parallel to Velo-city.

Munich will give new impulse. I'd like to heartily thank the host city Munich for the realization of Velo-city – I hope Munich will continue on its way towards a „Cycling friendly City“. To all participants and guests - I wish you pleasant and fertile days and a lot of gain for a better Cycling-Future.

Manfred Neun
President of the ECF

Mehr Schub für eine bessere Fahrrad-Zukunft!

Willkommen zu Velo-city 2007 in München, der größten internationalen Konferenzplattform fürs und zum Radfahren. Dass das Radfahren eine große Zukunft hat, wissen alle, sagen alle, loben alle. Das ist selbst-verständlich, und es ist gefährlich.

Die Superlative des Selbst-Verständnisses sind eingängig und plausibel: gesündestes, umweltfreundlichstes Verkehrsmittel, preiswert, sportlich wie touristisch höchst attraktiv. Politiker loben uns besonders gerne, bei so vielen Vorteilen. Und meistens kostet es ja auch nichts, oder nur sehr wenig. Und das ist gefährlich, sehr gefährlich sogar. Denn das Lob ohne die Tat ist kontraproduktiv. Häufig bremsst es die Entwicklung mehr, als dass es sie befördert. Wie anders ist es sonst zu erklären, dass „Wir Radfahrer“ bei der Planung und Mittelvergabe noch immer nicht systematisch berücksichtigt werden, was „Wir Autofahrer“ uns so nie-und-nimmer gefallen lassen würden.

Deshalb gibt es den ECF als die politische Speerspitze aller Radfahrverbände in Europa. Wir treten ein für die konsequente Implementierung und Entwicklung des Radfahrens, und damit sind wir die wichtigste Interessenvertretung aller, die gerne Rad fahren, im Alltag und in der Freizeit.

Und deshalb gibt es Velo-city, die Konferenz-Serie des ECF, auf der die fundierte Basis für die Weiterentwicklung von Radverkehr und Radtourismus gelegt wird. „Fahrradfreundliche Städte“ sind schon jetzt der Beweis für eine insgesamt bessere Lebensqualität. Ich freue mich deshalb, dass ich im Rahmen von Velo-city BYPAD-Zertifikate an „fahrradfreundliche Städte“ übergeben darf – Zeichen und Ansporn im Wettbewerb der Städte auf dieses zukunftsweisende Konzept nicht weiter zu verzichten. Und deshalb fördern wir den Ausbau der EuroVelo-Routen, um dem Radtourismus in Europa attraktive Bahn zu schaffen. Das Gebot der Stunde lautet: Die Vorteile aller Verkehrsmittel nutzen, verkehrstechnisch und ökologisch. Integrierte, hybride Konzepte der Verkehrsmittelwahl sind gefragt, und das bedeutet: Mehr Fahrrad, mehr Fahrradverkehrsinfrastruktur und Präsenz im öffentlichen Raum.

Es ist ein Novum und ein wichtiges Signal, dass in München zu Velo-city auch die Hauptversammlung der Europäischen Fahrradindustrie, von Colibi/Coliped, stattfinden wird.

Deshalb wird von München neuer Schub ausgehen. Ich danke der Gastgeber-Stadt München deshalb ganz herzlich für die Ausrichtung von Velo-city, und ich wünsche München eine weiterhin gute Entwicklung zur „fahrradfreundlichen Metropole“. Allen Teilnehmern und Gästen wünsche ich angenehme, nützliche Tage und viel Gewinn für eine bessere Fahrrad-Zukunft.

Manfred Neun
Präsident des ECF



Manfred Neun



Bernhard
Ensink

Cycling is in the Air in Munich and in Europe!

The Velo-city 2007 conference comes to Munich at a very important moment if we consider what is happening in the discussions about European transport policy. As cycling policy was in the past (unfortunately) mainly regarded by European and National authorities as a local playing field nowadays more and more politicians and administrations are aware that every level is important if we want to improve and to increase cycling. National governments developed or are developing national cycling masterplans. The European Economic and Social Committee recommended in April 2007 that cycling should be integrated into transport and infrastructure policy in general and in particular be given substantial attention in the forthcoming Green Paper on Urban Transport, the European Commission is working on. And indeed, Vice-president of the European Commission, in charge of transport, Mr. Jacques Barrot, already stated at the beginning of the consultation process in January 2007 that the Green Paper on Urban Transport should include cycling. Cycling is in the air in Europe!

And cycling is already in the air in Munich. Showing that the city of Munich is working hard on improving and increasing cycling and therefore would like to be the host city of the Velo-city 2007 conference the ECF decided to have the conference this year in the Bavarian Capital. The enthusiasm and professional approach of the Munich administration and all involved other organisations guarantees that it will be a good conference. And that it will have a direct impact on the transport policy in Munich. I am sure that the conference will be of importance too for the transport policy on all levels – local, regional, national and international. Let us share our visions, experience, expertise and best practise to improve and to increase cycling in whole Europe. I feel – cycling is in the air in Europe, more than it ever was!

Dr. Bernhard Ensink
ECF Secretary General & Velo-city Series Director

Radfahren liegt in der Luft – In München und in ganz Europa!

Die Velo-city 2007 Konferenz in München findet – im Hinblick auf die laufende Diskussion zur europäischen Verkehrspolitik – zu einem besonders wichtigen Zeitpunkt statt. Während Radverkehrspolitik in der Vergangenheit auf europäischer wie nationaler Entscheidungsebene eher als lokales Aktionsfeld angesehen wurde ändert sich heute zusehends die Bewertung. Eine immer größere Zahl von Politikern und Regierungen erkennt an, dass für die weitere Verbesserung und Steigerung des Radverkehrs die Einbeziehung aller politischen Ebenen notwendig ist. So werden von nationalen Regierungen nationale Radverkehrspläne entwickelt. Auf der europäischen Ebene sprach sich im April 2007 der Europäische Wirtschafts- und Sozialausschuss dafür aus, das Thema „Radfahren“ in die Infrastruktur- und Verkehrspolitik zu integrieren. Darüber hinaus empfahl der Ausschuss dem Thema Radfahren im angekündigten Grünbuch zum städtischen Verkehr, das derzeit von der Europäischen Kommission erarbeitet wird, einen substantiellen Part einzuräumen. Erfreulicherweise erklärte Jacques Barrot, Vize-Vorsitzender der Europäischen Kommission und zuständig für den Bereich Verkehr, schon zu Beginn des Konsultationsprozesses, dass das Thema Radfahren Bestandteil des Grünbuches werden solle. Radfahren liegt in der Luft – in ganz Europa!

Ganz besonders in der Luft liegt das Radfahren im Velo-city 2007 Jahr in München! Die Stadt München hat gezeigt, dass sie hart an der Verbesserung und Steigerung des Radverkehrs arbeitet und gerne Gastgeber der Velo-city 2007 Konferenz sein möchte. Dies hat maßgeblich zur Entscheidung des ECF, die Velo-city 2007 in die bayerische Landeshauptstadt zu vergeben, beigetragen. Die Begeisterung und Professionalität der Stadtverwaltung sowie aller einbezogenen Organisationen und weiteren Partner versprechen eine sehr erfolgreiche Konferenz. Schon jetzt zeichnet sich ab, dass die Konferenz die Verkehrspolitik der Stadt München sehr positiv beeinflusst. Ich bin mir sicher, dass die Velo-city 2007 äußerst positive, konstruktive und motivierende Wirkungen auf allen Ebenen der politischen Entscheidungsfindung erzielen wird - auf lokaler, regionaler, nationaler und internationaler Ebene. Lassen Sie uns die Velo-city 2007 nutzen, unsere Anschauungen, Erfahrungen, Expertise und Best - Practice zur Förderung des Radverkehrs in ganz Europa zu teilen und davon zu profitieren. In ganz Europa liegt Radfahren in der Luft - heute mehr denn je!

Dr. Bernhard Ensink
ECF Generalsekretär & Direktor der Velo-city Konferenzserie

„From Vision to Reality“- Velo-city 2007 in München!

As Velo-city director 2007, I am pleased to welcome you in Munich representatively of the entire organization team! We called the conference 2007 „From Vision to Reality“, because we are convinced that, by now, there already is extensive knowledge of bicycle traffic promotion as a central component of the lasting and environmental compatible city available. This knowledge, however, requires a consistent and systematic conversion. Therefore, at Velo-city 2007 we would like to demonstrate transferable strategies and coalitions for promotion of bicycle transport: In 9 Plenaries, over 50 Workshops and 100 Poster Presentations, speakers from more than 40 nations will present new knowledge, individual experiences and Best Practice solutions. Exciting discussions are to be expected!

However, traditionally, Velo-city does not simply take place in the conference hall. I particularly look forward to the discussions „at the scene“, when we take a closer look at the bicycle transportation fitness of the Bavarian state capital during the technical excursions on Wednesday. On the excursions we will inspect technical solutions for daily cycling as well as the recreational value of leisure cycling routes.

Beyond that, Velo-city offers a number of other highlights: The exhibition at the Gasteig is - to this extent - an absolute novelty. Therefore, take your time for the product innovations and ideas of our exhibitors. Furthermore, the evening events offer to the best opportunity to establish co-operations for bicycle transportation - whether at the welcome party on Tuesday or at the reception in the Old City Hall on Thursday.

Our goal is to make with Velo-city a contribution to more bicycle traffic in Germany. For that reason, the conference is embedded into the Velo-city year 2007: More than 50 events in Munich and all over Germany invite citizens to increasingly use their bicycle. Therefore, I am already looking forward to discover the Bavarian state capital from a different side together with the residents of Munich at the Velo-city Radl Night.

As conference delegates, you are cordially invited to those events! Apart from the sporty fun, the bicycle events offer the best opportunity to experience the way and love of life of the Munich residents and to find out about the historical state capital Munich and its fantastic environment by bike.

Ralf Kaulen
Velo-city Director 2007

„From Vision to Reality“- Velo-city 2007 in München!

Ich freue mich, Sie als Velo-city 2007 Direktor stellvertretend für das gesamte Organisationsteam in München zu begrüßen! Wir haben die Konferenz 2007 „From Vision to Reality“ genannt, da wir der Überzeugung sind, dass schon heute umfangreiche Wissen zur Radverkehrsförderung als einem zentralen Baustein der nachhaltigen und umweltverträglichen Stadt vorliegt. Dieses Wissen bedarf jedoch einer konsequenten und systematischen Umsetzung. Daher möchten wir mit Velo-city 2007 übertragbare Strategien und Koalitionen zur erfolgreichen Radverkehrsförderung aufzeigen: In 9 Plenarien, über 50 Workshops und 100 Posterpräsentationen stellen Referentinnen und Referenten aus mehr als 40 Nationen neue Erkenntnisse, individuelle Erfahrungen und Best-Practice Lösungen vor. Spannende Diskussionen sind hier vorprogrammiert!

Velo-city findet jedoch traditionell nicht nur im Konferenzsaal statt. Ganz besonders freue ich mich auf die Diskussionen „vor Ort“, wenn wir uns mit Ihnen am Mittwoch auf den technischen Exkursionen ein Bild von der Radverkehrstauglichkeit der bayerischen Landeshauptstadt machen.

Darüber hinaus bietet die Velo-city eine ganze Reihe weiterer Highlights: Die Ausstellung im Gasteig ist in diesem Umfang ein absolutes Novum. Nehmen Sie sich daher die Zeit für die Produktinnovationen und Ideen unserer Aussteller. Darüber hinaus bieten die Abendveranstaltungen sicherlich den besten Rahmen um Kooperationen für den Radverkehr aufzubauen – ob auf der Willkommensparty am Dienstag, oder beim Empfang im Alten Rathaus am Donnerstag.

Unser Ziel ist es, mit Velo-city einen Beitrag für mehr Radverkehr in Deutschland zu leisten. Daher ist die Konferenz in das Velo-city Jahr 2007 eingebettet: Mehr als 50 Veranstaltungen in München und gesamt Deutschland laden die Bürgerinnen und Bürger dazu ein, das Fahrrad vermehrt zu nutzen. Ich freue mich daher schon heute auf der Velo-city Radl Night gemeinsam mit den Münchnerinnen und Münchnern die bayerische Landeshauptstadt von einer anderen Seite zu entdecken.

Sie als Konferenzteilnehmer sind zu diesen Veranstaltungen, ob Velo-city Radl Night oder Wochenendexkursion, herzlich eingeladen. Ihnen bieten diese Veranstaltungen neben dem sportlichen Spaß die beste Gelegenheit die Lebensart und Lebenslust der Münchnerinnen und Münchner kennen zu lernen und die historische Landeshauptstadt München und ihre traumhafte Umgebung zu erradeln.

Ralf Kaulen
Velo-city Direktor 2007



Ralf Kaulen

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Tourist Information

Touristische Informationen





Munich - a City full of History, Culture, Music, natural Beauty, Charm, Hospitality, true Joy of Life...

Munich – the Bavarian state capital, third largest city in Germany with a population of about 1.3 million, is an economic hub and leisure centre, a well-spring for joy of life, a focal point of art and culture, crossroads of history and modern times. The metropolis on the Isar River combines rich Bavarian tradition and broad-minded openness toward the world, deep-rooted customs and dynamic innovation, sovereign composure and pulsating energy.

Munich was founded in 1158 and was given the status of a town (civitas) in 1214. In 1255 Munich became the seat of the Wittelsbach dynasty. In 1632 it was occupied by Gustavus Adolphus of Sweden in the Thirty Years' War. Under King Ludwig I (25th August 1786 – 29th Februar 1868) famous buildings were erected such as the Glyptothek, the Old and New Pinakotheks, the Royal Residence, the Feldherrnhalle, Siegestor (Triumphal Arch) etc. thus turning Munich into a major cultural centre in Europe. On 7th November 1918 Kurt Eisner proclaimed the Free State of Bavaria. In 1957 Munich's millionth inhabitant was born. In 1972 the XX. Olympic Summer Games were held at Munich.

Munich is an architectural synthesis of the arts encompassing impressive examples of building arts during various epochs of style – from the Gothic period through Renaissance to Art Nouveau and Art Deco. Modern accents are set by the glass and steel constructions of contemporary architecture such as the Olympic tent roof, the Allianz Arena – our new soccer stadium - and the high-rises of corporate headquarters. You will be overwhelmed by the opulent offerings of more than 200 galleries, museums and collections. Unique masterpieces can be admired at the Old, New and Modern Pinakothek art galleries. Some 56 theatres offer a varied program. One of the foremost is the National Theatre, home to the Bavarian State Opera.

More than 5,000 restaurants from traditional Bavarian cooking to haute cuisine ensure culinary delight. Have a look at the Schrammehalle – an open marketplace in the immediate vicinity of the Viktualienmarkt. Shopping enthusiasts from near and far encounter almost unlimited possibilities during their sprees: Haute couture designs, folkloric clothing, arts and crafts, and culinary specialities – a true paradise. The "Fünf Höfe" (five courtyards), located within an ancient hollowed-out building, consist of a shopping and leisure complex with shops, restaurants and cafés as well as the exhibition rooms of the Hypo-Kulturstiftung.

The world's largest city park is simply called a garden: the "English Garden", a leisure time oasis featuring splendid trees and lush meadows, meandering brooks, monuments and pavilions with the famous Chinese Tower rising above the park – surrounded by a beer garden which can seat 7,000. Within this 900-acre park you will find three other beer gardens – Seehaus, Hirschau and Aumeister. Enjoy there that unique Bavarian feeling we call "Gemütlichkeit".

München - eine Stadt voller Geschichte, Kultur, Musik, landschaftlicher Schönheit, Charme, Gastfreundschaft, wahrer Lebensfreude ...

München – die Landeshauptstadt Bayerns, drittgrößte Stadt Deutschlands mit fast 1,3 Millionen Einwohnern, ist ein Wirtschafts- und Freizeitzentrum, ein Quelle der Lebensfreude, ein Mittelpunkt für Kunst und Kultur, eine Mischung aus Geschichte und Moderne. Die Metropole an der Isar verknüpft reiche bayerische Tradition und Weltoffenheit, tief verwurzelte Bräuche und dynamische Innovation, unübertreffliche Gelassenheit und pulsierende Energie.

München wurde 1158 gegründet und erhielt das Stadtrecht im Jahre 1214. 1255 wurde München der Sitz der Wittelsbacher Dynastie. Im Dreißigjährigen Krieg wurde die Stadt 1632 von Gustavus Adolphus von Schweden besetzt. Unter König Ludwig I (25. August 1786 – 29. Februar 1868) wurden bekannte Gebäude wie die Glyptothek, die Alte und Neue Pinakothek, die Residenz, die Feldherrnhalle und das Siegestor errichtet, welche München zu einem wichtigen europäischen Kulturzentrum machten. Am 7. November 1918 rief Kurt Eisner den Freistaat Bayern aus. 1957 wurde Münchens millionstes Baby geboren. 1972 fanden in München die XX. Olympischen Spiele statt.

München ist eine architektonische Kunstmischung bestehend aus beeindruckenden Beispielen der Baumeisterkunst aus verschiedenen Epochen – von der Gotik über die Renaissance zu Jugendstil und Art Deco. Glas- und Stahlkonstruktionen der zeitgenössischen Architektur, wie das Olympische Zelt Dach, die Allianz Arena – unser neues Fußballstadion – und die Hochhäuser der Firmensitze, setzen moderne Akzente. Sie werden von dem reichhaltigen Angebot der über 200 Galerien, Museen und Sammlungen überwältigt sein. Einzigartige Meisterwerke können in den Alten, Neuen und Modernen Pinakothek-Kunsthallen bewundert werden. 56 Theater bieten ein buntes Programm. Eines der bemerkenswertesten ist das Nationaltheater, der Sitz der Bayerischen Staatsoper.

Über 5000 Restaurants von traditioneller bayerischer Küche bis Haute Cuisine garantieren kulinarische Gaumenfreuden. Schauen Sie mal in der Schrammehalle vorbei – einem offenen Marktplatz in der unmittelbaren Nähe des Viktualienmarkts. Shopping Enthusiasten von nah und fern treffen auf Ihrem Einkaufsbummel auf schier unendliche Möglichkeiten: Haute Couture Design, Trachten, Handwerkskunst und Delikatessen – ein wahres Paradies. Die „Fünf Höfe“ bilden ein attraktives Einkaufs- und Freizeitzentrum mit Geschäften, Restaurants, Cafés und Ausstellungsräumen der Hypo-Kulturstiftung.

Der weltgrößte Stadtpark wird einfach nur „Garten“ genannt: der „Englische Garten“, eine Freizeitoase mit prächtigen Bäumen und üppigen Wiesen, plätschernden Bächen, Denkmälern, Pavillions und dem berühmten Chinesischen Turm hoch über dem Park – umgeben von einem Biergarten mit über 7000 Plätzen. In diesem 364 Hektar großen Park können Sie noch drei weitere Biergärten finden – Seehaus, Hirschau und Aumeister. Genießen Sie dort die einzigartige bayerische Gemütlichkeit.

**Tourist
Information
Touristische
Informationen**

**Munich –
a City full of
History ...
München – eine Stadt
voller Geschichte...**



The City of
Munich –
Facts and
Figures
Die Landeshauptstadt
München –
Daten und Fakten



The City of Munich – Facts and Figures

Geography: The City of Munich is located close to the Bavarian Alps in the centre of Europe. The River Isar flows through the town. Total area of the city: about 31,000 hectares (76,543 acres); lowest point: 482 metres (1,582 feet) above sea level; highest point: 579 metres (1,901 feet) above sea level. Isar: 13.7 km (approx. 10 miles) long in the city area.

Population: Munich has a population of over 1.3 million and the Munich metropolitan area is home to around 2.7 million people

Trade and Industry: Munich's strength as a location for trade and industry is based on the diversity of its economic structure, a wide assortment of growth industries, a mix of major global players and vigorous small and medium sized businesses, a highly qualified workforce and an excellent infrastructure. Worldwide business consultants regularly include Munich among the top industrial locations.

Climate and Weather: Munich is in a temperate climate zone, which means that it never gets too cold in winter – or too hot in the summer. The average temperature in Munich in June is 20,5° C (73,8° F). May be that there are exceptions with around 30° C (108° F) during June – like in 2006.

January:	-9.5° - 16.9° C
May:	5.8° - 29.7° C
June - August:	6.7° - 33.7° C
Precipitation (2004):	814 mm
Sunshine duration (2004):	1,784 hours

Time Zone: In Germany, clocks are set to Central European time. Since 25 March 2007 they are put forward one hour (summertime).

Education and culture: In Munich there are:
11 universities with approx. 86.000 students
56 theatres including one opera house
45 museums and collections
3 large orchestras
89 cinemas
128 public libraries

Munich Tourist Office:
Phone: +49-(0)89-233 965 00
E-mail: tourismus@muenchen.de
www.muenchen-tourist.de

Websites on Tourism:
www.deutschland-tourismus.de
www.bayern.by
www.muenchen.de

Die Landeshauptstadt München – Daten
und Fakten

Geografie: Die Landeshauptstadt München liegt am Fuße der bayerischen Alpen im Herzen Europas. Der Fluss, der sich durch das gesamte Stadtgebiet schlängelt, ist die Isar. Fläche Stadtgebiet: ca. 31.000 Hektar; tiefster Punkt: 482 Meter über dem Meeresspiegel; höchster Punkt: 579 Meter über dem Meeresspiegel; Isar: im Stadtgebiet ca. 13,7 km lang.

Bevölkerung: Über 1,3 Millionen Bürgerinnen und Bürger leben in München und das Umland der Stadt ist die Heimat von weiteren 2,7 Millionen Menschen.

Handel und Industrie: Die Stärke Münchens als Wirtschaftsstandort liegt in der vorhandenen Vielfalt der wirtschaftlichen Struktur, einem breiten Sortiment an Wachstumsindustrien, einer Mischung aus großen internationalen Unternehmen und kleinen und mittleren Betrieben, einer hochqualifizierten Belegschaft und einer exzellenten Infrastruktur. München wird regelmäßig von internationalen Unternehmensberatern in die Top 10 der besten Industriestandorte gewählt.

Klima und Wetter: München liegt in der gemäßigten Klimazone, d.h. im Winter wird es nie zu kalt und im Sommer nicht allzu heiß. Die Durchschnittstemperatur im Juni beträgt 20,5°C (73,8°F). Es sind aber auch Ausnahmetemperaturen von um die 30°C möglich – wie im Sommer 2006.

Januar:	-9,5° - 16,9° C
Mai:	5,8° - 29,7° C
Juni – August:	6,7° - 33,7° C
Niederschläge (2004):	814 mm
Sonnenstunden (2004):	1.784 Stunden

Zeitzone: Die Uhren in Deutschland werden nach der mitteleuropäischen Zeit gestellt. Am 25. März 2007 wurden die Uhren eine Stunde vorgestellt (Sommerzeit).

Bildung und Kultur: München verfügt über:
11 Universitäten mit schätzungsweise 86 000 Studenten
56 Theater einschließlich einer Oper
45 Museen und Sammlungen
3 große Orchester
89 Kinos
128 öffentliche Bibliotheken

Tourismusamt München:
Hotline: +49-(0)89-233 965 00
E-mail: tourismus@muenchen.de
www.muenchen-tourist.de

Touristische Informationen im Internet:
www.deutschland-tourismus.de
www.bayern.by
www.muenchen.de

Arriving in Munich

Arriving at the Airport: Delegates arriving by airplane are advised, that the airport is about 22 miles (35 km) away from the city centre. For transfer from the airport use the periodical suburban railways S1 and S8, the bus service or a taxi (taxi fare is about €55.00). The transfer by suburban railway or bus of the Munich Transport and Tariff Association (MVV) is free of charge for conference delegates: In conjunction with your identity card or passport your Velo-city 2007 invoice grants you free use of MVV public transport (all suburban railways, underground lines, trams and busses) on the day of arrival to hotel and/ or Velo-city at Gasteig in Munich.

Arriving by Train or Car: ICE and EC train connections to any one of Germany's mayor cities and many European ones guarantee smooth arrivals and departures. Seven highways will take you into town by car. They all end directly at the Mittlerer Ring road which envelopes downtown Munich.

Mobility in Munich – free for delegates

Velo-city 2007 MVV Mobiliy Ticket: Munich is well serviced by the local transportation network MVV including suburban railway, trams, underground lines and busses (see front cover flap for MVV Map). The conference mobility ticket "MVV Kongress-KombiTicket 12.-15.06.2007" is valid for any trips in the entire MVV tariff area (all zones/ Gesamtnetz) during the conference. Velo-city day-ticket holders receive a one-day MVV Mobility Ticket e.g. "MVV Kongress-KombiTicket am 12.06.2007". This ticket is valid for any trips in the entire MVV tariff area (all zones/ Gesamtnetz) on the indicated day.

Call a Bike: Call a Bike is a special and free service of Deutsche Bahn AG for Velo-city 2007 guests: a whole fleet of superb high-tech bikes is at your service. Each Call a Bike is protected by an electronic lock that can be opened with your personal numerical code which is printed on your conference batch. Simply enter the code in the lock display.

We wish you lots of cycling pleasure with Call a Bike!

External Bike Rental

Call a Bike: This service is free for conference delegates and holders of partner tickets 12 – 15 June 2007! If you need a call a bike beyond the conference period, please contact:

Phone: +49-(0)700 0 5 22 55 22

More information available at www.callabike.de

Spurwechsel

Ohlmüllerstrasse 5, 81541 Munich

Phone: +49-(0)89-692 46 99;

Fax: +49-(0)89-69 37 00 02;

E-mail: info@spurwechsel-muenchen.de

www.spurwechsel-muenchen.de

Ankunft in München

Ankunft auf dem Flughafen: Konferenzteilnehmer, die mit dem Flugzeug anreisen, werden darauf hingewiesen, dass sich der Flughafen 35 km außerhalb der Innenstadt befindet. Der Transfer zur Innenstadt ist mit den regelmäßig verkehrenden Schnellbahnlinien S1 und S8, mit dem Bus sowie mit dem Taxi (Taxi-Fahrtkosten betragen etwa 55 €) möglich. Der Transfer mit den öffentlichen Verkehrsmitteln des MVV ist für Konferenzteilnehmer kostenlos: Ihre Rechnung zusammen mit einem Lichtbildausweis (Personalausweis oder Reisepass) berechtigt Sie am Anreisetag zur Fahrt zum Hotel und/ oder zur Konferenz Velo-city 2007 im Gasteig in München mit allen MVV-Verkehrsmitteln im Gesamtnetz (S-Bahn, U-Bahn, Tram und Bus).

Ankunft mit dem Zug oder mit dem Auto: ICE und EC-Zugverbindungen zu allen deutschen und vielen europäischen Großstädten ermöglichen eine unkomplizierte An- und Abreise.

Sieben Autobahnen führen Sie mit dem Auto schnell in die Stadt. Sie enden alle direkt am Mittleren Ring, der sich um die Münchner Innenstadt zieht.

Mobilität in München – für Konferenzdelegierte kostenlos

Das Velo-city 2007 MVV Mobilitätsticket: München verfügt über ein engmaschiges Nahverkehrsnetz aus S-Bahnen, U-Bahnen, Straßenbahnen und Bussen (MVV Netzplan siehe Umschlag vorne). Das MVV Mobilitätsticket ist auf Ihrem Teilnehmerschein und auf Ihrer Rechnung abgedruckt. Das Konferenzmobilitätsticket "MVV Kongress-KombiTicket 12.-15.06.2007" ist gültig für beliebige Fahrten im MVV-Gesamtnetz. Velo-city 2007 Tagesticketbesitzer erhalten ein MVV Mobilitätsticket, z.B. "MVV Kongress-KombiTicket am 12.06.2007", welches für beliebige Fahrten im MVV-Gesamtnetz am angegebenen Tag gültig ist.

Call a Bike: Call a Bike ist ein besonderer, kostenfreier Service der Deutschen Bahn AG: eine ganze Flotte von großartigen Hightech-Fahrrädern steht zu Ihren Diensten. Jedes Call a Bike ist durch ein elektronisches Schloss gesichert, das mit Ihrem persönlichen Zahlencode geöffnet werden kann, den Sie auf Ihrem Teilnehmerschein finden können. Tippen Sie einfach den Code in die digitale Schlossanzeige ein. Wir wünschen Ihnen viele Fahrradfrieden mit Call a Bike!

Externer Fahrradverleih

Call a Bike: Dieser Service ist für Konferenzteilnehmer und Besitzer des Partnertickets vom 12. bis 15. Juni 2007 kostenlos. Falls Sie den Service von Call a Bike darüber hinaus nutzen möchten, kontaktieren Sie:

Telefon: +49-(0)700 0 5 22 55 22

Weitere Informationen unter: www.callabike.de

Spurwechsel

Ohlmüllerstrasse 5, 81541 München

Telefon: +49-(0)89-692 46 99;

Fax: +49-(0)89-69 37 00 02;

E-mail: info@spurwechsel-muenchen.de

www.spurwechsel-muenchen.de



Shopping

Munich offers absolutely ideal conditions for a great big splurge: haute couture in the Maximilianstrasse, Theatinerstrasse, Residenzstrasse and Brienner Strasse, department and chain stores in the pedestrian precinct, trendy and flamboyant clothes between many galleries in such town districts as the Gärtnerplatz and Glockenplatz area, Haidhausen or Schwabing, Bavarian local costumes, handicrafts and souvenirs in specialist shops, delicacies from all over the world at Dallmayr's or Käfer's, the leading delicatessens in Europe, or at the Viktualienmarkt in the heart of the city.

Local Opening Hours: Stores in Munich open between 9 a.m. and 10 a.m. Most close between 6 p.m. and 8 p.m. Monday through Saturday. On Sunday almost all stores are closed. The exceptions: gas stations and convenience stores, which carry some food items as well as snacks and beverages.

VAT Refunds and Tax-free Shopping: Prices for goods and services in Germany always include a 19% value-added tax (VAT). Some or all of the VAT may be refundable for goods purchased at stores displaying the "Tax-Free for Tourists" sign. You need to request a tax-free form upon making a purchase. Before leaving the country and before checking any luggage, present the purchased goods, the tax-free form and your receipt to German customs officials at the airport. They will certify the form as proof of legal export.

You may then obtain a cash refund at one of the Tax-Free Shopping Service counters located at all major border crossings, airports, ferry ports and train stations.

Souvenir Checklist

- Beer mugs
- Gourmet Dallmayr coffee sold in decorative tins
- FC Bayern and 1860 paraphernalia
- Delicacies from the Viktualienmarkt
- Fine chocolates
- The latest haute couture by Munich fashion designers
- Munich beer
- Nymphenburg porcelain
- Munich's original "white sausages" (sold in tins or vacuum packed)
- Sweet mustard (to go with the white sausages)
- Traditional Bavarian costume and accessories (Dirndl, Lederhosen and more...)
- Folk music on CD
- Pewter dishes

Shopping

München bietet optimale Bedingungen für exklusives Shoppen: Haute Couture in der Maximilianstrasse, Theatinerstrasse, Residenzstrasse und Brienner Strasse, Kaufhäuser und bekannte Filialen in der Fußgängerzone, moderne und ausgefallene Kleidung in den vielen Galerien in Stadtvierteln wie dem Gebiet um den Gärtnerplatz und Glockenplatz, Haidhausen oder Schwabing, bayerische Trachtenmode, Handwerkskunst und Mitbringsel in Fachgeschäften, und internationale Delikatessen von den führenden Delikatessenhändlern Europas Dallmayr oder Käfer, oder auf dem Viktualienmarkt im Herzen der Stadt.

Lokale Öffnungszeiten: In München öffnen die Geschäfte montags bis samstags zwischen 9 Uhr und 10 Uhr und schließen meistens zwischen 18 Uhr und 20 Uhr. Sonntags sind fast alle Geschäfte geschlossen. Ausnahmen sind Tankstellen und Kioske, die eine kleine Auswahl an Lebensmitteln, Getränken und Snacks anbieten.

Erstattung der Mehrwertsteuer und zollfreies Einkaufen: Alle angegebenen Preise für Güter und Dienstleistungen enthalten eine gesetzliche Mehrwertsteuer von 19%. Die Mehrwertsteuer kann teilweise oder vollständig für Güter zurückerstattet werden, die in Geschäften mit einem „Tax-Free for Tourists /Steuerfrei für Touristen“ Schild versehen sind. Sie müssen beim Einkauf ein Steuerfreistellungsformular erbitten. Bevor Sie ausreisen und Ihr Gepäck einchecken, müssen Sie Ihre Einkäufe, das Steuerfreistellungsformular und Ihre Quittung am deutschen Zoll vorzeigen. Dort wird Ihnen das Formular als Beweis für legalen Export verifiziert. Gegebenenfalls wird Ihnen dann eine Steuerrückerstattung an einem der Servicestandpunkte für steuerfreies Einkaufen an allen wichtigen Grenzübergängen, Flughäfen, Fährhäfen und Bahnhöfen gewährt.

Checkliste Mitbringsel

- Bierkrüge
- Dallmayr-Kaffeespezialitäten in Schmuckdosen
- FC-Bayern- und 1860-Fanartikel
- Feinkost und Schmankerl vom Viktualienmarkt
- Hausgemachte Pralinen
- Haute Couture von Münchner Modemachern
- Münchner Bier
- Nymphenburger Porzellan
- Original Münchner Weißwürste (in Dosen oder vakuumverpackt)
- Süßer Senf (zur Weißwurst)
- Trachtenmode und -accessoires (Dirndl, Lederhosen und mehr. . .)
- Volksmusik-CDs
- Zinnteller



Popular Restaurants in Munich

(The stars are based on the Guide Michelin)

Ratskeller - Marienplatz 8,
Phone: +49-(0)89-219 98 90
Zum Spöckmeier - Rosenstraße 9,
Phone: +49-(0)89-26 80 88
Georgenhof - Friedrichstraße 1 (Schwabing),
Phone: +49-(0)89-39 31 01
Restaurant zum Alten Markt - Dreifaltigkeitsplatz 3,
Phone: +49-(0)89-29 99 95
Königshof* - Karlsplatz 25,
Phone: +49-(0)89-55 13 61 42
Tantris** - Johann-Fichte-Straße 7,
Phone: +49-(0)89-36 19 59-0

Popular Biergärten in Munich

Paulaner am Nockherberg – Hochstraße 77,
Phone: +49-(0)89-45 99 13-0
Augustiner-Keller - Arnulfstraße 52,
Phone: +49-(0)89-59 43 93
Chinesischer Turm - Englischer Garten 3,
Phone: +49-(0)89-38 38 73 27
Löwenbräukeller - Nymphenburger Straße 2
Seehaus im Englischen Garten - Kleinhesseloh 3,
Phone: +49-(0)89-381 61 30
Waldwirtschaft Grosshesseloh 3 - Georg-Kalb-Straße 3,
Phone: +49-(0)89-74 99 40 30

Popular Cafés in Munich

Café am Beethovenplatz - Goethestr. 51,
Phone: +49-(0)89-54 40 43 48
Bar Centrale - Ledererstr. 23,
Phone: +49-(0)89-22 37 62
Café Schmalznudel - Prälat-Zistl-Str. 8,
Phone: +49-(0)89-26 82 37
Stadtcafé - St.-Jakobs-Platz 1,
Phone: +49-(0)89-26 69 49
Interview - Gärtnerplatz 1,
Phone: +49-(0)89-202 16 49

Top 10 of Bavarian Conversation

Hello - Servus
My name is - I hoafß
Pleased to meet you - Ognehm
Yes - Joh
No - Naa
Please - Bittschee
Thank you - Dankschee
Do you speak English? - Red'st Du aa Englisch?
How are you? - Wia geht's Da?
Good-bye - Pfua Di God

Munich Tourist Guide

Order at +49-(0)731-38 68 77
Fax +49-(0)731-38 68 40
E-mail: mayercards@gmx.de

Beliebte Restaurants in München

(Sterne nach dem Guide Michelin)

Ratskeller - Marienplatz 8,
Tel. +49-(0)89-219 98 90
Zum Spöckmeier - Rosenstr. 9,
Tel. +49-(0)89-26 80 88
Georgenhof - Friedrichstraße 1 (Schwabing),
Tel. +49-(0)89-39 31 01
Restaurant zum Alten Markt - Dreifaltigkeitsplatz 3,
Tel. +49-(0)89-29 99 95
Königshof* - Karlsplatz 25,
Tel. +49-(0)89-55 13 61 42
Tantris** - Johann-Fichte-Straße 7,
Tel. +49-(0)89-36 19 59-0

Beliebte Biergärten in München

Paulaner am Nockherberg – Hochstraße 77,
Tel. +49-(0)89-45 99 13-0
Augustiner-Keller - Arnulfstraße 52,
Tel. +49-(0)89-59 43 93
Chinesischer Turm - Englischer Garten 3,
Tel. +49-(0)89-38 38 73 27
Löwenbräukeller - Nymphenburger Straße 2
Seehaus im Englischen Garten - Kleinhesseloh 3,
Tel. +49-(0)89-381 61 30
Waldwirtschaft Grosshesseloh 3 - Georg-Kalb-Straße 3,
Tel. +49-(0)89-74 99 40 30

Beliebte Cafés in München

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Bar Centrale - Ledererstr. 23,
Tel. +49-(0)89-22 37 62
Café Schmalznudel - Prälat-Zistl-Str. 8,
Tel. +49-(0)89-26 82 37
Stadtcafé - St.-Jakobs-Platz 1,
Tel. +49-(0)89-26 69 49
Interview - Gärtnerplatz 1,
Tel. +49-(0)89-202 16 49

Top 10 der bayerischen Konversation

Guten Tag - Servus
Ich heiße - I hoafß
Angenehm - Ognehm
Ja - Joh
Nein – Naa
Bitte (schön) – Bittschee
Danke (schön) - Dankschee
Sprechen Sie Englisch? - Red'st Du aa Englisch?
Wie geht es Ihnen? - Wia geht's Da?
Auf Wiedersehen - Pfua Di God

Reiseführer München

Bestellhotline: +49-(0)731-38 68 77
Fax +49-(0)731-38 68 40
E-mail: mayercards@gmx.de





Medical and Emergency Assistance

Pharmacies: Prescription and non-prescription medicine is generally available at pharmacies from Monday through Friday between 8 a.m. and 6/ 7 p.m., and on Saturdays from 8 a.m. to 12.30/ 2 p.m. There are also drug stores that sell non-prescription medicine during normal opening hours. 24-hour pharmacy service is provided on a rotating basis.

Police Call and Emergency Medical Services: To contact the police dial 110, to contact the fire brigade or emergency medical services dial 112. Hotel staff members can direct guests to local emergency centres, hospitals or dental clinics.

Banks and Currency

Currency: The official currency of Germany is the Euro.

Banks and Currency Exchange: Not all banks keep the same hours. The following information is based on the average bank opening hours in Munich. Banks are normally open from 9 a.m. to 1 p.m. and from 2 p.m. to 3/ 4 p.m. on weekdays, and until 5/ 6 p.m. on Thursdays. They are closed on Saturdays and Sundays. All banks provide 24-hour cash machines which accept most credit cards such as MasterCard, VISA, Maestro or American Express. The bank at the Central Station is open daily from 6 a.m. to 11 p.m.; at the Airport from 7 a.m. to 8.30 p.m. You can find a travel service at the central branch of the Stadtparkasse, just around the corner from the main square, Marienplatz.

Credit Cards: Most hotels, restaurants, stores, train stations and taxis accept all major credit cards. However, it is also recommended that visitors carry small amounts of cash in the form of Euros at all times for everyday expenses.

Communication

Telephone: Phone Cards can be bought from post offices and kiosks. They are available in various different denominations and work out significantly cheaper than using a mobile phone.

Germany's country code is 49; Munich's area code is (0)89. For directory assistance in Germany dial 11833, for international directory assistance 11834.

Newspapers: One of Germany's leading daily papers – "Süddeutsche Zeitung" – features national and international news and reports. "Münchner Merkur" is very strong in reporting news from both the city and the surrounding areas, as well as national and international news. A selection of international papers is available at several places in the city.

Internet: There will be an Internet-terminal at the conference venue Gasteig. Options outside the conference venue are:

Cygerice-C@fé - Sendlinger-Tor-Platz 5,
Phone: +49-(0)89-18 91 22 20, 5 €/hour
Internet-Café - Altheimer Eck 12,
Phone: +49-(0)89-260 78 15, 4 €/hour

Postal services: The opening hours on weekdays are from 8 a.m. to 6.30 p.m. and on Saturday from 8 a.m. to 12.30/2/6 p.m., but they are closed on Sunday.

Medizinische und Notfallversorgung

Apotheken: Verschreibungspflichtige und nicht verschreibungspflichtige Medikamente sind von Montag bis Freitag zwischen 8 Uhr und 18/19 Uhr, und Samstag zwischen 8 Uhr und 12.30/14 Uhr in Apotheken erhältlich. Des Weiteren sind nicht verschreibungspflichtige Medikamente während der regulären Öffnungszeiten in Drogeriemärkten erhältlich. Der 24-Stunden-Notfalldienst wird im Rotationsverfahren bereitgestellt.

Polizei und Notrufnummer: Die Polizei erreichen Sie unter 110, Feuerwehr und Notarzt alarmieren Sie mit der Telefonnummer 112. Hotelangestellte können Gäste über die nächstgelegene Notaufnahme, Krankenhaus oder Zahnarztambulanz informieren.

Banken und Währung

Währung: Deutschlands offizielle Währung ist der Euro.

Banken und Währungstausch: Nicht alle Banken haben die gleichen Öffnungszeiten. Die folgenden Angaben richten sich nach den durchschnittlichen Öffnungszeiten der Münchner Banken. Banken öffnen üblicherweise unter der Woche zwischen 9 Uhr und 13 Uhr und zwischen 14 Uhr und 15/16 Uhr und donnerstags bis 17/18 Uhr. Am Wochenende bleiben die Banken geschlossen. Alle Banken verfügen über 24-Stunden-Geldautomaten, die die meisten gängigen Kreditkarten wie MasterCard, Visa, Maestro oder American Express akzeptieren. Die Bank am Hauptbahnhof öffnet täglich von 6 Uhr bis 23 Uhr; am Flughafen von 7 Uhr bis 20.30 Uhr.

Kreditkarten: Die meisten Hotels, Restaurants, Geschäfte, Bahnhöfe und Taxis akzeptieren die wichtigsten Kreditkarten. Allerdings ist es empfehlenswert für die alltäglichen Ausgaben immer ein paar Euro bei sich zu haben.

Kommunikation

Telefon: Telefonkarten können in Filialen der Deutschen Post oder am Kiosk gekauft werden. Karten gibt es in verschiedenen Preiskategorien und sind deutlich billiger als Mobiltelefongespräche.

Die Ländervorwahl für Deutschland ist 49; die Vorwahl von München ist (0)89. Für die inländische Auskunft wählen Sie 11833, für die internationale Auskunft 11834.

Zeitungen: Die Süddeutsche Zeitung ist eine der führenden deutschen Tageszeitungen mit nationalen und internationalen Nachrichten und Reportagen. Der Münchner Merkur besticht zusätzlich zu den nationalen und internationalen Nachrichten mit guter lokaler Berichterstattung. Eine Auswahl von internationalen Zeitungen ist an mehreren Orten in der Stadt erhältlich.

Internet: Im Gasteig gibt es ein Internetterminal. Andere Möglichkeiten außerhalb des Gasteigs sind:

Cygerice-C@fé - Sendlinger-Tor-Platz 5,
Tel. +49-(0)89-18 91 22 20, 5 €/Stunde
Internet-Café - Altheimer Eck 12,
Tel. +49-(0)89-260 78 15, 4 €/Stunde

Post: Die Filialen der Post sind wochentags von 8 Uhr bis 18.30 Uhr und samstags von 8 Uhr bis 12.30/14/18 Uhr geöffnet. Die Filialen bleiben sonntags geschlossen.

Additional Information

Visa requirements for entry into Germany: Citizens of the countries belonging to the European Union do not require a visa to enter Germany. Generally speaking, citizens of all other countries must have a visa to enter the country. For more information please visit www.auswaertiges-amt.de

Driving in Germany: In Germany we drive on the right hand side of the road.

Smoking: Public institutions are smoke free zones. A great number of hotels offer non-smoking rooms or have non-smoking floors. In pubs, night clubs, cafés and restaurants smoking is allowed. A lot of restaurants already have non-smoking areas.

Gratuities: The bill you receive at a hotel, restaurant, café or bar often includes a service charge already. A tip is an indication of your satisfaction – 5% is average, whereas 10% indicates exceptional service. Tip taxi drivers about 5% and porters and others who assist you with baggage one Euro per item.

Electrical Current: The electrical current in Germany is 220V. Appliances designed to operate on 110V will require a transformer.

Weights & Measures: Germany uses kilometres/metres, kilograms and litres.

1 kilo (kg) = 2.2 pounds

1 litre (l) = about 1.76 pints

1 kilometre (km) = 0.62 mile

1 metre (m) = 1.1 yards

1 centimetre (cm) = 0.39 inch

German Bicycle Federation (ADFC)

Germany

ADFC Allgemeiner Deutscher Fahrrad-Club e. V.
Bundesgeschäftsstelle
Grünenstraße 120, 28199 Bremen
Mailing Address: Postfach 10 77 47, 28077 Bremen
Infoline/Phone: +49-(0)421-34 62 90,
Fax: +49-(0)421-34 62 950
E-mail: kontakt@adfc.de
www.adfc.de

Bavaria

ADFC Bayern
Landesgeschäftsstelle
Landwehrstraße 16, 80336 München
Phone: +49-(0)89-55 35 75
Fax: +49-(0)89-550 24 58
E-mail: kontakt@adfc-bayern.de
www.adfc-bayern.de

Munich

ADFC München e.V.
Platenstraße 4, 80336 München
Phone: +49-(0)89-77 34 29
Fax: +49-(0)89-77 85 37
E-mail: info@adfc-muenchen.de
www.adfc-muenchen.de

Weitere Informationen

Visabestimmungen für die Einreise nach Deutschland: Staatsbürger eines Mitgliedsstaates der Europäischen Union benötigen kein Visum zur Einreise nach Deutschland. Generell benötigen Staatsbürger aller anderen Nationen ein Visum. Weitere Informationen erhalten Sie unter www.auswaertiges-amt.de.

Autofahren in Deutschland: Wir fahren in Deutschland auf der rechten Straßenseite.

Rauchen: Öffentliche Einrichtungen sind rauchfreie Zonen. Eine große Anzahl von Hotels bieten Nichtraucherzimmer oder Nichtraucheretagen. In Kneipen, Nachtclubs, Cafés und Restaurants ist Rauchen gestattet. Viele Restaurants haben aber Nichtraucherzonen.

Trinkgelder: Die meisten Rechnungen, die Sie in einem Hotel, Restaurant, Café oder einer Bar erhalten beinhalten bereits einen Service Aufschlag. Trinkgeld ist ein Zeichen Ihrer Zufriedenheit – 5% bedeutet durchschnittlich, während 10% außergewöhnlichen Service auszeichnet. Geben Sie Taxifahrern 5% Trinkgeld und Gepäckträgern 1€ pro Gepäckstück.

Elektrizität: In Deutschland beträgt die Stromstärke 220V. Geräte, die normalerweise 110V benötigen, können nur mit einem Adapter betrieben werden.

Gewichte und Maßeinheiten: Deutschland verwendet Meter, Gramm und Liter.

1 Kilo (kg) = 2.2 Pounds

1 Liter (l) = ca. 1.76 Pints

1 Kilometer (km) = 0.62 Meilen

1 Meter (m) = 1.1 Yards

1 Centimeter (cm) = 0.39 Inch

Allgemeiner Deutscher Fahrrad Club (ADFC)

Deutschland

ADFC Allgemeiner Deutscher Fahrrad-Club e. V.
Bundesgeschäftsstelle
Grünenstraße 120, 28199 Bremen
Postadresse: Postfach 10 77 47, 28077 Bremen
Telefon: +49-(0)421-34 62 90,
Fax: +49-(0)421-34 62 950
E-mail: kontakt@adfc.de
www.adfc.de

Bayern

ADFC Bayern
Landesgeschäftsstelle
Landwehrstraße 16, 80336 München
Telefon: +49-(0)89-55 35 75
Fax: +49-(0)89-550 24 58
E-mail: kontakt@adfc-bayern.de
www.adfc-bayern.de

München

ADFC München e.V.
Platenstraße 4, 80336 München
Telefon: +49-(0)89-77 34 29
Fax: +49-(0)89-77 85 37
E-mail: info@adfc-muenchen.de
www.adfc-muenchen.de

Tourist Information Touristische Informationen

Emergency Assistance and Helpful Information Notfallhilfe und hilfreiche Informationen



Social Programme

Rahmenprogramm





Lunch Venue

Day: Tuesday, 12.06.2007 – Friday, 15.06.2007
Time: 12:00 – 13:30
Location: Paulaner am Nockherberg
Address: Hochstraße 77, Munich,
Bus: Shuttle-Bus Gasteig - Nockherberg

Between 12:00 and 13:30, the Velo-city 2007 delegates are expected for lunch at "Paulaner am Nockherberg". Paulaner am Nockherberg is one of the traditional Munich breweries, situated approx. 1 km away from the conference venue Gasteig it outstandingly combines first-class gastronomy, Munich lifestyle and beer culture.

Lunch will be served buffet-style and there will be the right variety for every taste. Vegetarian options will be provided.

How to get there: You can either take your Call a Bike or the bus shuttle, which will leave the Gasteig after the last presentation of the morning. After lunch, this shuttle will take you back to the Gasteig.

Evening Programme on Tuesday – The Velo-city 2007 Party

Day: Tuesday, 12.06.2007
Beginning: 19:00 (admission 18:30)
Location: Transportation Center of the German Museum, Hall 1
Address: Theresienhöhe 14a, 80229 Munich
Subway: U4, U5, Direction "Laimer Platz"; stop and exit "Schwanthaler Höhe"

Fashionable automobiles, carefully restored exhibits and a perfectly preserved historic bicycle workshop. With its new Verkehrszentrum the world-famous German Museum offers a stimulating and impressive setting for the first Velo-city 2007 Evening Reception.

Christian Ude, Lord Mayor of the host city Munich, Hep Monatzeder, Deputy Mayor, Manfred Neun, President of the European Cyclists Federation and Sylvia Hladky, Director of the Verkehrszentrum will cordially welcome you to Munich as guests of Velo-city 2007.

In the great atmosphere of Exhibition Hall 1 – focus on „City Traffic“ - we want to whet your appetite in the evening of the first conference day by offering a tasty and richly varied buffet. Whoever is in the mood of dancing in the late hours of the day is welcome to do so to the sounds of modern pop and rock music of the Munich band „Cagey Strings“.

We are looking forward to see you !

Mittagessen

Tag: Dienstag, 12.06.2007 – Freitag, 15.06.2007
Uhrzeit: 12:00 – 13:30 Uhr
Ort: Paulaner am Nockherberg
Adresse: Hochstraße 77, München,
Bus: Shuttle-Bus Gasteig - Nockherberg

In der Zeit von 12 bis 13.30 Uhr werden die Teilnehmer von Velo-city 2007 zum Mittagessen am „Paulaner am Nockherberg“ erwartet. Der Paulaner am Nockherberg ist eines der traditionellen Münchner Brauhäuser, ca. 1 km vom Gasteig entfernt. Der Nockherberg verbindet hochwertige Gastronomie, Münchner Lebensart und Bierkultur auf hervorragende Weise miteinander.

Das Mittagessen wird in Büffetform gereicht, sodass für jeden Geschmack gesorgt sein wird. Vegetarische Küche wird angeboten.

Anfahrt: Sie erreichen das Brauhaus wahlweise mit Ihrem Call a bike oder mit dem Bus-Shuttle, der nach dem letzten Vortrag des Vormittags am Gasteig starten wird. Nach dem Mittagessen wird Sie dieser Bus ebenfalls zurück zum Gasteig bringen.

Abendveranstaltung am Dienstag – Die Velo-city 2007 Party

Tag: Dienstag, 12.06.2007
Beginn: 19:00 Uhr (Einlass 18:30 Uhr)
Ort: Verkehrszentrum des Deutschen Museums, Halle 1
Adresse: Theresienhöhe 14a, 80229 München
U-Bahn: U4, U5, Richtung Laimer Platz; Haltestelle und Ausgang Schwanthaler Höhe

Glänzende Automobile, sorgfältig restaurierte Ausstellungsstücke und eine tadellos konservierte historische Fahrradwerkstatt. Mit seinem neuen Verkehrszentrum bietet das weltberühmte Deutsche Museum eine anregende und eindrucksvolle Kulisse für die erste Velo-city 2007 Abendveranstaltung.

Christian Ude, Oberbürgermeister der Gastgeberstadt München, Hep Monatzeder, Bürgermeister der Landeshauptstadt München, Manfred Neun, Präsident des ECF und Sylvia Hladky, Direktorin des Verkehrszentrums, begrüßen Sie herzlich als Gäste der Velo-city 2007 in München.

In der großartigen Atmosphäre der Ausstellungshalle 1 - Schwerpunkt „Stadtverkehr“ - möchten wir am Abend des ersten Konferenztages Ihren Appetit anregen, indem wir ein geschmackvolles und mannigfaltiges Buffet anbieten. Wer am Ende des Tages noch das Tanzbein schwingen möchte, kann dies zu den Klängen der modernen Pop- und Rockmusik der Münchner Band „Cagey Strings“ tun.

Wir freuen uns auf Sie!

Lunch and Evening Events Mittagessen und Abendveranstaltungen





Lunch and Evening Events *Mittagessen und Abendveranstaltungen*

Evening Programme on Wednesday – The Velo-city Radl Night

Day: Wednesday, 13.06.2007
Starting Time: 19:30
Starting Point: English Garden/Chinese Tower
Distance: 15 km

Remark: The Velo-city Radl Night starts subsequent to the Technical Excursions which will end at the Chinese Tower

Velo-city 2007 makes a dream come true: A summer night on Munich's most beautiful streets and at the Biergarten with right of way for the cyclists!

The City of Munich and the ADFC Munich invite the citizens of the Munich region and the Velo-city delegates to a joint bicycle tour around the Bavarian metropolis.

The large velo convoy will cycle – accompanied by police and the ADFC – from Englischer Garten via Schwabing and all around the Old Town. Along the Isar we will pass Friedensengel (Angel of Peace) and Maximilianeum and return to the Chinesischer Turm (Chinese Tower). There, this unique experience will be celebrated with Brotzeit and brass band music.

The bicycle city tour will cover a distance of 15 km without notable hills in a moderate speed on spacious roads. Hence, the tour is suitable for families, however, at their own risk. A roadworthy bicycle is a requirement, preferably equipped with a lock and stand. The bicycle parking area around the Chinesischer Turm is unsupervised.

Evening Programme on Thursday

Day: Thursday, 14.06.2007
Beginning: 19:00 (admission 18:30)
Location: Old Munich Town Hall (Grand Hall)
Address: Marienplatz 15, 80331 Munich
Suburban Railway: all lines (Exit Marienplatz)

Built from 1470 – 1480, the Old Town Hall has preserved its architectural charm until the present day. And, what's more, it is situated in close proximity to the New City Hall with its history of over 130 years. The Old and New City Hall are prime sights in Munich's cozy corner at Marienplatz. With its high windows and splendid wooden ceilings the Grand Hall of the Old Town Hall provides a dignified and ornate setting to the second Velo-city 2007 Evening Reception. Munich's Deputy Mayor Hep Monatzeder will welcome you on behalf of the City of Munich as delegates of Velo-city 2007 and give away the secrets of Munich's bicycle policy. The Mayor's speech will be followed by the award ceremony for European cities and regions. ECF President Manfred Neun will award the BYPAD Certificiates of this year's BYPAD contest. A delicious buffet will provide opportunities to share and exchange ideas. We are looking forward to see you!

Abendveranstaltung am Mittwoch – Die Velo-city Radl Night

Tag: Mittwoch, 13.06.2007
Beginn: 19:30 Uhr
Treffpunkt: Englischer Garten/Chinesischer Turm
Streckenlänge: 15 km

Bemerkung: Die Velo-city Radl Night beginnt im Anschluss an die technischen Exkursionen, welche am Chinesischen Turm enden.

Velo-city 2007 macht einen Wunschtraum wahr: Ein Sommerabend auf Münchens schönsten Straßen und im Biergarten, mit Vorfahrt für die Radler!

Die Landeshauptstadt und der ADFC München laden Bürger aus Stadt und Umland und die Teilnehmer der Konferenz zu einer gemeinsamen kostenlosen Rad-Rundfahrt durch die bayerische Metropole ein.

Die Velo-Karawane führt in einem von der Polizei und dem ADFC begleiteten großen Konvoi vom Englischen Garten durch Schwabing und rund um die Altstadt. Längs der Isar geht es vorbei an Friedensengel und Maximilianeum zurück in den Biergarten, wo mit Blasmusik und Brotzeit dieses Erlebnis gefeiert wird.

Die Fahrrad-Stadtrundfahrt wird auf 15 Kilometern ohne größere Steigungen in moderatem Tempo über breite Straßen geführt. Die Teilnahme ist deshalb für die ganze Familie möglich, sie erfolgt auf eigene Verantwortung. Erforderlich ist ein verkehrssicheres Fahrrad, möglichst mit Schloss und Abstellbügel. Die Parkmöglichkeiten rund um den Chinesischen Turm werden nicht bewacht.

Abendveranstaltung am Donnerstag

Tag: Donnerstag, 14.06.2007
Beginn: 19:00 Uhr (Einlass 18:30)
Ort: Altes Rathaus (Großer Saal)
Adresse: Marienplatz 15, 80331 München
S-Bahn: alle Linien (Ausgang Marienplatz)

Errichtet 1470 - 1480, hat das Alte Rathaus seinen architektonischen Charme bis zum heutigen Tage erhalten. Zusätzlich liegt es in der Nähe zum Neuen Rathaus mit seiner 130jährigen Geschichte. Das Alte und das Neue Rathaus sind wichtige Münchner Sehenswürdigkeiten im gemütlichen Viertel um den Marienplatz. Mit seinen hohen Fenstern und herrlichen hölzernen Decken ist der Große Saal des Alten Rathauses eine würdevolle und ausgewählte Kulisse für die zweite Abendveranstaltung der Velo-city 2007. Bürgermeister Hep Monatzeder wird Sie im Namen der Landeshauptstadt München als Delegierte der Velo-city 2007 begrüßen und das Geheimnis der Münchner Fahrradpolitik verraten. Der Rede des Bürgermeisters folgt die Preiszeremonie für europäische Städte und Regionen, bei der ECF Präsident Manfred Neun die BYPAD Zertifikate des diesjährigen BYPAD Wettbewerbs verleihen wird. Bei einem köstlichen Buffet wird Ihnen die Gelegenheiten geben, Ideen zu teilen und auszutauschen. Wir freuen uns auf Sie!

Pre-Conference Programme – The Streetlife-Festival

Days: Saturday, 09.06. – Sunday, 10.06.2007
Location: Leopold- and Ludwigstraße
Subway: U3, U6 (any exit between Odeonsplatz
and Münchner Freiheit)

The festival idea: Since 2000, Munich-based environmental initiative Green City e.V. holds in cooperation with the Department of Public Health and Environment the annual Streetlife Festival on the occasion of the European Car-Free Day. The event utilizes manifold alternative application potentialities of public space, in particular on the streets, for the urban population and makes them tangible in a new manner.

For a whole weekend, Leopold- and Ludwigstraße turn into a grand-scale "Flaniermeile" which ranges from the heart of Schwabing to the center of the city. The event is wholeheartedly received by Munich residents.

On thirteen event stages, in countless event zones and at over 150 information stands, a colourful selection of art, culture, information, hands-on opportunities, dance, music, shows, light installations, street art and international culinary delicacies is presented to about 450,000 visitors. Companies, gastronomers, Munich residents, clubs and associations use the opportunity to temporarily transfigure areas with a normally high volume of traffic and to present their ideas to a broad audience. Thereby, the harmonic fusion of information and entertainment creates a perfect foundation for the unique event. Unexcelled, moreover, is the historic urban backdrop of Schwabing and the Marxvorstadt where the Streetlife Festival takes place.

Reconfiguration of public space: Usually motorized traffic dominated space becomes a playing field of creative ideas: at the Siegestor a garden with palm trees entices with hammocks. A lawn hides grey asphalt and invites to a picnic on real grass – pure relaxation!

Initiatives and Associations: At the heart of the event are the participating environmental, health, mobility, culture and urban planning organizations. By now, there are already 150 initiatives and associations present at the festival, participate at stage panels, offer presentations and give assistance.

Energy & Mobility: Going back to the roots of the festival, one can discover large-scale test courses of sustainable mobility. Information about current focal points of transportation planning is rounding off this theme. At the boulevard of energies, visitors can experience the exciting powers of the sun, wind and renewable resources.

Art, Culture and Concerts: The festival offers more than information. It entertains, is enjoyable and spreads fun. This is ensured by an extensive programme of musical performances, exhibitions, and artistic events. On stage, at the stands, on the street, dancing, singing and acting, with costumes, paintings, acrobatics, fire shows and light spectacles the streets will be newly revived.

Rahmenprogramm vor der Konferenz – Das Streetlife-Festival

Tag: Samstag, 09.06. – Sunday, 10.06.2007
Ort: Leopold- und Ludwigstraße
U-Bahn: U3, U6 (alle Haltestellen zwischen
Odeonsplatz und Münchner Freiheit)

Die Idee des Festivals: Seit dem Jahr 2000 veranstaltet die Münchner Umweltinitiative Green City e.V. zusammen mit dem Referat für Gesundheit und Umwelt anlässlich des europaweiten autofreien Tages das Streetlife-Festival. Die Veranstaltung macht alternative Nutzungsmöglichkeiten des öffentlichen Raums, insbesondere des Straßenraums, für die Bevölkerung vielfältig nutzbar und in neuer Art und Weise erlebbar.

Ein ganzes Wochenende verwandelt sich die komplette Leopold- und Ludwigstraße in eine Flaniermeile, die vom Herzen Schwabings bis zur Stadtmitte reicht. Die Veranstaltung wird von der Münchner Bevölkerung begeistert aufgenommen.

Auf zuletzt dreizehn Veranstaltungsbühnen, in zahlreichen Eventzonen und an über 150 Informationsständen wird den rund 450.000 Besucherinnen und Besuchern ein buntes Angebot an Kunst, Kultur, Information, Mitmachangeboten, Tanz, Musik, Shows, Lichtinstallationen, Straßengestaltung und internationalen kulinarischen Köstlichkeiten geboten. Unternehmen, Gastronomen, Bürgerinnen und Bürger, Vereine und Verbände nutzen die Möglichkeit, normalerweise stark befahrene Flächen temporär umzugestalten und ihre Ideen einem breiten Publikum zu präsentieren. Dabei bildet die harmonische Verbindung zwischen Information und Unterhaltung die perfekte Grundlage der einzigartigen Veranstaltung. Unübertroffen ist zudem die historische städtebauliche Kulisse Schwabings und der Marxvorstadt, in die das Streetlife-Festival eingebettet ist.

Die Umgestaltung des öffentlichen Raums: Der sonst vom motorisierten Verkehr dominierte Straßenraum wird zur Spielwiese kreativer Ideen: Ein Palmengarten lockt mit Hängematten am Siegestor. Eine Liegewiese lässt grauen Asphalt verschwinden und lädt zum Picknick auf echtem Rasen ein - Entspannung pur!

Thema: Initiativen und Verbände: Inhaltliches Herzstück der Veranstaltung sind die teilnehmenden Organisationen aus den Bereichen Umwelt, Gesundheit, Mobilität, Kultur und Stadtplanung. Dabei sind mittlerweile über 150 Initiativen und Verbände entlang der Meile präsent, nehmen an Bühnendiskussionen teil, bieten Beiträge und leisten Mitarbeit.

Thema „Energie & Mobilität“: Den Ursprung der Veranstaltung aufgreifend, können hier auf weiträumigen Parcours nachhaltige Mobilitätsformen entdeckt und selbst ausprobiert werden. Informationen über aktuelle Brennpunkte der Verkehrsplanung runden den Bereich ab. Im Boulevard der Energien erleben die Besucher die spannenden Kräfte der Sonne, des Windes und der nachwachsenden Rohstoffe.

Kunst, Kultur und Konzerte: Die Veranstaltung ist mehr als Information. Sie unterhält, macht Spaß und verbreitet Freude. Dafür sorgt ein umfangreiches Programm aus Musikdarbietungen, Ausstellungen und künstlerischen Events. Auf Bühnen, an Ständen, auf der Straße, tanzend, singend und schauspielernd, mit Kostümen, Bildern, Akrobatik, Feuershows und Lichtspektakel wird die Straße neu belebt.

Pre-Conference Programme Rahmenprogramm vor der Konferenz





Post-Conference Programme – Excursion “M-Radelt”

Day: Saturday, 16.06.2007
Starting Time: 9:00
Starting Point: Museumsinsel Isar, Zenneck Bridge
(just around the corner from Gasteig)
Distance: 50 km

Experience the M-Wasserweg (water trail) and visit the SWM water extraction facilities in the Mangfalltal (Mangfall valley):

M-Wasser – a precious commodity straight from the Alps. There's just no beating it. And the same applies to Munich's drinking water. The water supplied by SWM to its customers is a first-class natural product and is among the best-quality drinking water in Europe.

The M-Wasserweg is SWM's leisure offering. On this cycling and hiking trail, inhabitants of the city, of the surrounding areas and Velo-city visitors can all experience and cycle next to the planet's number one sustaining force. The SWM M-Wasserweg starts at Zenneck Bridge next to the Deutsches Museum, extends over a distance of 82 kilometres into the Mangfalltal water extraction area, before continuing on towards Gmund on Tegernsee. Parts of the distance can be covered by S-Bahn or the BOB (Bayerische Oberland Bahn).

Crystal clear, fresh from its source and 100% untreated, M-Wasser has been flowing directly to Munich for the last 120 years. In order to guarantee the long-term quality of the water for Munich's inhabitants, SWM protects it using a range of voluntary preventative and safety measures directly at the source.

On June 16th the SWM will open its water extraction facilities to all visitors.

Post-Conference Programme – Excursion “Munich's Baroque Northern Parts”

Day: Saturday, 16.06.2007
Starting Time: 10:00
Starting Point: U6, Direction Garching-
Forschungszentrum
(Exit Garching-Hochbrück)
Distance: Ca. 50 km

A travel through time by bicycle: Our tour starts at Garching's subway-station and connects about 17 points of interest. The latter stand, on the one hand, for a landscape of significance due to its European cultural heritage, on the other, for points of interest which can be perceived as modern technical, research and development sites, in this case located in Munich's north. Points of interest in this respect are, in particular:

- The historic system of canals
- The “old” and “new” palace at Schleißheim
- The interconnecting landscape with ecologically valuable heath lands
- The low-lying mosses of “Dachauer Moos”
- The palace of Lustheim

After four hours, the tour ends in the centre of Garching at the subway station “Garching”. From here we shall return to the city centre of Munich (Marienplatz) by subway.

Rahmenprogramm nach der Konferenz – Exkursion „M-Radelt“

Tag: Samstag, 16.06.2007
Beginn: 9:00 Uhr
Ort: Museumsinsel Isar, Zenneck Brücke
(in unmittelbarer Nähe des Gasteig)
Streckenlänge: 50 km

Erleben Sie den M-Wasserweg und besuchen Sie die Wassergewinnungsanlage im Mangfalltal: M-Wasser – ein wertvolles Gut direkt aus den Alpen. Das gleiche gilt für das Münchner Trinkwasser. Das Wasser, das von der SWM gewonnen wird, ist ein erstklassiges Naturprodukt und gehört zu den qualitativ hochwertigsten Trinkwassern in Europa. Der M-Wasserweg ist ein Freizeitangebot der SWM.

Auf diesem Radwanderweg können Münchner Bürgerinnen und Bürger und Velo-city Gäste das zweite Element sprichwörtlich erfahren. Der M-Wasserweg beginnt an der Zenneck Brücke am Deutschen Museum, führt auf einer Strecke von 82 Kilometern in das Wassergewinnungsgebiet Mangfalltal, und weiter nach Gmund am Tegernsee.

Teile der Strecke können mit der S-Bahn oder der BOB (Bayerische Oberland Bahn) zurückgelegt werden.

Kristallklares, quellfrisches und rein biologisches M-Wasser fließt seit 120 Jahren auf direktem Wege nach München. Um den Münchner Bürgerinnen und Bürgern diese Qualität langfristig garantieren zu können, schützt SWM das Wasser durch freiwillige Vorbeuge- und Sicherheitsmaßnahmen direkt an der Quelle.

Am 16. Juni 2007 wird die SWM ihre Wassergewinnungsanlagen für Besucher öffnen.

Rahmenprogramm nach der Konferenz – Exkursion “Kulturlandschaften des Münchner Nordens”

Tag: Samstag, 16.06.2007
Beginn: 10:00 Uhr
Ort: U6, Richtung Garching-
Forschungszentrum (Haltestelle Garching-Hochbrück)
Streckenlänge: Ca. 50 km

Eine Zeitreise mit dem Fahrrad: Unsere Tour beginnt an der Garchinger U-Bahn Station “Garching-Hochbrück” (U 6), hat eine Länge von 42 km und verbindet 17 Sehenswürdigkeiten.

Zu Letzterem gehören zum einen die wichtigen europäischen Kulturdenkmäler und zum anderen moderne Stätten der Technik, Forschung und Entwicklung im Norden Münchens.

Sehenswürdigkeiten sind in dieser Hinsicht insbesondere:

- Das historische Kanalnetz
- Das „Alte“ und „Neue“ Schloss Schleißheim
- Die miteinander verbundene Landschaft mit ökologisch wertvollem Heideland
- Die Moose vom „Dachauer Moos“
- Der Palast von Lustheim

Nach vier Stunden endet die Tour im Zentrum von Garching an der U-Bahnstation „Garching“. Von hier werden wir zum Stadtzentrum von München (Marienplatz) mit der U-Bahn zurückkehren.

Partner Programme – Guided Walking Tour “Historic Munich”

Day and Date: Tuesday, 12.06.2007 and
Wednesday, 13.06.2007
Starting Time: (Tu) 14:00 to 16:00 and
(We) 10:00 to 12:00
Starting Point: Fischbrunnen (Marienplatz)
Suburban Railway: all lines (Exit Marienplatz)

Route: Fischbrunnen (Marienplatz) – Cathedral Church of our Lady – Feldherrenhalle – Residence – Residence Theatre – Hofbräuhaus – Viktualienmarkt – Toy Museum (among others)

You explore the old town of Munich with competent guidance by foot. Meeting point is the Fischbrunnen at the Marienplatz. Our tour guides give you an overview over the remarkable buildings and plazas in the old town of Munich, e.g. Marienplatz with the Old and New Town Hall, the Carillon (Glockenspiel), Cathedral Church of our Lady, Viktualienmarkt, Old Courtyard (Alter Hof), National Theater, Residence, Odeonsplatz, Ludwig Street, Feldherrenhalle, Theatiner Church, and much more. Let yourself be bewitched!

Bus Excursion „Marvellous Upper Bavaria“

Day and Date: Thursday, 14.06.2007
Starting Time: 10:00 to 17:00
Starting Point: Gasteig
Fee: 7 Euro (admission Linderhof Castle)

Route: Oberammergau – Ettal – Linderhof

The tour will follow the autobahn A 95 up to the exit Starnberg and will continue along a rural highway via Weilheim and Peißenberg to the passion play town of Oberammergau. There, places of interest like the rococo-style village church, the Museum of Local History, the Passion Play Theatre and the various Lüftl murals on houses invite you to stroll around. Then again, you can also use the opportunity to go shopping in one of the small stores that sell traditional Bavarian costumes. Next stop is Ettal with a guided tour of the minster. The church which was founded by Ludwigs des Bayern, is one of the few preserved gothic central-plan buildings. After the tour there will be time for lunch (costs not included). Our tour continues through the diverse countryside of the Graswangtal to Linderhof Castle, the smallest of King Ludwig II's castles. The whole physical structure of the palace is a charming fusion of French landscape and castle architecture in a Bavarian natural setting. Subsequently, the bus will take you back to Munich.

Partner Programm – Geführter Stadtrundgang “Historisches München”

Tag und Datum: Dienstag, 12.06.2007 und
Mittwoch, 13.06.2007
Uhrzeit: (Di) 14:00 bis 16:00 Uhr und
(Mi) 10:00 bis 12:00 Uhr
Ort: Fischbrunnen (Marienplatz)
S-Bahn: alle Linien (Ausgang Marienplatz)

Route: Treffpunkt: Fischbrunnen (Marienplatz), u.a. über – Frauenkirche – Feldherrenhalle – Residenz – Residenztheater – Hofbräuhaus – Viktualienmarkt – Spielzeugmuseum

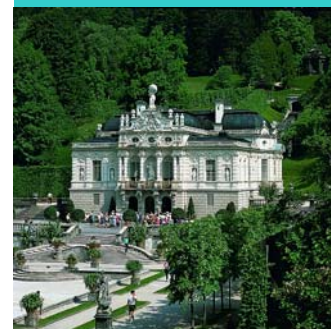
Sie erkunden die Münchner Altstadt unter fachkundiger Anleitung zu Fuß. Treffpunkt ist der Fischbrunnen am Marienplatz. Unsere Gästeführer vermitteln Ihnen einen Überblick über die eindrucksvollsten Bauten und Plätze in der Münchner Altstadt, z.B. Marienplatz mit Altem und Neuem Rathaus, dem Glockenspiel, Frauenkirche, Viktualienmarkt, Alter Hof, Nationaltheater, Residenz, Odeonsplatz, Ludwigstrasse, Feldherrenhalle, Theatinerkirche u.v.m. Lassen Sie sich verführen!

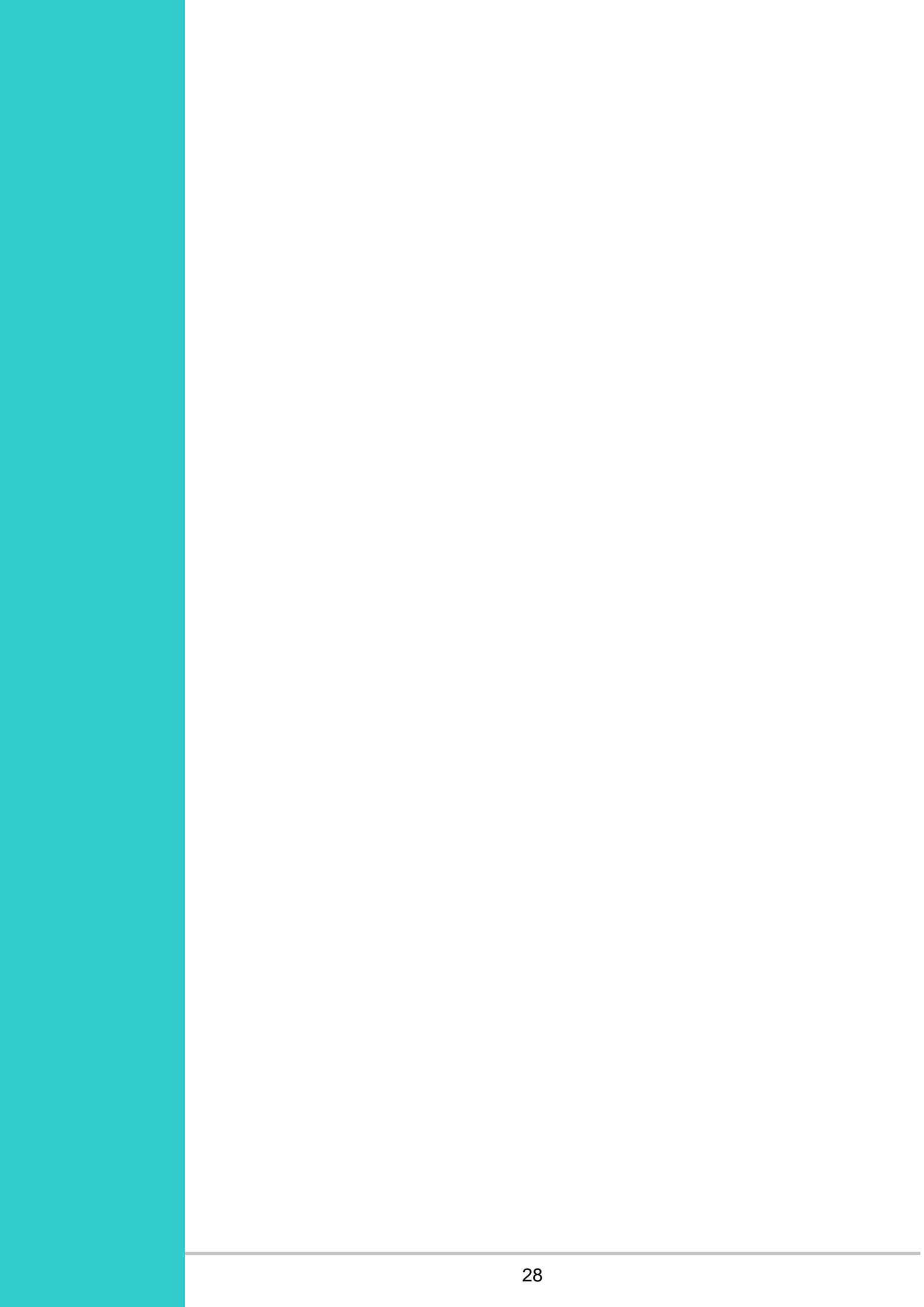
Bus Exkursion „Wunderschönes Oberbayern“

Tag und Datum: Donnerstag, 14.06.2007
Uhrzeit: 10:00 bis 17:00 Uhr
Ort: Gasteig
Kosten: 7 Euro (Eintritt Schloss Linderhof)

Route: Oberammergau - Ettal - Linderhof

Die Fahrt führt über die A 95 bis zur Ausfahrt Starnberg. Entlang der Landstrasse geht es über Weilheim nach Peißenberg und von dort weiter in das Passionsspieldorf Oberammergau. Sehenswürdigkeiten wie die Rokoko-Dorfkirche, Heimatmuseum, Passionstheater und die vielen Lüftlmalereien an den Häusern laden zum Verweilen ein. Oder man nutzt die Gelegenheit, in einem der Trachtenläden zu bummeln. Nächstes Ziel ist Ettal mit Besichtigung der Klosterkirche. Die Kirche, eine Gründung Ludwigs des Bayern, ist einer der ganz wenigen erhaltenen gotischen Zentralbauten. Nach der Besichtigung ist Zeit für ein Mittagessen (Kosten sind nicht im Teilnehmerbeitrag enthalten). Die Weiterfahrt führt nun durch das landschaftlich vielfältige Graswangtal zum Schloß Linderhof, dem kleinsten der Schlösser Ludwigs II. Die Gesamtanlage des Schlosses ist eine reizvolle Verbindung von französischer Garten- und Schlossbaukunst mit bayerischer Landschaft. Anschließend geht es mit dem Bus zurück nach München.





Introduction Con- ference Programme Einführung zum Konferenzprogramm





Plenaries

The plenaries are discussion platforms for decision makers of European transport policy and bicycle industry. The topics of the plenaries are linked to the theme of the respective day:

Tuesday, 12th: After the welcome by the presenters and organizers of Velo-city 2007 (Plenary 1a), transport ministers and under-state secretaries of different European countries will discuss the status quo of bicycle transport policy in the respective countries, and present their "Visions" for future bicycle promotion.

Wednesday, 13th: In accordance with the theme "Strategies / Coalitions" Plenary 2a is dedicated to „National Concepts for Systematic Bicycle Promotion“.

Thursday, 14th: Thursday is the day of municipal decision makers and planning experts. Accordingly the topic of plenary 3a are "Strategies to secure Mobility in Metropolises by Promoting Cycling". Mayors and high ranking decision makers of the cities of Copenhagen, London, Paris and Munich present their perspectives.

Friday, 15th: At the final plenary on Friday, political and representatives of the transport industry take a closer look at "Future Mobility" before the "Velo-city baton" will be passed on to the City of Brussels, host of Velo-city 2009.

Sub-Plenaries & Workshops

Between Tuesday 12th and Friday 15th Velo-city 2007 hosts 54 sub-plenaries and workshops, which introduce complex measures and initiatives for the promotion of bicycle transport. To improve readability of the conference programme and enable you to easily find the right workshop / presentation at the right time in the right place, each presentation is marked by a specific code. The code in the example below (We3|E2) gives you the following information:

Day: **Wednesday**
Time: **Block 3 (14:00-15:30)**
Room: **Room E**
Speaker: **2 (second speaker in the workshop)**

Plenarien

Plenarien sind Diskussionsforen für Entscheidungsträger der europäischen Verkehrspolitik und der Fahrradindustrie. Die Inhalte der Plenarien nehmen Bezug auf das jeweilige Tagesthema:

Dienstag, 12.6.: Im Anschluss an das Eröffnungsplenum der Veranstalter und der Organisatoren der Velo-city 2007 (Plenum 1a), werden Verkehrsminister und Staatssekretäre verschiedener europäischer Staaten den Stand der Radverkehrspolitik in ihrem Land diskutieren und ihre „Visionen“ für zukünftige Fahrradförderung vorstellen.

Mittwoch, 13.6.: Gemäß dem Thema "Strategien/ Koalitionen" ist Plenum 2a den „Nationalen Konzepten zur systematischen Radverkehrsförderung“ gewidmet.

Donnerstag, 14.6.: Donnerstag ist der Tag der kommunalen Entscheidungsträger und Planungsexperten. Der Titel des Plenums 3a lautet entsprechend „Konzepte zur Sicherung der innerstädtischen Mobilität durch Radverkehrsförderung“. Bürgermeister und hochrangige Entscheidungsträger der Städte Kopenhagen, London, Paris und München werden ihre Perspektiven vorstellen.

Freitag, 15.6.: Im letzten Plenum am Freitag werden Politiker und Vertreter der Verkehrsindustrie die "Mobilität der Zukunft" genauer betrachten, bevor dann der „Velo-city Staffeltab“ an die Stadt Brüssel, Gastgeberstadt der Velo-city 2009, weitergereicht wird.

Sub-Plenarien & Workshops

Zwischen Dienstag, 12.6. und Freitag, 15.6. werden auf der Velo-city 2007 54 Sub-Plenarien und Workshops angeboten, die komplexe Maßnahmen und Initiativen zur Fahrradverkehrsförderung vorstellen. Um die Lesbarkeit des Programmheftes zu verbessern und sicher zu stellen, dass Sie den richtigen Workshop/Präsentation zur richtigen Zeit schnell finden können, ist jede Präsentation mit einer speziellen Kodierung gekennzeichnet. Die Kodierung des folgenden Beispiels (We3|E2) enthält folgende Informationen:

Tag: **Wednesday (Mittwoch)**
Zeit: **Block 3 (14:00-15:30 Uhr)**
Raum: **Raum E**
ReferentIn: **2 (zweiter Referent des Workshops)**

Wednesday, 13/06/2007									
STRATEGIES / COALITIONS									
Room Time	Room A (COS)	Room B (BB)	Room C (KK)	Room D (VdB)	Room E (1.08)	Room F (0.102)	Room G (0.117)	Room H (0.115)	Speaker
9:00-10:00	Plenary 1a: Welcome to Velo-city 2007 and Opening of the Conference								
10:00-10:30	Coffee Break								
10:30-12:00	Workshop We3 E2: National Concepts for Systematic Bicycle Promotion	Workshop We3 E2: National Concepts for Systematic Bicycle Promotion	Workshop We3 E2: National Concepts for Systematic Bicycle Promotion	Workshop We3 E2: National Concepts for Systematic Bicycle Promotion	Workshop We3 E2: National Concepts for Systematic Bicycle Promotion	Workshop We3 E2: National Concepts for Systematic Bicycle Promotion	Workshop We3 E2: National Concepts for Systematic Bicycle Promotion	Workshop We3 E2: National Concepts for Systematic Bicycle Promotion	1
12:00-12:30	Lunch								
14:00-15:30	Workshop We3 E2: National Concepts for Systematic Bicycle Promotion	Workshop We3 E2: National Concepts for Systematic Bicycle Promotion	Workshop We3 E2: National Concepts for Systematic Bicycle Promotion	Workshop We3 E2: National Concepts for Systematic Bicycle Promotion	Workshop We3 E2: National Concepts for Systematic Bicycle Promotion	Workshop We3 E2: National Concepts for Systematic Bicycle Promotion	Workshop We3 E2: National Concepts for Systematic Bicycle Promotion	Workshop We3 E2: National Concepts for Systematic Bicycle Promotion	2
15:30-	Coffee Break								

Introduction Conference Programme Einführung zum Konferenzprogramm

Plenaries, Workshops, Posters Plenarien, Workshops, Poster



Poster Presentations

For the poster session on Thursday late morning the entire Velo-city 2007 audience will be directed to the second floor of Gasteig. Here, the poster presenters are given the opportunity to present their project or concept to small groups of delegates in a market-place-atmosphere. The posters are thematically arranged by the four conference themes of Velo-city 2007 "Quality of Life", "Employment Market", "Health" and "Urban and Regional Planning". The poster session is split into three presentation periods:

- Period a: 11:00 to 11:20
- Period b: 11:20 to 11:40
- Period c: 11:40 to 12:00

Every speaker is assigned to a clearly defined position and to one of the three presentation periods. The poster with the number **Th2|21b** will be put up at position 21 and presented from 11:20 to 11:40 during the poster session (Period b). Please refer to the speakers' index and the map below to find out about the position and presentation period of the posters. The presentation during the poster session should be no more than 10 minutes per speaker, leaving some time for face-to-face discussions before the next period starts.

The Velo-city 2007 poster presenters are asked to put up their posters during the entire conference-period.

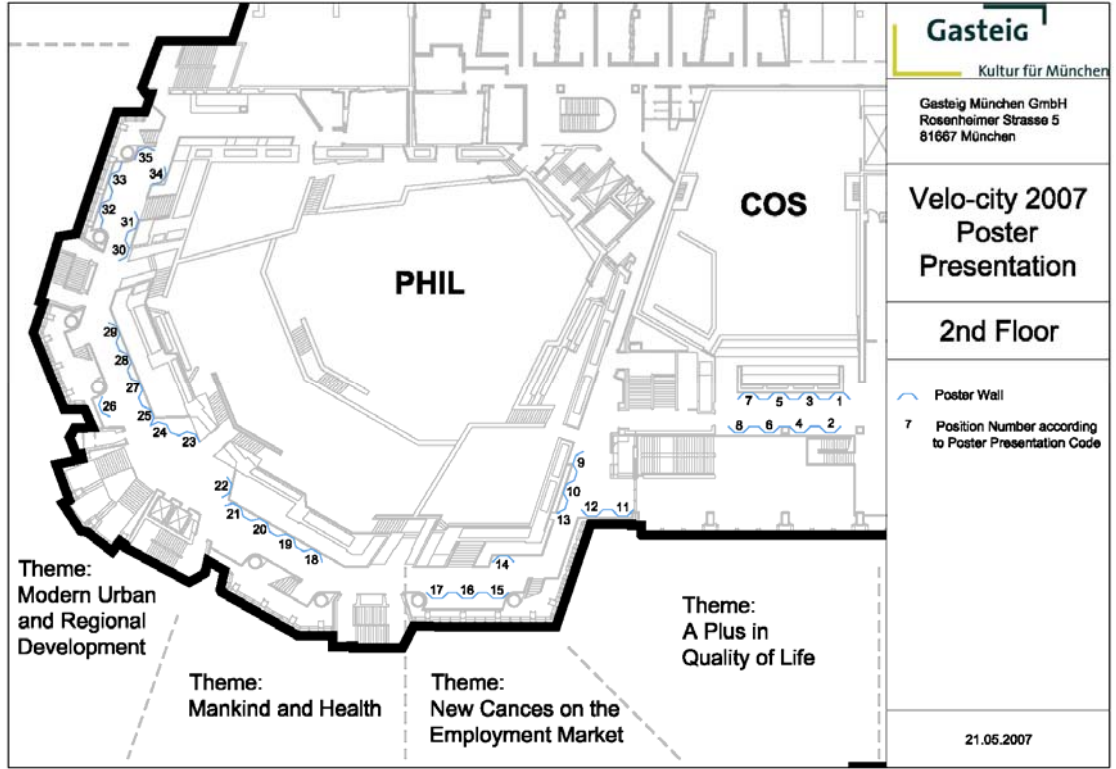
Poster Präsentationen

Für die Poster Präsentationen wird am späten Donnerstagmorgen das gesamte Velo-city 2007 Publikum in den zweiten Stock des Gasteigs geleitet. Dort wird den Autoren der Poster die Möglichkeit gegeben, in einer marktähnlichen Atmosphäre ihre Projekte oder Konzepte kleinen Gruppen zu präsentieren. Die Poster sind nach den vier großen Konferenzthemen „Lebensqualität“, „Arbeitsmarkt“, „Gesundheit“ und „Stadt- und Regionalplanung“ arrangiert. Die Poster Präsentation ist in drei Zeitabschnitte aufgeteilt:

- Zeitabschnitt a: 11:00 Uhr bis 11:20 Uhr
- Zeitabschnitt b: 11:20 Uhr bis 11:40 Uhr
- Zeitabschnitt c: 11:40 Uhr bis 12:00 Uhr

Jedem Referenten ist eine eindeutige Position und ein genauer Zeitabschnitt zugewiesen. Das Poster mit der Kodierung **Th2|21b** wird am Donnerstag in Block 2 auf der Position 21 und von 11:20 Uhr bis 11:40 (Zeitabschnitt b) präsentiert werden. Bitte informieren Sie sich im Referentenverzeichnis und auf dem untenstehenden Plan unten über die Positionen und Zeiten der Posterpräsentationen. Die Vorstellung des Posters sollte nicht mehr als 10 Minuten pro Referent dauern, um vor Beginn des nächsten Zeitabschnitts direkte Nachfragen zu ermöglichen.

Die Velo-city 2007 Poster Referenten werden gebeten, ihre Poster während der gesamten Konferenz auszustellen.



Technical Excursions

On Wednesday 13th Velo-city will hit the road and visit Munich's highlights for cyclists. Thanks to the engagement of departments of the City of Munich, local organisations and companies, we are able to present eight different technical excursions with a broad variety of themes. The excursions start immediately after the afternoon workshop session around 15:30. The excursions are an integral part of Velo-city and thus an exclusive and free service for the conference delegates.

Technische Exkursionen

Am Mittwoch, dem 13.06., wird sich Velo-city zu Münchens Höhepunkten für Radfahrer aufmachen. Dank des Engagements der Referate der Stadt München, lokalen Organisationen und Firmen, können wir acht verschiedene Technische Exkursionen mit einem großen Themenspektrum anzubieten. Wir werden direkt nach der Nachmittagssitzung um 15:30 Uhr starten. Die Exkursionen sind Teil der Velo-city Konferenz und daher ein exklusiver und kostenloser Service für Konferenzteilnehmer.

Tuesday, 12th
Dienstag, 12.6.



Theme: Vision

Tuesday, 12/06/2007				
VISIONS				
Room	Room A (COS)	Room B (BB)	Room C (KK)	Room D (VdB)
Time	REGISTRATION			
8:00-10:00	Coffee Break			
10:00-12:00	PLENARY 1a: OPENING			
	Mr. Christian Ude, President of the German Association of Cities and Lord Mayor of the City of Munich, Germany Mr. Wolfgang Tiefensee, Federal Minister of Transport, Building and Urban Affairs, Germany Mr. Manfred Neun, President of the European Cyclists' Federation, Germany Mr. Hep Monatzeder, Mayor of the City of Munich, Germany			
	PLENARY 1b: BICYCLE TRANSPORT POLICIES IN DIFFERENT EUROPEAN COUNTRIES			
12:00-14:00	Mr. Petr Slegr, Secretary General of the Ministry of Transport, Czech Republic Mr. János Kóka, Minister of Economy and Transport, Hungary Ms. Liv Signe Navarsete, Minister of Transport and Communications, Norway Mr. Wolfgang Tiefensee, Federal Minister of Transport, Building and Urban Affairs, Germany Dr. Rudolf Dieterle, Director of the Federal Roads Office FEDRO, Switzerland			
	Lunch			
	Sub-Plenary 1c: Cycling Policy in China and America	Workshop Tu3 B: Changing Attitudes	Workshop Tu3 C: Design for Safer Cycling	Workshop Tu3 D: Evaluation of Quality
14:00-15:30	Ms. Jiang, Prof. Yulin China Urban Sustainable Transportation Research Center, China Academy of Transportation Sciences; China	Mr. van Hout, Kurt University College of Limburg; Belgium	Mr. Haase, Michael ISUP GmbH, Germany	Ms. Basterfield, Sara CTC Charitable Trust; United Kingdom
	Threats and Opportunities for cycling Policies in China Big Cities	How much car trips could be travelled by bike in Flanders (Belgium)?	ERA 2007 – The new German guidelines for bicycle infrastructure	Benchmarking – how it can help UK cycle training providers deliver best practice
	Mr. Neufeld, Randy Healthy Streets Campaign, Chicagoland Bicycle Federation; USA	Mrs. Stark, Sarah Technical University of Berlin, Institute of Land and Sea Transport, Systems Integrated Transportation Planning; Germany	Mr. Jensen, Niels City of Copenhagen, Roads and Parks Department; Denmark	Mr. Pfaffenbichler, Paul Vienna University of Technology, Institute for Transport Planning and Traffic Engineering; Austria
	Progress and Prospects for Bicycle Transportation in Chicago and the United States	Faraway, so close: Specific requirements of bicycle planning for local neighbourhoods	Improving comfort on Copenhagen cycle tracks	Measuring the Quality of the Viennese Bicycle Network
	Ms. Scoggin, Mary Department of Anthropology, Humboldt State University; USA	Ms. Utzmann, Iris Arbeitsgemeinschaft fahrradfreundliche Städte, Gemeinden und Kreise in NRW e.V. (AGFS); Germany	Dr. Parkin, John The University of Bolton, School of the Built Environment and Engineering; United Kingdom	Ms. Hajinikitas, Contessa Urban Arc; Australia
	Biking Realities: Beijing and Beyond	Local mobility in cities as living space	Effective skills training in bicycle infrastructure design for urban development professionals	Increasing the quality of life in 10 NSW town. Planning and design of sustainable elements and revitalisation of historical character
15:30-16:00	Coffee Break			
16:00-17:30	Workshop Tu4 A: Cycling Policy in South Africa, Brazil and Catalonia (Spain)	Workshop Tu4 B: Ways to Become a Cycling-Friendly City	Workshop Tu4 C: Design for Safer Cycling	Workshop Tu4 D: Evaluation of Quality
	Mr. Vorster, Hilton City of Tshwane Metropolitan Municipality; South Africa	Mr. Pettinga, André Grontmij Netherlands bv, City of Eindhoven; The Netherlands	Mr. Rasmussen, Steffen Traffic and Planning Office, Roads and Parks Department, City of Copenhagen; Denmark	Mr. Clement, Dr., Stuart Transport Systems Centre and School of Natural and Built Environments, University of South Australia; Australia
		Factors of Urban Change - From bicycle-friendly towards cycling-inclusive cities & towns	Impacts of safety investments of cycling projects in Copenhagen	Towards measuring the environmental cost of car versus bike travel time savings in Adelaide, Australia
	Mr. de Miranda, Antonio IPB - Pedala Brasil Institute; Brazil	Mr. Hindriks, Rik Hinson Rekenkameradvies; The Netherlands	Mr. Bezak, Bystrík Department of Transportation Engineering, Slovak University of Technology	Mr. Weston, Richard Department of Tourism and Leisure Management, Lancashire Business School; United Kingdom
	The Brazilian Scenario for Bicycle Mobility is Changing	Quality of life: local bicycle policies compared	Development of Cycling Infrastructure in Slovakia	Valuing Public Goods; recreational trails in the North East of England
	Mr. Corominas, Xavier Fundación ECA Global; Spain	Mr. Leach, Dennis Director, Division of Transportation, Arlington County, Virginia; USA	Mr. Daniels, Stijn Hasselt University, Transportation Research Institute; Belgium	Ms. Bresciani, Chiara Università degli Studi di Brescia, Department of Civil, Architectural, Territorial and Environmental Engineering; Italy
17:30-19:00	Strategies and Lobby to introduce the bicycle in Catalonia	Sister City Knowledge Sharing Between Arlington, Virginia, USA and Aachen, Germany	What about Safety for Bicyclists at Roundabouts?	A decision tool for improving road safety for cyclists
starting 19:00	Evening Event: Velo-city Party in the New Transportation Center of the German Museum			

Room E (1.108)	Room F (0.102)	Room G (0.117)	Room H (0.115)	Speaker	

Plenary 1a: Opening – Welcome of the Velo-city 2007 Guests

Wolfgang Tiefensee (DE)

Federal Minister of Transport, Building and Urban Affairs

Christian Ude (DE)

President of the German Association of Cities and Lord Mayor of the City of Munich

Hep Monatzeder (DE)

Deputy Mayor of the City of Munich

Manfred Neun (DE)

President of the European Cyclists' Federation (ECF)

Chair: Michael Adler

Director fairkehr GmbH

Plenary 1b: Bicycle Transport Policies in different European Countries

Petr Slegr (CZ)

Secretary General of the Ministry of Transport

János Kóka (HU)

Minister of Economy and Transport

Liv Signe Navarsete (NO)

Minister of Transport and Communications

Wolfgang Tiefensee (DE)

Federal Minister of Transport, Building and Urban Affairs

Dr. Rudolf Dieterle (CH)

Director of the Federal Roads Office FEDRO

Chair: Michael Adler

Director fairkehr GmbH

The concepts and strategies for promotion of bicycle transport in the European countries are manifold. This variety on the one hand is due to the different transportation policy goals, and at the same time it is conditional to different political structures, different socio-cultural backgrounds as well as climate and urban structures.

In the plenary discussion specific approaches and focal points of the promotion of bicycle transport will be introduced in the context of the respective comprehensive mobility concepts of the Czech Republic, Hungary, Norway and Germany. In the subsequent debate, the issue will be discussed, which relative importance bicycle transport will take for the mobility of the future and how the countries will be able to realize this goal.

In his context it needs to be discussed, which political power and means national states have in the promotion of bicycle transport, and how the implementing partners – from the European Union to the respective local authorities – should be involved, and which joint course has to be taken for an efficient promotion of bicycle transport.

Plenum 1a: Eröffnung – Begrüßung der Velo-city 2007 Gäste

Wolfgang Tiefensee (DE)

Bundesminister für Verkehr, Bau und Stadtentwicklung

Christian Ude (DE)

Präsident des Deutschen Städtetags und Oberbürgermeister der Landeshauptstadt München

Hep Monatzeder (DE)

Bürgermeister der Landeshauptstadt München

Manfred Neun (DE)

Präsident der European Cyclists' Federation (ECF)

Moderation: Michael Adler

Geschäftsführer fairkehr GmbH

Plenum 1b: Radverkehrspolitik in ausgewählten Ländern Europas

Petr Slegr (CZ)

Staatssekretär im Ministerium für Verkehr

János Kóka (HU)

Minister für Wirtschaft und Verkehr

Liv Signe Navarsete (NO)

Ministerin für Verkehr und Kommunikation

Wolfgang Tiefensee (DE)

Bundesminister für Verkehr, Bau und Stadtentwicklung

Dr. Rudolf Dieterle (CH)

Direktor des Bundesamt für Strassen ASTRA

Moderation: Michael Adler

Geschäftsführer fairkehr GmbH

Die Konzepte und Strategien zur Förderung des Radverkehrs in den Ländern Europas sind vielfältig. Diese Vielfalt resultiert einerseits aus unterschiedlichen verkehrspolitischen Zielsetzungen, gleichzeitig wird sie durch voneinander abweichende Staatsstrukturen, verschiedene soziokulturelle Hintergründe sowie klimatische und siedlungsspezifische Rahmenbedingungen beeinflusst.

In dieser Plenumsdiskussion werden die länderspezifischen Wege und Aufgabenschwerpunkte der Radverkehrsförderung im Rahmen des jeweiligen Gesamtmobilitätskonzepts aus der Tschechischen Republik, Ungarn, Norwegen und Deutschland vorgestellt. In der anschließenden Diskussion wird u.a. die Frage diskutiert, welchen Stellenwert der Radverkehr für die Mobilität der Zukunft übernehmen kann und mit welchen Maßnahmen die jeweiligen Staaten die Umsetzung dieses Ziels erreichen möchten.

In diesem Kontext wird auch zu diskutieren sein, welches Gewicht den Nationalstaaten bei der Förderung des Radverkehrs zukommt, welche Rolle die übrigen Umsetzungspartner - von der Europäischen Union bis zu den jeweiligen Kommunen - in diesem Prozess übernehmen, und welche gemeinsamen Wege für eine effiziente Radverkehrsförderung beschritten werden müssen.

Tuesday, 12th
10:00-12:00,
Room A
Plenary 1a/b

Opening /
Plenary 1b:
Bicycle
Transport
Policy
Eröffnung/
Plenum 1b:
Radverkehrspolitik





Tu3|A1: Threats and Opportunities for Cycling Policies in Chinas Big Cities

Prof. Yulin Jiang (CN)
China Urban Sustainable Transportation Research Center/ China Academy of Transportation Sciences

The steady economic growth in China creates a good opportunity for the development of transport in China, but at the same time, it also brings severe challenges. As the rapid expansion of the transport system, the transport structure is also experiencing a gradual transformation. At present, the public transport system lags behind relatively, but private motorization develops rapidly. The sustainable development of urban transport is now facing great challenges. The first twenty years in this century is a crucial stage for transport development in China. During this stage, multi-level consumption demands provide enough room for the development of all transport modes. Each transport modes is going through rapid changes and the transport structure is gradually formed. This paper talks in detail about the interior and exterior environments for transport development in China and evaluates the different transport demands of the public. It analyzes the function and orientation for future development of bicycles in China and introduces some typical cases of bicycle planning in China cities. In the end, it puts forward the policy recommendations and guarantee measures for bicycle development in China.

Tu3|A2: Progress and Prospects for Bicycle Transportation in Chicago and the United States

Randy Neufeld (US)
Healthy Streets Campaign, Chicagoland Bicycle Federation

Major progress is being made in the promotion of cycling in the United States. This progress is being catalyzed by significant federal investment and multi-modal planning policy requirements. Bicycle mode share is beginning to grow in specific communities. Significant growth will require greater political will to restrict the growth and role of car use. This political will is emerging from multiple sources including: the need to improve road safety and congestion, the need to respond to global climate change and rising energy costs. Chicago, Seattle and New York City are prime examples of cities moving toward a primary role for bicycles. The City of Chicago is actively implementing the Bike 2015 Plan. The plan has gathered best practices from around the world. Quantifiable performance measures are projected for bicycle facilities, street design, police enforcement, transit interface, health promotion, education and marketing bicycle use. Work is already underway on half of the 150 strategies. Seattle has actively pursued trail development on abandoned rail corridors. New York City recently released a multi-agency report on bicyclist fatalities and injuries along with recommendations for improving bicyclist safety. The League of American Bicyclists operates the Bicycle-Friendly Communities program that evaluates and awards cities for their level of bicycle accommodation and use. A national coalition, America Bikes, has won over \$4 billion in federal funding including a new Safe Routes to School and a non-motorized mode shift demonstration program. A failed federal policy vote has grown into a national coalition for complete streets policies which

require all modes be accommodated in all transportation and development projects at all levels. The Thunderhead Alliance has partnered with the federal Center for Disease Control to collect and analyze data to be used as a benchmark in cycling progress in levels of use, safety, facilities and funding.

Tu3|A3: Biking Realities: Beijing and Beyond

Mary Scoggin, William Burton (US)
Department of Anthropology, Humboldt State University

Not long ago bike-filled Chinese roadways were central to the popular image of China. To many observers this image represented practical frugality, good health, and environmental sensitivity. Now broken-down bicycles scoot through the local lanes while rail and freeways structure major Chinese cities. Has the good and simple life of the bicycle succumbed to inevitable modern blessings/curses of speed, detached social spaces and conspicuous consumption? Or do we reveal patronizing and unrealistic designs, especially as outsiders, if we claim the authority of experience and ask Chinese to refrain from repeating the mistakes of other developed countries? I will present some background and data to provide a context within which the changes on Chinese roadways can be viewed, and argue for a realistic view of the future of bicycling in China, including the promotion of leisure and sport biking as well as the role of bicycle commuting in contemporary cities. This presentation draws upon long term experience of bicycle commuting in urban U.S. and in China. I present on the ground experiences of buying, renting, and riding on Chinese roads as well as dealing with safety, theft, accidents and disputes. I will also draw upon interviews with professionals in the bicycle industry, long-time commuters and local officials. In addition, I will include observations about contemporary bike clubs, urban rentals and the growing popularity of bicycle touring in China.

Tu3|B1: How many Car Trips could be travelled by Bike in Flanders (Belgium)?

Kurt van Hout, Erik Nuyts (BE)
University College of Limburg

Healthier people, cleaner air and less congestion. That's why Flemish authorities stimulate a modal shift from cars to bicycles or public transportation. Not every car trip however can be replaced by a bicycle trip. Using the data of the Flemish Travel Behaviour Survey, it was investigated how many car trips could be substituted, taking several limitations into account. It is assumed that following trips are not substitutable to bike trips: (i) trips within a travel chain, of which another trip is not substitutable; (ii) trips of more than 5 km; (iii) home-location-home trips with staying time at the location to short compared with distance; (iv) 40% of the shopping trips; (v) 50% of trips meant to bring someone or to pick him up again; (vi) trips of older persons; (vii) night trips of older men; (viii) night trips of women. A sensitivity analysis is performed on the results, in order to see how much the results depend on the different assumptions.

The first 3 assumptions (i) tot (iii), lead to the result that 25% of all car trips are bikeable. When also the other limitations are taken into account, 17% of the trips are still substitutable, ranging from 12% to 21%. Since only the shortest trips are substitutable to bike, the percentage of kilometres travelled by bicycle instead of by car is lower (2-4%).

Often, it is put forward as a general statement that modal shift from all car trips shorter than 5 km should be possible. But due to the other limitations, and especially the fact that if one trip of a chain is not substitutable, all the other trips are also not substitutable, it is found that for only 31% (range: 25% - 40%) of these short car trips modal shift to bicycle is possible.

Tu3|B2: Faraway, so close: Specific Requirements of Bicycle Planning for local Neighbourhoods

Sarah Stark (DE)
Institute of Land and Sea Transport, Systems Integrated Transportation Planning, Technical University of Berlin

Hermann Blümel, Hans Joachim Becker, Christian Spath (DE)
Senate Department for Urban Development, Principle Affairs of Transport Policy

Most bicycle trips are short and carried out within the cyclist's immediate neighbourhood. Planning for cycling, however, takes still too often a 'wind shield perspective', considering mainly long, fast and direct trips. It therefore appears arguable whether traditional bicycle planning approaches meet user demands in a local context and serve the purpose of creating the 'city of short distances'.

Hence, successful planning for cycling needs a cycle-friendly approach and to pay more attention to the following framework conditions:

Parking facilities: Accessibility of bicycle shelter at home already determine whether or not to use the bike. Likewise affect the parking situations at multiple daily destinations, such as public transport stations, work places or near the retail sales, the degree of cycle utilisation.

Cycle Network: The quantity and quality of street space and cycling paths reserved for cycling are decisive for the cycling attractiveness.

These considerations establish the starting point of a

demonstration project currently carried out in Berlin. Among other activities an exemplary approach has been developed for the creation of a second level bicycle route network in one district of Berlin, improving accessibility and cycling attraction, and taking the user perspective into account through stakeholder engagement. The project explicitly focuses on the local neighbourhood dimension.

The planning approach puts emphasis on cycling purposes and starts with the identification of locations that create a cycling demand in order to better connect the respective locations for cyclists. Moreover, the cycling trip as a whole – including access to and from the network, parking, quality of trip making, etc. - is being addressed. Intensive co-operation with local district administrations and other local stakeholders is carried out in order to identify the solution, which meets user demands and is most likely to be implemented.

Focal

Tu3|B3: Local Mobility in Cities as Living Space

Iris Utzmann (DE)
AGFS - Arbeitsgemeinschaft fahrradfreundliche Städte, Gemeinden und Kreise in NRW e.V. (Cyclist friendly towns, cities and local authorities in North Rhine Westphalia)

Cities with high quality of life are not only characterised by good accessibility for all means of transport, but have in particular optimal conditions for local mobility, local supply and local recreation.

"Nahmobilität" (also known as "active mobility/transport", short-distance mobility or human powered mobility) includes nonmotorised transport as walking, cycling, other modes like skates or kickboards and wheelchair travel within a certain radius. Within these groups however the bicycle remains the most important mode of transport, for it has the furthest active radius and offers the largest potential of replacing car trips.

"Nahmobilität" meets especially the requirements of children, families and seniors. Key element of "Nahmobilität" is a pedestrian and cycle friendly site and street design, which is an important factor to encourage active travel. A mixture of land uses combined with parks, green spaces and a pedestrian-friendly street design are basic needs for attractive cities as living spaces.

Regardless of the high portions of human powered mobility in traffic and its high significance for some travel purposes and some target groups, this kind of traffic is not adequately considered by the political and administrative decision makers.

The concept of Nahmobilität has a lot of advantages for the individuals, the society and single towns and cities, which are pointed out within the presentation. Furthermore, it is described which fields of action are necessary to improve and support "Nahmobilität". At the end some concrete examples are presented.



Tu3|C1: ERA 2007 – The new German Guidelines for Bicycle Infrastructure

Michael Haase (DE)

ISUP GmbH

Peter Gwiasda (DE)

Planungsbüro VIA eG

Until today the standard guidelines for bicycle infrastructure in Germany are the so called "Empfehlungen für Radverkehrsanlagen (ERA 95)". Since they were launched in 1995, a lot of developments have taken place: changes in traffic right for the benefit of cycling, new practical experiences, new results in research concerning leading of cyclists at signalised crossroads, at roundabouts and at the roadway... All this new knowledge will be integrated in the revised German guidelines for bicycle infrastructure "Empfehlungen für den Radverkehr (ERA 2007)", which are nearly completed by a team of honorary authors of the "Forschungsgesellschaft für Straßen- und Verkehrswesen (FGSV)". The FGSV develops and launches the German road guidelines. The two lecturers are member of this team of honorary authors. The presentation will concentrate on following aspects of the new ERA 2007:

- how to optimise the right guiding of cyclists between crossroads
- how to design crossroads suitable for cyclists
- how to integrate the ERA into the whole range of German guidelines for road design
- instruments of the ERA to control the quality of the results

TU3|C2: Improving Comfort on Copenhagen Cycle Tracks

Niels Jensen, Rasmus Geneser Andersen (DK)

Roads and Parks Department, City of Copenhagen

Cycle tracks in Copenhagen have traditionally been maintained from a "life time" point of view, the common and sensible philosophy, when maintaining asphalt surfaces on roads. Around 2000 it became clear from the Bicycle Account and a questionnaire, that cyclists were dissatisfied with cycle track maintenance. To ensure a high standard, the amount of money normally spent on cycle track maintenance was extraordinarily doubled in 2000 and 2001. Since then, funding for cycle track maintenance has been appropriate to maintain a satisfactory standard.

In 2002 the Roads and Parks Department decided to use comfort as an extra parameter in the maintenance strategy for cycle tracks. Using an instrument mounted on a bicycle, vertical accelerations bicycles undergo when in motion can be measured. 1-2 on the scale chosen characterises an even surface, 3-4 is satisfactory, 5-6 is acceptable, while 7 or more means unacceptable. The unacceptable surfaces are mended the following year, while those deemed "acceptable" are entered into next year's priority of major asphalt maintenance work.

The measurements were carried out for the first time in 2003 with Dutch equipment on more than 300 kms of cycle tracks. A constant speed of 20 km/h was maintained as well as a distance to the kerb of 0.5-1.1 meter. Measurements from each section were stored in the lap top, before continuing to a new section.

Measuring comfort in an objective way, has shown to be a very useful tool, when communicating with the citizens, politicians (who grants the funding for maintenance!), and also internally within the Roads and Parks

Department. Consciousness of the importance of smooth surfaces on the cycle tracks is much higher in Copenhagen now, than 5 years ago.

TU3|C3: Effective Skills Training in Bicycle Infrastructure Design for Urban Development Professionals

Dr. John Parkin (GB)

*School of the Built Environment and Engineering,
The University of Bolton*

Positive change for bicycle users is achieved when professionals engaged in urban development take appropriate account of the needs of bicycle traffic. The paper evaluates successful training schemes with which the author has been engaged.

Appropriate course content and learning outcomes for managers are analysed, and these encompass the benefits of catering for cycle users, appreciating the nature of potential conflicts with other users of the public realm, and the balancing of different users' needs. The training should lead to improved decision making and the meeting of policy aspirations such as modal shift.

Practitioners need to learn in detail about the needs of all types of cycle user and develop a thorough understanding of the philosophies of design guidance, including ideas linked with network permeability and design speeds. Also considered are ways of appreciating the place of innovation in design and the ability to present, communicate and defend designs of appropriate quality, with suitable attention to detail. The paper draws on the experience of training practitioners, and suggests appropriate learning strategies for communicating bicycle design concepts.

To be successful, designs need to be implemented, and an understanding of the lifecycle of transport projects is required. Necessary skills in the professional's toolkit are the ability to appropriately undertake stakeholder engagement and public consultation that seeks to balance conflicting priorities. An outline of these important management skills will be provided and discussed.

John Parkin believes that professional training is a very important aspect of the continued development of transport as a professional discipline and has experience of training many urban development professionals in design guidance to promote bicycle use, including professionals within organisations such as Transport for London, the London Boroughs, Lancashire County Council and other UK local authorities, and transport consultancies.



Tu3|D1: Benchmarking – How it can help UK Cycle Training Providers deliver Best Practice

Sara Basterfield (GB)

CTC Charitable Trust: United Kingdom

BRIEF BACKGROUND INFORMATION:

- UK National Standards for cycle training
- CTC (the national cyclists' organisation) benchmarking approach
- Rationale for pilot project to benchmark cycle training

NORTH WEST CYCLE TRAINING BENCHMARKING PILOT PROJECT

- Facilitated by CTC, working with local authorities and independent training providers to share experience of training practice to build capacity in the sector
- Project funded by the Department for Transport / Cycling England

Aims

- to enable cycle training providers to evaluate the management, content and delivery of their training courses against the benchmark of the National Standard via a process of peer review and learning
- to evaluate how benchmarking can help build capacity in the sector so that an informed decision can be made about running further projects in other regions.

Methodology

- Training Provider Self Audit
- Peer Group Benchmarking against the National Standards

Outputs and outcomes, Learning Points, Next Steps

BACKGROUND NOTES - CTC BENCHMARKING

CTC is very experienced in benchmarking local cycling policy; over 70 local authorities have participated in the highly acclaimed UK-wide projects. CTC is currently adapting benchmarking to use it in the training context.

NATIONAL STANDARDS IN CYCLE TRAINING

CTC is part of the CTRG (Cycle Training Reference Group) that has developed the National Standards for Cycle Training. For training providers, meeting the standards will involve changing their working practices. In some cases, this can be achieved by small adjustments; in others, a more radical shift in working practices will be necessary.

Tu3|D2: Measuring the Quality of the Viennese Bicycle Network

Paul Pfaffenbichler, Tadej Brezina (AT)

Institute for Transport Planning and Traffic Engineering, Vienna University of Technology

Mungunbayar Bat-Ochir (MN)

Mongolian University of Technology and Science, Ulaanbaatar

One of the official targets of the Transport Master Plan Vienna 2003 is to increase the cycling share to 8% by 2020. The length of the cycle route network has increased significantly in the past decade. Despite this effort the share of cyclists has only increased slightly. In 2001 the bicycle was used for 1.8% of all commuting trips originating in Vienna compared to 1.2% in 1991 (census 1991 and 2001). Concerning all trip purposes the share remained constant at 3% (house-

hold surveys 1993 and 2001). However the development was not spatially homogenous. The share of cyclists has increased from 1% to 4% in the inner city districts while it has decreased from 6% to 3% in the suburban areas.

It is common knowledge that not only the length of cycling networks but also its connectivity, comfort and quality counts. During the 1980ies extensive investigations into the space requirements of cyclists were carried out at the Vienna University of Technology. Suggestions for a definition of Level of Service (LOS) for cycle infrastructure resulted from this research. The first aim of the research presented here is to create an inventory of the Level of Service of the Viennese bicycle network. A set of indicators to measure comfort and quality was defined. These include width of bicycle lanes, type and conditions of the surface, separation from car traffic, existence of trees, etc. The comfort and quality attributes are located using a geographical information system. First results from a statistical analysis show that there is a significant correlation between the density of bicycle infrastructure and the modal share of cycling. Slightly more than half of the variation in the cycling share among the Viennese districts can be explained the existence of bicycle infrastructure. Opening one-way streets for cyclists has the most significant effect.

Tu3|D3: Increasing the Quality of Life in 10 NSW Town: Planning and Design of sustainable Elements and Revitalisation of Historical Character.

Contessa Hajinikitas (AU)

Urban Arc

Background: The paper discusses the upgrade of 10 towns in NSW (200km from Sydney) in a region termed "Australia's food basket." Abundant with farming and wineries with close cycling proximity to main regional centre Orange (40.000 inhabitants).

The enhancement project of the towns was undertaken with extensive community consultation with the ten towns providing proposals to increase the quality of life.

The paper will discuss the process of urban planning and design, the refurbishment of the towns' historical character and the use of sustainable transport in the form of walkways, cycleways and piazzas to increase the quality of life for the local community and tourists. Human scale planning, sympathetic to sustainable means and car free piazzas such as in Ferrara and Strassbourg are proposed.

The following will be discussed:

- The community consultation results for each town.
- The detailed design proposals for each town.
- A discussion of the local benefits including:
 - Health – Issues of overweight and inactivity.
 - Increased tourism - historical fabric is reinforced and towns become more attractive for tourists.
 - Independent travel for children and older persons.
 - Economic benefits.
 - Sustainable transport benefits.
- Lessons to assist international audience.
- Answers to questions raised by Velo City "call for papers" Mayor of Munich
 - Is the increase of the quality of life through more bicycle transport linked to certain structural conditions? Yes and discussion.
 - What other areas of life benefit additionally? These include the benefits previously mentioned and other areas such as pride, more activities available for youth etc.



Evaluation of Quality



Tu3|E1: The Protection of Child Road Users - Measures to reduce the Number of Accidents

Paul Kuhn (DE)

Abteilung Schaden – und Versicherungsrecht, ADAC

Point of departure

With financial support from the FIA Foundation, the ADAC Legal Department carried out a project aiming at reducing the number of children killed or injured in road accidents. Reports from 11 EU Member States and Switzerland detail the situation of children in road traffic. The reports shed light on the traffic, damages and insurance law implications for children involved in road accidents in the respective countries. Based on the information gleaned from the reports the following recommendations were made regarding child cyclists

Children using footpaths/pavements for cycling

In view of the risks involved, children up to a certain age – to be determined by the national legislators, in coordination with traffic child psychologists – when cycling in road traffic should be allowed to use public roads only if accompanied by a person of at least 14 years of age. Otherwise they should use the existing footpaths/pavements. This rule should apply at least up to eight years of age. Persons escorting cycling children could be required to use the road. Since training in dedicated proficiency courses enhances cycling skills and safety, age limits for using the carriageway could be made subject to the acquisition of a "cycling permit".

Equipment standards for bicycles/cyclist

The relevant national road traffic legislation or its implementing provisions should include specific regulations covering technical safety standards for bicycles. These should also apply to children's bikes and play gear or sports equipment used in road traffic. Operational brakes and efficient lighting are vital. Mandatory helmet requirements should be considered at least for children and juveniles (if not for adults as well). Parents, teachers and other supervising persons should advise child cyclists to wear helmets and eye-catching clothing. Failure to comply with the safety standards might be made subject to sanctions (e.g. fines).

Tu3|E2: Establishing a Culture of Cycling in the Childhood

Malene Kofod Nielsen (DK)

City of Aalborg

Cycling has many benefits for e.g. health, environment, safety and reduction of congestion. Children have the same benefits and in addition independence from an adult chauffeur.

In Aalborg more than 80 % of children use the bike regularly. 55 % of adults use the bike weekly. Through campaigns and good infrastructure for cyclists we try to maintain the cycling culture from childhood in to adulthood. This presentation will introduce our strategy for campaigns and developing infrastructure.

During the last 7 year Aalborg has produced brochures describing the safest routes to the local school. We prioritize safety at schools very high through e.g. special traffic signs, measures to reduce speed and partnerships with the local schools.

We made a campaign at a large school wanting to change modal split towards more cycling and walking. We obtained positive results through information, competitions and involving the school board and parents.

The Danish Road Safety Council has a national scheme for teaching traffic safety on cycling for children. Aalborg has developed a training course for teachers locally. We

introduce traffic safety in general and locally together with a practical introduction and test of regulations for cyclists.

We have developed a campaign focusing on traffic safety for cyclists in general and young people in particular. We want the students and the newly graduated to use the bikes daily as long as possible.

Aalborg has a well developed bicycle network and an internet based route planner. The action plan for bicycle lanes prioritize gaps in the network together with new bicycle lanes to suburbs and routes for bike commuters.

Tu3|E3: Improvement of Human Powered Mobility Conditions for Elderly People

Dipl.-Ing. Dirk Boenke, Univ.-Prof. Dr.-Ing. Jürgen Gerlach (DE)

Institute for Road Traffic Planning and Engineering (SVPT), Department of Civil Engineering, University of Wuppertal

Besides walking, the bicycle as a weekday and leisure means of transport as well as a physical fitness equipment plays an important role in the life of senior citizens. It is moreover suitable for the easier transport of goods and also serves as a "walking-help" if walking becomes difficult. But studies show: Elderly people tend to use the car, if the environment is not properly designed for their needs as cyclists and pedestrians. As accident rates indicate, the needs of elderly cyclists are yet not considered appropriately. They are particularly endangered due to decreasing physical powers of resistance at accidents and falls. In the year 2005 in Germany half of all killed cyclists were at least 65 years old! Because of the demographic development the situation will even get worse, if no measures are carried out.

A research project at the UNIVERSITY OF WUPPERTAL contains amongst other methodological approaches a detailed accident analysis and showed out typical conflict situations with severe injuries for elderly people. Besides interviews and focus rounds were carried out. From the results, special requirements of elderly people concerning the infrastructure could be derived. Overall, especially traffic for elderly cyclists and pedestrians has to get safer and more attractive. With the help of a new developed process to be used by local authorities ("MUNICIPAL MOBILITY SAFEGUARDING PLAN"), every city will be able to find its problem areas with a shortcoming analysis. By this, choice and priority of suitable measures for improvement on the objective and subjective safety of elderly people can be elaborated. The use of this process should lead to an integrated work of participating parties to gain a sustainable urban development and a compliant urban mobility. The aim is to improve mobility conditions for elderly people and keep their self-contained mobility as long as possible.

Tu3|F1: New Zealand – National Strategy into Local Best Practice

Roger Boulter (NZ)

Roger Boulter Consulting

New Zealand's Transport Strategy 2002 has five objectives which all favour cycling – economic development, safety and security, access and mobility, public health, and environmental sustainability. These are now supported by legislation, general funding criteria, a dedicated national walking and cycling fund, and the further government strategy "Getting There – on Foot, by Cycle" (2005).

Local authority cycling strategies have multiplied since 2002, and now cover most of New Zealand. Roger Boulter has worked for several local authorities in devising their own cycling strategies and development programmes. Four contrasting examples will illustrate practical progress which is being made:

- Hamilton City – New Zealand's fourth largest city, inland, astride a major river, heart of New Zealand's dairy farming
- Papakura District – on the edge of the Auckland conurbation, and subject to major urban growth
- Nelson City – an important port and holiday destination, near mountain biking and rail trails, and having the country's highest commuter cycling levels
- Banks Peninsula District – ruggedly hilly tourist area of many small communities, where sport and tourism cycling are particularly important.

Roger will measure progress by the classic measures of cycling usage and accident levels, and also ask to what extent planning for cycling has been integrated into broader level urban and transport planning.

Tu3|F2: Training and Networking about Participation Mechanisms for Bicycle Promotion in the Framework of Five Towns of the Province of Barcelona.

Haritz Ferrando, Esther Anaya, Xavier Sabaté (ES)

Bicicleta Club de Catalunya (BACC)

The Barcelona Provincial Council (Diputació de Barcelona) and the Bicicleta Club de Catalunya - BACC (NGO of bicycle users) have carried out a study to improve the participation mechanisms for bicycle promotion. In the Barcelona region this participation is usually worked out by the so-called Bicycle Commissions. This study aimed to improve the work of Bicycle Commissions with innovative formulas that reinforce them and contribute to their effectiveness.

The study is composed of three parts. The first one consisted in a diagnosis of 5 of these Bicycle Commissions in the medium-size cities of Terrassa, Sabadell, L'Hospitalet, Sant Feliu de Llobregat and Badalona. The second one consisted in a collection of good practices related with participation and bicycle promotion at national and international levels. The third one consisted in a proposal of improvement for the management of the Bicycle Commissions and for the constitution of a network that allows exchange of information and integrated management of the local bicycle policies.

The diagnosis analyzed the characteristics of the Bicycle Commissions: context and administrative organization, functioning, contents, participants, communication and problems. This part of the project finished with the appraisal and proposals for each of these fields. The collection of good practices contains experiences of three types: type of participation mechanisms, instruments and networks. The experiences are analyzed and

are discussed with the aim to show existing viable alternatives. Proposals of improvement are made at the different levels: management, policies and network of Bicycle Commissions.

The proposal of creating a network of Bicycle Commissions is completely new in Spain. The experience of other countries like France, Italy or Germany would be very useful. This network can help to homogenize the management of the Bicycle Commissions, optimizing it.

Tu3|F3: Networking pro Bicycles in Latin America and the Caribbean: SUSTRAN LAC- Sustainable Transport Action Network

Giselle Noceti Ammon Xavier (BR)

State University of Santa Catarina – UDESC

Carlos Felipe Pardo (CO)

GTZ SUTP

Lake Sagaris (CL)

Ciudad Viva

Oscar Edmundo Diaz (CO)

ITDP LAC Director

Milton Carlos Della Giustina (BR)

VIACICLO

Sustran LAC is a network of sustainable transport organizations, initiatives and best practices being created by and for practitioners from civil society, government, academia and the private sector, to strengthen local action and build up national policies.

Launched in Velo Mondial 2006, Cape Town, South Africa (March 2006), Sustran LAC distributed information at the CAI-LAC 2006 Biannual Conference and Exhibit during the Clean Air Initiative for Latin American Cities, whose theme was "Sustainable Transport: Linkages to Mitigate Climate Change and Improve Air Quality" (July 2006, São Paulo, Brazil).

Several LAC cities are already participating in international programs that involve building more sustainable transportation systems. The network's strategy focuses on identifying and bridging gaps that stakeholders have identified within sustainable transport-related projects and some lack of linkages among ongoing projects, identified by international funding bodies.

Sustran LAC will help to link existing and new sustainable transport experiences in Latin America and the Caribbean into a continent-wide initiative.

The network's purpose is to: share information; accomplishing tasks of common interest; coordinate and facilitate regional research; coordinate advocacy and lobbying at the regional and international levels; promote best practices, report on bad experiences and protest bad policies).

Sustran LAC's main contribution stems from its potential to develop a Spanish-speaking (and, in future, Portuguese) network to encourage technical discussions and the development of projects for Latin America. The network also intends to develop specific strategies for the region based on other initiatives and taking into account the region's current transport situation.

Another component of the network is to develop projects for members to receive proper funding and make the region's transport situation more sustainable.



Public Bicycles



Tu3|G1: CALL A BIKE as Supplement to Public Transport

Juliane Uhl (DE)

DB Rent GmbH – Call a Bike

CALL A BIKE – bicycle hire any place, any time: The average member of the German population makes 4 different journeys every day and half of these journeys are shorter than 5 kilometres. They may be made on foot, by taxi, bus, train, or the person's own car. The alternative is to use a CallBike, which makes the journey faster than walking and cheaper than a taxi. As the bike can be picked up at practically any location, it offers better connections than bus and rail. In view of traffic congestion and the lack of parking spaces, cars are unsuitable for errands in the city centre right from the start. Marketed under the umbrella of the Deutsche Bahn Group, Call a Bike supplements the door-to-door mobility chain, together with DB Carsharing. Unlike conventional bicycle hire systems, the CallBikes can be found at every road intersection, are available 24/7 and do not require cash payments. All processes can be handled simply and conveniently by telephone, the customers can manage their data themselves online, check their accounts and obtain the latest information. The ongoing introduction of CALL A BIKE in different German cities leads to a high recognition factor and strengthens the CALL A BIKE brand throughout Germany. It is easy for customers to make the decision between a crowded underground carriage or a convenient CallBike, so that there appear to be no obstacles to establishing the bicycle as a genuine alternative. As part of the truly heated debate about CO₂ emissions that has emerged as a consequence of the first Environment Report, there is simply no alternative to the bicycle as a means of transport. Initiatives relating to the subject of 'mobility without polluting the environment' launched by politicians, business enterprises and the general population are sure to increase. CALL A BIKE provides a service which can relieve traffic congestion in the cities, offer companies CallBikes as a supplement or substitute for expensive company cars, deliver an instant mobility service for tourists who are unfamiliar with the city. Customers immediately grasp the principle of CALL A BIKE as soon as they have used the product just once, the eye-catching Deutsche Bahn design ensures this service has a high recognition factor, while standardised prices guarantee transparency. CALL A BIKE not only fills the gap in the short-distance mobility sector in terms of location, time and price, but also provides the option of systematically incorporating the bicycle as a means of transport in the public transport market.

Tu3|G2: Paris, Summer 2007: A Self-service Bicycle Hire Scheme on an unparalleled Scale.

Didier Couval (FR)

Transport Department, City of Paris

Self-service bicycle hire schemes have already been set up in various towns in France and Europe. Paris is preparing to introduce a similar system in 2007. However, due to the unparalleled scale of this project, we would like to present it in more detail. Sophisticated systems for urban cyclists have been developed in the French towns of Rennes and Lyon, in Vienna and Oslo, and in various German cities. The authorities in Paris have monitored the emergence of these new individual mobility tools and have decided to launch a similar system in this European metropolis, a capital city at the centre of an agglomeration of 11 million inhabitants.

This new "individual public transport" service is aimed at people living in Paris, people working in the Paris region and occasional visitors to the city. Due to its scale, its town planning component and many other special features, the Paris scheme differs from existing models both in terms of size and focus. It is based on a technical and financial combination of two services, the establishment and management of a network of bicycle stations and the installation of street signage, via a competition between the leading companies. The Paris project started with some initial studies in the spring of 2005, followed by a whole sequence of stages to define the technical and financial set-up for this vast programme. The objective of our presentation at Velo-city is to look at the main stages of this preparatory work and to present the solutions selected to address each of the main aspects which typically occur in this type of operation: the design and number of bikes available to the general public, the schedule and arrangements for the deployment of the network, maintenance of the equipment and control of stations to ensure optimal availability of bicycles, constraints relating to integration and implementation in the urban environment, networking and geographic distribution of stations, specific case of major agglomerations, prices and transaction processes, tools for communicating with users, advertising campaign for the service, not forgetting, of course, investment costs and operating costs.

Tu3|G3: Public bicycles - The Potential of smart Sharing: Experiences from the NICHES Project.

Sebastian Bührmann (DE)

RUPPRECHT CONSULT Forschung & Beratung GmbH

Amature idea with potential: Public bicycles are innovative schemes of rental or free bicycles in inner urban areas. They differ from traditional, mostly leisure-oriented bicycle rental services as they provide fast and easy access and can be used for daily mobility as one way use is possible. Public bicycles can be seen as part of the public transport system and offer the user a highly flexible travel option for inner-urban trips, contributing to a better quality of daily mobility. Public bicycle schemes have thoroughly been examined within the EU-funded NICHES-project (www.niches-transport.org). Well working recent "smartbike" schemes exist in different layouts and countries, e.g. in Germany (CALL A BIKE) or France (VÉLO'V). The idea has proven its transferability potential and is currently catching up dynamically in a number of European countries (e.g. France, Spain). Benefits and implementation: If properly implemented on a sufficiently large scale, public bicycle schemes have potential to be a "door opener" to increase the acceptance of cycling as urban transport mode, especially in cities which still lack a good level of bicycle use. This has been proven in Lyon, where the VÉLO'V scheme contributed to a substantial increase in bicycle use within just a few months. Public bicycles also provide other benefits that contribute to a better quality of life in inner urban areas; e.g. increased mobility choices at low costs, better intermodal travelling, wise use of urban space and a strengthened local identity. Besides the most prominent practice examples in Europe, their benefits and implementation aspects (e.g. financing), the presentation also covers the need to integrate public bicycle schemes with other measures to fully exploit the benefits. There is the need to spread the idea of public bicycles to more cities and new stakeholders as it has proven its potential to encourage cycling and offers many benefits that contribute to a better quality of life.

Tu3|H1: Investing in Cycle Track Networks may prove quite profitable

Bernhard Dehaye (BE)

GRACQ, French-speaking cyclists' group

Investing in facilities enabling bicycle transportation promotes the practice of a perennial daily activity likely to decrease by approximately 50% and on a long-term basis the risks of being victim of sedentary diseases (cardiovascular diseases, diabetes, obesity, hypertension, osteoporosis, breast cancer, colon cancer, stress, depression, etc).

Once carried out, these investments always result in an often substantial increase in the number of people who adopt the bicycle for their displacements, and thus a multiplication of benefits in terms of public health.

A Swedish study showed that the reduction in the costs for the global community related to these diseases due to the lack of physical activity was at least 4 to 5 times higher than the cost of cycling facilities installations which make it possible to generate these reductions.

Who can neglect a return on investments from 300-400% at least?

This seems to us a key argument to convince the countries or regions which are not truly willing to invest public funds in the creation of cycling routes (as in the Walloon Region in Belgium).

It is true that the local or regional communities seldom directly profit from these returns on investments, because the reductions in the costs in healthcare are in general posted in the national budgets.

But is it politically responsible not to carry out these investments using the excuse that one does not benefit from the return? Shouldn't we rather organize transfers to make these investments massively possible?

Source

The project "Transport Related Health Effects with a Particular Focus on Children - Towards an Integrated Assessment of their Costs and Benefits. State of the Art Knowledge, Methodological Aspects and Policy Directions" is a contribution to the UNECE - WHO Transport, Health and Environment Pan-European Programme - THE PEP and to the Children's Environment and Health Action Plan for Europe - CEHAPE.

<http://www.euro.who.int/Document/trt/PEPEconVal.pdf>
(pp.31-37)

Tu3|H2: Investing in Cycle Track Networks may prove quite profitable

Petra Bollich, Anika Meenken, Michaela Mohrhardt (DE)

Verkehrsclub Deutschland e.V. (VCD)

The health benefits of bicycling as a physical activity are far-reaching and widely known. Further profits as environmental protection through a CO₂-avoidance mobility, fun and independence from public transportation are quite clear as well but need to be (re)implemented in adolescence. Already in the last year the Verkehrsclub Deutschland e.v. (VCD) initialized, with the support of the German Traffic Ministry, the "pro biking" campaign "FahrRad! – Wer zur Schule fährt, gewinnt" at schools combining theory and practice. The internet as a the most popular medium in that age group was used for delivering information about biking. Teachers were disseminators of the message integrating campaign material into lessons and great prizes were motivating the pupils to get on their bikes.

The success of the six month long biking phase is impressive: over 2000 pupils between 12 and 16 years

gathered more than 150.000 kilometres. Encouraged by this success the VCD takes the next steps for another, bigger biking campaign starting in September 2007. This time the participants age is extended by two years and the chance to cycle has doubled up to a whole year. Besides that not only schools are asked to join but also establishments for recreation – e.g. a soccer team can take part in the race of gathering kilometres and CO₂, hunting for great prizes. This time we want to put a bigger focus on climate issues as well and to spread the message further and broader than in the last campaign. Curious how? Come and join our workshop!

Tu3|H3: The Politics of Pedalling: Representation and Advocacy

Dr. Peter T. Cox (GB)

University of Chester

Recent years have seen major gains for cycle advocacy in both national and international policy forums. However, as cycling moves up the international political agenda, questions are raised about who exactly speaks for cycling, and who do those who claim to speak for cycling actually represent. This paper will examine the conflicting claims of sporting and non-sporting organisations currently lobbying at governmental and intergovernmental levels, and the implications this may have for cycle advocacy and activism and its democratic credibility.



Cycling Policy in South Africa, Brazil and Catalonia (Spain)



Tu4| A1: Policy Development to Promote Cycling – a South African Perspective

Hilton D. Vorster, Mogau Leshilo (ZA)
City of Tshwane Metropolitan Municipality

As a country in transition, South Africa is faced with the challenges of migration to urban areas. The metropolitan areas, in particular, are faced with high levels of congestion, air pollution and parking problems. The development and promotion of affordable transport are essential to address these challenges and also to assist in alleviating poverty, especially because residents of previously disadvantaged areas spend more than 25% of their income on transport.

Cycling and other forms of non-motorised transport provide the ideal opportunity to address many of South Africa's transport challenges. Although policies, regulations and projects to promote cycling are in place, the use of cycling and other non-motorised transport has declined as a percentage of total transport. According to the National Household and Travel Survey 2003, only 9,1% of commuters walk or cycle to their workplace, with cycling accounting for only a small portion of the 9,1%. The survey also indicated that, as income increases, the proportion of people using cycling as a mode of transport decreases. This reinforces the popular perception that cycling is for the poor.

What are the reasons for the decline in cycle use? There is a lack of cycling infrastructure. Although well-researched guidelines for the provision of cycling facilities have been developed, they are not implemented in new developments and during upgrades of existing developments. Because of the lack of infrastructure, the safety of cyclists is often compromised. Drivers often show disregard for cyclists and this behaviour must be changed through awareness programmes.

Acknowledging the importance of cycling, the Department of Transport convened a workshop and identified the following main issues to be addressed in rectifying the approach to cycling and other forms of non-motorised transport:

- Revising policies, regulations and strategies at national level, through extensive consultation, and adapting corresponding measures in other spheres of government;
- Obtaining funding from all spheres of government through integrated development plans;
- Integrating town planning and road engineering, and revising planning guidelines;
- Developing community safety awareness programmes including driver behaviour;
- Integrating non-motorised transport with public transport; and
- Rolling out a programme that prioritises areas for improved access and mobility.

Tu4| A2: The Brazilian Scenario for Bicycle Mobility is changing

Antonio de Miranda (BR)
IPB - Pedala Brasil Institute
Giselle Noceti Ammon Xavier (BR)
State University of Santa Catarina

Seven years ago the authors, commissioned by the Ministry of Transport, applied a questionnaire to municipalities where it was estimated that Brazil ac-

counted for 450 kilometers (km) of infrastructure for bicycle use. In 2005, a study by the Ministry of Cities found this number had risen to 2.400 km.

Funding for projects and infrastructure for bicycle mobility has been provided for more than 60 Brazilian cities (around 3 million USD) since the Ministry of Cities (MC), through its National Secretary of Transport and Urban Mobility (SeMOB), launched the Brazilian Bicycle Mobility Program, BICICLETA BRASIL, in 2004.

Although the raise can be attributed to the BICICLETA BRASIL program funding and incentive, it is interesting to consider more municipalities were included in the second research and there is a country momentum, where the Civil Society has been demanding a participatory process about the Land Use Planning for the last decade and there was an important asking for Bicycle Mobility Infrastructure at the Conference of Cities, in 2003.

BICICLETA BRASIL program started training courses for municipal technicians. In August 2006, technicians from more than thirty Brazilian cities participated in the International Workshop on Planning and Designing of Bikeway Systems in Guarulhos, São Paulo. The training had the partnership of World Bank, Interface for Cycling Expertise (I-ce) LOCOMOTIVES program, Institute for Transportation and Development Policy (ITDP), GTZ Sustainable Urban Transport project (SUTP) and International Bicycle Consultancy (IBC) MOVILIZATION program.

Apart from offering more training, further activities include the Best Practices and the Cycling Planning Manual publications, and the creation of a Technical Department inside (SeMOB) to advise municipal technicians.

The authors have been actively participating in the process as technical and advocacy expertise for the MC and for municipalities.

Tu4| A3: Strategies and Lobby to introduce the Bicycle in Catalonia

Xavier Corominas (ES)
Fundación ECA Global

The government of Catalonia, nation situated in the northern Spain, has the major powers to develop policies about bicycles. For first time after 1979, the Catalan government has started a process for the bicycle development following these measures:

- The Mobility Law to be passed by the Parliament of Catalonia
- To constitute the "Intergroup of Support to the Bicycle" at the Parliament of Catalonia
- To order and to present the Strategic Bicycle Planning in Catalonia
- Sponsorship for the organization of the 1st Catalan Congress of the Bicycle (Barcelona, June 2006)
- Realization of the 1st Opinion Poll about the bicycle in Catalonia (facts for reflection)
- Bicycle and city / Bicycle and health / Bicycle and tourism
- Manifest of the 1st Catalan Congress of the Bicycle
- Elections and bicycle
- Political consent
- Mayors for the bicycle
- Fear for the second congress: "atmospheric contamination" & "bicycles and pedestrians"

Tu4|B1: Factors of Urban Change: From bicycle-friendly towards cycling- inclusive Cities & Towns

André Pettinga (NL)

Grontmij Netherlands bv, City of Eindhoven

In many European countries bicycle-manuals are developed and applied. Some of them have been revised or re-edited after several years of application. However most of them focus on engineering of specific cycling-facilities (as standards) and some on developing cycling networks. Reallocating urban road space is not yet common sense. But retrofitting specific cycling facilities is much less cost-effective than cycling-inclusive planning. European cities and towns now need to jump to cycling-inclusiveness manuals. This implies cycling-inclusiveness thinking and planning in all (also non-physical) urban sectors. This has proven to add to 'quality of urban life'.

This paper contains a new framework for the assessment of cycling-inclusiveness of cities and towns. The assessment identifies opportunities for urban change, including levels of accessibility, levels of public security and quality of public space. Implementing of cycling in all urban sectors can be considered as 'environmental innovation' as part of programs for city development. New development and urban regeneration projects need to be cycling-inclusive assessed in building application procedures, before providing building permits.

Environmental improvement is best accomplished by creation of partnerships between representatives of consumer circles (cyclists), governmental circles and professional circles, including business, universities and consultancies. These representatives should be seen as stakeholders in the urban development planning process. Professionally managed interaction and co-operation between all three 'corners of this triangle platform' is essential for making progress in urban change.

The new assessment framework can be applied to identify and position stakeholders, both geographically and institutionally. To understand cultural blockages for cycling one needs to apply a 'holistic approach'. This means that every city, region or country has its own key social, economical and technological aspects. Many of the attitudes, opportunities and barriers towards durable cycling can be explained.

Tu4|B2: Quality of Life: Local Bicycle Policies compared

Rik Hindriks, Marco van Lent (NL)

Hinson Rekenkameradvies

The paper will present the results of a study on the effectiveness of local policies which aim at improving the quality of life through promoting the use of bicycles for mobility.

Objects of the study: 10 Dutch cities > 100.000 inhabitants

Timeframe of the study: October 2006 – April 2007

Central question: do local Dutch bicycle policies in medium cities contribute in a measurable way to improvement of the quality of life?

- Which cities have formulated and accepted a formal bicycle policy?
- Do these bicycle policies include a vision, a set of objectives, a set of activities and means of measuring effectiveness?
- Has quality of life been defined and is there a set of indicators available?

- What progress on the policies has been reported?
- How do the results compare?
- Which critical success factors can be derived from the comparison?
- Can local policy on bicycles contribute to improvement of the quality of life?

For the study we will use a framework of norms on how effective policymaking and effective reporting should be formulated. Validity, reliability and practical use of the study will be ensured.

Most Dutch cities use wording in their annual budget and their annual report on bicycle policy. Work by local auditors on several policy-subjects has shown that there is often insufficient consistency in visions, plans and reports. Thereby effort and money is wasted on ineffective policy. Such a study, using the tools of local audit chambers, has not yet been performed in the area of bicycle policy. We believe that the study could contribute to a better understanding of the driving forces behind successful implementation of bicycle policy.

Tu4|B3: Sister City Knowledge Sharing Between Arlington, Virginia, USA and Aachen, Germany

Dennis Leach (US)

Division of Transportation, Arlington County, Virginia

Uwe Müller (GER)

Transportation Planning, City of Aachen

Our paper will focus on the knowledge of multimodal transportation planning shared between the staff, community members, and elected officials of the Sister Cities of Arlington, Virginia and Aachen, Germany. Mr. Leach and Mr. Müller brought with them fresh perspectives and ideas on bicycle transport to their host governments. The speakers will discuss concepts they learned from their hosts and adapted to their own locality.

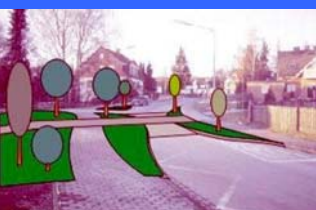
Arlington learned from Aachen the importance of improving integration between biking and transit. In Aachen, these modes account for 30% of trips and 24% in Arlington. Therefore, there is much growth potential for increased integration. To achieve greater integration of these modes and increase their overall mode share, Arlington plans to follow Aachen's lead by providing more bike parking at all subway stations with the parking to be either sheltered or secured. In addition, Arlington is examining ways to improve on-street facilities by coloring bike lanes and creating bike boxes.

Aachen learned from Arlington ways to improve the promotion of biking. The "Way To Go Arlington" marketing campaign has been successful at combining the marketing of biking, walking, transit, and other transportation options into a unified effort. Under this campaign is the BikeArlington program, which through its Website and community activities, such as the annual Arlington Community Bike Ride, promotes cycling as a healthy and environmentally friendly mode of transport and recreation.

Learning from each other has proved important to Arlington and Aachen in becoming more bike-friendly places. These types of Sister City relationships allow for the cross-pollination of bike-friendly localities and hasten the growth of bicycling as individuals' transport mode of choice.

Ways to Be- come a Cy- cling-Friendly City





Tu4| C1: Impacts of Safety Investments of Cycling Projects in Copenhagen

Steffen Rasmussen, Claus Rosenkilde (DK)

Traffic and Planning Office, Roads and Parks Department, City of Copenhagen

Cycling is a significant mode of transport in Copenhagen. 36 % of all trips to and from workplaces in Copenhagen are done by bike.

The promotion of cycling has been consistent for quite a period in Copenhagen, at least from the mid-eighties. 40 km of new cycling tracks have been constructed over the last 10 years, and the total network is now extended to 340 km. Cyclists have responded positively to the promotion. In the last 10 years bicycle traffic grew by 41 %, much more than car traffic, which grew by 18%.

The City Council is expected to continue promotion of cycling in the coming years. This also implies a determination to improve safe cycling and the sense of safety among cyclists.

To build an adequate knowledge base the City of Copenhagen, Roads and Parks, has engaged in a comprehensive research programme, by which impact of safety investments over the last 30 years will be evaluated. This includes:

- Bicycle tracks and lanes
- Blue marking of bicycle lanes in intersections
- Regulation of intersections by signals
- Regulation of pedestrian crossings by signals
- Etc.

The database includes more than 500 projects. In the presentation, the authors will present the results of the research as well as the applied methodology. The intention is that the analysis will lead to recommendations for future design of cycling facilities in Copenhagen.

Tu4| C2: Impacts of Safety Investments of Cycling Projects in Copenhagen

Prof. Bystrík Bezák (SK)

Slovak University of Technology

Slovakia is a new member of the European Union. It has been undergoing many changes in social and economic development, which are signed by the increasing mobility of a car passenger transport as well as in road freight haulage. The high rise of the flexible individual car transport in the recent years suppressed the cycle transport, although the cycle transport doesn't require a lot of space, it is economically effective and environmentally-friendly.

The streets of the Slovak towns are full of private passenger cars, which take a lot of valuable urban area and have massive negative impacts on the environment and the capability for living in the urban areas. The cycle transport is a suitable alternative of the car transport because of its positive influence on the supply and demand in the area of transport. It also contributes to decrease the negative impacts of the car transport and makes suitable conditions for the better quality of the environment. The cycle transport becomes an effective tool for reducing the oversized amount of mobility of the redundant individual car transport.

The concept of the development of the cycle transport network has been worked out in Slovakia. In this concept the cycle transport means an integral part of the transport system and it creates a dense network of safe cycle paths, including the relevant accompanying infrastructure in both – urban areas as well as in the countryside - throughout the entire territory of Slovakia.

Tu4| C3: What about Safety for Bicyclists at Roundabouts?

Stijn Daniels (BE)

Transportation Research Institute, Hasselt University

The presentation will start with some facts and figures about traffic safety for bicyclists at roundabouts as they are known from international literature. Consequently some results are given from a study that was carried out in the Flanders region in Belgium, using accident data of 95 roundabouts. The study design was that of a before-and-after study, accounting for effects of general trends and regression-to-the-mean. Conversions of intersections into roundabouts turn out to have caused a significant increase of 29% in the number of injury accidents with bicyclists. The increase is even higher for accidents involving fatal or serious injuries (50%). Compared to the formerly proven favourable effects of roundabouts on safety in general, this result is unexpectedly poor. However, the effects of roundabouts on bicycle accidents differ depending on when these roundabouts are built inside or outside urban areas. Inside urban areas the construction of a roundabout did increase the number of injury accidents involving bicyclists by 48%. For accidents inside urban areas with fatal or serious injuries, we see an average increase of around 80%. Outside urban areas however the zero-hypothesis of 'no safety effect for bicyclists' cannot be rejected. Intersections outside built-up areas with traffic signals in the before-situation perform significantly worse in comparison to non-signalised intersections regarding safety for bicyclists.

The presentation will end with some conclusions and discussion points about the opportunity of constructing roundabouts, particularly from the point of view of bicyclists.

Tu4|D1: Towards Measuring the environmental Cost of Car versus Bike Travel Time Savings in Adelaide, Australia

Dr. Stuart Clement (AU)

Transport Systems Centre and School of Natural and Build Environments, University of South Australia

Travel times on selected arterial roads have been collected for motorized vehicles in Adelaide and other major cities in Australia for many years. The routes surveyed are set by Austroads - the association of Australian and New Zealand road transport and traffic authorities - in conjunction with local road authorities. Austroads' aim is to improve road and road transport outcomes; the travel time data is used to calculate congestion indicators and to assess travel time variability within and across the three survey periods of AM Peak, Inter-Peak and PM Peak. These constitute part of their suite of key performance indicators for road networks that Austroads collect annually.

This presentation reports on a study into the Adelaide road network that compares the travel times of bicycles and motor vehicles. Where the traveler saves time by using a motor vehicle rather than a bicycle (no consideration at this stage is given to issues such as functionality), a measure of the cost of that time saved can be expressed in terms of vehicle emissions such as CO₂. This work is part of a broader research into commuting cycling that includes modeling commuter and other cyclists' movement through the road network.

Tu4|D2: Valuing Public Goods; recreational Trails in the North East of England

Richard Weston, Leslie Lumsdon, Paul Downward, Andy Cope (GB)

Department of Tourism and Leisure Management, Lancashire Business School

The purpose of the paper is to report on a study currently being undertaken to determine the value placed on local cycle routes by user and residents. This is an important piece of evidence when encouraging planners to give consideration to improving or building new cycle routes using facilities which are categorised as 'public goods'.

The study uses an established research approach known as 'Contingent Valuation Methodology'. The survey method asks respondents the extent to which they would give a monetary value to a facility which does not have a marketable value. For example, what is it worth, in monetary terms, to a family to have a cycle route or greenway near to their home or village? They do not have to pay directly to use the cycleway but if they did have to pay, how much is it worth to them?

The study is being undertaken in the North East of England with the assistance of Sustrans. It mixes methodologies; some of the work is qualitative and involves discussions with residents. However, it mainly draws on a large scale empirical survey of residents on or near three established cycle routes.

The main conclusions are not as yet available. The researchers are currently working in the field so it is impossible to predict the outcome.

Tu4|D3: A Decision Tool for improving Road Safety for Cyclists

Chiara Bresciani, Francesca Costa, Maurizio Tira (IT)

Department of Civil, Architectural, Territorial and Environmental Engineering, Università degli Studi di Brescia

RANKERS (RANKing for European Road Safety) is a research project co-funded by the European Commission in the Sixth Framework Programme designed to gain new knowledge by performing research and empirical studies of the road's interaction with the road user and his vehicle in order to identify optimal road recommendations and predict their impact on safety.

In this context, RANKERS pursues the objective of developing scientifically-researched guidelines enabling optimal decision-making by road authorities in their efforts to promote safer roads and eradicate dangerous road sections.

RANKERS proposes to address traditional passive safety measures ("forgiving roads") together with a better understanding of the accident causation scenarios, leading to a significant mitigation of the risk. The roads design should be directly focused to the concept of making "self-explaining roads", that is to say, advocating a traffic environment which elicits safe driving behaviour simply by its design so that the road user is neither confused nor invited to take risks.

The aim of Work Package 3 (WP) "Expert Assistance for Safety Review of Rural and Urban Roads" is to provide a so-called "eBook", where well known recommendations (state of the art) are presented to the users on electronic media. Together with user groups (road administrations, safety commissions, police forces) in at least three countries real case studies will be performed. The University of Brescia, as partner of the WP3, is developing the e-book for the case of pedestrian and cyclist accidents.

The paper aims to present the structure of the e-book in the case of cycling accidents scenarios, showing the decision tree that leads users to one or several solution proposals for a given safety problem.

Furthermore, some specific cases will be presented, in order to describe how, the use of accident data can lead to countermeasures to improve safety for cyclists and to discuss some specific measures.

Evaluation of Quality





Tu4|E1: The UK National Standard for Cycle Training, Professionalising the Training Sector, Providing New Employment Opportunities

Ken Spence (GB)

Transport Initiatives LLP

This paper will explain the impact of the UK National Standard for Cycle Training in the first two years since its introduction. The National Standard is fully supported by the UK Government and Cycling England its expert advisory body for cycling. The proof of this is that when Cycling England's budget was doubled with a further £5 million for each of the next three years, the majority of this new funding was specifically earmarked for National Standard cycle training. This is in addition to over £0.5 million per year already allocated to training. The paper will explain the impact that the funding and support of the standard is having on the ground. Primarily this is professionalisation of the whole training sector. This is encouraging local authorities, by far the biggest provider of existing training, to introduce more funding of their own. There are now in excess of 400 instructors accredited to deliver the National Standard, with this number growing rapidly. This provides many new employment opportunities, not only for instructors, but for training managers too.

The National Standard has made cycle training, previously unheralded, good news for Government ministers and leaders in the transport sector, who realise just how effective and positive a contribution it can make. The funding already secured may only be the beginning, once the current success is built upon. Undoubtedly there will be even more developments by the time of Munich 2007. These are exciting times for all those involved in training, an excitement that needs to be shared.

Tu4|E2: How the Development of Cyclist Training Courses benefits Cycling and Cycling Promoters: Shared Experience from the UK and Switzerland

Kevin Mayne (GB)

CTC – National Office

Bea Fehr (CH)

IG Velo, Winterthur

This presentation will show how quality cyclist training schemes promotes cycling by: Acting as a marketing opportunity and reducing anxiety about traffic; improving cyclist safety; supporting the cycling organisations; building partnerships between agencies.

The purpose of the discussion will be to compare the situations of the different countries and to identify strategies to use this valuable development tool. It will show how schemes developed in isolation have ended up with near identical outcomes, suggesting best practice crosses borders.

Through ECF CTC and IG Velo have been able to compare developments and discovered that despite evolving independently in different traffic environments their schemes have developed a remarkable similarity. We believe this will enable other countries to accelerate implementation of cyclists training as part of their strategies.

Both have:

- Identified the same motivations for cyclist training
- Identified 3 levels of skill for cyclists with very similar content.

- Programmes that can be used for both adults & children.
- Created new instructor modules.
- Set up mentoring schemes to help new programmes start.

Case studies:

Cyclist safety training in school playgrounds was first conceived in the UK in 1936, however since the 1990s these schemes have been considered inadequate for modern conditions and their focus on casualties instead of riding skill has been seen as a deterrent to more cycling.

Since 1997 this has been changed to the extent that CTC is running a programme for the UK government to convert the training for over 400,000 children to a new national road cycling standard.

Meanwhile IG Velo in Switzerland has been organising cyclist training through its local groups for 10 years and has had a great deal of success in building the courses and the concept to the point where it is available for transfer to other cycling bodies.

Tu4|E3: Cycle Simulator

Henrik Lumholdt (DK)

Park- and Roads Administration, City of Odense

The City of Odense is considered the leading cycle city in northern Europe. That's why we have developed a new and unique cycle simulator, co-financed by the European Unions Civitas Initiative.

The tool, named B-Game, runs on the internet and allows children to get better training in dangerous situations just before their national cycling test as a 13 year-old pupil. An important issue is that the game trains behaviour and not just traffic rules.

B-Game is setting up a teenage universe, including mobile phones, helmets, friends etcetera to get the pupils interest and engagement. The pupil has to get through 11 different scenes to get to his final destination. All scenes are based on real video sequences to underline the reality in the game. The pupil needs to point out incidents by himself to show his awareness, and by doing that he'll get extra points.

Pilots on groups of children show great attention and that learning and playing in this case can be done in a balanced combination.

After finishing the whole mission the child will get a diploma which also will be sent to his parents by e-mail. Parents will be able to run the game together with their child and get in dialogue about those problems he has had.

The game is very suitable to be exported to other European countries or even outside Europe. B-Game includes an evaluation tool, and the presentation will demonstrate selected results from the experiences in Odense.

Tu4|F1: Customer Cyclist? – Cycle Promotion for Shopping Trips in Dresden (UrBike-Framework)

Thomas Böhmer (DE)

*Traffic and Transportation Sciences „Friedrich List“,
Technical University of Dresden*

Within the scope of the European project UrBike, the city of Dresden is one of 8 cities to promote the urban integration of cycling. Dresden's strategy concentrates on soft measures to promote the use of bicycles. It involves the integration of all stakeholders at cycling round tables, particularly under management of the lord mayor of Dresden. This is to establish a network of local authorities, companies and associations to make cycling more attractive and improve conditions for bicycle use. This paper concentrates on one of the focal topics in Dresden: activities including research in order to increase the bicycle use on shopping trips. When obvious signs like the low quality of cycle racks in front of many stores are considered, shopkeepers seem to be amongst the most resisting groups to invest time, money or at least attention in cycle promotion. But how can shopkeepers be convinced to be aware of the "customer cyclist"? And how can customers be convinced to use their bike in favour of a liveable and competitive city? Dresden developed a special approach. As transportation surveys show, cycle use in Dresden is steadily increasing. Meanwhile, about 14% of the shopping trips within the city are made by bicycle. Cyclists are not the poor customers. They also turned out to have the highest educational level of all travel mode users. 38% of Dresden's households live without a car, but most of them possess at least one bicycle. More important arguments, our own experience and best practices from other towns and regions had been collected and communicated through a technical round table. It proved to be advantageous to combine this topic with tourism on bicycles as the economic success is more obvious and more data is available. At the end, a wide range of innovative measures to promote shopping trips by bicycle in Dresden had been discussed and – to some extend - realised.

Tu4|F2: Active Ways to Promote Cycling

Troels Andersen (DK)

Park- and Roads Administration, City of Odense

Alternative transport modes have to be marketed in a new and radical way where the personal side is being put in focus. Co-financed by the European Unions Civitas Initiative Odense has started new projects to break the ice.

Odense is already well-known as an active cycle-friendly town, where approx. 33% of all trips are by bicycle. But this number needs to be higher to improve the environment and the citizen's health conditions.

Car Free Families is a project involving almost 500 people who were given a special transportation package to start changing their daily habits. Everybody is filling out travel diaries to show the change during the half year period.

8 people have been engaged to knock on people's doors and have a short chat on alternative transport modes. Residents get different brochures and selected links to the internet, including a transport budget to calculate health benefits etcetera. Our target is to get in direct contact with 25,000 citizens.

Placed in 4 central locations four scanners gives cyclists the chance of being the winners in the on going monthly

cycle lotteries. The scanners test whether the cyclist is bringing a bicycle and then she will be able to scan her social insurance card to get a ticket in the lottery. The scanners are sending information on winners directly to our office by using random selections and GPS modems. During the first 10 days we registered 863 scanings.

Next to the cycle route in the city centre we have placed two 42" flat screens dedicated to cyclist information. Cyclists can find inspiration for recreational tours or they can use the special cycle route planner to find the recommended route around the city. Special information for cyclists is also available.

Tu4|F3: Realising the Potential for Increasing Cycling through Soft Measures

Neil Smith (GB)

Sustrans, National Cycle Network Centre

Erhard Erl (DE)

*Socialdata, Institut für Verkehrs- und Infrastrukturfor-
schung GmbH*

The Sustainable Travel Demonstration Town Programme (STDT) was launched by the United Kingdom Department of Transport in 2004 to demonstrate the role of 'soft measures' in promoting sustainable travel modes (walking, cycling and public transport). Three English cities (Darlington, Peterborough and Worcester) were each awarded a special grant of around €5 million to develop five-year programmes focusing on school and workplace travel plans, awareness campaigns and Individualised Travel Marketing (ITM).

At the outset, Sustrans and Socialdata were commissioned to undertake a programme of travel behaviour research in each of the three STDTs to provide a baseline for subsequent monitoring, assist in programme planning and help raise local awareness of the potential for behaviour change. Although levels of cycling in each of the three STDTs were found to be low by most European standards (ranging from 1 to 5% of all trips), this ground-breaking research highlighted a significant potential for increasing cycling as a mode of day-to-day transport.

Since 2005, Sustrans and Socialdata have been working with two of the STDTs (Peterborough and Worcester) to develop and implement large-scale Individualised Travel Marketing (ITM) programmes. The ITM process involves working directly with households to offer personalised information and support, enabling people to walk, cycle and use public transport more often. The same approach has been applied successfully the INDIMARK technique pioneered by Socialdata as a tool for changing travel behaviour in TRAVELSMART programmes in Australia, the United States and, with Sustrans, in the UK.

The results of an evaluation of the first stage of these ITM programmes show that both have achieved significant relative increases in cycling trips (by 25% in Peterborough and 36% in Worcester). Together with increases in walking and public transport use, this has contributed to substantial reductions in car trips, helping to reduce urban traffic congestion, increase physical activity and tackle climate change.



Providing
Knowledge and
Experience



Tu4|G1: Interaction and Conflicts between Cyclists and Public Transport in narrow Urban Space

Christian Pecharda (AT)
FSV / BMVIT

Introduction:

An attractive transport network offers direct relations. That applies to both public transport and cyclists. In narrow urban spaces it sometimes is useful or necessary that cyclists and public transport share the same lanes, because there is not enough space to lead them separately. Recent studies in Germany dealt with cyclists on bus lanes and at bus stops. In Vienna it often happens, that cyclists use lanes with rails for trams. The discussion if they should or should not be lead together is very emotional. To provide facts for the discussion and get a realistic description of the situation, a combination of technical and sociological methods is used.

Analysis:

This dissertation deals with safety and comfort aspects for cyclists and trams on lanes with rails and at tram stops. It focuses on traffic flow, behaviour, interactions and conflicts between cyclists, trams, pedestrians and cars on tram lanes and stops. After a literature research and a best-praxis research interviews with experts and cyclists, discussions with focus groups, accident analysis and video-based behavioural studies were done to collect data to find crucial factors that influence safety, comfort and traffic flow. With these data the situation on lanes with rails and on tram stops was described and a model was developed to predict disturbance, interactions and conflicts against crucial factors like car speed or intensity, lane width, trams, pedestrians etc...

Results:

With the results from the sociological methods and the logit-models recommendations were developed, for example, to use "Mehrzweckstreifen" (=suggestive lanes) also in lanes with rails or to allow cyclists to cross tram stop capes. For these recommendations limit values have been defined. Of course, this can be discussed!

It is important to bring discussion from emotion back to facts, if solutions shall be found to use the urban space more efficiently.

Tu4|G2: Mixed Use of Bus lanes

Jan Schollaert (BE)

STIB – Société des Transports Intercommunale de Bruxelles

In our dense European urban centres, public space is a very sparse good. The width of streets and avenues is limited and the demands of the separate ways of transport are high; pedestrians need comfortable sidewalks, cycles are in urgent need for safe infrastructure, car traffic is demanding more and more lanes, public transport requires separate lanes in order to assure a quality service. On top of all these requirements there is of course the omnipresent parking pressure.

In Brussels the width of most of the important roads is insufficient in order to respond to all these requirements. Therefore it is absolutely necessary to develop and design specific infrastructure that permits mixed use of separate categories of road users. That is the reason why in Brussels, and generally speaking in Belgium, mixed use of bus lanes is encouraged.

Since the nineties bus lanes were created to improve speed and quality of public transport. In the beginning these lanes were exclusively used by buses for regular lines. In a second period public taxis were also author-

ised to use these lanes. Finally bicycles were authorised to use the bus lanes but only under certain conditions. The most important condition was the minimum width of 3.50m.

The Brussels Regional Administration insisted at the national level to withdraw the minimum width condition to be able to answer more flexible to local situations and problems. From april 2006 on the National Government withdrew the width requirement. This decision gave all of a sudden a lot more freedom in designing and thinking of bicycle infrastructure.

More and more, and under certain conditions, mixed bus lanes are seen as a good compromise between a cycle lane and a bus lane. These lanes present a number of advantages: they are larger than a cycle lane, it is possible to give advantage for cyclists at traffic lights similar to the advantages of the buses, unauthorised parking can be prosecuted by public transport agents. There are of course also disadvantages, the most important being possible conflicts between buses and cyclists.

The decision of april 2006 was for the Brussels Administration also a motive to make a vademecum for these mixed lanes. Several questions were to be answered: choosing for a bus lane and a cycle lane or for a mixed bus lane? What is the width recommendation? How to design bus stops? What to do at crossings and traffic lights?

In this paper there will be the most important recommendations and an evaluation of our experiences with mixed bus lanes in Brussels

Tu4|G3: Bikes on Board!

Todd Edelman (CZ)

Green Idea Factory

Improving the on board part of the public transport (PT) & bicycle intermodal experience creates advantages for cyclists and PT operators alike, with a positive outcome in the areas of road safety, noise and air pollution, fitness and finances. It helps communities eliminate automobiles.

But the regulations and possibilities for on board intermodality vary greatly in Europe and beyond, literally from one town to the next. Both local conditions and awareness level of intermodal best practice influence the desire for and implementation of solutions.

How can municipalities, PT operators, and local cycling or transport/environmental advocates work together to improve the quality of on board intermodality on urban, suburban, and regional buses, trams, light-rail vehicles and metro systems? While high-quality bicycle parking is the biggest piece of the intermodality puzzle, what are the benefits and unique qualities of being able to bring a bike on board? For every person who is bothered by a bicycle on a crowded metro car, how many others silently appreciate it? Is there a good reason the bicycle rack on bus solution from North America is not used in the EU? What do PT operators already do very well? Do cyclists expect too much? Should they all park their bikes or buy folding bikes and be happy? Do some PT operators feel that when bikes are on board it hurts their bottom line?

Both cycling and PT advocates are most welcome at this interactive session. As the first step of one or more projects to improve the situation, a short presentation of the state of the art of PT & bicycle on board intermodality will be followed by a discussion and, ideally, contacts exchanged and next steps planned. One outcome could be a project focused on Europe, sharing and promoting best practice, and another possibility the creation of new solutions for public transport vehicles.

Tu4|H1: National Cycle Routes of Cyprus - A Model for Others and a Part of EuroVelo, the European Cycle Route Network.

Jens Erik Larsen (DK)

De Frie Fugle

Cyprus is a minor island situated between Africa, Asia and Europe. It has recently become a member of the European Community as well as a part of the EuroVelo project!

Two years ago the island had nearly no facilities for cyclists and not a big tradition for cycling. However we were invited by the Cyprus Tourism Organisation (CTO) to plan a national cycle route network, which is now being implemented including the EuroVelo part. CTO intent to make cycle tourism one of the key elements of its tourism development strategy.

The national cycle route network has one main itinerary to be a Cyprus Cycling Circuit – eventually called the Aphrodite Cycle Route. This will be a very visible product to marketing and will separate from similar products like Mallorca, where they do not yet have many signposted routes. It has been the experience that good names and themes of cycle routes have good effect in order to attract cyclists. The route does of course pass some of the Aphrodite sights.

The proposed circuit has been divided into 7 stages, so that you could use a week to get around – or two weeks and eventually stay two nights every place and take a local cycle route as a roundtrip nearby. Some MTB areas could then be integrated into this concept.

This planning concept could probably be relevant to use in many other places in the world. A part of the strategy is to link routes together in a network, like we have done in the EuroVelo project. This will also be explained and there will be given a brief status for the whole European Cycle Route Project.

Finally a new project in Denmark concerning planning methods for better cycle routes will be briefly presented.

Tu4|H2: EuroVelo - Customer-friendly thanks to common Signposting System

Lukas Stadtherr (CH)

Stiftung Veloland Schweiz, c/o Velobüro

Background:

The first section of the EuroVelo route 6, Atlantic Ocean – Black Sea, has opened in October 2006. Supported by Interreg IIIB, 18 project partners from France, Germany and Switzerland in coordination with the European Cyclists' Federation (ECF) have realized numerous projects. The Veloland Schweiz foundation is responsible for the development of a common EuroVelo signposting system.

Objectives of the new EuroVelo signposting System:

Cyclists should be able to easily identify the EuroVelo routes and use them safely and comfortably. This requires internationally valid signposting elements that are supported and consistently used for all 12 EuroVelo routes in any country with a stake in bicycle tourism.

Core elements and consolidation of the new EuroVelo signposting system:

The signposting system developed for the EuroVelo route 6 and all other EuroVelo routes is simple, understandable and cost-effective. It is based on a route pictogram consisting of a route number and several elements of the European flag. The pictogram is compatible with almost all national and regional signalisation regulations and can thus be integrated in various signposting designs.

The present EuroVelo signposting system is supported by the project partners of the EuroVelo route 6 and by the ECF. The Working Party 1 of the United Nations Economic Commission for Europe (UNECE) may also issue an official recommendation for the signalisation developed for EuroVelo routes. The corresponding bill will have been debated in November 2006 and should be passed in 2007.

The EuroVelo signposting system is already implemented in France, Germany and Switzerland and hence complies perfectly with the Velo-City 2007 motto: "From Vision to Reality".

Tu4|H3: EuroVelo 6, a decisive Step forward in the EuroVelo Route from the Atlantic to the Black Sea

Emmanuel Roche (FR)

Altermodal

EuroVelo 6 is a 4,000km cycle route that follows some of Europe's main rivers – the Danube, Rhine and the Loire – from the Atlantic to the Black Sea. Between 2004 and 2006, 18 French, German and Swiss partners, representing Regions, Lands, Cantons, "Départements" and public bodies, as well as the ECF, worked together on a joint project. This €12 million programme, steered by France's Centre Region, was set up to develop a homogenous and high quality tourist product and to define itineraries for the missing sections of the route. The project's seven working groups made significant progress in the field of tourism development, with the production of a guide to best practices for transport intermodality, the introduction of a homogenous signing system, the production of heritage promotion tools, the production of maps for the missing sections of the route, the creation of a brand image and communication tools intimately linked with the promotion of the EuroVelo network, and the drawing up of a quality charter for cyclist accommodation and a coordinated method for evaluating the route's economic impact.

As well as generating a rich exchange of expertise, the project has demonstrated the value to be gained by building a collective European project around an inter-regional approach that brings together each party's specialist local knowledge. This presentation also highlights the difficulties in implementing such a project in terms of management, administration and planning, as well as in bringing together a large number of partners that do not always have the same objectives and in ensuring long-term coordination and tourism development when the project ends.

Combining the lessons learnt from this project and discussions with managers of other EuroVelo routes should produce interesting conclusions for the whole of the EuroVelo network.

This INTERREG Program has been a rich experience for every participants despite administrative and management difficulties. Velocity 2007 would be a great chance to exchange with other EuroVelo routes leaders to make a new step beyond to strengthen the network.

EuroVelo Routes



Wednesday, 13th
Mittwoch, 13.06.



Theme:
Strategies/
Coalitions

Wednesday, 13/06/2007				
STRATEGIES / COALITIONS				
Room Time	Room A (COS)	Room B (BB)	Room C (KK)	Room D (VdB)
	PLENARY 2a: STRATEGIES TO PROMOTE CYCLING IN A NATIONAL CONTEXT			
9:00-10:00	Mr. Andreas Setsaa, Regional Director of the Norwegian Public Road Administration, Norway Ms. Radka Pliskova, Center of Transport Research, Czech Republik Dr. Peter Runkel, Director of Mintry, Federal Ministry of Transport, Building and Urban Affairs, Germany			
10:00-10:30	Coffee Break			
10:30-12:00	Sub-Plenary 2b: Health	Workshop We2[B]: National Strategies	Workshop We2[C]: Communication	Workshop We2[D]: Intermodality I
	Mr. Scharping, Rudolf Bund Deutscher Radfahrer, Germany	Mr. Bracher, Tilman DIfU, Deutsches Institut für Urbanistik, Germany	Mr. Monheim, Prof. Dr., Heiner University of Trier; Department of Applied Geography, Germany	Mr. Heipp, Gunnar Münchner Verkehrsgesellschaft mbH (MVG); Germany
		Germanys National Website on Bicycling	A passion for cycling - bicycle promotion	Quality of combined mobility by bike and public transportation
	Mr. Simpson, M.D., Paul K. Clinton Medical Associates, Centre Region Bicycle Coalition; USA	Mr. Peigne, Hubert Ministère des Transports, de l'Équipement, du Tourisme et de la Mer; France	Mr. Monheim, Prof. Dr., Heiner University of Trier; Department of Applied Geography, Germany	Mr. König, Michael SWM, Stadtwerke München GmbH / MVG; Germany
	The Bicycle: Vehicle to Health and Social Equality	M. BIKE in FRANCE: 2006-2009 - Commitment at the national level	A passion for cycling - bicycle promotion: Introduction to the presentation of the students group	Bike & Ride in Munich
	Mr. Froboese, Univ.-Prof., Ingo Zentrum für Gesundheit der Deutschen Sporthochschule Köln; Germany	Mr. London, Peter Ministerium für Bauen und Verkehr des Landes Nordrhein-Westfalen; Germany	Students of the University of Trier University of Trier; Department of Applied Geography, Germany	Mr. Haller, Dr., Markus MVV (Munich Transport and Tariff Association); Germany
	Health motive - encouragement for cycling	Promoting a cycle-friendly climate in NRW - A top-down strategy for 20 years	A passion for cycling - bicycle promotion: Explanation for the exhibition	More than 40.000 daily bike and ride users within the MVV: good result and further challenge
	Lunch			
	Workshop We3[A]: Cycling, Health and Particulate Matters	Workshop We3[B]: Regional Strategies	Workshop We3[C]: Traffic Safety	Workshop We3[D]: Intermodality II
	Mr. Terwoert Jeroen, Ir. IVAM Uva BV; The Netherlands	Mr. Bernard, Ulrich Planungsverband Äußerer Wirtschaftsraum München; Germany	Mr. Koucky, Michael Swedish Greenways Association, c/o Koucky & Partners AB; Sweden	Mr. Pollesch, Peter Bavarian Board of Building in the State Ministry for the Interior; Germany
14:00-15:30	The cyclists' exposure to fine particles made visual	Promoting the cycle network in the Munic Region	European quality standard and information system for cycle routes	Bicycle routing based on the INTREST georeferencing system
	Mr. Borgman, Frank Fietzersbond, Institute of Risk Assessment Sciences of the University of Utrecht; The Netherlands	Mr. Hochstein, Joachim Planungsverband, Ballungsraum Frankfurt/Rhein-Main; Germany	Mr. Dupriez, Benoît Belgian Road Safety Institute; Belgium	Mr. Vertriest, Miguel Belgian Road Safety Institute; Belgium
	Improving air quality and cyclists' health: analysis of exposure levels to particle mater of cyclists and car drivers in 11 Dutch cities	Project Cycling Region Frankfurt/Rhein-Main- Modules to foster cycling effectively at a regional level	Cycling accidents in urban areas: in-depth analysis in Brussels Capital Region	Cycling and public transport (Brussels Capital Region)
	Ms. Titze, Sylvia University of Graz, Institute of Sport Science; Austria	Ms. Piippo, Hilka Plaana Ltd.; Finland	Mr. Zeegers, Theo Fietzersbond, The Netherlands	Mr. Thoering, Michael City of Lueneburg, Department for traffic planing and development; Germany
	The quality of the built-up environment as an instrument to support transport cycling	Regional strategy and development plan for bicycle and pedestrian paths in Oulu district	Reduction of cyclist injuries and fatalities by better designed cars	Bike & Ride, an important item for sustainable development
	Coffee Break			
16:00-19:00	TECHNICAL EXCURSIONS:			
	1. Cycling Infrastructure and Technical Solutions for Bicycle Facilities 2. Inner City Development Sites 3. Trade Fair City Riem 4. Experiencing the Isar-Plan on the Isar cycling-route 5. Public Transport and Bike&Ride 6. CityTour - Touristic Highlights on Foot 7. CityTour - Touristic Highlights by Bike 8. NaTour - Touristic Highlights			
19:00-19:30				
starting 19:30	Evening Event: Cycle Event with Delegates and Munich Citizens			

Theme:
Strategies/
Coalitions

Room E (1.108)	Room F (0.102)	Room G (0.117)	Room H (0.115)	Speaker
Workshop We2 E: Education Campaigns	Workshop We2 F: Tourism	Workshop We2 G: Partnership	BYPAD	
Mr. Lindberg, Hans The municipality of Linköping; Sweden	Ms. Krieger, Claudia Touristische Projekte; Germany	Mr. van den Noort, Pascal Velo Mondial; The Netherlands	Mr. Walter, Urs City of Zurich	1
Cycle and Walk to school	Bicycle Tourism and Economic Development	Spicycles - Sustainable Planning & Innovation for Bicycles	Mr. Depoortere, Frederik Brussels-Capital Region	
			Ms. Pliskova, Radomira Czech Republic	
Ms. Bösemann, Sigrun ADFC Landesverband Bremen; Germany	Mr. Lumsdon, Leslie Malcolm Department of Tourism and Leisure Management, Lancashire Business School; United Kingdom	Gonçalves da Silva, Vera Lucia IPUF – Instituto de Planejamento Urbano de Florianópolis, Municipality of Florianópolis; Brazil	Mr. Lauret, Stan Province of Zeeland	2
How kids discover the world by bike - Projects at German schools	How cyclists actually spend in local economies when out cycling for a day or on holiday	Promoting bicycle use in Florianópolis – Brazil: an international experience helped by Mobilization Project	Cycling policies and their effects in European cities, towns and regions	
Mr. Taschner, Stefan Green City e.V.; Germany	Mr. Kaulen, Ralf SVK – Kaulen City and Transportation Planning Office; Germany	Mr. Daggars, Ton IBC-MOBILIZATION; The Netherlands		3
Senior cycling - a plus in older citizens' quality of life - Experiences from a pilot project in Munich	Communication and Marketing Concept for the Rhine Cycle Path	Keeping cities accessible by promoting bicycle use - Development, implementation and evaluation of a toolkit for urban planners and traffic engineers		
Workshop We3 E: Bicycle Parking	Workshop We3 F: Tourism	Workshop We3 G: Partnership	BYPAD	
Mr. Krag, Thomas Thomas Krag Mobility Advice; Denmark	Mr. Danzi, Marco SCI Polska Sp. z o.o., Office Manager Katowice; Poland	Mr. Wittink, Roelof I-ce - Interface for Cycling Expertise; The Netherlands	Ms. Brüste-Zangerl, Veronika City of Feldkirch Cycling policies and their effects in European cities, towns and regions	1
Predicting the need for bicycle parking	Bicycle Transport on Long Distance Trains in the European Union	Bicycle partnerships for international cooperation	Mr. Bastiaens, Jeroen Learning from each other: the European BYPAD network	
Mr. Bohle, Wolfgang Planungsgemeinschaft Verkehr; Germany	Ms. Bangel, Gabi ADFC - German Cycling Federation; Germany	Mr. Wheeldon, Andrew BEN - Bicycling Empowerment Network; South Africa	speakers from part 1 and Mr. Vandenplas, Alain Ministry for Mobility and Public Works; Brussels-Capital Region Panel discussion: Experiences with and lessons learnt from the BYPAD process	
Bicycle parking and building regulations: How to improve bicycle parking facilities at construction projects	Discovering Germany by bike" - National and international commercialisation of German cycle routes	The Role and Importance of Partnerships in the Development of a Successful Bicycling City		2
Ms. Giroud, Monique Fédération française des Usagers de la Bicyclette ; France	Mr. Reiche, Wolfgang ADFC - German Cycling Federation; Germany	Ms. Kisambira, Pauline BSPW - Bicycle Sponsorship Project and Workshop; Uganda	Mr. Asperges, Tim IMOB, University of Hasselt; Belgium The future of BYPAD	
Bicycle theft prevention: impact, solutions, and side-effects.	Bed & Bike - the accommodation most suitable for cyclists - From the idea to a successful marketing cooperation in cycling tourism	Cycling Women to Economic Development		

Plenary 2a: Strategies to Promote Cycling in a National Context

Andreas Setsaa (NO)

Regional Director
Norwegian Public Road Administration

Radka Pliskova (CZ)

CDV – Centrum Dopravniho Vyzkumu/ Center of Transport Research

Dr. Peter Runkel (DE)

Director of Ministry
Federal Ministry of Transport, Building and Urban Affairs, Germany

Chair: Dr. Martin Held (DE)

Protestant Academy Tutzing

Among the actions that can promote cycling the European Conference of Ministers of Transport (ECMT) mentioned in their declaration in 2004: "Establishing an integrated national cycling policy framework with clear goals, actions and targets in co-ordination within other national level administrations and agencies, regional and local authorities, cycling associations and bicycle manufacturers". At that time Germany already had presented the National Cycling Plan 2002-2012. Norway had the National Transport Plan 2002-2011, including cycling, and was mentioned in a survey of the ECMT as a country that was developing a strategy for cycling policy. The Czech Republic had a *draft* National Cycling Strategy. What did happen since 2004? What is the situation at midterm of the German National Cycling Plan? What is nowadays the Norwegian strategy? What are the results in Czech Republic on encouraging every day and leisure use of the bicycle? Interesting questions to be discussed and answered in this plenary session on strategies to promote cycling in a national context.

Plenum 2a: Nationale Strategien zur Radverkehrsförderung

Andreas Setsaa (NO)

Regional Director Norwegian Public
Road Administration

Radka Pliskova (CZ)

CDV – Centrum Dopravniho Vyzkumu/ Zentrum für Verkehrsforschung

Dr. Peter Runkel (DE)

Abteilungsleiter Stadtentwicklung, Wohnen
Bundesministerium für Verkehr, Bau und
Stadtentwicklung

Moderation: Dr. Martin Held (DE)

Evangelische Akademie Tutzing

Was kann man unter anderem tun um auf nationaler Ebene das Radfahren zu fördern? Zu den Möglichkeiten zählt, so erklärte die Europäische Konferenz der Verkehrsminister im Jahre 2004 "Erarbeitung einer integrierten nationalen Rahmens für die Radfahrpoltik, mit klaren richtungsweisenden Zielen, Maßnahmen und konkreten Zielen, in Koordination mit den anderen nationalen Behörden, mit regionalen und lokalen, den Radfahrerorganisationen und der Fahrradindustrie". Zu der Zeit hatte Deutschland schon den Nationalen Radverkehrsplan 2002-2012 erstellt. Norwegen hatte den Nationalen Verkehrsplan 2002-2012, der auch Rad fahren umfasste, und ist dabei, eine Strategie für die Radfahrpoltik zu entwickeln. Die Tschechische Republik hatte eine nationale Radfahrstrategie entwickelt, die sich noch im Entwurfsstadium befand. Was ist seit dem passiert? Wie ist die Situation zur Halbzeit des Deutschen Nationalen Radverkehrsplanes? Wie sieht die heutige norwegische Strategie aus? Welche Resultate gibt es in der Tschechischen Republik schon, welche die nationalen Ziele zur Förderung des Alltags- und Freizeitgebrauchs des Rades betrifft? Interessante Fragen, die diskutiert und beantwortet werden sollten in dieser Plenarsitzung zu den Radverkehrsförderungsstrategien im nationalen Kontext.

Wednesday, 13th
09:00-10:00,
Room A
Plenary 2a

Plenary 2a: Strategies to Promote Cycling in a National Context

Plenum 2a:
Nationale Strategien
zur Fahrradverkehrs-
förderung





We2| A1: Cycling and Health

Rudolf Scharping (DE)

*German Cycling Association
(Bund Deutscher Radfahrer)*

Rudolf Scharping was Prime Minister of the federal state of Rhineland-Palatinate from 1991 to 1994 and Germany's Minister of Defense from 1998 to 2002. In addition, he was chairman of the German Social Democratic Party (SPD) from 1993 to 1995.

After his political career, Rudolf Scharping became president of the German Cycling Association (Bund Deutscher Radfahrer), being an active cycling enthusiast since childhood.

In his presentation, Mr. Scharping will speak about the relation of cycling and health.

We2| A2: The Bicycle: Vehicle to Health and Social Equality

Paul K. Simpson, M.D. (US)

Clinton Medical Associates, Centre Region Bicycle Coalition

Multiple levels of synergy exist between bicycling, health, and social equality. Transportation infrastructure and policy in most countries elevates the social status of motorists over bicyclists and pedestrians. Through such policy, the Status Syndrome (inequality as a direct risk factor for ill health) is related to the world obesity epidemic and to low self esteem and social stigmatization of those who use the bicycle for transportation. Programs which promote bicycling have proven ability to help reverse these negative health and social trends. Such programs are more successful in boosting cycling, health, and social equality when one of the program goals is the elevation of the cyclist to equal status and privilege as the motorist. Because the effects of inequality on health have profound consequences for all humanity, transportation planners, policy makers and infrastructure developers must adopt as a priority, the goal of promoting status equality in every policy and project. Existing policies and projects which promote equality are presented with recommendations for additional efforts which could have further health as well as economic benefits. Methods to quantify outcomes from such efforts are considered.

We2| A3: Health Motive - Encouragement for Cycling

Univ.-Prof. Ingo Froboese (DE)

Zentrum für Gesundheit der Deutschen Sporthochschule Köln

In an European-wide survey (2004) we interviewed people on their knowledge and competence of health benefits in cycling, such as weight reduction, improved cholesterol level, increased lung capacity, prevention in back pain and arthrosis, improved cardio-vascular capacity and improved or maintained fitness level respectively. One of the main outcomes were, that not many citizens are acquainted with the health benefits of cycling (e.g. Germany 22%; Spain 19%) although there has been a positive development in people correlating cycling and health in the recent years and recognising it as a main feature. This circumstance is demonstrated in a following survey (2005) in which we found out that the health reason and motivation for cycling increased from 15% in 1995 up to 40% in 2005. It becomes obvious that education within this field could be important for encouraging people in cycling.

The lecture will analyse to which extend the motive "health" can contribute to the enhancement in cycling.

In general, health constitutes as a secondary motive, which in fact could lead to a direct change of cognitive attitude. But an effective and sustainable change in attitude towards an increased utilisation of the bicycle can only arise either through emotional-orientated contents experienced by the people or the user of the bike identifies the individual profit.

The lecture will show approaches how to realize and implement motive health as a contribution to an encouragement in cycling.

We2|B1: Germany's National Website on Bicycling

Tilman Bracher, Doris Reichel (DE)
German Institute of Urban Affairs (Difu)

Bicycle Master Plans may be put up by National governments, but they can only become implemented, if local and regional authorities and private partners co-operate. Top down strategies tend to fail due to lack of competences, insufficient human or financial resources and funding.

The German National Cycling Plan (Nationaler Radverkehrsplan) was adopted by the government in 2002. Its aim is to increase bicycle use and safety considerably by 2012, following the Dutch example on bicycle politics. As governance in Germany is divided by constitution between cities, states and the national level, i.e. taxation, funding and subsidies follow the subsidiarity principle. Thus, the federal government can not implement its bicycle policy on its own. Various bodies and groups on the local and national levels are involved in the process.

For co-ordination and knowledge exchange among the bodies involved, the website "Fahrradportal" (Bicycle Portal) www.nationaler-radverkehrsplan.de was developed. It contains an internal password protected work space for the working groups: the national working group of the German states and the federal administration, the German cities' organizations, several organizations with an economic or user interest in bicycling, an intergovernmental working group with members of different departments, and various national technical and legal groups on bicycle planning and bicycle use.

The main part of the bicycle portal is open to the public. It provides experts and the general public with all kind of information on promotion of cycling as a part of a sustainable transport development: events, news, internet links, a bibliography, publications for download, good practices, and information about the activities of the federal administration, the German states and municipalities and the European Union.

The presentation will point on the demand side and on the content and the experience of operating the bicycle portal since 2004. User traffic, which is monitored continuously, proves high demand for such a service.

We2|B2: M. BIKE in FRANCE : 2006 - 2009 - Commitment at the national Level

Hubert Peigne (FR)
Ministère des Transportes, de l'Équipement, du Tourisme et de la Mer

Bike use in France offers two aspects :
leisure :

Many places have small and calm roads, cycles paths, or green-ways for non-motorised modes – rollers, feet, bicycles... whose length includes every year by centuries of kilometers and will form a large network in a few years. The State played an important role in this policy: appointment of a national network linked to the European one; funding ; technical recommendations, economical valorisation...

daily urban life :

Daily use of bike is low, except in a few cities. It has been decreasing for the last 40 years but is now stabilised and even is increasing (Nantes, Paris, Grenoble...) - as shown by the success of « VELO'V » in Lyon – over 2000 bikes available for free (gratis for the first 30 minutes), up to 25 000 users per day, whose system is being adopted by other cities.

In 2006, the Government decided to enhance its involvement.

It gave me the job of « interministerial coordinator » on April 18th.

Head of a small team, I'm working about :

- young people (schools, universities) with teachers, administration, parents... and the young themselves
- Street code : new measures ; such as priority for the weak, reduced speeds, "counterway" bicyclists in one-way streets...
- financial, legal, technical arrangements for bike storages in collective housings ;
- strengthened partnership with strong committed local authorities ;
- responsible State : arrangement for universities and their students ; State agencies and their agents ; national transport companies and their clients ;
- A bike dedicate symposium towards the French authorities, with representations of other similar European authorities ;
- dissemination of good practices ;
- road safety ;
- communication and image ;
- and many various issues.

In June 2007, I'll have launched many actions. Although they won't give significant results before 2008 or 2009. I expect very much from heaving the reactions and suggestions my presentation in Munich 2007 will raise up.

We2|B3: Promoting a cycle-friendly Climate in NRW - A top-down Strategy for 20 Years

Peter London (DE)
Ministry of Building and Transportation, North Rhine Westphalia (NRW)

Promoting cycling in Germany - from the legal point of view – is the task of the communities (cities and counties). But 427 communities in the state North Rhine-Westphalia (NRW) have 427 opinions about the importance and the suitable measures to promote cycling. The state government has the clear goal to increase the modal share of bicycle trips from the state-wide average of 12% to at least 25% in city centres. The state policy is therefore targeted towards a support of the communities through initiatives, financial support and legal conditions.

This paper describes the top down approach of the state NRW for a comprehensive cycling promotion. The following measures will - among others - be described:

- Legal Issues: Creation the legal bases for shared bike lanes on the street, for dedicated bicycle roads, for the opening of one-way-streets for bicycles or for the equal treatment of bicycle road signs (like road signs for cars).
- Bike & Ride: Substantial financial grants for bicycle stations at train stations.
- Standardized bicycle sign-posting: Establishment of a state-wide bicycle network with a total length of 13,500 km.
- On-line bicycle route planner for the internet: The state provides a sophisticated route planning tool on the internet www.radroutenplaner.nrw.de using among others the data generated by the state-wide bicycle network.
- Network of bicycle friendly communities: The state NRW supports the network of so-called bicycle friendly communities with an annual amount of about 500,000 € for communication and public awareness measures.

The top-down approach of bicycle promotion together with a close and trusting collaboration with the communities established the status of NRW to be the No. 1 Bicycle state of Germany.

National Strategies



We2|C1: A Passion for Cycling - Bicycle Promotion

Prof. Dr. Heiner Monheim (DE)

Department of Applied Geography, University of Trier

Considering recent problems of climate change and the energy crisis, the bicycle exhibition will illustrate future options (possibilities) of cycling and urban transport in Germany, Europe and the world. The exhibit has been designed by a group of Geography students from Trier University under the consultation of Prof. Dr. Heiner Monheim.

The exhibit wants to increase the *desire* for cycling through a promotion campaign: the analysis starts with deficits in professional communication and bicycle culture in Germany. *In spite of the great potential of bicycles for mobility due to widespread ownership*, neither the bicycle industry nor transportation policies invest in campaigns to increase the use. Such campaigns should increase the awareness that the bicycle offers an alternative mobility and a way out of the daily frustration of congestion. It offers options for autonomous mobility, for a reduction of the climate change and urban mobility disasters. This *desire* shall be stimulated by a promotion campaign, for which some ideas are presented.

In western countries there are still prejudices against cycling and the role of cycling in urban surroundings. We want to reduce these prejudices by showing hundreds of pictures showing the fascinating possibilities of cycling for fun, individual freedom, pleasurable lifestyle, urban delight and transportation. We show the impressive role of cycling in other parts of the world, where it is the dominant means of transport with many advantages and a great future.

We hope that the presentation will activate politicians to take the possibilities of bicycles more seriously. We hope to encourage the bicycle industry and retail, as well as politicians for transport and environment to use the creative potential of journalists, designers, artists, movie producers and advertising firms to compete for the best solutions for bicycle promotion and advertisement. This shall be the starting point for a massive campaign for "cycling passion".

We are confident, that such activities could double the cycle use in Germany within a few years, as it happened in the 1970ties. We assume that psychological aspects will be crucial. The car industry and automobile associations invest enormous amounts of money for car promotion. While advertisement for cars usually focuses on emotions, promotion of bicycles usually is held in an intellectual language rather than trying to create bicycle friendly emotions. To change this we present proposals for successful bicycle promotion.

We2|C2: A Passion for Cycling - Bicycle Promotion: Introduction to the Presentation of the Students Group

Prof. Dr. Heiner Monheim (DE)

Department of Applied Geography, University of Trier

Historical Introduction into the different development phases of cycling in Germany, Europe and the world; including technical, economic and political aspects

Reasons for the low rate of cycle mobility in Germany, Europe and most countries of the world:

- psychological reasons
- economic factors
- political background

- planning philosophy

Levels of bicycle ownership and bicycle usage as strategic starting point for a renaissance of cycling
Cultural and social context of the image of cycling on a local, regional, national and international level
New marketing and promotion strategies for a renaissance of cycling— where do the initiatives come from?

- psychology and communication
- bicycle industry and retail
- transport and environmental policy
- transport planning

Promotion - as the basic step for a renaissance of cycling

Analysis of the promotion deficits in Germany and other parts of the world

We2|C3: A Passion for Cycling – Bicycle Promotion: Explanation for the Exhibition

Lena Brühne, Alexander Glodzinski, Carsten Horgertz, Maike Puhe, Christian Schlump, Markus Streng, Raphael Thießen, Wiegand von Sassen, Thilo Wagner, Julia Zientek, u.a.m. (DE)

Students of the Department of Applied Geography, University of Trier

Every theme of the exhibition will be explained by a short presentation, including some pictures and additional sentences:

1. Why emotions? What can be learned from car industry advertisement? Some central figures and themes, some typical pictures
2. Which emotions? Individuality, freedom, independence, flexibility, social status, lifestyle and big feelings, locomotion, sportsmanship
3. Why cycle desire? Christian Udes (the lord mayor of Munich) stories about his cycling experiences as an inspiration for a new, emotional understanding of cycling
4. Cycling in nature: the frustrating „trap“ and the difference between presenting cars or bikes in the open landscape
5. Urban adventure: typical situations and feelings of urban cycling
6. Cycling for every age: typical situations and cycling habits at different ages
7. Cycling and gender: typical differences in cycling habits of men and women
8. Cycling as a personal statement of individuality: the bicycle as a symbol of lifestyle and social status
9. The bicycle for every occasion: fascinating pictures of the variety of cycle types and products



We2|D1: Quality of combined Mobility by Bike and Public Transportation

Gunnar Heipp (DE)

Munich Transportation Company (MVG)

Combined Mobility Services are often proposed and thought to be an aprobat solution to fullfill peoples needs for mobility, mostly in urban areas. Sharing to bike and to use public transport (PT) is the most popular combination, about 5-10 times more than combined car and PT use, depending on the geographical context. Bike use can enlarge PT service radius around stations and stops and so help to fill up the gap, that multipurpose mobility patterns during one single day ("Wegeketten") often make to PT users.

The success of real use of combined mobility seems to depend on a number of various factors, attracting people to do so. Main factors are e.g. good bike+ride facilities, high frequency of PT, etc. It seems also real, that only integrated solutions, where all important elements are available and in good function, can achieve good results in practise.

Exactly this makes it necessary to provide with an integrated process and good quality for combined mobility, beginning at the level of regional and urban planning, urban design via good road and bike infrastructure as well as well performing PT. The presentation will try to explain the different levels of the integrated process from planning to operating and mentioning the partners working together in this process.

The presentation makes exactly clear, how long term planning and short term handling are depending on each other when searching for acceptance among people to change there mobility behaviour. Land use, PT and bike use have to have a common platform already at a strategic planning level.

We2|D2: Bike & Ride in Munich

Michael König (DE)

Munich Public Utility Company (SWM) / Munich Transportation Company (MVG)

Bicycle and Public Transport (PT), „Together we are stronger“:

The Munich Transport Company believes that the so-called „Umweltverbund“ containing public transport, carsharing, cycling and walking can only be an alternative to the motorized individual transportation when it is integrated together. In Munich, cycling people can easily take their bikes on the metro and suburban trains. At public transport stations there are numerous free, high-quality bike-and-ride parking places. The aim is to offer one-stop mobility to the users.

Bike + Ride Study:

The Munich Transport Company studied the combined use of cycling and public transport and found out that cycling does not compete with PT but is instead rather complementary. MVG interviewed over 2.000 people directly at bike-and-ride facilities or by phone about their mobility behaviour. An important finding of these interviews was that cyclists use more PT than non-cycling people. The responses regarding bicycle racks in Munich were really good with the exception of the offered rain protection infrastructure, which could be improved.

Maintenance of B+R Infrastructure – new work shared between Munich City Utilities (SWM) and the Munich City Construction Office (Baureferat)

There were some questions about the responsibility for the cleaning of the bike-and-ride parking areas. With a new contract the City of Munich and the Munich Trans-

port Company want to start a co-operation and make a step forward in clearing up the situation. Then the City of Munich will be responsible for the summer and winter maintenance while SWM will buy this service for their grounds instead of doing it as previously. To solve problems with the number of bicycle racks or dirty racks it will be possible to react faster than before.

We2|D3: More than 40.000 daily Bike and Ride Users within the MVV: Good Result and further Challenge

Dr. Markus Haller (DE)

Munich Transport and Tariff Association (MVV)

MVV (Munich Transport and Tariff Association) is a transport association ensuring public transport ("ÖPNV") is convenient and easy to use at Munich and its surrounding districts.

More than 40.000 bike and ride facilities exist within the MVV network (double as much as park and ride facilities) with the total number still increasing. MVV aims at making the combined use of bicycle and public transport even more attractive. The most important measures:

- MVV launched a new Bicycle Day Ticket which allows customers to take along their bike on any number of trips on one day.
- Best practice bike and ride facilities "Kieferngarten" and "Grafin": MVV, the German research ministry and partners of the federal research project MO-BINET developed and optimized two bike and ride facilities customized to the users' needs. To make this possible a detailed previous/subsequent study was conducted analyzing the users' needs. These exemplary facilities show how the number of users as well as customer satisfaction can be increased.
- MVV has also developed marketing activities facilitating and promoting the combined use of bike and public transport. A guide offers more than 30 beautiful bicycle routes in the surroundings of Munich, bicycle rallies have been organized etc.
- MVV's newly developed electronic timetable information system (EFA) provides information on the shortest possible route door-to-door considering the combined use of bike and public transport and also indicating how to transfer best. EFA is a great success: More than 150.000 users per day and an award by UITP (Union International Transport Public) are the result of five years development.

Intermodality I



We2| E1: Cycle and Walk to School

Hans Lindberg (SE)

The municipality of Linköping

Objectives: In Linköping we have just finished an interesting project, where we wanted to stop the parents from taking their children to school by car and instead make the kids walk or go by bike to school and back home. The overall goal was to decrease the number of car trips to and from school by involving the pupils in a positive competition.

During eight weeks 2 500 pupils in 18 schools in the town of Linköping made a travel diary to describe which route they took to school and back. Every other week we summarized all the walking and biking to and from school. Then it was reported back to each school how far all the schools have walked and biked totally and that distance was drawn on giant map which was centrally located in the school. The project turned out to be a positive competition. The pupils wanted to reach as far as possible in the world, so they told their parents: "no, I don't want to be taken to school by car because it's not good for the environment. Besides I will be more alert and healthier, if I exercise by walking or biking to school." As a parent it's difficult to argue against these facts. Consequently the commuting to school by car was significantly reduced. On the map we also showed how many kilograms of carbon dioxide were spared by the fact that the children were not taken to school by car. Our hypothesis was that the school should engage the pupils to persuade their parents to drive less to school. The child would act almost as a catalyst. Parents want to be good "role models" for their children. If kids are motivated to change their behaviour, it can be a good opportunity for them to try to influence their parents to change their behaviour too.

Results: A survey was done before and after the project about the parents commuting to and from school. As a control similar surveys were made at two schools not involved in the project. According to the surveys the driving by car decreased with approximately 40 % in the schools participating in the project. In the other schools the driving was unchanged. It's amazing to see that these short distances turned out to be such an enormous distance when they were added together. The pupils walked and biked 132 090 kilometres during eight weeks. If the pupils instead had been taken by car more than 31 ton of carbon dioxide had been emitted.

We2| E2: How Kids discover the World by Bike - Projects at German Schools

Sigrun Bösemann (DE)

ADFC Landesverband Bremen

Katja Naefe (DE)

Koordinierungsstelle Vernetzte Verkehrssicherheitsarbeit im VRS

Open spaces for kids are disappearing more and more from our cities. At the same time it is obvious that kids get less and less exercise. Biking can be a very effective way to face the increasing lack of exercise in the young generation.

- How do we in Germany introduce kids to the safe and joyful way of experiencing the city by bike?
- Which successful concepts and projects in schools and local municipalities do exist?
- What kind of urban environment do kids need to move without danger?
- What can local authorities do to promote the early use of bicycles by children?

- How can schools be supported in their efforts to foster bike riding? Are there schools with "best practices"?

We would like to discuss our experiences of mobility-education in practice and the answers to the questions we have found so far with the audience. Two school projects from the German cities of Bremen and Brühl will be presented.

Good conditions for exercise and biking in a city are a perfect basis to raise the quality of life for kids and families. The mobility of children is the mobility of the future. Active and healthy children are an enormous benefit for society. Bicycles offer a great opportunity for a successful, enduring and effective mobility-education. By bike kids are enabled to experience motion in their everyday life, develop their motor activity and pro-actively discover and explore their surroundings. The furtherance of biking at an early stage contributes to the development of motor activities, the enhancement of safety in traffic and an independent mobility of children. We hope to get new ideas and impulses for our work by exchanging experiences about the topic with biking experts from all over the world.

We2| E3: Senior Cycling - A Plus in older Citizens Quality of Life - Experiences from a Pilot Project in Munich

Stefan Taschner (DE)

Green City e.V.

Ulrich Trojer (DE)

HPV e.V.

Ute Vidal (DE)

Treffpunkt 55 plus

Mobility – especially active mobilization – is an important factor in senior citizens life. It stands for independence, autonomy and quality of life. Being mobile ease in taking part in social life and keep in touch with relatives and friends. Furthermore regular and age adopted exercises are important for being healthy and supports mental ability.

Riding a bicycle combines these two aspects. However there are several reasons why senior citizens refrain from cycling when they grow older: fear of road traffic, being involved in an accident or to fall of the bike. Some of them don't cycle anymore because of health reasons or because they don't want to be out on their own. Being aware of these facts Green City, hpv and Treffpunkt55plus initiated with the support of the city council of Munich a pilot project, to overcome these problems.

In summer 2006 several training courses, especially conceptual developed for senior citizens, were conducted in different districts in Munich. The major goal of these training courses is that senior citizens enjoy again everyday cycling. Moreover they should be trained for critical situations in traffic and overcome inhibitions towards alternative bikes.

The course starts with a short theoretical introduction about cycling and health, technics and road safety. Following, cycling is trained on a special parcours build up on a yard and supervised by an occupationaltherapist. The training can be completed with the own bike or with one of the several alternative bikes, provided free of charge by the project partners.

In guided bike tours, one week after the course, participants have not only the possibility to use alternative bikes for a day, but also train the learned in everyday traffic. Critical situations in everyday traffic are shown and discussed. However the bike tour is also a social event where senior citizens will meet.



We2|F1: Bicycle Tourism and Economic Development

Claudia Krieger (DE)

Touristische Projekte

Tourists on Bikes: Who they are, what they want and how they improve regional economy

Many communities and hosts still restrain from investing into target group oriented offers especially designed for bicycle tourists on a high quality level. They assume that bicycle tourists are low budget travellers who avoid expenses for tourism- and other services.

Who are bicycle tourists and what do they want?

Yet still underestimated, market research shows, that bicycle tourists are conscious of their health, enjoy wellness, high quality accommodation and good food. In average they spend more money than other tourists. Important target groups in Germany are

- pensioners who focus on pleasure and experience and who like to spend a few days in the chosen region
- young families who are cost sensitive and who often bike on weekends or holidays
- cyclists looking for athletic challenge, focusing on the activity of biking itself.

How do bicycle tourists improve regional economy?

In order to learn about positive economic effects of bicycle tourism trade, a definition of different target groups is necessary. If the process of matching their needs with the potential of a region succeeds, positive effects on service providers and direct services, cultural sights, event locations, retail trade, and other businesses are measurable. While new sources of revenue are found, the investment in infrastructure and services is for the benefit of the local population as well.

Giving examples from Northrhine-Westphalia (Germany), the presentation will show how to meet the expectations of the bicycle tourist in order to promote regional economic development. It will be explained that the effort made for bicycle tourism at the same time enhances life quality of the local population and strengthens their regional identification.

We2|F2: How Cyclists actually spend in local Economies when out Cycling for a Day or on Holiday

Leslie Malcolm Lumsdon, Richard Weston, Paul Downward, Andy Cope (GB)

Department of Tourism and Leisure Management, Lancashire Business School

The purpose of the paper is to examine how cyclists actually spend in local economies when out cycling for a day or on holiday. It reports a study which investigates key variables such as gender and age, income and purpose of travel to see which ones matter. Previous studies of cyclists on cycle routes which attract recreation users have focused on measuring patterns of demand and levels of overall spending. Some studies have also reported the sub-division of expenditure by the cyclist into different businesses such as accommodation providers, hospitality providers such as restaurants and cafes and visitor attractions. These studies have been very useful so as to confirm the importance of cyclists in some areas, especially in very rural economies which would otherwise not attract visitors. However, this study analyses the underlying patterns of behaviour which lead to visitor spending by users of cycle routes. The findings are worth noting so that planners of routes can design them to maximise bene-

fits for the areas through which they pass. As we might expect, income is important and so is the purpose of the trip. Tourists on holiday spend more than residents on local trips near to their home. However, other factors are important for modelling expenditure especially group composition and the duration of time spent cycling. Other factors such as age or gender are not significant.

The study is drawn from data collected in relation to the North Sea Cycle Route in England and Norway with the assistance of Sustrans in 2001-2005. The study is based mainly on a quantitative analysis of survey data over these years. The key conclusion is that cyclist tourists spend similar amounts to other tourists. However, their spending is more focused on local economies. The factors driving spend are principally income, duration of cycling and group composition.

We2|F3: Communication and Marketing Concept for the Rhine Cycle Path

Ralf Kaulen, Claudia Nowak (DE)

SVK – Kaulen City and Transportation Planning Office

The river Rhine is a central characteristic feature of the cantons, states and provinces it flows through - from its spring in Switzerland to its estuary delta in the Netherlands. It is a natural border between countries, e.g. between France and Germany, and bears high potential for sustainable tourism. Regional bicycle paths have been developed in almost all regions alongside the Rhine as well as across the border; however, joint qualitative standards and marketing strategies have been missing so far.

Despite the substantial individual tourist activities of the Rhine abutters, the potential of bicycle tourism is far from exhausted. Against this background, the EU supports the pilot project "Communication and Marketing Concept for the Rhine Bicycle Path" as part of the INTERREG IIIC promotion program "Change on Borders". In this project the regional tourism organisations along the Rhine have joined with one central goal: to increase the bicycle tourism in the entire region. SVK – Kaulen City and Transportation Planning Office (DE) was assigned the conception and organization of the project in cooperation with the Euregio Rhein-Waal (DE).

The goal of the project was the realisation of a comprehensive, cross-border marketing concept for the Rhine, from the upper reaches of the Rhine in Switzerland to the estuary in the Netherlands, and thus a valuable joint tourism quality product "Rhine Bicycle Path". In order to achieve this goal, international experts have developed

- a joint communication and marketing concept,
- common quality standards,
- the basis for realisation of the future Rhine Bicycle Path brand name,
- a common flyer and internet presence and
- a cooperation agreement that contains clear mandates for action for a sustainable product.

In order to attain these goals, four workshops were organized between March 2006 and May 2007. In addition, the mutually developed cooperation agreement will be signed by the political decision makers as well as the tourist organizations along the Rhine in a great ceremonial act in late June 2007. As a result, future implementations of the premium product "Rhine Bicycle Path" will be secured.



We2|G1: Spicycles - Sustainable Planning & Innovation for Bicycles

Pascal van den Noort (NL)

Velo Mondial

SPICYCLES will demonstrate that in European cities the modal share of cycling can be increased by 4 types of actions. Participating Cities are: Rome, Barcelona, Berlin, Göteborg, Bucharest, Ploiesti. These cities will execute the following actions:

- Introduction of bike-sharing schemes
- Implementation of communication and awareness raising campaigns;
- Integration of cycling planning in the overall spatial and transport planning;
- Building local partnerships. In Spicycles 60 other European cities can be invited to participate.

Cities who participate will be asked to provide information in return for which:

- They will receive an Velo.Info status Award in Bronze, Silver, Gold or Platinum for their cycling policy
- They will receive their 'City Characteristics Report' and it will be published on the Spicycles Interactive Map for Europe on Cycling planning
- Participating cities will be able to produce online a Comparison Report comparing their city with other participating cities
- They will be invited to discuss results of the work done in Seminars and Meetings.
- They will receive Electronic Newsletters and will be kept informed.

Other Groups: Also Consumers Organizations & User Groups, Expert Groups & Consultants as well as the Industry will be invited to publicize their information on the Interactive Map for Cycling Planning.

We ask participating cities to engage in three activities:
I: Sign the Charter: Sign the charter for Bicycle Friendly Communities:

<http://www.velomondial.net/PDFFiles/ActionPlan.pdf>

II: Velo.Info benchmarking: Benchmark your city/community with the Velo.Info tool; 19 multiple choice boxes to tick & be granted a bronze, silver, gold or platinum status

III: Fill in the 'City Characteristics Questionnaire': This information provided will form the bases for your City Characteristics Report as well as for your City Characteristics Comparison Report and for the: Interactive Map of Europe on Cycling Planning.

We2|G2: Promoting Bicycle Use in Florianópolis – Brazil: An international Experience helped by Movilization Project

Vera Lucia Gonçalves da Silva (BR)

IPUF - Instituto De Planejamento Urbano De Florianópolis, Municipality of Florianópolis

Objectives and the Ingleses District case:

In order to solve problems caused by motorized city traffic and improve the quality of life in the District of Ingleses it was proposed in Movilization Project some actions to change that reality. This means, increasing public awareness in terms of a better acceptance of the bicycle through education programs to improve safety for cyclists and creating infrastructure in a place whose occupation is extremely disorganized. Part of this project was financed by the MOVILIZATION project and by the Municipality of Florianópolis.

The idea was to create a model that could be repeated in the other Districts, because local people participation resulted in good involvement in this project and opening

of channels with the community.

The exchange has promoted by Movilization project with others cities in special European cities it made a big difference in the marketing speed. Several examples can be used for implementing campaign materials.

Back ground:

The diagnosis of the urban transportation in Florianópolis was done in a previous stage, on the Project "A" URB-AL 8 "Integration of cycling in the traffic engineering of Latin American and European medium sized cities". Cycling was seen a substantial contribution on developing a sustainable transport system, specially in Latin American cities like Florianópolis.

Actions and Projects:

An enquiry made in Ingleses District evaluate the quality and quantity of bicycles used. This information was showed to community with started do meetings to help the project. In spite of Ingleses haven about 15.000 bicycles it was never thought or building this kind of infrastructure. After the project the Municipality is building the infrastructure and implementing educational campaign. The action in the district has got the attention of politicians who are more and more understanding the importance of the bicycle as a transport option to Florianópolis.

We2|G3: Keeping Cities accessible by promoting Bicycle Use. Development, Implementation and Evaluation of a Toolkit for Urban Planners and Traffic Engineers

Ton Daggers (NL)

IBC-MOVILIZATION

Objectives and program: MOVILIZATION supports implementation activities in cities to promote cycling and include cycling in traffic and transport planning. Support is given by a combination of (technical) expertise combined with developing political support and financial assistance. MOVILIZATION finances measures to include cycling in daily life and traffic and transportation planning. Infrastructure measures are combined by measures of marketing, campaigning and influencing political support, which is the main focus of the project. Budget in last 5 years: aprox. € 1.500.000 substantially financed by the EU Commission.

Back ground: Two observations were at the cradle of the MOVILIZATION programme: Cycling not being the solution but as part of the solution, and the expressed need of participating cities for more tools and knowledge for implementing campaign materials and measures as to improve cycling in their cities. Including cycle planning in overall traffic and transport planning is what MOVILIZATION is based on.

Toolkit: By means of developing a toolkit for cities, which contains campaign materials, implementation of (simple and cheap) traffic measures, and the development and implementation of traffic education materials, MOVILIZATION aims to improve cycling conditions and cycle planning. A data base with results is developed now which can be used by other cities to see how effective some measures can be in their own local situation. Concrete products which are developed are: books, videos, cycle maps and leaflets, education and safety campaigns, infrastructure among others.

The evaluation of the measures realized in the programme, combined with the overall expert knowledge of the participants, has led to a toolbox of measures to assist cities. How to influence your politicians, how to improve a cycling climate in your city? For more info we refer to: www.movilization.org

Partnership



International BYPAD Seminar – BYPAD: Quality Standard for Cycling Policy in European Cities, Town and Re- gions

You are a politician, an official from a local or regional government, a policy maker from a ministry, a policy adviser or advocate from a cycling user group? You are interested in improving the quality of your cycling policy?

Then this international BYPAD seminar is your place to be! Representatives from local and regional authorities that have implemented BYPAD, are presenting their cycling policies and exchanging their experiences with BYPAD. BYPAD (Bicycle policy audit) is an instrument for the evaluation of local and regional cycling policy and improvement of its quality.

BYPAD has been developed and continuously further developed and applied since 1999, with support from the European Commission. Meanwhile more than 100 cities, towns and regions in 20 European countries are evaluating and improving their cycling policy, supervised by 34 certified auditors from these countries. BYPAD has become a European quality standard for cycling policy and a vital European network. Several governments recommend BYPAD in their national cycling strategies, e.g. Germany, Czech Republic, and Austria.

Chair: Ursula Lehner-Lierz (CH)
velo:consult, BYPAD core consortium

11:00 Welcome and introduction

Jeroen Bastiaens, Vectris (BE)
BYPAD project manager

Radomira Pliskova, CDV (CZ)
BYPAD core consortium

Part 1: Cycling policies and their effects in European cities, towns and regions

Case 1: City of Zurich (Switzerland)

Urs Walter (CH)
cycling coordinator, City of Zurich

Case 2: Brussels-Capital Region (Belgium)

Frederik Depoortere (BE)
cycling officer, Brussels-Capital Region

Case 3: applying BYPAD to help imple- menting the Czech national cycling strat- egy, the cases of Olomouc, Zlin, Usti nad Labem

Radomira Pliskova, (CZ)
CDV (Czech Republic)

Case 4: Province of Zeeland (The Nether- lands)

Stan Lauret (NL)
*cycling coordinator, Province of Zeeland [to be con-
firmed]*

12:30 lunch break

14:00 Part 1: Cycling policies and their effects ... (cont.)

Case 5: Feldkirch (Austria)

DI Veronika Brüstle-Zangerl (AT),
*city councillor for urban development, land use planning
and mobility, City of Feldkirch*

Part 2: Learning from each other: the European BYPAD network

The BYPAD website and good practice database

Jeroen Bastiaens, Vectris (BE)
BYPAD project manager

Panel discussion: Experiences with and lessons learnt from the BYPAD process

chair: Johan Diepens, Mobycon (NL)

with speakers from part 1 and Alain Vandenplas,
*policy maker, ministry for mobility and public
works, Brussels-Capital Region*

The future of BYPAD

Tim Asperges (BE)
IMOB, University of Hasselt (Belgium)

And the winner is: ... Drawing the lots of the BYPAD tombola

Tim Asperges (BE) and Ursula Lehner-Lierz (CH)

15:30 End of the seminar



Cycling, Health and Particulate Matters



We3|A1: The cyclists' Exposure to fine Particles made visual

**Jeroen Terwoert, Ir., Dr. Fleur A. van Broekhuizen,
Drs. Jan Uitinger (NL)**
IVAM UvA BV

The growing traffic intensity in many European cities strongly stimulates bicycling as alternative way of transportation. However, although bicycling is considered healthy, it can be unhealthy as cyclists often suffer from intense exposure to traffic exhaust. To date, the actual exposure level of the cyclist is not explicitly documented (the average air-concentration serves as indicator) and communication about the hazards involved is limited. Consequently, cyclist interest groups have difficulties pressing policy makers to take measures to reduce the exposure. VECTOR (Visualisation of the Exposure of Cyclists in Traffic on Roads), a joined European project of four cyclist interest groups (from Holland, Germany, Hungary and Lithuania), the Kooperationsstelle and IVAM, aims at improving the above sketched situation by assessing the actual exposure of cyclists to fine particles from traffic exhaust (in their countries) using combined real-time analysis/video-recording (RTV) measurements and disseminating the results throughout Europe. First project results will be presented. The project demonstrates a powerful and innovative European initiative among cyclist interest groups to visualise the current health situation of cyclists exposed to traffic exhaust and provides alternatives for improvement such that these can be used to support the (local) authorities towards a bicycle-friendly world. VECTOR serves three different goals. First, it provides data to quantify the exposure of cyclists to fine particles from traffic and derive potential health hazards. Second, RTV has a strong awareness raising potential, which makes this type of measurement especially suited for raising awareness among the public and policy makers, and third, the results of VECTOR can be used by (local) authorities as good&bad practices to improve the health quality of the (local) traffic situation. Each meaning to improve the quality of life in urban regions worldwide.

We3|A2: Improving Air Quality and Cyclists' Health: Analysis of Exposure Levels to Particle Matter of Cyclists and Car Drivers in 11 Dutch Cities

Frank Borgman (NL)
Fietzersbond (Dutch Cyclists Union), Institute of Risk Assessment Sciences of the University of Utrecht

Cycling is an environmental friendly way of transport. Therefore (more) cycling can have a positive effect on the air quality in cities, specially if cycling substitutes car traffic. However, it is undesirable if cyclists are exposed to high levels of air pollution for it will reduce the positive health effects and people could decide to use their cars instead and thus adding to the problem. To address this, the Fietzersbond has introduced in their benchmarking project 'Fietsbalans' measurement of particle matter (PM) on the specially designed measuring bicycle and in a car. Measurement of two fractions of particle matter are made every second: PM_{2.5} and ultra fine particles (UFP). These data can be linked with data on speed, sound, type and quality of road surface, type of road or intersection, maximum speed of motorised traffic, intensity of motorised traffic, etc. First research shows that reliable and meaningful measurements and assessments of exposure levels of both cyclists and car drivers can be made. In September and October 2006 measurements were executed in 11

Dutch larger cities. In each city data were collected on 12 cycling routes in and around the city centre, in total 30 to 40 kilometres per city, thus creating a data-set that is unique in size, quality and comprehensiveness. Over winter 2006/7 and spring 2007 these data will be analysed which will answer the following questions: How high are exposure levels of cyclists and car drivers on an average inner-city trip? What are the health effects? Where do high exposure levels occur? Can they be reduced by different road design? By different circulation? Do different network designs lead to different exposure levels? Ultimately this project leads to advise on what city councils can do to make cycling in their cities a truly healthy experience. This is important to cyclists everywhere.

We3|A3: The Quality of the Built-up Environment as an Instrument to support Transport Cycling

Sylvia Titze, (AT)
Institute of Sport Science, University of Graz

Paul Pfaffenbichler (AT)
Institute for Transport Planning and Traffic Engineering, Vienna University of Technology

Willibald Stronegger (AT)
Institute of Social Medicine and Epidemiology, Medical University of Graz

Susanne Janschitz (AT)
Institute of Geography and Regional Science, University of Graz

Pekka Oja (SE)
UKK Institute, Tampere, Finland and Karolinska Institute

Recent research in sports medicine indicates that 30 minutes of moderate-intensity physical activity accumulated throughout the day can produce significant health benefits. Using the bicycle for daily mobility could cover a substantial part of this recommendation without any additional effort. Research in transport planning on the other hand suggests that the built environment influences mode choice. E.g. empirical data from Vienna show a significant positive correlation between cycling infrastructure and use. The research presented here aims at investigating the link between the environment, its perception and travel behaviour in more detail. In a telephone survey among 905 randomly selected adults from the city of Graz respondents were asked about environmental characteristics along a route from home to a frequently visited destination. We conducted bivariate analyses comparing low and high ratings for environmental factors between cyclists and users of other transportation modes. Presence of steep elevation and high lane-connectivity were positively correlated with cycling. In addition, a study among a sub-sample, 33 female and 24 male cyclists, was conducted. Sport-students accompanied the participants on their daily bicycle trips. The participants had to fill out questionnaires about their subjective perception of effort, time and distance. The objective measurement was carried out using a heart-rate monitor and a bicycle computer. A first result of this research is that cyclists are able to estimate travel time with high accuracy. Similar tests are in preparation for Vienna. The next step is to take an inventory of the environment along bicycle routes and to relate quality indicators to the perceived and measured effort. The final outcome of this research will be guidance about the requirements for bicycle-friendly built-up environment.

Acknowledgement: This study is funded by the Fund Healthy Austria and by the city council of Graz, Department of Science and Department of Traffic Engineering

We3|B1: Promoting the Cycle Network in the Munich Region

Ulrich Bernard, Barbara Jahnz (DE)

Planungsverband Äußerer Wirtschaftsraum München

The Munich Region is not only one of the leading regions in Europe with reference to a strong economic power and a high speed of innovation: A wide range of cultural fittings and leisure time facilities spread over the region supporting the appearance of a future-compliant region.

This concerns amongst other criteria firstly the possibilities to reach in time local recreational areas by bike from most places of residence and secondly the installation of a extensive net-work of cycle tracks between f.q. residential areas, lakes, forests, leisure time facilities.

Two public bodies, the Planungsverband Äußerer Wirtschaftsraum München (PV) and the Erholungsflächenverein München (EFV) are actively involved in the Munich Region by planning a regional cycle tracksystem.

The way things are at the moment:

In 2005 the RadlRing München was built up within the context of the Federal Garden Exhibition 2005 in Munich as the regional part of the municipalities in the surrounding area of Munich with a total length of 170 km. The RadlRing is the circuit track round Munich linking up the supra-regional and touristic cycle tracks e.g. the "Bavarian-Network for cyclists" (Bayernnetz Für Radler), the Via Julia and so on.

So every time one can plan individual and different bicycle rides concerning the points of interest, the length and time of the ride and the stations of underground and high-speed railway one will use.

A new and longer circuit cycle track should be constructed in 2008 rounding the Munich Region.

We3|B2: Project Cycling Region Frankfurt / Rhein-Main - Modules to foster Cycling effectively at a regional Level

Joachim Hochstein (DE)

Planungsverband Ballungsraum Frankfurt/Rhein-Main

The metropolitan region of Frankfurt/Rhein-Main offers ideal climatic and topographic conditions for cycling to it's 2.2 m. inhabitants. Furthermore the bicycle infrastructure has been improved considerably in recent years. Nevertheless the degree of bike-utilisation (modal split: 9%) falls far short of the ones realised in Munich, Hamburg or Hannover.

To cover this striking deficit the Planungsverband has set up a series of measures, which are being implemented since 2003 in the context of the regional land use and traffic planning competence. The first step was the introduction of a regional cycling manager within the Planungsverband. Since then fostering the bicycle has consequently been developed relying on the following 4 modules:

1. Planning a regional cycle network - Based on mainly (inter-)communal bicycle routes a proper regional network with a length of 2.000 km has been set up and introduced into the regional land use plan 2020.
2. Moderation of the "RADforum Rhein-Main" (regional bicycle forum) - This regional cooperation aims at an improvement of the information exchange and planning coordination. It incorporates all regional stakeholders related to the cycling domain.
3. Management of the project „bike + business“ - This

regional project handles commuting by bicycle. As a broad conception it includes also the private sector, public transport and intensively strives for enhancing the image of the bicycle as a modern transport mode.

4. Initialisation and coordination of regional projects
Exemplary extract: "Main-Radweg", internet based bicycle routing system, regional Bike + Ride concept, network of cycling courier in the region Rhein-Main.

This modular approach has proven to be extremely successful. Within four years impressive impulses towards a bicycle-friendly urban and regional planning could be given, apt to serve as a best-practice-example to other metropolitan regions.

We3|B3: Regional Strategy and Development Plan for Bicycle and Pedestrian Paths in Oulu District

Hilkka Piippo (FI)

Plaana Ltd.

Mika Räsänen (FI)

Destia

The vigorous city of Oulu, situated in the northern part of Finland, has received a lot of attention thanks to its comprehensive bicycle path network. Nationally the city of Oulu is hailed as the most cyclist friendly city in Finland. Oulu is also the only Finnish member city of the international Cities for Cyclists network. This flattering reputation is not based on illusions but on continuous long-term transport planning in favour of cycling, a vast cycling network of 450 km (3,5 m per inhabitant) and a share of 28% of daily trips made by bicycle. Furthermore, Oulu is known for its fearless winter cyclists, bravely defying the arctic conditions on well-maintained bicycle paths.

In addition, the city of Oulu is a rapidly growing city merging with neighbouring municipalities (11 municipalities). Good, fast, safe, well-maintained and homogenous cycling conditions are needed daily, even for longer distances of up to 20-30 km. Therefore Oulu and its neighbouring areas have started to prepare a regional strategy for bicycle traffic development.

The main focus of the strategy is on improving the conditions for regional bicycle use and promoting cycling culture even further. Elements of the plan include:

- Regional bicycle traffic development policy and programme
- System of classification of cycle and pedestrian paths for the whole district
- Accessibility and safety maintenance of cycle and pedestrian paths
- Promoting bicycle tourism and other leisure trips
- Cycling and walking as part of linked trips (ride and park etc.)

The regional strategy for developing bicycle traffic includes quantitative and qualitative goals and a description of commonly determined policy. Regional strategy works as a guide for communities when preparing more detailed action plans.

The regional strategy and development plan will be ready in March 2007. The presentation aims to present the main points of the bicycle strategy and other important issues emerging along the planning process. The regional strategy of Oulu district will certainly lend us some good ideas and models of the very best of Finnish regional bicycle planning.

Regional Strategies



Traffic Safety

We3|C1: European Quality Standard and Information system for Cycle Routes

Michael Koucky (SE)
Swedish Greenways Association, c/o Koucky & Partners

The field of cycle tourism and leisure cycling is ever expanding and getting an increasingly important factor in the tourism and leisure economy. Especially for rural areas, cycle tourism can play an important role in a sustainable development of the regional economies. The choice of signposted and promoted cycle routes in Europe has increased rapidly during the last decade, ranging from regional to international long-distance routes.

However, quality and traffic safety standards vary significantly – especially between different routes, but also between sections of the same route. Some routes are entirely car free on separate bicycle paths and thus suitable for families with smaller children or beginner cyclists, whilst others have sections on heavily used roads, unsuitable for some user groups and potentially dangerous for all cyclists.

Reliable and comparable information on the quality and safety standard of most cycle routes is not readily available. This makes it difficult for users to make a well-informed choice based on their preferences. As a result tourist might end up on routes with a standard below their expectation, potentially putting them in danger and putting them off from further cycle tourism.

To improve this situation, the Swedish Greenway Association is proposing and developing a model for a European quality and safety information system for cycle routes. The goal is to provide potential cycle tourists with objective information on the safety and quality standard of cycle routes in Europe. Users should be able to use several selection criteria, e.g. safety level, surface standard, accessibility with public transport, and be presented with a selection of routes that fulfil the chosen criteria.

This internet-based service can be seen as a means to promote cycle tourism at large and to create incentives for managers of cycle routes to gradually improve the quality and safety of their routes.

We3|C2: Cycling Accidents in Urban Areas (Brussels Capital Region)

Benoît Dupriez (BE)
Belgian Road Safety Institute

Between 1998 and 2000, the National Institute of Statistics (NIS) recorded for the Brussels Capital Region 424 accidents in which cyclists were injured. 219, or roughly half the accidents, occurred on regional roads and from among these cases, 138 statements were analysed in order to understand the accident causes and to draw up preventive guidelines.

Human error through lack of precaution or disregard for the Highway Code is the primary cause of almost all the accidents. Of the 138 cases examined, 15 cyclists left the pavement recklessly to join the main traffic, 15 drivers opened doors without checking for passing cyclists and there were numerous cases of drivers who changed direction without giving way to the cyclists. Infrastructure is rarely the primary cause of accidents but is often a contributory factor, for example, when the signposting and road markings are confusing or when the road layout is inappropriate for cycling. It is clear that, in many cases, more cycle friendly layouts could have reduced, sometimes significantly, the risk of accidents.

Certain layouts actually generate accidents by the absence of mutual visibility between the cyclist and the driver. Segregated cycle lanes should, as they are nearing crossroads, be brought closer to the carriage-way and, generally speaking, situations should be avoided where cyclists are masked as they reach crossroads and junctions, including those caused by vehicles that are waiting to turn.

This study confirms that two-way cycle tracks generate accidents because they catch vehicle drivers off guard as they approach the cycle tracks. However, such lanes may, over short distances, allow cyclists to avoid a double crossing which could be even more dangerous for them.

The risk of cycling accidents associated with parked vehicles should not be underestimated. The great majority of accidents in section involve the opening of vehicle doors and parking entrances and exits.

When quantifying health effects of cycling it is important to take cycling accidents into account. Reducing the number of cycle accidents also has another effect: it entices more people to start cycling and thus further strengthens the health effects.

We3|C3: Reduction of Cyclist Injuries and Fatalities by better designed Cars

Theo Zeegers (NL)
Fietzersbond
Ronald de Lange (NL)
TNO Science and Industry, Business Unit Automotive

In Europe, pedestrian safety is a significant issue, which has resulted in legislation concerning passenger cars fronts. However, in The Netherlands roughly twice as much cyclists get killed by cars as pedestrians. As little scientific evidence exists, the effectiveness of the pedestrian safety regulation for cyclists is uncertain. Therefore, the Fietzersbond has requested TNO to perform an inventory study towards car-cyclist accidents using simple computer models. In the baseline simulation of this study, a cyclist is exposed to a lateral impact by a mid-sized passenger car with an initial velocity of 50 km/h. In addition, both impact conditions and car parameters were varied, including simulations with a small family car and a Sport Utility Vehicle (SUV). The analysis of the car-bicycle impact simulation was done using the global cyclist kinematics, impact velocities for the impacted body parts and injury parameters. In the baseline simulation, the most severe loading was found on the lower leg impacted by the car bumper and the head impacted by the windscreen area of the car.

The variation study yields the following results:

- a reduction of the impact velocity reduces the injury levels.
- the shape of the car has a relatively large influence on the injury levels. Both the SUV and the mid-sized family car caused substantial more injury than the small family car.
- a reduced stiffness of the rigid parts in the windscreen area (like the A-pillars) could result in a significant reduction of the head injuries estimated by the model.

The last two points show that:

- optimization of car-shapes could reduce the severity of the outcome of accidents.
- outer windscreen airbags could reduce the head injury risk significantly.

The necessity of new regulation to better protect cyclists should be further investigated.



We3|D1: Bicycle Routing based on the INTREST Georeferencing System

Peter Pollesch (DE)

Bavarian Board of Building in the State Ministry for the Interior

The intermodal referencing system INTREST has been developed to serve as an open platform for the exchange and use of all traffic related data in Bavaria. The basis for this system is a commercial digital road map that has been enriched with extensive information e.g. on points of interest, public transport information, weather information and pedestrian as well as bicycle routes. The recently founded public private partnership BAVARIAN TRAFFIC INFORMATION AGENCY (VIB) will use INTREST as a core system for its applications.

The technical procedure for bicycle routing is relatively simple. With the help of link attribution an existing road segment can be made "suitable for bicycles". Additionally the bicycle routes beyond the already existing roads, there is remarkable effort attached in integrating paths exclusively made for bicycles and pedestrians. The routes of the BAVARIAN NETWORK FOR CYCLISTS build the frame of routes comparable to the highway network for car routing. Starting from that, the space in between will be filled with subordinate routes. Within several research projects the content for cyclists has been and will be extended on the Bavarian network. As examples the project MOBINET can be named. In this project routes for the area of Munich have been determined. The EuRISS project will lead to an extension of routes within the cross-border EuRegio Berchtesgaden Land-Salzbürger Land will be determined. The goal for the future is to cover whole Bavaria with a continuous, closely connected network of bicycle and pedestrian routes. The data needed to achieve this shall be supplied in further research projects as well as by the cooperation with local tourist agencies or public transport operators. A decentralised internet-based editing tool enables external partners to enter data directly into the system. The VIB will base their online routing services on the data entered into the INTREST system.

We3|D2: Cycling Accidents in Urban Areas: In-depth Analysis in Brussels Capital Region

Miguel Vertriest (BE)

Belgian Road Safety Institute

Bicycles are obviously the most appropriate mode of transport for short distances. Bicycles are much faster, take less public space (also when not being used). Cycling costs less, both for the user and for the community: no pollution, positive health effect.

However, the competitiveness of a bicycle diminishes as distances become larger. In this case only the combined use of bicycle and public transport competes with driving a car. Hence the importance of pre and post transport by bike.

On initiative of the Brussels Capital Region, the Belgian Road Safety Institute studied several ways to empower the cooperation between public transport and cycling. Of course it is possible to take your bike on a train, subway or tram. Bike accessibility to stations and bike storage facilities in the immediate neighbourhood are key success factors to make this work.

In a dense urban area the specific problem of tram rails is a hazard for cyclists, this problem is especially troublesome at stops, given the restricted space between rails and curb stone.

Due to a lack of space often a difficult choice has to be made: creating a cycle lane or a bus lane. Belgian law interdicted to open up bus lanes less than 3.5 metres large to cyclists. However this rule has recently been abolished and cyclists can now be allowed on narrower bus lanes. This is quite logical considering that overtaking cyclists on bus lanes between 3.5 and 4.0 metres is hazardous, which was made clear by means of an international research. On bus lanes less than 3.5 metres cyclists can only be overtaken by a bus leaving the bus lane. When there's more room, buses can overtake cyclists in the bus lane. Minimal width for this type of bus lane is 4.3 m. This is made clear by using cycle logos next to the obligatory "BUS" in the bus lane. Strengthening the symbiosis between public transport and cycling is necessary to ensure a liveable city while preserving individual mobility.

We3|D3: Bike & Ride, an important Item for Sustainable Development

Michael Thoering (DE)

Department for Traffic Planning and Development, City of Lüneburg

Lüneburg is a constant growing city 56 km south-east of Hamburg. In the last fifteen years there was an increase in the population from 60.000 to 71.000 habitants, mainly influenced by the alternation from a administration and military based city to a young university town, with a high percentage of commuters, mainly to Hamburg.

To push the environment-friendly transportation use, in 1990 the city of Lüneburg announced a traffic development plan, with it's main effort to increase bicycle use. As a result of this policy, 1996 the "Radspeicher" was built, a cycle station with a capacity for 1.000 bicycles. To improve in general the conditions for commuters, in the next five years for 37 Mio. € the complete infrastructure in and around the railway station was rebuilt. The platforms were enhanced, elevators assembled, a central bus station built and the main access road broadened, with bus lanes and comfortable cycle paths.

As a result of these measurements, and the accession of Lüneburg to the Hamburg public transportation association (HVV) in Dec. 2004 the number of bicycles in and around the "Radspeicher" exploded from 450 in 1995 to 1.200 in 2005. As a result of this, the racks of the cycle station were replaced by 1.500 racks with minimized space requirements. Also 230 noncharge-able cycle parking lots were disposed nearby the railway station. Prospected 80.000 habitants in 2015, more than 1.000 additional commuters last year, combined with the intensified efforts to improve the cycling system in Lüneburg, are creating a demand for 1.300 additional bicycle parking lots, so that the plans for a second cycle station already have started.

This track record is an excellent example, how a good offer in combination with other measurements can improve the quality of a bike & ride system and strengthen the general bicycle use.



We3|E1: Predicting the Need for Bicycle Parking

Thomas Krag (DK)

Thomas Krag Mobility Advice

Any bicycle movement results in a parked bicycle. Bicycle parking is thus an inevitable - though often forgotten - part of bicycle traffic and bicycle promotional efforts.

In principle it is easy to predict the number of parked bicycles in a given area. It will be the (peak) number of people at the place multiplied with the percentage of those who came by bicycle. Practice is much more difficult, as the number of people and the bicycle usage is not generally known, especially not for new developments. For this reason urban planners have a need for standard specifications or at least recommendations on the need for bicycle parking based on known data. Such specifications can also be used as a tool to promote bicycle traffic in a city.

There are already a number of places in Europe where standard specifications for bicycle parking have been agreed by the government. On top of this come several recommendations dealing with the same topic.

The paper will present:

- an overview of at least 10 standard specifications or recommendations on bicycle parking (among other countries from Netherlands, Germany, Switzerland and Denmark).
- the basic theory behind bicycle parking prediction
- recommendations to the city who wishes to set up standard specifications for bicycle parking.

We3|E2: Bicycle Parking and Building Regulations: How to improve Bicycle Parking Facilities at Construction Projects

Wolfgang Bohle (DE)

Planungsgemeinschaft Verkehr

Since the 1990s, the building regulations of the German federal states provide support for the building of cycle parking facilities during the construction of residential buildings or the carrying out of major redevelopments and also for buildings which are important destinations for cyclists. In most federal states the local authorities are authorised to issue corresponding local by-laws. Some federal states stipulate these obligations in the state building regulations.

Some municipalities feared establishing an obstacle for investments when applying the full requirements for parking facilities. Some municipalities too reduced the required number of parking facilities to a capacity much lower than needed. There are only few municipalities applying a local by-law, but these municipalities had no negative experiences with regard to investment. Clear obligations within the state building regulations, even with regard to the number of parking facilities required, therefore seem to lead to better parking facilities than a mere authorisation for municipalities.

The technical quality of parking facilities since the 1990s has got better. A rack allowing the user to lock the frame and a wheel of the bike has become the standard solution for public parking facilities. Private building owners also more frequently use this type of parking facility, but they often install parking facilities at places on the parcel which cyclists do not accept. Some local or federal regulations therefore have clear technical requirements and offer too the opportunity for house owners to pay discharge-amounts for bicycle parking facilities not

realized on the parcel.

The municipality uses these amounts for better located parking facilities in the public space. Some few municipalities, since 2006 allowing private house owners to install parking facilities in the public space, have positive experiences with regard to good located parking facilities and to avoiding hindrances for pedestrians.

Only few countries have parking norms for bicycles in building regulations: The paper points out experiences with legal regulations which are important for cyclists, but often provoke conflicts between the state, the municipalities and private house owners.

We3|E3: Bicycle Theft Prevention: Impact, Solutions, and Side-effects.

Monique Giroud, L. Alessio, F. Bassetti, B. Bedouet, A. Chevassut-Rosset, F. Hérán, N. Martin, A. Parbeau, C. Perrot, M. Petit, C. Raverdy, B. Renou (FR)
Fédération française des Usagers de la Bicyclette

As theft is one of the 2 major obstacles to overcome for encouraging people to rely on their bicycle for everyday transportation, theft prevention became one of the FUBicy's leading projects.

A study showed that in France, after a theft, approximately 90'000 persons/year do not re-buy a bicycle. One can estimate that the loss of income for cycle industry is higher than the income generated by those who re-buy a new bike. However, the same study also showed that the frequency of theft decreases steadily as the cyclist becomes experienced: new cyclists underestimate the efficiency of what they can do to reduce the risk.

In 2004, the FUBicy initiated two projects for fighting against bicycle theft. With the help of the french motorcyclists federation FFMC, we learned and now apply „classical“ methods for locks break tests. And we developed an original solution for bike coding system, „Bicycode“, inspired from the danish one.

We will give a brief overview of bike coding systems operated in several european countries. We will compare the advantages or drawbacks of the different solutions. Interesting features of Bicycode are: bike code independent of personal data, registration secured but not required as long as the bike is not stolen; and everybody can check whether a bicycle is stolen, by phone or on internet <http://fubicycode.org>

In November 2006, 57 partners in 48 cities participate to the project (associations, municipalities, or retailers). Until June 2007, we expect that at least 24'000 bicycles will have been engraved. We will give our first results. We will also present the „side-effects“ of this bike coding project: it gives us the opportunity to advertise for bike locks tests, attracts new members towards cycle users groups, and helps to finance jobs.



We3|F1: Bicycle Transport on Long Distance Trains in the European Union

Marco Danzi (PL)

SCI Polska Sp. z o.o., Office Katowice

If bicycle transport is already widespread in local and regional rail transport, the lack of a comprehensive and coherent offer in long distance rail transport is a main obstacle to the diffusion of bicycle tourism.

The evolution of long distance rail transport (first of all, High Speed Trains replacing traditional daily IC-trains) has often not considered the needs of customers with bicycles and has caused a relevant decrease of the offer and of the bicycle transported on long distance trains in the EU in the last years.

Several national and European bodies are dealing with this issue. The European Parliament has repeatedly asked for bicycle transport facilities on High Speed Trains (Regulations for Sustainable Tourism and Third Railway Package). This issue has also determined official statements from the CER (Community of European Railways) and railway operators.

The European Cyclists' Federation has therefore commissioned to the rail consultant SCI Verkehr a market analysis aimed at a deep knowledge and evaluation of the EU market for bicycle transport on long distance and international trains up to the temporal horizon of 2012. This analysis involves technical and political aspects and provide useful elements for the further discussion of this issue at European level, with particular reference to technical and operational solutions allowing the bicycle transport on High Speed Trains.

We3|F2: „Discovering Germany by Bike“ National and international Commercialisation of German Cycle Routes/ Nine Years successful Promotion of the Cycling Tourism Growth Market in Germany

Gabi Bangel (DE)

German Bicycle Federation (ADFC)

Background:

The German National Tourist Board (GNTB) and the Allgemeiner Deutsche Fahrrad-Club (ADFC) are cooperating in the worldwide marketing of Germany's popular cycle routes. „Discovering Germany by bike“ encourages both German and foreign tourists to take a holiday by bike. Germany presents itself as an attractive and versatile country for cycling tourism within the heart of Europe.

Implementation:

45 percent of German tourists use a bicycle as a holiday activity.

The numbers in cycling tourism have been increasing for years and show a trend towards fitness and adventure holidays. Cycling tourism is an growing economic sector of the German tourist industry.

The project „Discovering Germany by bike“ has made significant contributions to this development. The bilingual brochure with the same title, the accompanying website, www.germany-tourism.de, and the numerous PR-activities are meanwhile the media for the choice of routes - trendsetting and pointing the way. Presentations of routes offer the possibility to discover the tourist highlights of the country by bike.

Only long-distance cycle routes become established, which could exhibit quality. Regional cycling routes and those crossing different federal states have to be coordinated. The project contributes to an adjustment of regional tourism marketing interests for the benefit of

cycling tourists. Advantages for tourism suppliers: international presence, continuous cooperation with lobbies and the press for the cycling routes, first approach for marketing cooperations, support of product development, recommendations of cycling routes in the ADFC advisory service.

Conclusion:

This is an example of a cooperation between the central national tourist organization and the largest cycling association. It may as well point the way to the future for other countries which have the potential to develop cycling tourism and are looking for appropriate marketing strategies.

We3|F3: Bed & Bike - The Accommodation most suitable for Cyclists - From the Idea to a successful Marketing Cooperation in Cycling Tourism

Wolfgang Reiche (DE)

German Bicycle Federation (ADFC)

Background:

Since 1995 the German Bicycle Federation (ADFC) has been compiling a list of accommodations particularly interesting for cyclists. This service meets the grown demand of many cyclists who look for appropriate accommodations on their several days' cycling tours. Since cyclists often only want to stay a single night, their accommodations have to satisfy some specific criteria.

Put into action:

On their cycling tours lasting several days cyclists need accommodations that meet their wishes and needs. Due to the relatively small radii of action, suitable accommodations for cyclists and their bikes are sometimes difficult to find at the location planned for an overnight stay.

As a result, an ADFC committee of experts for cycling tourism developed and spread a practicable catalogue of criteria. Committed cyclists gathered the first addresses for suitable accommodations. In cooperation with regional and supraregional associations of tourism which urged their hotels and guesthouses to become members of Bed & Bike, a steadily growing network of Bed & Bike accommodations covering all categories developed within the following years. Since then the number of accommodations suitable for cyclists has risen from 217 to over 4.500 within 10 years! All of them provide accommodations also for a single night, including storage of bikes, drying facilities, appropriate tools and other services important for cyclists. Cycling guests find that their specific wishes are being taken seriously and therefore feel comfortable. Those participating companies provide a better atmosphere for cyclists along the touristic cycleways. On the other hand the growing number of satisfied cycling guests account for the fact that those hotels and pensions are used to their capacities.

So Bed & Bike has turned out to be a win-win project for cyclists, hotels and guesthouses as well as for tourist regions and has grown into an exceedingly useful marketing cooperation in cycling tourism.

Conclusion:

Bed & Bike is a very successful project created to promote cycling on holiday. Furthermore it represents an essential contribution towards creating an extensive regional or nationwide infra-structure of cycling tourism. On account of the growing cross-border cycling tourism the ADFC also welcomes and supports the development and expansion of a network of similar projects in Europe and overseas.



Partnership



We3|G1: Bicycle Partnerships for International Cooperation

Roelof Wittink (NL)

I-ce Interface for Cycling Expertise

I-ce has established the Bicycle Partnership Program to support cities and civil society organisations in Africa, Latin America and Asia in their ambition towards cycling-inclusive city planning:

- cities in cycling-inclusive planning and design of infrastructure and facilities,
- civil society organisations in their stakeholders role and for execution of projects.

With the program, persons and organisations in developing countries who take the lead in the promotion of cycling, get access to capacity building and international exchange. One component is the Locomotives network of civil society organisations for mutual exchange and assistance which is a result of a program from a program I-ce run with CSO's from 2003-2006.

The Bicycle Partnership Program wishes in many places to help create an essential condition for fighting poverty by realising mobility for the masses of the people and to contribute to sustainable and attractive cities. Projects by CSO's regard e.g. affordability of bikes, bicycle taxi's, safe routes to school, campaigns, and data and argument generating projects. Studies will cover the policy process to further cycling inclusive planning and the significance of cycling for poverty alleviation.

I-ce creates back-up in the Netherlands by mobilisation of experts and politicians and by raising funds and other kinds of support. A structure for communication between cyclists in developed and developing countries will be created.

Partnerships involved regard knowledge ventures through an Academia Network, with ITDP Europe and with GTZ (Deutsche Gesellschaft für Zusammenarbeit). A Re-Bike program in Africa to create employment with affordable bikes will involve e.g. Shimano and bicycle designers.

The program allows partnerships with developing countries on cycling in other European countries to link their initiatives with the BPP.

We3|G2: The Role and Importance of Partnerships in the Development of a Successful Bicycling City

Andrew Murray Wheeldon (ZA)

BEN - Bicycling Empowerment Network

Louis De Waal (ZA)

Velo Mondial 2006 Cape Town

This paper will focus on the first five years of BEN programs in Cape Town, South Africa (2002 to 2007) and outline the way in which partnerships between government, civil society, industry and community based organisations (CBO's) have facilitated this process. The benefits to be gained from the creation of a bicycling city, and the obstacles to this paradigm shift in people's consciousness demand that partners be as multi-faceted and wide-ranging as possible. BEN encourages organisations, some seemingly at odds with the vision of a non-motorised (NMT) city, to buy into this model and recognize their joint ownership of the process and outcome.

The Paper will examine the range of issues facing the challenge of bringing these organisations to understand the benefits of an NMT city and how to best see that their contributions can be made most effective. Partners include local government (transport, education – pro-

moting programs in schools, infrastructure projects and rural development programs), business (sponsoring bicycle employee purchase programs), industry (re-strategising the types of bicycles used), community groups (mobilizing of poor people), media (promotions), cycle associations (linking commuter, recreational and competitive bicycle groups) and the use of international workshops, forums and conferences to elicit local government and private sector interest.

We3|G3: Cycling Women to Economic Development

Pauline Kisambira (UG)

Bicycle Sponsorship Project and Workshop (BSPW)

Women are the number one productive resource in Africa. In Uganda they contribute 70 – 80 % of agricultural labour and are responsible for 80% of food crop and more than 50% of cash crop production. However, many women especially in rural areas are still heavily encumbered by gender-based violence resulting from limited access and control over vital social, economic and political resources. In terms of access to, control and ownership of assets in the household in rural areas, our experience has found out that women have greater control over such things like utensils, bedding and handicraft and that they have greater access to utensils, bedding, family business, family furniture and handicraft. However their ownership over such items is limited except for handicraft, while land, money (including that earned by wife), household property, produce e.t.c, are controlled and totally owned by the husbands.

A before – after analysis of the socio – economic impact of non – motorized transport on poor households, made by Dr. Heyen Perschon in 2001 indicated that where a family owned a bicycle, men had more access to the bicycle, followed by the children and that women had the least access to the bicycle. It also indicated that 92% of the Ugandan population walked to their destinations especially in rural areas, and women and children shared the biggest transport burden in a household and that after acquisition of a bicycle by the household, the transport burden for women was reduced, that for children remained constant while that for men and other members of the household increased.

This paper will therefore address the conditions preventing the advancement of women economically, earlier efforts to alleviate the situation of women, and how the introduction of bicycles in rural households has transformed the status of women in rural households. It will also address the different strategies employed in promoting the economic factor "bicycle" among women and the new employment market areas through bicycle transport that have opened up for women in Uganda and how they have gradually changed over the years.

Tour 1: Cycling in Munich: Cycling Infrastructure and Technical Solutions for Bicycle Facilities

Department of Public Construction; Department of District Administration; ADFC

Type: *Bike Excursion (English/German)*
Time: *15:30 - 19:00*
Starting Point: *Gasteig*
Finish: *Englischer Garten/Chinesischer Turm*
Distance: *ca. 20-25 km*

Guided groups with up to 20 delegates cycle on representative tours of everyday cycling-connections through characteristic and attractive parts of Munich.

The different kinds of cycling infrastructure and implemented technical solutions to facilitate cycling in the city can be experienced on the spot.

Highlights to be seen on the tour:

Cycle lanes, cycle paths, mixed traffic in urban areas with traffic calming e.g. 30 km/hr streets and zones, different variations for contraflow cycling in one-way-streets, bicycle streets, segregated and unsegregated shared use footway/cycle tracks in parks and alongside the river Isar, crossings aids, junctions and complex intersections with bicycle-specific facilities like specific signal installations and road markings etc. as well as signposting for bicycle routes, and examples of municipal bicycle parking stands.

Along the cycle routes we self-evidently also take the chance to pass by at several touristic highlights of Munich.

Tour 2: Inner City Development Sites

Department of Urban Planning, City of Munich

Type: *Bike Excursion (English)*
Time: *15:30 - 19:00*
Starting Point: *Gasteig*
Finish: *Englischer Garten/Chinesischer Turm*
Distance: *ca. 15 km*

The participants of the tour will get an overview of Munich's most important inner city development projects according to the guiding principles "compact-urban-green".

Highlights to be seen on the tour:

A couple of urban development highlights in the inner city built-up area will be visited. Several new bicycle lanes will be used. The explanations given by the accompanying experts will concentrate on architectural and functional details of already finished or still ongoing projects within the urban structure, e.g.

- the recently completed Jewish Center,
- the reuse of the former fairgrounds Theresienhöhe next to the Theresienwiese, where the famous Oktoberfest takes place,
- the former railway lands between the central station and neighbourhood Pasing in the West.

Tour 3: Trade Fair City Riem

Department of Urban Planning, City of Munich

Type: *Excursion without Bike (English)*
Time: *15:30 - 19:00*
Starting Point: *Gasteig*
Finish: *Englischer Garten/Chinesischer Turm*

With this excursion (without bikes) you will experience how a completely new part of the town is planned and implemented.

Messestadt Riem will host 16.000 inhabitants and 13.000 employees in 2012 and is just now completed more than 50 percent.

Messestadt Riem is being built on the former Munich airport ground and is already very well served by public transport, individual traffic and cycling routes. Planning and implementation is very much influenced by high ecological standards and is providing good examples of visual and townscape qualities.

Messestadt Riem received a German town-planning award and an international urban landscape award, both in 2006.

Highlights to be seen on the tour:

You will be guided to newly built

- housing estates for people with different income,
- commercial zones for traditional and modern productions and services,
- a multifunctional centre and
- last but not least a huge recreational green area with a lake to swim and hills to climb.

Tour 4: Experiencing the Isar-Plan on the Isar cycling-route

Department of Public Health and Environment, City of Munich

Type: *Bike Excursion (English/German)*
Time: *15:30 - 18:00*
Starting Point: *Gasteig*
Finish: *Flaucher*
Distance: *ca. 10 km*

The circa 10 km long excursion covers a section of the Isar cycling-route in Munich and is widely undisturbed by traffic. At probably 5 locations up to 20 participants can view the natural redevelopment of the river and river beds and are shown technically and architectonically interesting buildings by various specialists of the administration.

The Isar cycling-route is one of the most attractive axes passing through the city from north to south. The tour leads from the Gasteig over the Ludwigsbrücke to the Praterinsel and then back through the attractive Isar-valley to the newly developed riversections. It ends near the Flaucher.

Routestations:

- Ludwigsbrücke, Museumsinsel
- Deutsches Museum: first, biggest and most important technology museum of the world. The Ludwigsbrücke is the location of the 1st riverbridge in Munich: In 1158 Heinrich der Löwe had destroyed the bridge of the bishop of Freising near St. Emmeram in Oberföhring. He then diverted the transportation of salt to his passage, which is known as the foundation of Munich. Worth seeing is the „Vater-Rhein-

Technical Excursions



Technical
Excursions



- Brunnen“.
- Praterinsel
- named after the former inn „Prater“, today „Haus des Alpinismus“, technical controlling installations for the water distribution, view of the Maximiliansbrücke and cascades, view of the Maximilianeum.
- Reichenbachbrücke / Wittelsbacher Brücke
- Wittelsbacher Brücke raised als a steel concrete building by Theodor Fischer in 1904/05, rider monument of Otto von Wittelsbach, view of the naturally redeveloped riverbed, Wittelsbacher Schwelle as a surfer’s paradise.
- Natural redevelopment of the river
- Flaucher
ca. 1 km long with natural character, partly with trees between Isar and Isar canal, gravel islands as a „eldorado“ of sunbathers, traditional inn since 1873.

Isar-Plan

In the middle of the 19th century the wildely ramified river Isar was straightened and developed like a canal. For almost hundred years the City of Munich has been using the river for energy generation. As a result the formerly rushing alpine river had lost some of its dynamic power leading to a loss of flow velocity and a change in flow patterns. There was also a change in temperatures with detrimental effects on flora and fauna.

In 1995, the Free State of Bavaria and the City of Munich formed the joint “Working Group Isar-Plan” for a common riverbed development plan. The overall planning goal is to improve the aspect of flood protection for the City of Munich, to implement ecological aims as well as priorities of natural redevelopment of the river and river beds and to improve the livability of the river landscape. The planning area starts from the southern city boundary to Cornelius bridge and covers a length of 8.0 km.

Isar cycling-route

The route is part of the Isar cycling-route which goes from Scharnitz in the south over Mittenwald to the Sylvensteinspeicher, leaves the Alpes along the river near Lenggries and heads for the capital of Munich through the foothills of the Alps.

North of Munich the cycling-route continues on ways near the river and leads to the Danube cycling-route after passing through phantastic forests near Niederalteich.

Most of the time the cycling-route is near the river and off the roads. It’s in a very good condition, thus a nice experience for all the family with the contrast between quiet nature and vivid historical Isar towns.

Tour 5: Public Transport and Bike&Ride

Munich Public Utility Company (SWM)/ Park & Ride GmbH

Type: Excursion without Bike (English)
Time: 15:30 -19:00
Starting Point: Gasteig
Finish: Englischer Garten/Chinesischer Turm
Distance: ca. 30 km (few walking)

This tour (without bicycles) will provide attendees with the opportunity to view and experience the Bike+Ride facilities and services of the Munich Transport Company (MVG).

Highlights to be seen on the tour:

The tour includes stops at two Bike+Ride bicycle parking garages, one of them is underground, as well as a visit to MVG’s operations control center (time permitting).

Participants of the tour will travel on three of Munich’s transport modes (underground, tram and suburban trains), allowing them to see just how bicycle-friendly Munich’s public transport is.

<http://www.parkundride.de/de/05bikeundride/>

Tour 6: CityTour - Touristic Highlights on Foot

Munich Tourist Office

Type: Excursion without Bike (English)
Time: 15:30 -18:45
Starting Point: Gasteig
Finish: Gasteig (Bicycles will be provided to cycle to the Englischer Garten/Chinesischer Turm)

Walking tour through the Old Town:
This tour guides you to several touristic highlights in Munich on foot.

Highlights to be seen on the tour:

- Viktualienmarkt:
Munich’s oldest food market since 1807 - originally a farmer’s market - is now a favorite shopping spot for gourmets with a wide range of produce from around the world
- Marienplatz:
Munich’s heart and centre with St.Mary’s Column and the mechanical dancers in the tower of the New Town Hal,
- Frauenkirche - Church of our Lady:
The Gothic cathedral is Munich’s landmark
- Fünf Höfe - Five Courtyards:
Historical buildings and modern architecture, variegated arcades and imaginative inner courtyards
- Odeonsplatz:
Starting point of the avenue built by king Ludwig I. with view to the Triumphal Arch, Theatinerkirche - Roman Baroque church, Feldherrnhalle
- Max-Joseph-Platz:
Residence Theatre, the National Theatre (Bavarian State Opera) and the Royal Residence - home of the Wittelsbach dynasty until 1918
- Maximilian Street:
Famous lifestyle mile specializing in luxury goods
- Hofbräuhaus.

Tour 7: CityTour – Touristic Highlights

Munich Tourist Office; Spurwechsel

Type: *Bike Excursion (English)*
Time: *15:30 -19:00*
Starting Point: *Gasteig*
Finish: *Englischer Garten/Chinesischer Turm*

CityTour by bike: The tour shows you several highlights of everyday Munich life by bike.

Highlights to be seen on the tour:

We will visit the colourful Viktualienmarkt and the Marienplatz, follow the tracks of the Wittelsbach family into the Residence and pass the Field Marshal's Hall forming the end of the monumental Ludwigstraße. We will also see the former „artist district“ Schwabing. You will have time for a rest in one of our beer gardens.

Tour 8: NaTour - Touristic Highlights

Munich Tourist Office; Spurwechsel

Type: *Bike Excursion (English)*
Time: *15:30 -19:00*
Starting Point: *Gasteig*
Finish: *Englischer Garten/Chinesischer Turm*

NaTour by bike:
The tour shows you several highlights of Munich's nature by bike.

Highlights to be seen on the tour:

Munich is located in the luxuriant nature of Upper Bavaria and has its own green oases which can be reached by bike. Cultivating green areas and parks has a long tradition in Munich. The most famous park is the English Garden, the largest innercity park in Europe. On this tour we mainly bike through green areas and along the river Isar with a break in one of our beer gardens.

Technical Excursions



Thursday, 14th
Donnerstag, 14.06.



Theme:
Best Practices

Thursday, 14/06/2007				
BEST PRACTICES				
Room Time	Room A (COS)	Room B (BB)	Room C (KK)	Room D (VdB)
	PLENARY 3a: STRATEGIES TO SECURE MOBILITY IN METROPOLISES BY PROMOTING CYCLING			
9.00-10:30	Mr. Klaus Bondams, Mayor of the City of Copenhagen, Denmark Ms. Jenny Jones, London Assembly, United Kingdom Mr. Denis Baupin, Deputy-Mayor of Paris, France Mr. Hep Monatzeder, Mayor of the City of Munich, Germany			
10:30-11:00	Coffee Break			
11:00-12:00	Poster Presentation			
12:00-14:00	Lunch			
14:00-15:30	Sub-Plenary 3b I: Helmets	Workshop Th3 B: Strategies in a Metropolis	Workshop Th3 C: Networks of Cycling-Friendly Cities	Workshop Th3 D: Certificates for Cycling Cities
	Mr. Andersen, Lars Bo Norwegian School of Sports Science and University of Southern Denmark; Norway	Mr. Schreiner, Martin City of Munich, Department of District Administration; Germany	Ms. Bugdoll, Marion Cyclist friendly towns, cities and local authorities in North Rhine Westphalia (AGFS); Germany	Mr. Beltran, Borja University of Rome TRE; Italy
	Cycling and health (positive/negative aspects - exercise outcome and injuries/fatalities)	GERMANY Mobility Management in Munich – A Marketing-Platform for bicycle Transport	The Association of bike-friendly cities, towns and districts in North Rhine-Westphalia	New Prospective for Bike Modal Share in Italy
	Mr. Binderup Larsen, Lars Consultant surgeon, Head of the Accident Analysis Group, Odense University Hospital; Denmark	Mr. Müller, Ulfried City of Munich, Department of Labour and Economic Development; Germany	Ms. Grendstad, Gyda Norwegian Public Roads Administration – Directorate of public roads; Norway	Mr. Kazda, Petr Nadace Partnerství /Czech Environmental Partnership Foundation, Greenways Program; Czech Republic
	The risk of head injury following road traffic accident on bicycle	Promoting bicycle transport within the Corporate Mobility Management Scheme Munich	The Norwegian Network of Cycling Cities – a measure to implement a cycling strategy	A National Certification Scheme for Travel-Related Services for Cyclists in the Czech Republic
	Ms. Robinson, Dorothy Bicycle Helmet Research Foundation; Australia	Mr. Berger, Thomas Vienna City Administration Municipal Department 18, Urban Development and Planning; Austria	Mr. Horton, Dr., Dave Lancaster University, Centre for Mobilities Research; United Kingdom	Mr. Asperges, Tim University of Hasselt, Belgium
	A review of the consequences of enforced helmet laws – creating consensus from controversy and contradictions	Velo Monitoring Vienna	Cycling Promotion in the UK: Notes from a Cycling Demonstration Town	BYPAD: Auditing cycling policy by Total Quality Management - more than just a Beauty Contest
15:30-16:00	Coffee Break			
16:00-17:30	Sub-Plenary 3b II: Helmets	Workshop Th4 B: Strategies in a Metropolis	Workshop Th4 C: Round Tables to Promote Cycling	Workshop Th4 D: Ways to Promote Cycling
	Mr. Hewson, Paul School of Mathematics and Statistics, University of Plymouth; United Kingdom	Mr. Hamburger, Wilhelm Senator für Bau, Umwelt und Verkehr der Freien Hansestadt Bremen; Germany	Mr. Todeskino, Peter City of Kiel; Germany	Mr. Twine, Alton Brisbane City Council; Australia
	Assessing helmet efficiency and cost/benefits	Development of bike-traffic in the city of Bremen	The 'Kieler Fahrradforum' – Communication to increase bicycle-traffic	Making it Easy; Using innovation to promote greater bicycle mobility
	Comprehensive pro- and contra Discussion of the topic "Helmets"	Mr. Hamilton, Brad LCN+ Project Management Team, Camden Consultancy Service, Environment & Culture Department of LB Camden; United Kingdom	Ms. van der Kloof, Angela Cycleforum Tilburg; The Netherlands	Mr. Jackson, Michael E. Maryland Department of Transportation; USA
		The London Cycle Network Plus (LCN+) – Implementation Through a Partnership Approach	Cooperation and Communication: a new cycle plan or the City of Tilburg (NL)	Principles of Bicycle Advertising for Government Agencies and Non-Profits - Theory and Examples from America
		Mr. Köhnlein, Claus City of Stuttgart, Amt für Stadtplanung und Stadterneuerung; Germany	Ms. Krause, Juliane plan & rat, Büro für kommunale Planung und Beratung; Germany	Mr. Kuropatwinski, Dr., Piotr University of Gdansk, Polish Ecological Club East Pomeranian Branch; Poland
Promotion of bicycle-traffic in an automobile town	The promotion of bicycle planning by public participation is counting – results of the demonstration project "walking and cycling friendly city"	Cycle friendly rhetoric and car friendly practice – how to get across? Promotion of cycling in a car oriented municipality		
17:30-19:00				
starting 19:00	Evening Event: Reception of the City of Munich, Old Town Hall			

Theme:
Best Practices

Room E (1.108)	Room F (0.102)	Room G (0.117)	Room H (0.115)	Speaker
				1
				2
				3
Workshop Th3 E: Bicycle Parking	Workshop Th3 F: Health	Workshop Th3 G: Local Cycle Promotion	Workshop Th3 H: Bike (Service) Projects	
Mr. van Est, Paul Fietsforum Tilburg; The Netherlands	Mr. Das, Dr., Debashis Visva-Bharat University, Geography Department; India	Mr. Skullerud, Jon-Ivar Dublin Cycling Campaign; Ireland	Mr. Kismaddu, Richard BSPW - Bicycle Sponsorship Project and Workshop; Uganda	1
<i>Good bicycle park facilities, an essential part of local cycle policy</i>	<i>Influence of Quality of Life on Promotion of Bicycle Transport and General Health of People: A Case Study of a Small Town in India</i>	<i>What did Velo-City 2005 do for cyclists in Dublin?</i>	<i>The Bicycle As Positive Alternative To The White Collar Job</i>	
Mr. Torslov, Niels City of Copenhagen, Roads and Parks Department; Denmark	Ms. Garrison, Laena TRAX - Transportation Halifax Project, Ecology Action Centre Halifax; Canada	Mr. Parsey, Robert Royal Borough of Kingston upon Thames, Environment and Sustainability RBK; United Kingdom	Ms. Lohr, Karin Dynamo Fahrradservice Biss e.V.; Germany	2
<i>Copenhagen cycle parking strategy</i>	<i>ADAPT- ing to people-powered transportation</i>	<i>Increasing Cycling – Measures to promote cycling and the benefits for everyone.</i>	<i>How can social business improve employment chances?</i>	
Mr. Jönsson, Leif City of Malmö, Streets and Parks department - Traffic Division; Sweden	Mr. Cavill, Nick Cycling England, c/o Cavill Associates, United Kingdom	Mr. Walter, Urs Stadt Zürich, Tiefbauamt; Switzerland	Mr. Langdon, Colin Cycling Solutions Community Interest Company; United Kingdom	3
<i>Bicycle parking in Malmö</i>	<i>Cycling Demonstration Towns: will they improve public health?</i>	<i>The company-bikes of Zurich - efficient and popular vehicles</i>	<i>The social enterprise business model for cycle training and promotion</i>	
Workshop Th4 E: Bicycle Parking	Workshop Th4 F: Cycling in Urban Areas	Workshop Th4 G: Local Cycle Promotion	Workshop Th3 H: Implementation Strategies	
Mr. Sully, Alex Transport Initiatives LLP; United Kingdom	Mr. Meschik, Michael Institute for Transport Studies, University for Bodenkultur Vienna; Austria	Mr. Duchêne, Michel City of Bordeaux; France	Mr. Sioquist, Gary Quality Bicycle Products / Bikes Belong Coalition; USA	1
<i>Workplace Cycle Parking Guidance – Another Link in the Chain</i>	<i>The bicycle paths along Vienna's Ringstrasse – a successful model of urban bicycle promotion?</i>	<i>Bordeaux - Town of Bikes</i>	<i>How Bikes Belong Has Leveraged Bicycle Advocacy In America</i>	
Mr. Vogt, Walter Institut für Straßen- und Verkehrswesen, Universität Stuttgart; Germany	Mr. Natsinas, Theodoros Technological Educational Institute of Thessaloniki; Greece	Ms. Contreras, Carlota City Government of Marikina; Philippines	Mr. Curtis, Robert LCN+ Project Management Team; United Kingdom	2
<i>Promoting bicycle use by providing safe mobile-phone bicycle garages in the city of Stuttgart</i>	<i>Successful Bicycle Planning: Applying Lessons from the USA to Greece</i>	<i>Marikina: Bicycle Friendly City</i>	<i>Delivering a World Class Cycle Network Through Early Stakeholder Involvement</i>	
Mr. Saffenreuter, Michael Orion Bausysteme GmbH, Germany	Mr. Henderson, Paul London European Partnership for Transport, London Borough of Bromley; United Kingdom	Mr. Fresard, Francisco Department of Transportation Engineering, Pontificia Universidad Católica de Chile; Chile	Ms. Monteiro Tavares, Claudia City of Rio de Janeiro, Pereira Passos Urban Institute; Brazil	3
<i>Criteria for bicycle parking systems- aspects for planning bicycle parking facilities</i>	<i>Overcoming The Barriers To Cycling In Urban Areas</i>	<i>Three projects focused to the bicycle promotion in a delimited and administrative independent urban district (commune) immersed in a big city</i>	<i>Educational Campaign "Pedale Legal", an example of cooperation between Local Government and NGO</i>	

Plenary 3a: Strategies to Secure Mobility in Metropolises by Promoting Cycling

Klaus Bondams (DK)

Mayor of the City of Copenhagen

Jenny Jones (UK)

London Assembly / Green Party Group

Denis Baupin (FR)

Mayor of the City of Paris

Hep Monatzeder (DE)

Mayor of the City of Munich

Big European cities like Copenhagen, London, Munich and Paris are working permanently on strategies to solve their traffic problems: congestion, air pollution, noise, un-safety. They all want liveable, healthy and wealthy cities and secure mobility. What are their strategies nowadays? What is their message to the European Commission that is working on the Green Paper on Urban Transport? Which measures they took in the past were successful? Is cycling in 'cycling city' Copenhagen still increasing? What are the effects of London's congestion charge on bicycle use? How did Velo-city 2003 host city Paris use an event as the Velo-city to improve the cycling policy of the city? How is cycling integrated in the traffic policy of Munich and what are important measures to reach the announced increasing of bicycle use? The representatives of these four beautiful European cities will present and discuss what's going on nowadays in their administrations and in their streets.

Plenum 3a: Konzepte zur Sicherung der innerstädtischen Mobilität durch Radverkehrsförderung

Klaus Bondams (DK)

Bürgermeister der Stadt Kopenhagen

Jenny Jones (UK)

Stadtrat London / Die Grünen

Denis Baupin (FR)

Bürgermeister der Stadt Paris

Hep Monatzeder (DE)

Bürgermeister der Landeshauptstadt München

Europäische Grosstädte wie Kopenhagen, London, München und Paris arbeiten ständig an Strategien zur Lösung ihrer Verkehrsprobleme: Staus, Luftverschmutzung, Lärm, Verkehrsunsicherheit. Sie wollen alle eine lebenswerte, gesunde und wohlhabende Stadt mit gesicherter und sicherer Mobilität. Wie sehen ihre heutigen Strategien aus? Was ist ihre Botschaft an die Europäische Kommission, die an dem Grünbuch zum städtischen Verkehr arbeitet? Welche in der Vergangenheit getroffenen Maßnahmen waren erfolgreich? Steigt der Gebrauch des Rades in der 'Radfahrstadt' Kopenhagen noch immer? Was waren die Effekte der congestion charge ('Stausteuern') in London auf den Radverkehr? Wie hat die Velo-city 2003 Stadt Paris diese Konferenz genutzt, um das Radfahren in dieser Stadt zu fördern? Wie ist Radfahren in die Verkehrspolitik der Stadt München integriert, und welche wichtigen Massnahmen trifft diese Stadt, um die angestrebte Steigerung des Radverkehrs zu erreichen? Die Vertreter dieser vier wundervollen europäischen Städte werden präsentieren und diskutieren, was zur Zeit in ihren Rathäusern und auf ihren Strassen passiert.

Thursday, 14th
9:00-10:30,
Room A
Plenary 3a

Plenary 3a: Strategies to Secure Mobility in Metropolises

*Plenum 3a:
Konzepte zur Sicherung der innerstädtischen Mobilität*



A Plus in Quality of Life



Th2| 1a: Parenzana once and Parenzana now

Polona Andrejčič Mušič (SI)
B.Sc., M.Sc. CEng.

The railroad from Vienna to Trieste via Maribor and Ljubljana was built in 1857 and the Austro – Hungarian authority later decided to connect it to direction Istria. Between 1902 and 1935 the narrow - gauge railroad connected Trieste and Poreč through many coastal places which influenced on their historical and communicational character. It run from at that time the most important Austro – Hungarian port Trieste through the Slovenian littoral country towards at that time poor continental Istria to Motovun and on against the sea to Poreč. The line of this once very important but now abandoned railway infrastructure is being reshaped to a state bicycle connection. It has a special character because as International cycling connection it links three countries Italy, Slovenia and Croatia and at the same time it is a part of European Cycle Ruts No.9: Amber route Baltic – Adriatic; Gdansk – Vienna – Graz – Maribor – Ljubljana – Trieste – Koper – Pula. In Slovenia the line is winding through many tourist and picturesquely places like Škofije, Koper, Izola, Portorož to enhance local, cultural, natural and historical places. In some parts when it rises up it offers very nice views on Izola and the Bay of Piran. To the bicyclist it will be enabled to enter the preserved natural regions of salt pans in the region of Marina Portorož and by the Bartholomew channel, access to the beach and to the recreational places. This bicycle connection brings a new contribution to the development of tourism and gives good solution for safer cycling.

Th2| 1b: Cycling & Quality of Life: Results of three European Projects

Karin Ausserer (AT)
FACTUM Chaloupka & Risser OHG

Quality of life is a term defined in many different ways and it is hard to provide an exhaustive, integrated definition. As a matter of fact, it is simple enough to understand – when we talk about quality of life, that we refer to how good life is. But when we go a little bit deeper, we discover that it is not always a simple task to determine how “good” life is. A good life arises from a variety of life conditions that work together in complex ways.

To complicate the matter, what is considered to be good life is often quite different for different people. It seems obvious enough that people throughout the centuries, and in various parts of the world, have defined quality in their lives in different ways. Even in our own time and culture, groups and individuals often think of quality in ways that are specific to their own life situation and their own characteristics. It is, however, out of question that transport and mobility play an important role in connection with the concept of quality of life, as they are central elements of the integration in society.

Three European Projects (HOTEL – How to assess life quality; ASI – Assess implementation in the frame of the Cities -of-tomorrow; Size – Life quality of senior citizens in relation to mobility conditions) have dealt with the concept of quality of life in connection with people's transport & mobility preconditions. Cycling was not really an issue in these projects, however, results have shown that, for example, good cycling conditions contribute to more quality of life.

In the poster presentation results of these three projects are considered under the aspect how cycling is con-

nected to the quality of life of people in different European countries and what aspects are important, in order to provide good quality of life.

Th2| 1c: BYPAD: More Quality for Bicycle Traffic

Jeroen Bastiaens (BE)
VECTRIS

How good is the cycling policy in your town, city or region? Is it effective? And efficient? How can you improve it? There is a tool for this purpose. It is called BYPAD (Bicycle Policy Audit) and was developed by an international consortium of bicycle experts in 1999 as part of an EU project. The two follow-up projects have since that time widened not only the spatial coverage (new EU countries joined such as Spain, Greece, Hungary, Estonia) but also the methodology. BYPAD is not limited anymore to mid-sized and large cities with more than 50.000 inhabitants, also cities and municipalities with less than 50.000 inhabitants and regions (including provinces) can ask for an audit. For each target group there exists a different method with an adapted questionnaire.

BYPAD is based on the methods of quality management, which have already been used in the business world for many years. The entire quality chain consists of 9 modules which all together ensure a balanced cycling policy. Every module obtains a separate quality score. Together they reflect the quality level of the cycling policy in a town, city or region. Based on this quality score a bicycle action plan will be prepared.

BYPAD considers cycling policy as a dynamic process, a whole of 9 fields, in permanent development, influencing each other. BYPAD not only focuses on the actions in the field (infrastructure&safety, information&education, promotion&partnerships, complementary actions) but also on the planning, organisation and monitoring of the cycling policy (user needs, leadership and co-ordination, policy on paper, means and personnel). How a city is organised to implement a cycling strategy is an element which is often neglected. Nevertheless it is the key to a successful bicycle strategy.

34 auditors from 20 different EU countries have been trained to guide the cities and regions with the implementation of BYPAD. More than 65 cities in 16 countries have already been convinced of the advantages of BYPAD. Auditors, cities and regions are all part of the BYPAD network where exchange of information and good practices - through seminars, workshops, good practice database and newsletters – are crucial.

Th2| 2a: A Cycling Concept for Luxembourg: Measures to achieve with strong Car and Bus Traffic and despite an uneven Topography

François Bausch (LU)
Deputy Mayor of Luxembourg City

In 2006, Luxembourg City worked out a bicycle traffic plan. The basic conditions are the location on different plateaus with deeply cut valleys in between (up to 70 meters height difference) and the small extension of the city region with 80.000 inhabitants, none of them living more than 3 kilometers away from the city centre, a strong daily commuters traffic, essentially motor vehicles, as well as a very strong bus route traffic.

A focal task is the development of a network of bicycle routes interconnecting all important sources and targets even in the neighbor towns. The aim is that all cycling

relations can be carried out on secure and comfortable bicycle lanes or streets with little motorized traffic or other calm roads. The conversion will last for about 10 years.

A large number of "standard measures", such as cyclist facilities at all major roads or the opening to cyclists of pedestrian precincts and of one-way streets against the one-way direction, are planned and have already been partly put into practice. Until 2007, lots of other inexpensive but nevertheless highly effective immediate steps are going to be achieved.

A rather "unusual" step, i.e. the opening of selected bus lanes to cyclists on several kilometers despite of a relatively high number of busses in narrow main roads without alternative for bicycle traffic is planned. This will be accompanied by appropriate public relations among bus drivers and cyclists in order to insure the coexistence of both categories of traffic participants. Cyclists can also be integrated in existing bus priority measures (bus pre-signals).

A feature of the bicycle traffic plan is to prevent the cyclist from climbing steep routes uphill. For usual cycling routes, it is possible to drive downhill to one of the valleys, into the suburb free from cars and to take the bicycle in a lift to the upper city (+ 40 m). With 4 new lift systems and 2 or 3 new bridges (for pedestrians and cyclists), this pleasant way of cycling will be possible from nearly all quarters.

The concept also includes the other aspects of bicycle promotion, according to the model "bicycle traffic as a system"; we will not go further into the details during the conference.

Th2|2b: Bicycle Traffic and Settlement Pattern

Paul Bickelbacher (DE)

Stadt- und Verkehrsplaner SRL

The bicycle is a mode of transport for short distances that quadruples the action radius of pedestrians. It needs only a somewhat larger travel corridor and parking at the points of origin and destination. Although the bicycle is not adequate for all persons and all purposes, its specific advantages make it an important part of an integrated and sustainable transport system that cannot be replaced by any other mode of transport.

Compact settlement patterns (as urban areas) provide high accessibility and a multitude of destination options with the bike; you can reach more potential destinations (workplace, shops etc.) within the bike-specific radius of 3 - 5 kilometres. Compact settlement patterns in combination with mixed zoning open up the chance to choose from the options of walking, cycling and public transport (or a combinations thereof). Compact settlement patterns create many "free-choice cyclists".

In dispersed settlement patterns (as suburban areas) bicycle traffic can compete with the private automobile much better than walking or public transport. Considering the growth in dispersed suburban development caused by increasing motorization, the bicycle plays an important role in compensating for this undesirable development. Dispersed settlement patterns often lead to "captive cyclists".

The connection of compact and dispersed settlement patterns (for example cities and their surroundings) can be done best with the bicycle, because it is suited to both compact and dispersed settlement patterns. Shorter distances can be covered by bike alone; in the case of longer distances, bike&ride is the ideal combination of transport modes to connect compact and dispersed settlement patterns.

Recommendations for town planning: New development

should be built along the main lines of public transport in high density and zoned for mixed functionality, so that those living and working there have short trips for walking and cycling and to connections for public transport. Existing developments with no suitable supply infrastructure reachable by foot should at least receive a local supply structure reachable by bicycle.

Recommendations for traffic planning: In compact settlement patterns where space is scarce, the most important measures for cyclists are reduction of motorized traffic, citywide reduction in motorized traffic speeds and attractive parking facilities for bicycles at points of origin and destination, also if this means less parking for motorised vehicles. In areas with a more dispersed settlement pattern, bicycle traffic can partially replace a less attractive public transport with the help of tangential primary cycle routes. The connection of compact and sparsely settled areas can be attained with primary cycle routes radiating from the city centre to the outskirts as well as with attractive bike&ride facilities well integrated in the cycle route network.

Th2|2c: Promoting Cycling in Cambridge City, England

David Bradford (GB)

Cambridge City Council

The promotion of cycling in Cambridge has been achieved in the following ways:

- The production of the Cambridge Cycle map showing local routes linked to necklace villages and the National Cycle Network
- The 'Cycle Trailer Scheme' whereby parents can try out cycle trailers for free to encourage them to purchase their own trailer
- The 'Foreign Student Bookmark' a unique way of relaying important cycling information to visitors to Cambridge City
- The 'Pushchair Scheme' whereby parents can borrow pushchairs for their children after they have parked their cycles
- Adult Cycle Training following national standards to give people the confidence and skills they need to cycle safely and encourage them to cycle

This promotion of cycling builds upon a very strong cycling culture in the City. Cycling levels in Cambridge are the highest in Britain, with 26% of residents cycling to work in the City compared to the national average of 3%.

In my proposed presentation, I will illustrate how these promotion areas have been applied in practice.

Th2|3a: Self-Organized European Bike Workshops

Giuseppe Caprarelli (IT)

grassroot Bike workshops of Europe (grassroot.org.)

Two years ago, a very small group of roman cyclists came to Velo-City in Dublin, to talk about a small yet important idea that was spreading in the crowded streets of Rome: everyone could repair their own bicycles in a designed place, called workshop, or ciclofficina, and learn, socialize, teach and communicate the themes of sustainable mobility, biking as a mean of transport, self organization for the maintenance and recycling of bicycles, to name but a few.

This idea is not just ours, but it is an idea that has materialized almost everywhere in Europe, and in the world. In Barcelona, Rome, Milan, Pisa, in Lyon, in Moscow, in Dublin, and in Budapest.

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We are helping communities in large overcrowded suburbs to move on bikes, to repair them by themselves, to organize groups of recyclers, who disband unusable ones into garden fences, or bike parkings.

Last year, in the only city of Rome, more than one thousand bikes were recycled, from scrap, to a working bike. More than that, people following our method have opened similar workshops in Sicily, and Tuscany.

We are now initiating a grid of communication through all the European workshops, that will allow a better understanding of the opportunities of recycling and self maintenance.

We achieve through this inter European communication, a wide variety of goals. Promoting cultural interchange, developing similar issues, sharing knowledge and techniques, pushing forward the idea of self organization, in the various forms it may evolve into.

The cultural interchange through 2006 has been very interesting: we met other realities like ours and decided to start this collaboration.

The road of progress is through sustainable mobility, and we wish to keep on promoting this idea of socially sustainable bicycling, for it is a great resource for communities and administrations.

Th2|3b: Keeping Utrecht accessible by promoting Bicycle Use. Different Types of Actions from the Movilization Project, to maintain a high Level of Cyling in the Urban Modal Split.

Ruud Ditewig (NL)

Department of City Development, Traffic and Transport Section, Municipality of Utrecht

Movilization:

Movilization is a joint project between cities in Europe and Latin-America co-ordinated by the city of Utrecht, within the mainframe of the European union URB-AL program. Concrete projects are implemented by Movilization with financial aid from the European Union.

Utrecht implemented in 2006 and 2007 some measures to maintain the high level in the urban modal split, with financial aid from the Movilization project.

Introduction:

Utrecht is, after Amsterdam, Rotterdam and Den Haag, the fourth largest city in the Netherlands, with a population of approximately 285,000. Because the city will continue to grow until 2015, which will cause the physical distances to increase, the distances for trips within the city will be longer. If nothing is done the use of the bicycle is expected to decline.

Overall objective: Keep the city accessible and improve the quality of living.

Project purpose: To keep the bicycle's share of the total number of movements is 33%, up to a distance of 5 kilometres this is 42%.

Activities:

- A - Promotion of the use of the bicycle network. Producing a bicycle map of the city and a leaflet.
- B - Improve the bicycle signing. By improve the signing on some routes we want to raise the share of the bicycle in the modal split on these routes.
- C - Making bicycle parkings in the older neighbourhoods. Bicycle theft is proven to be a great constraint to cycling in the Netherlands. Almost 900.000 bicycles are stolen each year. Therefore parking facilities are of utmost importance as part of a coherent cycling policy.

Th2|3c: Urban Greenways in Central Europe, Examples of Bicycle Transport Solutions from Central Europe

Juraj Flamik (CZ)

Nadace Partnerství/ Czech Environmental Partnership Foundation, Greenways Program

This presentation contains examples from 4 main Greenways in CEE: Prague-Vienna greenways, Krakow-Moravia-Vienna Greenways, Moravian Wine Trails and Amber Trail Greenway with best practices on master planning, heritage and nature interpretation, services for cyclists in cities and towns along these multiple use trails

This view will be presented from a non-profit organization dealing with master planning, involvement of citizens in these processes and developing Greenways /multiple-use trails for non-motorized transport/ in the Czech Republic and other countries of Central and Eastern Europe.

Th2|4a: Extended Personal Mobility by Electrically Powered Bicycles

Dr. Manfred Gloeckner (DE)

Heinzmann GmbH & Co. KG

In the recent years a special version of bicycle has attracted worldwide attention – the so called e-bike. In contrary to China and Japan where meanwhile some millions of e-bikes are bought every year, in Central Europe and North America this possibility of comfortable and healthy biking can be developed much more.

The presentation shall demonstrate the easiness of traveling on an e-bike in all situations of commuting in daily life for people of any age. Not only elder or handicapped people can derive significant advantages from using an e-bike. For them the electric support during starting, climbing hills and riding on heavy ground or against headwind is the only possibility to take part in bike trips with younger or stronger participants or for daily commuting to the office or for shopping. For younger people the e-bike opens greater flexibility when planning trips in unknown regions with steep hills, heavy ground or uncertain distances.

By the way the basic design of the electric drive system of an e-bike is explained and some data about handling, life time and operational aspects are given. This is completed with some photos of a wide variety of electrically driven bikes.

Th2|4b: Koprivnica: Croatian Bicycle – Friendliest City Giving the Bicycle a Second Chance

Helena Hecimovic, Zvonimir Mrsic (HR)

Grad Koprivnica (City of Koprivnica)

The presentation describes positive practice of Koprivnica in planning and implementing strategies of sustainable mobility over the period of five years. Koprivnica is called «The Croatian city of cyclists». How has this been achieved and what are further steps to be taken?

Koprivnica is a town in the north of Croatia, 100 km north of the national capital, Zagreb, and 30 km south of Hungarian border. The town of 31000 inhabitants is the seat of the largest national food industry (PODRAVKA) and the Croatian seat of two large international companies

(CARLSBERG CROATIA, HARTMANN).

The long tradition of commuting by bicycle and cycling for leisure has in the last decades been replaced by over-reliance on cars for urban transport, with the number of cars almost reaching the national record. Strategies introduced by local authority and implemented over the period of five years have contributed to the big change in the mobility patterns and the «come back» of the environmentally friendliest means of urban transport : the bicycle.

The change has been brought about through implementation of six strategies:

- Continuous reduction of architectural barriers
- Continuous construction of cycling tracks
- Permanent enlargement of green spaces
- Project City Bike
- Promoting a network of bicycle-friendly cities through national and international cooperation
- Initiating Local agenda 21 based on results of sustainable mobility strategies

These strategies have been successfully connected to the organization of European Mobility Week through which they have achieved a high visibility and citizen support. Through partnership with educational institutions, businesses, clubs, media and non-governmental organizations important results have been reached, bringing Koprivnica important national and international recognitions (Award for good practice in environment protection – National association of Towns and Communities; joint second place in European Mobility Week 2006 Award; Recognition of excellence in "Cities Enjoy Bicycles" 2006. ICLEI (Local Governments for Sustainability) initiative.

Presentation describes strategies and results as well as current threats and opportunities.

Th2 | 4c: Pedelects – A quiet Way to enjoy the Beauty of Munich

Stephen Hoffmann-Ivy (DE)

Steve's Pedelec – Munich at Your Feet electric-assisted Bicycle Rentals and Sales

With a Pedelec, it only takes a little time to experience Munich and its surroundings!

Munich is a centre of culture and recreation for Europe, and the whole world visits us to share in the history and beauty of this green paradise. To be able to see the innumerable sights one must spend a long visit here, live here already, or move here, as I have done.

Bicycles allow an unrestricted view of the area, and are the best way to enjoy the many sights offered. The transportation system here allows bicycle transport, so the area immediately around Munich can be visited without needing to make the entire round trip by leg-power alone. The main limitation is time. The bicycle in its common form, whether a 3-speed city bike or a 27-gear mountain bike, offers the necessary mobility much of the year in our relatively flat landscape, but the effort which is required limits the amount of time most people can spend enjoying their ride, before exhaustion sets in. More time to enjoy the scenery on a bike is finally available with the advent of the modern electric-assisted bicycle, often called the Pedelec. The usual limitations of bicycles have been reduced by the addition of a rechargeable battery and electric motor, which supply the bicycle with a regulated source of power assistance, commensurate with the power delivered to the pedals by the rider. The pedelec has been sufficiently developed in the last two years, principally through the evolution of battery technology, to enable the rider to travel up to 70 kilometres at 28 kph, with less effort than required for much slower speeds on unpowered bicycles. Hills can be overcome with ease; riding on level ground

feels like riding downhill. Medical studies have shown that the health benefits are higher than with normal bicycles. No special driving license is necessary, nor is a license plate or insurance. A helmet, as with any bike, is recommended. Every destination for a normal bike is available to a pedelec, and even more is possible! The quality of life is enhanced, especially for those who have a shortage of free time. More can be seen, and with ecological means. This means the quality of the environment is preserved, and this is exactly the motivation which convinced us to come here in the first place!

Th2 | 5a: Memmingen – A Bikers Stronghold

Dr. Ivo Holzinger, Ulrich Wagner, Mathias Rothdach (DE)

City of Memmingen

In Memmingen biking has an old tradition. The modal split of bikers in the city is above average. For going to school, to work, shopping and leisure activities many people use their bikes.

In the federal and Bavarian contest of the ADfC/BUND, Memmingen reached a very good ranking.

This is shown by the results of a recent study (autumn 2004) of local traffic:

- 26% proportion of bikers of the whole traffic in the city.

Due to the high acceptance of biking the City of Memmingen wants to improve the conditions for bikers in the municipal traffic system.

measures:

planned and realized measures:

- continued extension of bikers lanes
- bikers interests are most important, whenever streets are rebuilt
- improve security measures at crucial points like crossings and traffic lights
- bikers parking lot next to railway station offering 300 sites partly equipped with lockers

Th2 | 5b: Lifestyling Bicycle Use

Annika Hörlén (SE)

Streets and Parks Department, City of Malmö

Bicycle transportation is a growing activity in Malmö – due to continual improvement of the infrastructure combined with the work of Mobility Management.

The increase of bicycle transportation generates positive synergy effects on life quality in a city. The bicycle is not only the most sustainable vehicle; many bikers in a city also create a more vivid and safe atmosphere.

Our vision

is that all citizens have access to the city. Our aim is to develop life styling campaigns that help us create an engaging message that stands out in a world oversaturated with words and images. Our keywords are: Life styling (LS), Making visible (MV), Making accessible (MA).

Examples:

- "Famous people who have gone by bike in Malmö – an inspirational bicycle anthology which presents the bicycle stories of more than 50 celebrities. It consists of photographs, articles, short stories, comic strips, rap lyrics, bicycle recipes, maps – all packed in a cool layout especially devised for the target group. It was distributed to 48.000 households (all citizens between 25-34 years). (LS)
- Bicycling for companies – a project which encourages the increase of cycling during work time (busi-

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- ness trips within the city). The companies are offered to buy quality bicycles for a low cost and with free service. They report kilometres and answer surveys. (LS)
- Two bicycle barometers with additional round the clock pump services – these “stations” not only shows that we count our cyclists, we also offer them facilities. (MV)
 - The travel indicator - a specially designed information product which in a clear and simple way indicates how our choices of travel manners affect time, the environment and our health. (MV)
 - Bicycle riding courses for grown ups – more than 100 women (mainly immigrants) have until now attended these courses which we offer for free in cooperation with a local educational association. (MA)

**Th2| 5c: Infrastructure is not enough –
The Influence of Marketing and Commu-
nication in the Field of Bicycle Promotion**

Wilhelm Hörmann (DE)
Bundesgeschäftsstelle, Allgemeiner Deutscher Fahrrad-Club (ADFC)

One result of the model project “bicycle friendly city” (Germany 1982 – 1987) was: The subjective attitude towards the bicycle changes much more in the case where additional measures to the improvement in infrastructure are organized. These communication measures effect changes “inside one’s head”.
Put into action:
Travel behaviour is not solely the product of rational processes. It is peoples’ perceptions of the conditions not the actual conditions itself that determine their mode choice. People’s different feelings in traffic have to be considered. Some feel unsafe in traffic but on the other hand the bicycle is experienced as a least stressing transport mode. But upbringing, habits and feelings can be influenced. To achieve a change in travel behaviour an overall marketing and communication strategy should be followed.
This strategy should work on different levels. On a national level cycling should be promoted as a healthy, environmentally-friendly and comfortable means of transport. Campaigns are a relatively cheap way to increase the level of cycling. A positive manner in soft policies about bicycle promotion is more effective than raised fingers.
On a local level the variety of measures is bigger. The city should treat to achieve a positive “bicycle climate”. Better physical and economical conditions for cyclists is needed, because the citizens have to experience a positive development. The effects of hard policies are greater when they are served together with soft messages.
Some cities like Münster and Bremen even use cycling as a city marketing tool and as a synonym for a liveable community.
Conclusion:
The majority of people will not change their travel behaviour solely on the basis of campaigns. It is an advantage to co-ordinate campaigns with better physical conditions for cyclists, restrictions on car use, safer road layout and police enforcement. A co-ordinated programme has the greatest chance of success.

Th2| 6a: Cycling in China

Li Jianjiang (CN)
CAPU - Cycling Association of Peking University
Li Xuefei (CN)
Peking University

Cycling in China: China has the most population in the world, and has numerous bicycles. Cycling as transportation is the most economic method for travel in China. As for protecting environment, it is the best way in all kinds transport tools. If you know what is the population in China, and imagine that almost everyone can ride bicycle in China; then you will come to a conclusion: it is the biggest country about cycling in the world. In this part, general information about China will be presented.
CAPU: That means Cycling Association of Peking University. As for me, CAPU is undoubtedly the best cycling association in China. Not only it has 10 typical route for cycling in China each year since 1995, but also it cultivate most smart young men, who love natural and outdoor activities, cherish friendship and pure things, and have good leadership and team corporate spirit. All in a word, it is the best association. This association’s organization frame, routine activities and core activity each time in each summer will be stated in my pleasure. You can log on capu’s website, www.chexie.net (Chinese version).
My cycling experience: I have spent half year to cycle in China, including three long distance travel in Tibet plateau, more than four month, in 2003 & 2004’s summer, Beautiful Tibet was called the third pole. It is very worth to travel with cycling, or any other way, spending more than one month in summer or autumn. I will introduce some details data in my three cycling experiences in this part.

Th2| 6b: Reinventing Bicycle Programs for the Postmodern Carophilic City

Ian Ker (AU)
CATALYST (Consulting in Applied Transport, Access and Land use sYSTEMs)

Postmodernity is a term used to refer to aspects of contemporary art, culture, economics and social conditions that are the result of the unique features of late 20th century and early 21st century life. Among these features are globalization, consumerism, the fragmentation of authority, and the commoditisation of knowledge.
The postmodern city is best described as a complex system. Complex systems demonstrate (a) an inability to define what actions will actually achieve and (b) emergence of unforeseen outcomes. In the absence of anything approaching ‘certainty’, how do we plan for the future?
At the same time, a number of critical influences are emerging, including high oil prices and, in many places, pressure on housing markets – leading to higher housing costs. These influences are further squeezing household budgets and will lead to a renewed emphasis on local rather than regional access to goods, services and facilities. Low-income households are often highly car-dependent, because they live and work in areas not well served by public transport, but have the least ability to adjust household budgets in response to higher transport and housing costs.

This presentation will discuss the implications for bicycle network planning, and bicycle programs generally, especially for cities that have developed along with the private car. Such 'carophilic' (car-loving) cities have low development densities and large amounts of road space and remedies such as 'higher density' and 'mixed use' development are not easy to implement, especially in the short-medium term.

Th2|6c: Campaigning to move Cycling into the Mainstream

Rod King (GB)

Warrington Cycle Campaign

Warrington Cycle Campaign has some 250 members in this Northern "new town". Its cycle usage is low and despite some cycling infrastructure being implemented is not achieving any appreciable modal shift to cycling. In 2004, after a trip by a campaign member to Warrington's twin town, Hilden in Germany, the campaign realised that modal shift cannot be gained by cycle facilities alone and that Warrington's urban maximum speeds of 48 and 64kph were the main cause of the public's fear of cycling.

Since then Warrington Cycle Campaign have instigated a campaign of promoting motor vehicle speed reduction rather than increased cycle facilities. It argues that substantial modal shift can only be gained by vigorously debating the morality of such high vehicle speeds which limit the choice of citizens to cycle or walk.

Warrington Cycle Campaign has promoted this debate in internet sites, local and national media with articles appearing in The Times, Telegraph and UK TV News programs. It presents the view that without engaging with the public to debate the way motor vehicles are used and the way that roads are shared with cyclists and pedestrians then engineered cycle facilities will have little effect on modal shift. It argues that so many cycle facilities in the UK are compromised by space, design or quality that they actually increase dangers to cyclists. Examples will also be presented which show how much of the current cycle safety promotion is counter productive and how the relentless striving for increased vehicle passenger safety increases dangers to vulnerable road users.

Whilst changing the culture to include more equitable sharing of road space takes time, it shows that by concentrating on this then reduced vehicle speeds can be put on the transport agenda for local authorities. The implementation of 20mph vehicle speed limits in all residential areas is therefore seen as the most important goal for all campaigners in those countries where higher speed limits currently apply.

Th2|7a: An Overview of Arguments in the Bicycle Helmet Debate

Morten Lange (IS)

Icelandic Cyclists' Federation (Landssamtök hjólfreiðamanna)

An attempt is made at listing the primary arguments being employed for and against helmet compulsion, with references to scientific studies, and influential publications. To really be able to take an educated stance, many topics should be considered, like the healthy and environmental benefits of cycling, the standards that helmets are manufactured to, the safety or danger of cycling for experienced adults versus driving a car, the pitfalls of cycling-related statistics, and whether

cyclist numbers have been decimated where strict bicycle helmet laws have been set.

A sample of pro- and con-arguments used in the helmet debate follows:

- Pro: The use of bicycle helmets can reduce head injuries by 85%, brain injuries by 88% (Rivara et al 1989). Numerous Case-control studies and some systematic reviews confirm the strong protective effect of bicycle helmets
- Con: Those high estimates stem from a single study, that has been roundly criticised for methodological flaws and bias. The groups compared were not at all comparable, included only children and no deaths. Other case-control studies on bicycle helmets generally appear to have similar faults. Population based studies indicate that no net benefit can be discerned even from large-scale and rapid uptake of helmets. (Robinson 1996, 2006)

Th2|7b: Mapping Quantifiable Benefits for Cycling Initiatives

Philip Loy (GB)

Colin Buchanan Ltd

This presentation is proposed under the theme 'Quality of Life', in particular the question 'Can the increase in quality of life be quantified and qualified?' It is proposed as a poster presentation, and will examine how recently developed mapping methods can be used to provide a quantifiable benefit for cycling initiatives, and can also be used to assess conditions in the urban realm generally. In particular it will look at:

- Noise mapping – The UK Government commissioned maps which showed levels of road traffic noise levels in urban areas as part of a national ambient noise strategy. These can be developed to evaluate the benefits of cycling by providing forecasts of ambient noise levels that would result from achieving modal shift to cycling.
- Pollution levels – Plots of pollution levels have existed for much longer than the noise maps but they can be used in combination to provide an overall picture of quantified levels in noise and air pollution.
- Road standards – Some UK local authorities have started to use colour-coding for the streets in its cycling map in order to indicate the level of 'difficulty' each particular road presented for cycling. With refinement, such maps can be used to indicate the quality of the urban realm with respect to, for example, heavy traffic, and can be combined with the noise and pollution indicators outlined above to give an overall assessment of the quality of life.
- The Future – Colin Buchanan has developed an economic model which evaluates pedestrian and walking initiatives by demonstrating the economic benefits of such schemes. This model can be further developed to assess cycling initiatives and can be combined with the quantification methods above to give a much broader and in-depth analysis for cycling schemes.





A Plus in Quality of Life

Th2| 7c: Crafting a Vision for Tomorrow: A strategic Framework for the rapid De- velopment of NMT in South Africa

Mac Mashiri (ZA)
CSIR Built Environment

Whity Maphakela, Angie Nchabeleng, Brian Marrian (ZA)
Department of Transport

In recent years, several South African government action plans and reports have been published dealing with some aspects of non-motorised transport. Some provinces, metropolitan authorities and district municipalities have already embarked on developing their own NMT plans and/or implementation projects. Non-governmental and community-based organisations have also been involved in various initiatives around NMT provision, particularly bicycles. However, there is no overarching framework that sets the agenda for these initiatives in the form of a national policy or strategy specifically targeting NMTs. And, as the 2010 Soccer World Cup draws near, there will be a proliferation of these initiatives. Furthermore, given that it is easier to provide NMT infrastructure in new developments, than to retrofit afterwards, the need to develop the policy or strategic framework has never been greater.

This paper will seek to reflect on the process of developing a strategic framework within which these initiatives can thrive. It will also highlight the pillars of such a framework and the inflexion points that act as arenas for action.

Th2| 8a: Greenways in Girona and In- crease of the Quality of Life of Local Residents

Emili Mató (ES)
Cònsorci de les Vies Verdes de Girona

Greenways in Girona province allow cyclists and walkers to go from the Pyrenees to the Costa Brava (106 km), and to discover the cultural, historical and natural richness between mountain to sea. There is a wide range of reasons offered for using these routes, and results in an increase of quality of life, especially among the inhabitants around them.

Leisure. The walk in a safe and peaceful route break up the work routine and provide a welcome "breath of fresh air" for the body and for the mind. Walking and cycling as a pastime has increased in all the towns along the Greenways.

Health. They provide the opportunity for doing necessary physical activity in unbeatable conditions, given the gentle profile of the path and the frequent maintenance.

Sport. Greenways are also considered sporting infrastructures by the General Direction for Sport. Many persons use them for sport, above all for keeping fit, due to the routes' homogeneity and their length.

Daily mobility. Users go to work, to their place of study and to other places (to the beach, to the mountain...). Greenways contribute to transform the daily mobility in a sustainable mobility: economical, quick, in combination with private and public transport, etc.

Familiarity with the territory. Constitute excellent ways to discover the countryside: they pass through a great variety of landscapes, natural surroundings and towns with a rich historical heritage.

Tourism. As an ecological tourism, allow people to discover the countryside at their own rhythm, enjoying every detailed.

Accessibility. They are accessible to -and easy for everyone, even for handicapped persons who use a

wheelchair. And for all ages.

Th2| 8b: Re-cycling and "Velonomy" - Un P'tit vélo dans la tête in Grenoble

Alain Montillier (FR)
Un P'tit vélo dans la tête

In 2002, Michael Maniates (2002) wrote « plant a tree, buy a bike, save the world ». Even better, don't buy a bike, save a bike! Find an abandoned or unused bike and re-cycle it!!

In France, the majority of the bicycle fleet has been produced since beginning of twentieth century. Many of these bikes are nowadays cluttering up garages, basements, attics and courtyards. Some are even taken to the junkyard when many bike-less people would love to have one. Re-cyclage means getting these bikes back on the streets by following the 3 R principles – reuse, repair and re-cycle. By salvaging these abandoned bicycles, we reduce the volume of waste, we re-use the parts, we repair the bikes and we re-cycle the recyclable raw material, aluminum.

At the same time, we also help our city-dwellers to learn how to repair their bikes by themselves to become more autonomous in their bicycle use and maintenance. That's what we call "Velonomy"! Un p'tit vélo dans la tête, a grassroots community association, re-cycles bikes and transfers knowledge to the inhabitants of Grenoble eager to recycle, re-cycle and be velonomus. For over 13 years, our activity has been primarily a local or neighborhood service. Most people who come to our workshop live close by. Continuing our success, Un p'tit vélo dans la tête will open a new workshop on the campus of the Université de Grenoble in the spring 2007. Re-cycling and Velonomy are means to improve our city's quality of life, while sharing our knowledge and encouraging cycling in the most ecologically respectful way.

Th2| 8c: Its Friend Bicycle

Rodolfo Moreira (BR)
Associação Cicloverde de Ciclismo

The Association "green circle of cycling" (Ciclo Verde de Ciclismo), not Governmental Organization (Ong) with its headquarters located in the av: 22-A nº 219 Vila Alemã, in the city of Rio Claro - SP represented for its President Rodolfo Moreira,

The educative project that calls "Its friend Bicycle" Basic Rules of the Cyclist", that has as objective the "Integration of the Bicycle in the Planning of the Traffic with Security and better Quality of life".

Objectives:

1. To make the cyclist acquire the knowledge of their rights and duties as citizen in relation to the questions of security in the transit.
2. To show basic information concerned to the correct procedure to be adopted in the transit.
3. To make the cyclist acquire the knowledge of its vulnerability and the necessity to adopt safe procedures in the transit in benefit of its physical and motor integrity in the maintenance of its quality of life.
4. To stand out the importance of the quality of the bicycle and its equipment of security
5. To foment bicycle as means of transportation, instrument of promotion to the leisure, health and tourism.

Justification:

Daily many people use the bicycle as means of transportation, because it is very practical, beyond contribut-

ing to minimize the ambient pollution, these users are improving its physical health and its quality of life. However, it is necessary that the people face the bicycle as transport vehicle that it really is.

Development of the Project:

It is constituted of theoretical part, with educative lectures, and a practical part with streets avenues Blitzes Educative.

Subjects of the Lectures:

- Point of equilibrium
- Responsibilities and disciplines
- Citizenship and environment
- What it is the transit
- Dangerous in the ways
- Qualities of the bicycle

Educative blitzes and stamps of Revision:

Blitzes will be carried out in strategically points where it has great flow of bicycles in circulation. after checking the bicycle with verification of the use conditions as: brakes, tires, chains, equipment of security and others, an inspection stamp will be placed, so that in a new blitz the cyclists can be identified and to evidence its development of security awareness.

Clinic of the Bicycle e the Health of the Cyclist:

It aims to stand out the versatility of the bicycle as means of transportation, instrument of tourism, leisure and health.

Activities in Clinics of the Bicycle:

Medical examination:

- Exam's: verification of the biophysical conditions of the cyclist's

Minutenance of the bicycle

- Checking of the conditions of the bicycles

Sports activities:

- presentation of sportive groups with bicycles

Mural informative:

- Mural with: statistics , photos, educative information and curiosities

Th2| 9a: The Choice of Bicycle in a Transportation Country Small Town: Progress or Not?

Zvonimir Mrsic; Helena Hecimovic (HR)

City of Koprivnica

The presentation explores the perception of bicycle as a chosen means of transport in a typical small town of a transition country. How to willingly give advantage to a far less comfortable, far slower but considerably cheaper means of transport over the - once desired and now finally available – automobile?

Taking as an example the City of Koprivnica, Croatia, which has in the last five years made considerable progress in the promotion of sustainable urban mobility, the presentation points out typical dilemmas and challenges which transition countries' small towns face in the effort to change the mobility patterns.

The basic issue is how to avoid unsustainable development, in this case the over-reliance on the individual motor vehicle. The car has over the last decades become a chosen means of transport in the small town where environmental awareness is not strong enough and environmental problems not clearly obvious or felt. Global issues are not sufficiently felt at the local level.

Sustainable mobility strategies developed in the Municipality of Koprivnica by a team of local authority experts, working with representatives of local and regional businesses, institutions and non-governmental organizations have considerably influenced the mobility patterns and brought about the desired change of perception of bicycle. Active promotion of cycling, construction of an extensive network of bicycle tracks, removal of architec-

tural barriers and introduction of a bicycle rental system have made Koprivnica the national champion of cycling and finalist of the European Mobility Week initiative.

The reverse of the new mobility pattern is not yet fully successful. Many challenges still remain to be met. At the individual level, the bicycle still has to be accepted by the majority of citizens as the chosen means of transport on the daily basis, including commuting to work and school (inside the 7 km diameter). At the regional and national level, the decision-makers have to be systematically informed and influenced in order to produce mechanisms which will promote sustainable urban mobility regionally and nationally.

Th2| 9b: A Platform to promote Bicycles in a rural Environment? It's possible! An Example in Wallonia (Belgium)

Marjorie Nicolas (BE)

Dinant-Philippeville cycling platform

Financed by the FEDER fund and the Walloon Region (Ministry of Works and Transport), the Dinant and Philippeville cycling platform was created with a view to promoting the use of bicycles in a rural environment, notably with the help of a tool created at this end, i.e., the cycling master plan. The main objective of the cycling routes suggested by it is to link up useful and recreational areas.

The cycling platform chose to carry out its activities along four lines: tourism, daily life, school and business. Since 2004, it has paved the way for the creation of safe and comfortable cycling routes, the implementation of a policy for promoting, bringing to life and initiating activities that cut across spheres.

It's no great surprise that the tourism activities are having the most success. We can quote the creation of several discovery rides, story rides, and a three-day cycling package aimed at discovering three of the most beautiful villages in Wallonia and a free tailor-made ride service. These various products have met with continually growing success, which puts their continuity into question as the European funds stop in December 2007. This year, the platform is collaborating on putting up waymarkers and nodes over a long-distance in the two district's region.

In another area, the platform contributed, in collaboration with other associations, to the success of the cycling proficiency certificate in the region's schools. Almost 200 school children received their certificates in 2006. The experiment is being repeated this year.

For those who are of the "everyday" or "business" ilk, the main activities revolve around the week of mobility, helping the region's communities develop cases for creating "limited one way streets", organisation of bicycle fairs, creation of bicycle parking facilities in strategic areas, and the development of an incentive for several bicycle days with small- and medium-sized enterprises in mind.

This year, the platform will be, above all, buckling down regarding continuing its work. To this end, it has already published a "Methodological guide for the implementation of a cycling policy for rural areas", an important tool targeted at local actors. It will also once again work on raising their awareness, so that they use what has already been set up and continue working on the efforts that have been supplied so far. For more information visit: www.platformeecyclable.net or wallonie.mobilite.be

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Th2| 9c: Uganda Bicycle Cultural Tourism Programme

Justin Ojambo (UG)
Phoebe Education Fund for Aids Orphans (PEFO)

Jinja is a major tourist destination in Africa. Tourist sector is one of the fastest growing. It has greatly contributed to economic wellbeing of the people of Jinja. Source of R. Nile, white water rafting and bungy jumping are the major tourist attraction. Bicycle transport is the major means of transport for the local people and this has greatly contributed to the good quality of life for Jinja dwellers.

However motorized transport continues to dominate means of transport for tourists, despite its significant effect on air quality of Jinja, yet good air quality is essential for human health and the health of natural environment.

As means to promote cultural tourism and tourists cycling in Jinja, Phoebe Education Fund for Aids Orphans (PEFO) initiated a cultural tourism programme. PEFO provides bicycles to tourists to ride from their camping sites through villages to their training centre. This gives them opportunity to experience life in African villages. At the centre villagers chat with tourists about their Livelihoods.

Villagers conduct training sessions on traditional foods, dances and drumming. The tourists receive certificates and make a donation to PEFO to support education of aids orphans on addition to 20 Euros for the training and bicycle hiring.

They ride to Jinja for other trips especially buying crafts and visiting Jinja market and other touristic areas. Besides promoting cycling this initiative has helped tourists get enriched and have a deeper exposure to the African culture which the conventional tourism cannot provide. Tourists' cycling in Jinja is making a bicycle attractive to the population especially those who regarded it a transport means for the poor. Tourists have confessed that bicycle tours have been the most exciting moments of their holidays.

Bicycle transport is therefore critical for good quality of life as we promote tourism in our cities.

Th2| 10a: The Munich City Map for Bikers

Johann Patsch, Peter Stromsky (DE)
Department of Health and Environment, City of Munich

The MUNICH CITY MAP FOR BIKERS was firstly published in 1989. In 2007, the 7th edition was presented by the Department of Health and Environment. The Munich City Map for Bikers provides helpful information enabling the biker to find the optimal routing in the city. Apart from different categories of cycle paths (one-way lane, two-directional lanes, combined walkway and cycle path) and the distinction between cycle paths running along roads and cycle paths through green belts there is also a classification of roads according to traffic volume.

This enables the biker to avoid polluted routes and the crossing of wide and busy roads which can be dangerous, especially for children and elderly bikers. In addition, the 13 signposted principal bike routes are marked with a system of special colour symbols, in addition to the existing network of recreational bike routes. The map even considers the access to one-way streets for bikers. After completion, the network of biking routes represented in the City Map for Bikers will have a length of ca. 1.400 km. In 2006, ca. 86 per cent (1.200 km) are in service.

The MUNICH CITY MAP FOR BIKERS is providing

helpful information when it comes to selecting suitable routes, not just for local people, but also for occasional users and visitors. As a further novelty the Department of Health and Environment has also developed a digital city map for bikers which is available on the internet. The digital city map for cyclists ("Digitaler Radstadtplan") is available at: www.muenchen.de/fahrrad.

Th2| 10b: Integrating Cycling in Bus rapid Transit System in Accra

Magnus Lincoln Quarshie (GH)
Centre for Cycling Expertise, Accra Ghana

Since the introduction of motor vehicles, practicing engineers and city planners have underestimated the potential of non-motorised transport. As traffic congestion has become severe in many large cities, especially in the developing world, other transport alternatives need to be considered and efficient public transport systems should be given utter priority as they have enormous environmental, social and commercial benefits. There are several options of public transport system. However in recent times the Bus Rapid Transit (BRT) system option is fast catching up with developing countries. Accra has in recent years been grappling to put in place public transport system. The BRT concept has been introduced and the World Bank has pledged to support it having ascertained its feasibility. Inevitably, there has arisen the need to integrate cycling into BRT system owing to the increasing use of bicycles in Accra. The integration will afford commuters the opportunity to combine different modes in the most efficient, time and cost effective manner. This would therefore require strategic planning to link cycle routes to terminals on major routes.

Th2| 10c: Travel for Free: Costs and Benefits of the Velomobile

Jamil Shariff (GB)
University of East London

A velomobile is a type of vehicle where human power is used and the rider is in a more or less enclosed compartment. The paper 'Travel for Free' prepared for the Velocity 2007 topic 'Quality of Life', is based on research conducted as part of an MSc thesis at the University of East London that was completed in 2006. The research attempted to estimate the velomobile's costs and benefits to individuals and society, in comparable economic terms.

To begin, the possibilities for greater use of new socio-technologies is described by the concepts of the market, socio-economic and technical potential. A method for estimating behaviour change and two velomobiles were used for surveys, collected from small urban and rural centres in the south of England, on current travel and potential for change.

The results are initially used to estimate lifetime emission reductions, which show that for the modal potential user at current retail cost, emissions reduction cost effectiveness is significantly better than all alternatives. The velomobile's value to many respondents is independent of the marginal costs of its alternative, which indicates that whether these reductions are realized is primarily dependant on the purchase price.

Survey data and established economic models are then used to compare lifetime costs and ancillary benefits with referenced monetary estimates attached. For many users, taking account for all the costs and benefits does result in travel for free. The velomobile has virtually no

running costs and because its benefits grow with more use – they are due largely to improved health and reduced noise and congestion – their lifetime discounted value often equals the purchase price. When society as a whole is considered, any use has an estimated lifetime benefit of more than the purchase price and all lifetime costs.

The velomobile is unique for its potential to achieve many of these benefits which accrue with increased mileage rather than be diminished, as is common with most other transportation technologies. The most significant barriers to realizing the benefits include the majority of costs being borne by individuals and a lack of information and experience.

A course of change is modeled based on an existing method and an estimate of the industry's potential learning rate, to show the minimal investment needed to reduce the cost imbalance. This would realize a significant public benefit from a proven technology with a significant potential to grow once greater experience with it is had. The velomobile should rightly be considered a rational transportation proposition by decision makers and supported as such, in order to actualize those benefits.

Th2 | 11a: 2007 – Theme Year of Cycling

Tommi Sirvio, Pasi Korhonen (FI)

Network of Finnish Cycling Municipalities

In 2001, the Ministry of Transport and Communications of Finland introduced a program for promoting cycling. The main task was to make the various decision-makers more aware of the importance of pedestrian and bicycling traffic and to influence the future course of development. The programme was an achievement, but it did not lead to any further extension. The national passenger transport survey is performed every six years. Comprehensive nationwide information about Finnish mobility was last time collected in 2004/2005. Last decades the rate of cycling has stayed near ten per cent. In contrast the car use has grown significantly during the same time.

The promotion of cycling is extensively seen as a great importance. There is lots of potential for cycling and also the conditions are excellent in Finland. The previous and the first Cycling Year in Finland was arranged in 1996. As a consequence of the successful year the Network of Finnish Cycling Municipalities was founded. Now it is time for the second theme year of cycling.

The Network of Finnish Cycling Municipalities is a co-operative network of municipalities, state administration, Finnish Road Administration plus different associations and companies. The primary aim of the network is to support cycling and raise its status within the overall traffic system in Finland.

The Cycling Year 2007 is coordinated by the network and has two main goals. First goal is to unite organizations and associations interested in cycling to work together to make an outstanding theme year. The aim is to coordinate the resources to achieve the same target. Another main goal is to arrange campaigns directed to potential everyday cyclists and also public decision-makers in order to increase knowledge about the everyday cycling and cycling to work generally.

Th2 | 11b: Shopping by Bike

Merja Spott (D)

Bund für Umwelt und Naturschutz Deutschland (BUND), LV Berlin e.V./ Friends of the Earth Germany, Berlin Section

With this poster the Section Berlin of Friends of the Earth Germany (BUND) presents the interim results of the project concerning "Shopping by Bike". Every person uses on average one out of three of her daily ways for shopping errands (35,6%). To increase the share of bicycle use in these errands bears a great potential for improving the quality of urban life.

The aim of the project is to lower the barriers for shopping by bike and make it easily accessible also for people that do not regularly use their bikes. For shopping by bike users need to change their shopping habits as cyclists shop more often and buy less at a time.

The BUND shows at the Velo-City conference first experiences of eleven local groups in German cities who try to give guidance and practical advice to non-bike shoppers wanting to test out shopping-by-bike over a set period of time. The testers' experiences before and after switching to shopping-by-bike will be evaluated as part of the project. Furthermore the results of the analysis of the attitudes of local retailers towards cyclists as customers will be shown. Moreover we would like to present the success of conveying local administration representatives the cyclists' contribution to high quality urban life. As it is planned to initiate dialogue forums with stakeholders aimed at finding local solutions for making towns more attractive by supporting non-motorised living and shopping we present first results of these discussion.

This project runs within the German "National Cycling Plan" and is supported by the Federal Ministry of Transport, Building and Urban affairs.

Th2 | 11c: Biking with special Requirements

Ulrich Trojer (DE)

HPV – Human Powered Vehicles Germany e.V.

Being mobile by bicycle is also possible under special circumstances. Biking supports health, protects the environment and the climate, and it makes fun. There are lots of special circumstances that seem to make biking at first sight impossible. But thanks to special equipment there exist solutions for each problem.

The biggest market is that for people with certain handicaps. Whether bicycle or tricycle or special equipment for the bicycle, these solutions create unexpected mobility. In this case, recumbent tricycles are optimal HPVs.

As soon as feet or legs can no longer be used for pedalling, handbikes become the focus of attention. The performance of professional handbikers, with which traditional bikers normally cannot keep up, speaks for itself and for the underlying technology. The everyday versions of these vehicles significantly extend the radius of action of the active wheelchair.

Load transport not only comprises extension of the capacity of the traditional bicycle, e.g. per trailer, it concerns in particular three-wheel vehicles with partly large loading space. Smaller variants are ideal for bigger purchases or the transport of kids. It must not be forgotten that the pack bike is an important work tool for industry and trade. Finally special "rickshaws" must be mentioned. Two persons are sitting side by side – in this way accompanied biking becomes possible. The importance of rickshaws for tourist purposes or used in addi-

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tion to public local traffic must not be emphasized. Folding bicycles are used by many people for most different purposes. Commuters hold the most important share in the market. Folding bicycles serve to extend the sphere of action, whether in public local traffic or in motorized individual traffic.

HPV Germany e.V., established in 1986, promotes the further development of such bicycle technology and distributes information so that each end user has the possibility to get the HPV that suits him.

Th2| 12a: Promoting Cycling: Ideas about new Approaches

Evangelia Tsivou (GR)
Municipality of Karditsa

The Municipality of Karditsa (GREECE/50.000 inhabitants, capital of a wider area of 150.000 inhabitants) is today the pioneer Greek town as far as the development of bicycle infrastructure is concerned. The continuous development of a functional bicycle lanes network is combined with an integrated public awareness campaign on cycling. In February 2005 the Municipality was awarded with the international award "Climate Star 2004", for its initiatives for sustainable mobility and bicycle.

Today the Municipality of Karditsa invests in new approaches of cycling promotion campaigns. Our presentation is based in a multimedia application, illustrating the vision of urban sustainability through Internet Art.

Th2| 12b: Can Cycling Improve Quality of Life? A Case Study in the City of Tshwane (South Africa)

Hilton D. Vorster, Mogau Leshilo (ZA)
City of Tshwane Metropolitan Municipality

The City of Tshwane Metropolitan Municipality is a newly established metropolitan municipality in South Africa. It comprises a mixture of well-developed and severely disadvantaged areas due to the previous political dispensation. It is a city in transition towards equitable service delivery to its entire population. Ensuring sustainable mobility is a major drive in this transition. Many commuters including learners walk long distances, in excess of 2 km, to reach public transport facilities, schools and community centres. Others use public transport, which includes taxis, buses and trains. The current pilot project in one of the disadvantaged townships, Atteridgeville, aims to integrate cycling with rail transport.

Further aims of the project are to provide short-term job opportunities during the construction of cycling infrastructure and long-term job opportunities through the establishment of cycle shops, traffic safety education and awareness campaigns, and to establish a blueprint for future projects.

Atteridgeville was not designed to cater for cycling as a mode of transport. This has created major challenges, as the road reserves are narrow, there is a lack of cycling infrastructure (including storage and lock-up facilities), a cycling culture is absent, and the perception and behaviour of drivers towards cyclists are negative. Principles of international best practice have been used to address some of these challenges.

The paper will focus on the following aspects:

- Integration of cycling with rail transport
- Development of a master plan to establish cycling infrastructure in a "cycle-unfriendly" township
- Creation of job opportunities, provision of training

and road safety education, and raising awareness in the community

- Improvement of the quality of life of the community and reducing poverty

Th2| 12c: How we consume Energy for Mobility Needs and what are the Alternatives

Uwe Weissflog (DE)

inMotion mar.com - marketing communication services for brands in motion

Folding bikes - the smarter personal mobility solution
Oil has once again hit an all-time high in price. But still oil and energy consumption continues to increase. Our planet already can't support the Western way of life, but now China and India, with almost half of the world's population are hungrily sucking up oil and gas to support their booming economies.

How soon before we start having real shortages?

How soon before rationing?

Those of us who have grown up in the West have grown up in a time of plenty: plentiful food, clean water, clean air, and energy. But as it stands our children will grow up in a world where these things are much more scarce. And scarcity leads to instability and conflict.

We all need to make better decisions about how we consume energy. Do we drive the two miles to the post office or do we ride a bike instead? Do we drive to work or do we car pool or ride the train?

Governments need to make responsible energy consumption a priority and to give economic incentives to companies and individuals to make the right choices because in the end, money talks.

What about tax credit incentives to use your bike more often to ride to work?

What about reduced tariffs when you take your bike onto trains or busses?

How can you better organize your daily mobility needs with the use of available public or motorized transport solutions?

There are many facets of how folding bikes can help to solve some of those mobility issues and enhance your quality of life and health - let's take a closer look at them and at people who changed their mobility patterns. Times are changing and we'll all have to make changes. Let's all choose the easier changes now, not the hard changes later!

Th2| 13a: Cycling For The Blind

Richard Williams (GB)

Royal Town Planning Institute

The Quality of life of blind people can be improved by providing them with opportunities to cycle. Implementation of this vision depends on partnerships. This poster presentation will describe partnerships relating to blind cyclists.

Blind people can experience the joys of cycling if a tandem bicycle is made available and a sighted person can be found to occupy the front seat.

Partnership with organisations for the blind

In the past the British Royal National Institution for the Blind set up an activity holiday company, one section offered cycling holidays using tandems with volunteer sighted people sharing their journeys with blind companions. The organisation is now a free standing entity offering tours in several parts of Britain.

Partnership with cycle hire companies

Cycle hire companies include tandems in their cycle

range. This is useful for those blind people who cycle occasionally. To buy a tandem for their personal use is equivalent to 30-50 daily hires of a tandem.

Partnership with cycling organisations

Many touring cycling clubs in Britain have regular meets. Club members can help blind cyclists by agreeing to accompany them.

Partnership with public transport operators

People who own tandems and use them for leisure purposes will eventually have explored most quiet routes within a days travel of their home. In Britain many public transport operators are happy to convey ordinary size bicycles, few accept tandems. However GNER and VIRGIN trains (for some journeys) are exceptions to this rule. Reservations have to be made in advance, subject to availability of space on the train. This facility extends the areas which can be explored by tandem owners

A sighted cyclist can just 'up and go' Life is less easy for blind cyclists but through partnership with a variety of people they too can enjoy cycling.

bicycle infrastructure standards, increasing possibilities of healthy spend of leisure time and satisfaction to inhabitants. They are very important criterions influenced into quality of life. Size of town was not important in these analyses.

Th2| 13b: Development of Bikeways Network as an Element of Improvement of Quality of Life in Opinion of Students' Architecture and Spatial Economy Faculties

Andrzej Zalewski (PL)

Faculty of Building Engineering, Architecture and Environment Eng., Lodz University of Technology

In paper will be presented results of survey of students' architecture and spatial economy faculties concerning development of bikeways network as an element of improvement of quality of life. The survey was effectuated in two courses of students of Architecture Faculty of Lodz University of Technology and Spatial Economy in Interfaculty Studies in Spatial Economy of Warsaw Agricultural University, where author is a tutor of the course "Transportation in urban and country planning".

In the author opinion, interdisciplinary education in transportation, directed into sustainable development with social aspects of future urban and country planners and architects are indispensable. Bikeways planning system in the educational process of students is very utilise didactic and creative instrument to obtain knowledge in sustainable development, because it gives following possibilities of learning:

- interaction between land use, transportation system and environment,
- structure and conditions of work and development of transportation system in the agglomeration and towns in sustainable context, and specificity of bicycle infrastructure particularly,
- conditions influencing for transportation in towns and bicycle planning system particularly,
- role of different save energy transportation modes in service of towns and agglomerations,
- interaction between urban and country sprawl and traffic safety,
- design of particular solutions of intersections and sections between intersections equipped in bicycle infrastructure.

At the end of courses students prepared essays concerning transportation services in selected towns and agglomerations as a life friendly zone. Results of surveys presented principals criterions of life friendly urban areas. They are following: elimination of transit traffic car, development of bicycle facilities infrastructure, development of traffic calming zone and possibilities of parking. Development of bikeways network give possibilities of free choice of transportation mode, improvement of

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Th2| 14a: CYCLING ... AND RECYCLING Invitation to European Industry

Pietro Boselli (IT)

SafetyBicycle: Pool of European analysts in the world of the European Bicycle.

June 12, 2002, Helsinki: 'Cycling and Recycling' was presented during the annual European industry organizations' General Meeting.

At that time the majority of the industry decision-makers were more aimed to increase the number of bicycles sold at the lowest price than to care of the after-sale product full story. Much less, industry seemed not to feel responsible for what was happening after product's end of life. From 2002 many changes have occurred in the European market.

New warranty regulations, new safety requirements, new Made in Europe protection regulation are on due.

Today it is no more possible for the industry to pretend to stay out from the debate on the values carried on by the bicycle.

Consumers, with the institutions' full support, are far away ahead with their demand of environment consciousness, sustainable development, and safe riding.

Furthermore, recycling is a priority task in order to improve the exploitation of existing resources.

Based on the above considerations, the study will try to pose some hints, in order to invite the industry to modify successfully its role: from hardware-commodity supplier to enlarged cycling-service supplier.

A sound and more close cooperation with bicycle friendly organizations would help to build a sustainable supply chain.

Technically most updated, thanks to the EN standards guidelines, every bicycle sold in Europe will be safer than now.

Equipped with a full range of anti-theft information systems and technical devices, the bicycle could be more secured than now.

Finally, applying the recycling philosophy to the dozens of millions of scrap bicycles lying all over, it can be fed a global displacement & refurbishing process, in Europe and in the rest of the world.

Useless to say that the set up of such network at EU, national and local level, will open new big chances on the employment.

Th2| 14b: Bicycle Taxis and Poverty Alleviation in Western Kenya

Samuel Echessa Buluma (KE)

Buluma Consulting Engineers

During the last decade or so Western Kenya has experienced unprecedented growth in the use of bicycle taxis popularly known as boda-boda. Starting from the Kenya-Uganda border the non-motorized taxis have rapidly spread to major towns in western Kenya and beyond. In these towns the bicycle taxis completely out number the motorized taxis. The boda-boda have also made their way to Kenya's capital city Nairobi.

In addition every market place in rural Western Kenya has its share of boda-boda and in some villages bicycles are the only form of public transport available.

So significant is the 'invasion' of Kenyan towns by bicycle taxis that cycling here is now attracting the attention and support of UN Habitat, UNEP and the World Bank.

In rural areas the taxis link the villages to the motorized public transport routes while in towns they carry passengers and light goods for small scale traders for short distances.

This paper discusses how the bicycle taxis business is

organized and operated. The contribution of the bicycle taxi to the fight against poverty (one of man's greatest enemies) through creation of employment and income generation for the poor is highlighted in the paper.

Also addressed in the paper are the bottlenecks in the boda-boda transport system such as the lack of bicycle infrastructure, accidents and the continuing 'friction' between cyclists and motorists etc.

The paper also suggests possible solutions to these problems facing the bicycle taxi transport system. The measures that need to be taken by the Central Government, Local Authorities and other interested parties to bring boda-boda transport to sustainable levels are all outlined in the paper. From the discussions, it is concluded that bicycle taxis are a promising mobility mode in Kenya and much support is needed in order to keep the boda-boda wheels turning.

Th2| 14c: Example for the Innovative Cooperation of a Tourism Association, a Cyclists' Association, and a Media Agency: Flanders

Ulf Keutmann (DE)

Zweiplus Medienagentur

The purpose of this poster session is to present an example of the cooperation of European tourism associations with a cyclists' association and a media agency in Flanders Belgium. The objective is to develop innovative ways to promote bicycle tourism as an economic factor.

In Germany, Flanders is represented by a branch office of the tourism association Flanders-Brussels. Due to its geographic position, Germany is a key tourism source market for the region. In 2003, Tourism Flanders-Brussels contacted the ADFC (General German Bicycle Club), whose professional work and market research in the field of bicycle tourism had already played a key role in the development of the German market.

The competencies of the cooperation partners complement each other. Tourism Flanders-Brussels is well acquainted with the characteristics of the region. The ADFC has extensive knowledge of the needs and behaviour patterns of German bicycle tourists. Zweiplus Media Agency has specific expertise in target-group-aligned marketing of bicycle tourism in the German market.

Thus, Tourism Flanders-Brussels commissioned the ADFC and Zweiplus Media Agency to develop a perennial concept to boost the brand recognition of the destination Flanders in the German bicycle tourism market. Flanders wants to be neck and neck with bicycle destinations that are already successful in the German market.

The responsibilities of Zweiplus Media Agency included the provision of consulting services to determine a media strategy, especially the placement of ad series in German bicycle magazines. Additionally, the ADFC and Zweiplus Media Agency provided consulting services to revise the tourism offer, such as organization of workshops with Tourism Flanders-Brussels and tourism providers from Flanders.

Meanwhile, a long-term collaboration has been agreed between the cooperation partners for a professional market-oriented expansion of bicycle tourism in Flanders. Eventually, this will increase the bicycle traffic in Flanders and effectively promote bicycle tourism.

Th2| 15a: Importance of Bicycle as Part of Employment in Tanzania

Adam Msenga (TZ)

DAR ES SALAAM-TANZANIA, TANZANIA FORUM GROUP FOR RURAL TRANSPORT AND DEVELOPMENT

Transport and mobility are counted among the basic conditions for economic, social and cultural development. Various means of transport move goods and people from one place to another establishing connection within regions. Transport is essential prerequisite for trade relations and itself provides many jobs as a branch of industry and service in its own rights.

Bicycles are contributing to the economic significance of cycling as an alternative for most short car trip. The bicycle is a tool of development and self sufficiency providing transportation access when the roads are poor, the buses don't come and fuel is unavailable. The bicycle provides an attainable intermediate transportation mode for people and goods that can have far reaching economic benefits for the people of Tanzania.

The bicycle is an increasingly important economic factor. It provides for few jobs in existing branches and also opens new branches. These branches are employment as cyclist, employment as owner of hiring bicycles Company, employment of spare parts providers, employment of repair service provider, employer of ambulance and employment as transporter. The bicycle is undeniably an increasingly more important economic factor in everyday life and leisure time and the employment market plays the largest role here.

The bicycle is a cheaper and popular mode of transport in Tanzania particular in flat areas. The bicycle is the live hood of all users in this country. One of advantage of bicycle in Tanzania is employment of communities which used as income generating activities and for almost every transport need in the household.

In Tanzania for example regions like Tanga, Coast and Kagera there are groups of young people who employed for business of bicycles as means of transport for passengers and goods. In village of Soga in coast region there is a group of women which deals with business of bicycles for transporting passenger and goods 10 kilometers from village to main road. Spare parts of bicycles, transporting goods from one point to another, selling spare parts of bicycles.

There are many problems hindered employment of bicycles in Tanzania such as high price of bicycles, shortage of spare parts, lack of skilled mechanics, and type of bicycles relevant to environment. In order to promote more employment in bicycle business, the government importers, and manufacturer should reduce the price of bicycles so that people could afford them, encourage women use bicycles for their activities, the requirement of good infrastructure appropriate for riding bicycles and the exception of income taxes for bicycle and spare parts.

Also there is a need of encouraging manufacturer to establish industries to developing countries like Tanzania rather than imported readymade bicycles.

The bicycle is very important in East Africa where in Uganda and Kenya taxi bicycle is known as BODABODA .AT Bagamoyo district in coast region in Tanzania people have been employed for having bicycles for hire to Tourist.

The experience of this business can get even from Kagera region where bicycles business competes with car (taxi) in Bukoba town in Kagera region.

This paper will discuss more the important of bicycle as part of employment in Tanzania in difference group.

Th2| 15b: The Network of Cycling Routes for Recreation Can Create New Opportunities on the Social Employment Market in Europe: Endless Cycling Pleasure in the Province of Antwerp (Belgium) gives new Chances on the Employment Market.

Kris Rockelé (BE)

Dienst Recreatie, Sport en Toerisme Provincie Antwerpen

The Antwerp Tourism Association (Toerisme Provincie Antwerpen - TPA) has dreamed up a new series of initiatives to ensure cycling enthusiasts are absolutely spoiled for choice.

TPA has made a survey of the safest cycle paths located in the most attractive landscapes. Each junction in the network has a number, which cyclists can use to prepare a cycling tour (working out a precise plan of the times involved and the places they wish to visit). This extremely flexible system allows for endless permutations of times and destinations. Be sure to study the map before setting off on a trip and draw up a list of intersections you wish to cross through. Count the distances between the intersections to calculate precisely how long the cycle tour will take. With careful preparation, all you have to do during the tour is to keep sight of the numbers and rely on the clearly indicated system of signs to take care of the rest. Rectangular signs placed at every crossroads, every fork in the road and every junction feature a direction arrow and the number of the intersection you are cycling towards. The cycle route network covers 5.504 kilometres (2.752 km sign-posted in both directions) of innumerable delightful cycle tours. Extra cycling comfort is guaranteed by the completely car-free routes (about 30 % of the total). In several parts of Flanders, you will find this kind of cycling network. More than 15.000 signs are actually placed on this cycling network in the Province of Antwerp. This means a lot of work because every day several signs get destroyed. Working with private cleaning-teams costs a lot of money in Belgium. We think social programs can help to find a solution for this problem. Have other regions in Europe any experience with this kind of employment? Give the European Social Funds (EU) possibilities to create jobs in this part of the social employment market? We try to find this out during the presentation and ask suggestions from other members during the group discussion.

Th2| 15c: Economic Development impulses by a Tourist Cycle-project in Upper Franconia ("Oberfranken")

Romanus Scholz (DE)

ADFC Bavaria

The project: within the year 2000 the "Forum Zukunft Oberfranken" mandated the regional association of Bavaria of the "Allgemeiner Deutschen Fahrrad-Club" (ADFC), to create a region-wide net of at first six connected bicycle lanes for the administrative district of Upper Franconia in Bavaria. A few years later the net was completed by four thematic routes. The ADFC was also mandated to design several nets of mountain bike-lanes, which was directed to defined centres.

Background regional development: The "Forum Zukunft Oberfranken" considers itself as an instrument for the promotion of living conditions and the economy of Upper Franconia.

Growing demand for short bicycle- and mountain bike-holidays: one of the results of the yearly analysis of the attitudes of bicycle travellers carried out by the ADFC

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Germany was that there are special chances for Upper Franconia in this sector of the tourist market.

Implementation of modern sign-posting: An aim-orientated sign-posting system was established as an innovation all over Bavaria after the demands of the association of street- and traffic research of Germany ("Forschungsgesellschaft für Straßen- und Verkehrswesen, FGSV").

Appropriation of comprehensive marketing instruments: Flyer, guide of the bicycle routes, Internet

Insourcing and promotion of bicycle-friendly accommodations by a quality offensive with the aim, to fit them for the target group of the bicycle tourists, to push the improvement of the equipment and service, to communicate practical knowledge and to assist in marketing strategies.

All in all this project means a comprehensive program for the foreign traveller as well as for the local population and also a development program for the improvement of the regional infrastructure, which can arouse a lot of interest in the main topic "New chances of the employment market" at the Velo-city congress 2007 in Munich.

Th2|16a: Quality Improvement of the ADFC Member Magazine "RadWelt"

Petra Wedel (DE)

Zweiplus Medienagentur

The purpose of this presentation is to demonstrate the development that "RadWelt", the member magazine of the ADFC (General German Bicycle Club) has undergone over the past years. The magazine is used as an example for a well-prepared and marketed member magazine that could be effective even across association borders. The attractive presentation of general and travel-related subjects demonstrates and promotes the importance of cycling in the traffic system as well as the economic effects of bicycle tourism.

"RadWelt" is bi-monthly magazine with a circulation of 64,000 copies. Its objective is to inform ADFC members about the political work of the association, traffic-related political trends, current developments in bicycle technology, and bike travel.

Since 1999, Zweiplus Media Agency has been responsible for the magazine's art management, ad marketing, production handling, and sales organization; the federal office of the ADFC is responsible for the content. In 2000, the magazine's contents and layout were totally redesigned. A survey conducted among the readers revealed that at the time, the magazine no longer fulfilled the requirements for an attractive member magazine. In 2004, the magazine's concept and layout again underwent slight revision. Thus, the successful, reader-oriented approach was further developed, resulting in increased bonding of the readers to "RadWelt" and ADFC.

After the revision of 2004, the quality of the design and content continued to be improved. Meanwhile, "RadWelt" has reached a quality level comparable to that of commercially produced magazines. Thanks to its quality design and topical, interesting contents, "RadWelt" not only serves as an instrument to bond members to the ADFC, but also to provide specific support for the association's political work.

In this way, "RadWelt" effectively promotes everyday cycling and bicycle tourism, thereby contributing to the significance of the economic factor bicycle.

Th2| 17a: Promoting Events that get more People Cycling more often

Ian Aitken (GB)

Cycling Scotland, Bike Week

Bike Week is the UK's annual 'celebration of cycling', first started in 1923.

Since 2001 it has incorporated the Bike2Work campaign, encouraging car drivers to try cycling to work throughout Bike Week. Most events are suitable for people who are new or returning to cycling. Bike Week HQ provided local event organisers with a 'menu' of 20 ideas for successful events, including those with media appeal.

Professionally co-ordinated for a steering group of 20 organisations, Bike Week receives government funding from England, Northern Ireland, Scotland and Wales, plus a small annual grant from the UK cycle industry's BikeHub levy. In 2006 the total Bike Week budget was £150,000, just 0.2% of the UK's total investment in cycling.

Bike Week has grown as a result of increased funding and professional marketing. This year, 1,171 organisers ran 1,717 local events for an estimated 261,216 participants. All event organisers were offered free public liability insurance – essential for volunteers – plus a range of free promotional materials including posters, certificates, prize draw leaflets, balloons, stickers, etc – examples of these will be shown.

Bike Week is a superb example of a marketing communications and event promotion campaign that offers excellent value for money. For a total cost of £150,000, Bike Week and Bike2Work events generated media coverage worth £1,812,500 (ie: 12 x budget). The average cost to support each event was £87.26. The cost per participant encouraged to cycle more was just 76.5p.

The successful growth of Bike Week in the UK – a country with a very low level of everyday cycling – should inspire others who seek reassurance that promoting local events as part of a dedicated 'focus' week will result in more people cycling more often, especially when coupled with professional PR based on strong branding.

Th2| 17b: A Brake Warning Light for Bicycles

Gerry Bracken, B Sc. (IE)

U.C. Dublin 1957(RETIRE)

I strongly believe that brake warning lights fitted to bicycles would help to reduce the number of deaths and injuries suffered by cyclists in mixed traffic situations.

To this end, over the past ten years, I have experimented with developing automatic warning lights, simple in construction, self contained, which can be attached to the rear of the bicycle frame.

The optimum solution appeared to be a fully integrated system, with no external wires or controls, inertia activated, and with a self contained power supply, the inertia mass being provided by a battery.

Starting with a 6 volt AR25 battery and filament bulb, I quickly discovered that such a heavy battery was not the perfect answer, being both bulky and unsensitive in a bicycle situation.

Replacing the filament bulb with Light Emitting Diodes (LEDs), smaller batteries were then tried, such as the PP7 and PP3 which are both 9 volts.

The PP3 battery was tried in a number of configurations, eventually proving successful when deployed

overhead an offset axle/pivot. It powered a display of nine LEDs in narrow X formation.

A patent for this invention was applied for on 15 March 2004, and a U.K. patent No. GB2411714 was granted on 15 March 2006. European and U.S. patents are also pending.

Reducing battery size further to 2xAAA batteries giving 3 volts in series, has proved adequate to power nine LEDs and allowed a further reduction in size of the Brake Warning Light unit. A switch is now incorporated to allow for a permanent display of three lower powered LEDs after dark.

I gratefully acknowledge the help of Galway University in designing and making the casing for these prototypes.

(Gerry Bracken lectures frequently on historical subjects in Ireland and Britain).

Th2| 17c: The Case against Bicycle Helmets and Legislation

Colin Clarke (GB)

Cyclists' Touring Club

The issue of bicycle helmets has been under discussion for about 20 years. Many aspects are involved – safety, health, environment, human rights, enforcement and costs. Enforced helmet laws have discouraged cycling and the health benefits of cycling are considered to outweigh the risks. With fewer cyclists due to legislation a key question is whether society benefits from such measures.

Bicycle helmet legislation in Victoria, Australia, resulted in a drop of 36% in the numbers cycling in Melbourne, where 42% wore helmets before legislation. This 36% drop represents more than half of those (58%) not wearing helmets. This result of discouraging people was in sharp contrast to other measures such as seat belts, which did not discourage driving.

A series of tests are set for helmets and legislation to see if they provide any benefit. The test for legislation indicated that in health terms, helmet laws cause far greater harm than good.

Fatality data indicates a significant proportion of cyclists sustain serious injuries to other parts of the body than the head. For example, 63% sustained chest injuries and therefore they may not survive even if the head could be completely protected. In some cases injuries to the head are so severe that helmets are unable to prevent death. Fatality data comparing a six-year period before helmet legislation to after for both Australia and New Zealand and adjusted for the reduced cycling, shows that cyclists did not gain compared to pedestrians or other road users.

There is evidence that mandatory helmet laws result in a loss of cyclist safety, for the environment, for public health and in the quality of life.

Th2| 18a: The Challenge of Raising A Cyclist In 21st Century America

Randy Thomas Eady (US)

MPS-Ready Solutions LLC

In Europe the lauftrad has "revolutionized" the way 2-5 year olds learn how to ride a bike without the dependency created by stützräder. It has helped thousands of children get on the path to an active lifestyle and garnered numerous toy design and educational awards.

Yet in North America there is a reluctance to embrace the lauftrad, an inexplicable resistance to comprehend-

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ing the benefits of the "laufrad phenomena" in Europe and denial of the increasing emergence of "training wheel dependency" in American society. Even with an overall flat-to-declining US bike riding population, surging levels of childhood obesity and more children abandoning bike riding because they become dependent on outside stabilizers (known as "training wheels" in North America), the self-proclaimed world's leading bike magazine, 'Bicycle' (July 06 issue) stated: "the best way to teach 2-4 year olds how to ride is to put them on a training wheel equipped bike." Many American's blithely say "we just take training wheels off, while Europeans add pedals." Actual ridership belies that statement. More European children are learning to ride untethered at an earlier age. More American children are carrying extra body surface area and are learning to balance a bike at a later age, if at all. This presentation features North American's largest and most experienced direct distributor of lauräder. The Glider Rider Division of MPS-Ready Solutions has been selling the "running bike" in the United States for over two years. We have used various educational approaches/demonstrations to prove the merits of the concept and have begun to open windows of perception in product use by suggesting its application in America as a therapeutic tool for special needs and developmentally challenged children. We will also discuss how the culture of obesity and the "anti-integrative" exercise philosophy in the US influences comprehension of the laurad.

Th2|18b: "In Reggio Emilia we go to School by BiciBus"

Paolo Gandolfi (IT)
Department Urban Mobility-Traffic-Infrastructures, Municipality of Reggio Emilia

The project "In Reggio Emilia we go to school by BiciBus", coordinated by the Municipality of Reggio Emilia (Department Urban Mobility -Traffic - Infrastructures) in collaboration with the Organisation Tuttinbici-Fiab (Italian Federation Friends of Bicycle), would like to actively involve teachers, students of primary schools and parents in a project of sustainable mobility during the displacements home - school. The BiciBus is a "two-wheeled bus": it consisting of a group of students who go to and come back from school guided by volunteers by bicycle (parents, grandparents, teachers, members of the Organisation Tuttinbici-Fiab, ...), following pre-established routes, maked safe and signalled by notices on the ground. As the routes of the real buses, the BiciBus' routes provide terminus and middle stops, appropriately indicated by signs with arrival and departure times. The students go to the route with their bicycles; they wait for the volunteers and the group at the terminus or at the stops, to go on together toward the school. The accompanying at the end of the lessons operates in the same way. In order to increase safety and visibility, the students receive a coloured kit (helmet, vest and rain-cloak), to wear during the route. The bicycle park is organized by the installation of racks reserved for the children who participate in the BiciBus. Furthermore, we organize lessons for the people who are in disposal to accompany the children during the BiciBus routes. BiciBus is preceded and supported by workshops and technical analysis in the classrooms, to educate to sustainable mobility, traffic safety and bicycle knowledge. Moreover, you can organize school trips by bicycle an evening meetings with experts, directed to the

families in order to talk about health, autonomy rights, sustainable mobility an safety. From the starting 70 children of one school, in the spring of 2007 we succeed in participating in the project 10 primary schools and about 380 children, who everyday go to school by BiciBus.

Th2|18c: ELTERN TAXI (Parents-Taxi) - Safe to School on a Tandem-bike

Andreas Gehlen (DE)
"Zwei plus zwei" Marketing GmbH

The aim of the ELTERN TAXI (Parent Taxi) initiative is to promote traffic awareness amongst children, as well as supporting healthy exercise by bike. ELTERN TAXI is a healthy way of getting exercise together: On a tandem, children and their parents can travel together every day by bike – to school, on excursions or when going shopping. Daily exercise is guaranteed (and fun, too!), children develop their motor skills and also experience how quickly you can move by bike when working as a team. A tandem also offers children who have health problems an opportunity to enjoy some exercise in the great outdoors. For with mum or dad at the controls, little co-pilots can take a break without being left behind or the adults having to slow their cycling down to stay with them. It is not just that accompanying your children like this is environmentally friendly and a space-saving solution – it also reduces the amount of traffic in front of the school gates and at other venues. For an agreed period (two weeks minimum) and free of charge, a group of ten families with children from a primary school are provided with specially equipped ELTERN TAXI tandems which are used for the daily school run and leisure activities. Parents, teachers or friends of any primary school in Germany could apply at info@elterntaxi.com for participation with ELTERN TAXI at their school. Behind this initiative is the ZWEI PLUS ZWEI company based in Cologne. This specialist in family bicycle mobility has for many years been committed to a transport strategy that is oriented around exercise and bicycles. The author Andreas Gehlen is founder and executive partner of ZWEI PLUS ZWEI.

Th2|19a: Safe and joyful Cycling for Senior Citizens

Lars Leden (FI)
VTT - Technical Research Centre of Finland/ Division of Traffic Engineering, Luleå University of Technology
Ralf Risser (AT)
FACTUM

Demographic changes show that the portion of older and very old people will grow within the next years. There will be more older people in the future and one aim should be to keep them active and healthy for a long time. Exercise plays an important role in this context – it supports to stay healthy in all phases of our life. Bicycling is possible almost without any limitation of age, so it is an ideal possibility to stay active at an older age. Apart from the advantages for our physical constitution, cycling could increase mobility at an older age. It is a fact that senior citizens often have to renounce in the mobility they actually would desire, as a drivers' licence or a car are missing more often than is the case for the average population. The bicycle could become

an ideal means of transportation for a part of senior citizens, in order to fulfil their individual needs of mobility and to stay active and mobile at an older age.

The poster presentation will discuss factors behind safe and joyful cycling for senior citizens. The intention is to have a good interaction and discussion with the audience. A special questionnaire will be distributed. The poster presentation will highlight and discuss the following topics:

- literature review of factors behind safe and joyful cycling for senior citizens
- needs of older people concerning bicycle infrastructure and equipment, with special focus on telematics and other types of Intelligent Transportation Systems, ITS
- to what extent ITS, can be used to increase safety and quality
- under what conditions ITS can help and what would be the requirements
- future research questions

Th2|19b: Emergency Medical Vehicle Collision and Cyclists in Finland: A safe Area and a Question of Quality of Life and Safety

Jörgen Lundälv (SE)

Department of Social Work, Göteborg University

The phenomenon of EMVC (Emergency Medical Vehicle Collision) included a culture of fear in the area of Emergency and accident medicine.

The poster presentation presented the environmentally friendly mobility in Finland between cyclists and Emergency Medical Vehicles (ambulance) concerning the phenomenon of EMVC during the period of 1996-2005. Ambulance-related injury event associated with traffic injuries for ambulance personnel, patients, relatives and unprotected individual's in the traffic environment is a common phenomenon. It is important to noting that 528 ambulance crashes occurred and 146 individual's were injured during the period. But there were very few EMVC involving cyclist. Only two crashes includes cyclists. The research methods were based on register data, data collection at the Finnish Motor Insurers' Centre and the Motor Traffic Insurers Committee, VALT (Multidisciplinary crash investigation) which content every fatal crash occurring nationally and crash data including personal injuries. However, injury registration, control and education are very important in the future to prevent EMVC in the traffic environment. For ambulance staff and medical doctors in the field of emergency medicine and traffic medicine, it is highlighted the importance of collaboration between different authorities (Police departments, Finnish Road Administration, The Finnish Medical Association, The Finnish Ambulance Association, Finnish rescue authorities and The Finnish Motor Insurers' Centre and the Motor Traffic Insurers Committee, VALT) for successful injury prevention against EMVC in the future. It is also important to learn more from cyclists and the experiences at the Cycling Union of Finland how to prevent accident involving Emergency Medical Vehicles.

Th2|19c: Three Years of Spanish compulsory Helmet: Some Results of an inconvenient Law

Juan Merallo Grande (ES)

ConBici-Spain

In 2004 a reform of the General Regulation of Traffic was approved containing some improvements for cyclists. Nevertheless, it also had some points in that regulation breaking that positive tendency. The compulsory helmet regulation in interurban routes created a serious sensation on which bicycle was a risk sport, ignoring its function like means of transport, means of healthful leisure and tool for cyclotouring.

This Regulation, done by the Spanish government, but in fact written by the technicians of the Spanish National Traffic Safety Committee, had to develop the Road Security Law, dictated by the Parliament, which already placed the helmet like an obligatory element.

But the technicians did not know very clearly how to approach the development of that law that had been made with no attention to all the users of the bicycle. Regulation then proposed somewhat subjective conditions in which the helmet would not be compulsory. This double moral to force restrictively in one hand and to be open-handed on the other hand, showed the deep contradictions of a law that should never had to have carried out.

After three years from the beginning of the Regulation, I analyze its results, demonstrating that after this time the intentions that the law persecuted with the compulsory helmet are far to make progress but a deep lack of success in the primary intention of the law: improve the security of the cyclists.

Th2|20a: ON YOUR OWN - A web-based 'Walk and cycle to School Challenge', Including a Competition and Educational Exercises based on the Curriculum

Camilla Pärlbäck (SE)

Traffic and Public Transport Authority, City of Göteborg

An increasing number of children get a ride to school and activities, which leads to less active children, traffic problems at schools and more atmospheric pollution.

The City of Göteborg has within its program for traffic education "Traffic for life" initiated a school challenge "On your own". Its purpose is to influence children to walk and bicycle to school and to support the integration of the subject traffic into school education. The project encourages the students to walk and bike by giving them the chance to win an experience for the whole class and through educational exercises on traffic safety, health and environment.

The school is one of the most important arenas to reach children and youth. It is here that we can begin to work on changing attitudes and behaviour. Knowledge in itself cannot change attitudes. It's when one gets to use one's knowledge in relevant contexts - and to reflect over what's learnt - that change can occur.

By integrating learning about sustainable societies and traffic in education with this perspective we can create the conditions for the children to make their own active choices now and in the future regarding issues like choice of transportation.

This is why we are convinced that the combination of a challenge and education exercises give students time to reflect and challenge old believes is a winning approach. Our aim is therefore to be able to invite all of Göteborg's students, over 12 000 students, in the ages

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10-12 years to the school challenge "On your own " 2008.

Th2| 20b: Bicycling to Work: Is it really healthy?

Jutta Scharnbacher, K. Isabel Löffler, Elizabeth Heins, Stephan Letzel, Eva Böhler (DE)

Institut für Arbeits-, Sozial- und Umweltmedizin, Johannes Gutenberg-Universität Mainz

Introduction:

Sedentarism is a modifiable risk factor for cardiovascular diseases. The German Association for Cardiology recommends practicing medium intensity exercise at least 30 to 45 minutes, 5 days per week. This is to be accomplished by integrating physical activity in the daily routine. An increase in sport activities is thus promoted as part of the occupational health promotion plans, i.e. "Bike to work" program. However, what about the bicycle commuting accident risk?

The objective is to investigate the consequences of promoting bicycling to work based on the commuting accident data from a large company, and to present recommendations for their prevention.

Methods:

Data comprising all employee commuting accidents dating from 01.01.1990 to 31.12.2003 from a German company were available for secondary analysis. Analyzed variables included sociodemographic and accident data. Data on transportation methods used were available from the entire workforce in 1998.

Results:

In the analysed period there were a total of 5484 travel accidents, 1672 of which involved cyclists. Mandatory reported accidents (>3 days work absence) were in total 53.9% (for cyclists 27.7%) In relation to the frequency of bicycle use (for the year 1998), cyclists were more often involved in accidents: 1.9% of cyclists experienced a commuting accident versus 0.7% of those using other transportation methods.

Accident severity: Most of the travel accidents led to more than 3 sick days with ambulant care (total 48%, cyclists 42.7%). Cycling accidents led to more severe accidents with more than 3 days of sick leave vs car drivers (32.8% vs 26.4%).

Discussion:

From the preventive medicine and ecological view-point, bicycling promotion is reasonable. However, the accident risk should not be underestimated. The analyzed commuting accident data, both in number and severity, confirm the danger of cycling in street traffic. Therefore, before promoting cycling as a transportation method to work, the status-quo (previous accident data, employer questionnaires) must be analyzed, and the danger zones eliminated. The prevention program should also include safe bicycling training and cardiovascular checkups for the employees.

Despite being very enthusiastic about bicycle-riding, I think it is important to focus also on the risks involved.

Th2| 20c: Epidemiology of bicycle-related Injuries on School Travel in Germany – Trends and Patterns

Kurt Scherer, Barbara Lipka, Efthimia Dima (DE)

Bundesverband der Unfallkassen (Central Federation of Public Sector Accident Insurers)

Introduction:

Promoting the use of cycling should concentrate on early ages and daily routines like school travel. But

accidents represent undesirable side effects of bicycling. Injury Risk and Unsafety is one of the major barrier for children taking bikes to school.

Objective:

To quantify and to describe the magnitude, time-trends and patterns of mortality and morbidity resulting from bicycle-related injuries on the way to and from school.

Method:

SISS-Ger is a long-lasting nationwide population-based monitoring program that collects information on school-related injuries in Germany. It covers all children and adolescents (17,5 mio pupils) from nursery school to university during school-related activities including school travel. Contrary to police traffic crash reports the serious problem of underreporting does not exist. There are a lot of mandatory data elements encompassing demographics, region, type of school, diagnosis and time of occurrence.

Results:

Annually bicycle-related injuries on school travel were responsible for 30,000 medical attendances, 2,000 hospitalizations and 10 deaths. Mortality and morbidity data show great inequalities in age, gender, region and school type. Short- and long-term trends differ between various injury indicators. Comparisons with exposure data and other traffic modes revealed interactive effects.

Conclusion:

The School Injury Surveillance System (SISS-Ger) can deliver essential information for planning and evaluating prevention measures. It is key promoting safety. In the long run it will help reduce unwarranted fear and, consequently, increase bicycle usage.

Th2| 21a: The Implementation of the Norwegian Cycling Strategy

Hege Herheim Tassel (NO)

Directorate of public roads, Norwegian Public Roads Administration

The Norwegian government adopted in 2005 a National Cycling Strategy as part of the National Transport Plan for 2006 – 15. The main objective of the Strategy is to make it safer and more attractive to cycle. The main measures under implementation are larger investment budgets, better maintenance of existing cycle facilities, improved traffic regulations and competence-building. The strategy is based on international best practice and recommends well known measures.

The cycling strategy is part of a National action plan to increase the physical activity in the population. As all western countries Norway has growing health problems caused by inactivity. Even our pets are becoming overweight!

The overall ambition is a healthier population and more environmentally friendly transport, especially in towns and cities where the potential for increased cycling is higher.

Competence building is a key measure in order to achieve this. The Norwegian planners have a tradition for planning safe school roads for children in the countryside, but have little experience when it comes to planning for cycling as an efficient transport mode in cities. Cycling as a mode of transport has been neglected and amounts to only 5 % of the total trips. In comparable countries, like the neighbouring Sweden and Denmark, the numbers are 10 and 18 %. In order to increase competence the Norwegian Roads Administration has established a National Network of Cycling Cities. The network has a website www.sykkelby.no.

Norway as a case is interesting because the Ministry of Transport and Communications is taking action, and there is also money and political will to follow up on a

national level. Our prime minister is well known for cycling back and forth to Parliament and has declared an ambition to improve conditions quickly.

Th2 | 21b: Mountain Biking in the Sahara – Tunisia

Maria Luisa Trigila (IT)

The Tour was organised by FIAB – AMICI DELLA BICICLETTA DI PADOVA and SKYBIKE EXPLORER with the support and contribution of Padova City Council.

During 2006 there were two expeditions, in March and November. About twelve bikers took part in each one, with the support of four off-road back-up vehicles and one Unimog truck.

The main task was cycling through the desert in the south of Tunisia, on average 40 Km a day, setting up camp each evening at the end of the day's ride and striking camp the following morning to set off again at 8 o'clock.

The route was mainly over sand; even tracks are normally unbikeable, you simply sink into the soft ruts left by the vehicles. Some dunes can be taken at a run, by pumping your pedals, others will collapse under you. It is generally much harder than mountain biking at home and requires constant concentration. Falling off having suddenly sunk into a soft patch and dismounting to push through deep sand are common events.

Yet there are rewards: the beauty of the desert, its variety and the changing light, vivid sunsets and starry night skies. And there is no more moving sight than the bobbing black dots of distant cyclists in the endless waste: man against nature. In order not to lose anyone, a road book for each day's stage is carefully prepared, and all the back-up vehicles are equipped with GPS, as well as CB. There is also a team doctor on call.

So why do it with your own legs? You need to be fit and ready to learn to love an environment you have probably been taught to fear. The reward is the greater satisfaction of having done your 200 Km or so under your own steam, biking, using your own legs and lungs. Without noise or stink.

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Th2| 22a: China and Bicycle: End of the Story?

Julien Allaire (FR)
CNRS : LEPII - EPE

From the 1990's, the Chinese Government has regarded automobile industry as a pillar of economic growth. Since 2000, car population increase dramatically in Chinese cities. Responding to space needs, streets become fully car oriented. There is less and less bicycle lanes and it's more and more dangerous to ride bike. Bicycle ownership increase as far as household automobile ownership decrease.

In Chinese cities, bike is denigrated compared to others mechanized modes. Planners consider it as a slow out-of-date transport mode. In 1980, Chinese cities were short-distances cities with a high population density and a high diversity of activity in the building environment. These was due to work unit system. Following economic reforms, cities urban form change and distances has been becoming longer and longer. Consequently, bicycle is more and more a mode for the poorest.

But this trend could be stopped soon. Because of traffic congestion due to high population density in Chinese cities, more and more people claim for more respect for cycling. Recently, a senior Minister in criticized Beijing city for making it harder for cyclists to get around, saying that the country should keep its title as the kingdom of bicycles.

Considering Chinese cities construction, we propose to study evolution of bicycle use and urban planning since 1980. Finally we would discuss about Chinese possibilities to keep a high bicycle modal share in cities by urban and transportation planning.

Th2| 22b: Demand and Reality on the constructive Realisation of Cycling Facilities - How user-friendly are our Cycling Facilities?

Andreas Bergmann (DE)
Transport planning and urban development, Munich

Vision and reality of a sustainable mobility by bicycle transport promotion often differ widely in practical use, particularly in realisation of facilities for cyclists. By a cycling-excursion on a route through several quarters of Munich, the participants themselves find out (by cycling) the given examples of positive and negative kind in practical use and discuss, document and evaluate it, guided by a transport planning consultant.

Content

In practical use the political intended bicycle transport promotion failed quite often on an insufficient technical and organisational realisation of cycling facilities, which mostly not express the State of Art (regarding to the bicycle transport research), being uncoordinated, costly, legally contradictory and uncomfortable. The potential users will not be encouraged to cycling, although a practical use often is possible only by offending the traffic law order. The aim of a cycling-friendly city won't be achieved despite of high investment. Further on positive examples will be shown too, to give the participants some information for realisation in their cities, although significant improvements can also be reached by a low budget.

Procedure

During the excursion the participants can experience the chosen cycling facilities themselves and introduce their opinions and experiences, even solutions, in the discussion in the locality. Additionally there will be given information about the local situation (problems, aims, back-

grounds). Before the excursion all the participants get a brief description of the route, the main subjects and important places. After the tour, there can be drawn up a summary with foto-gallery for the participants (posted by email). On its route the excursion includes famous sights of the city of Munich (e.g. Schloss Nymphenburg, Hirschgarten – Europe's biggest beer garden), so that it is also a touristical highlight.

Length

App. 4 hours, at the end there's the possibility for a visit to a beer garden.

Language

German, English (on demand French, Spanish, Italian)

Th2| 22c: Release of a "how to" Manual for running a Library Bikes Program

Bill Burton (USA)
Arcata Library Bikes

Arcata Library Bikes has prepared a manual that expands the understanding of how to run a "Library Bikes" bicycle loaning center and program. After a decade of making bicycles available for community use and over 3000 loaned bikes our experience has proven the utility of bicycle lending facilities.

The effect of getting people on bikes and out of cars is included. A whole range of topics designed to guide a new program away from potential problems such as insurance, location selection, bicycle compost, public image and press releases are presented. Dealing with recycled and reuse-donated bicycles is covered. Recognition of bike loaning systems as part of the bicycle infrastructure in California is discussed.

Traversing interpersonal interactions and social drama at a Library Bike Center is as daunting a task as the physical repair of 3000 bikes. The Manual covers stories of:

- theft – rip off
- high school mechanics and mentors
- coupling and marriages at the bike shop
- safe zone for kids in a downtown environment
- night rides, social rides, parties and music events

Success and joyful endeavors on one side balanced with ways to deal with difficult personalities are all included.

The manual layout and publishing details are included and self-explanatory.

An online access will be available at www.Librarybikes.org.

Th2| 23a: Providing for Cycling within a Residential Redevelopment Project

Johanna Cleary (GB)
Yew Barrow House

Elevate East Lancashire is one of the UK Government's nine housing market renewal projects, charged with finding innovative solutions to the problem of low demand, negative equity, and housing market collapse in towns across East Lancashire. The project will last for 10 to 15 years, with current funding of £50 million a year, to enable a partnership of East Lancashire local authorities to work towards the delivery of an ambitious programme to revitalise failing neighbourhoods.

One of the areas subject to regeneration is the neighbourhood of Daneshouse in the town of Burnley, which has been selected by as an exemplar regeneration project. This will necessitate a 'master planning' exercise for the area, including a rethink of the highways

system. This will offer a valuable opportunity to create integrated provision for cycling, which will contribute to the Government's requirement that all the housing renewal projects be developed on sustainable principles. This paper will present the experiences of the author in working alongside the Elevate team, on the Danehouse project, to maximise its potential for promoting cycling.

Th2|23b: The Velomobile comes to Town – Infrastructure and a broader Definition of “the Cycle”

Sven Dammann (BE)

Unit "Transport, Energy, Infrastructure and the Information Society", Directorate for Consultative Work A, European Economic and Social Committee

Carl Georg Rasmussen (DK)

Leitra DK Aps

- Underpinning the points made above, the paper
- Summarises key reasons that prevent greater use of cycling as a means of transportation and points out ways in which they can be reduced through technological development of the vehicles and improved infrastructure
 - Shows with an illustrated typology of different vehicles (cabin-cycles with full weather protection, freight-cycles, high-speed recumbents, foldable bikes...) that the two-wheeled standard bicycle is but one of many different human powered vehicles. Their significance for passenger and freight transport, recreation, safety and health is reviewed, preceding a discussion of their individual strengths and weaknesses from the users' perspective in context of the transportation system.
 - Argues that basing planning decisions on too narrow a definition of human-powered vehicles is obstructive to future technological development in the field and likely to fall short of exploiting the full potential of the cycle
 - Explores the infrastructural and institutional responses to these different vehicles and outlines an urban and regional planning that is technologically non-discriminatory by giving concrete examples in the fields of infrastructure design, traffic organisation, legislation, service offers and local policy.

Th2|23c: Bicycle paths as an ecological and transport tool for linking city and periphery in Lisbon City-Region. Applying to Sintra Municipality.

Duarte d'Araújo Mata, Manuela Raposo Magalhães (author), André Neves, Pedro Arsénio (PT)

Landscape Architecture Research Centre Prof. Caldeira Cabral, Instituto Superior de Agronomia/Lisbon Technical University

In Portugal, bicycle has been traditionally used in regions with acceptable slope, such as Aveiro, Marinha Grande and most part of current Lisbon City Region. With car increase, this practice almost disappeared and planning with bicycles as a transport agent was totally forgotten. In Lisbon City Region, increasing pollution problems and daily car congestion happens while Kyoto targets are endangered. Dispersed housing and equipments compromises an integrated and efficient public transport as well as destroy ecological balance.

A recent planning strategy at local and regional levels

puts ecological sustainability on centre of main concerns and also gives greenways multiple environmental and also mobility. In Lisbon City Region two realities might be found: more consolidated urban areas, where public transport might be the key to renewal, contrasts with some Peripheries where dramatic lack of urban planning compromises sustainable mobility.

Thus, in these suburban contexts such as Sintra Municipality, a strategy for finding non-pollutant means of transport, which may easily connect people towards main public transport interfaces, should mean creating pleasant and safe infrastructure for pedestrians and bicycles while acting simultaneously as natural and cultural greenways as well as a tool for urban renewal. Sintra Municipality is more than 300.000 inhabitants, which constitutes one of the densest populated areas in Europe. In the beginning it had been developed around train stations but, however, recently fast-dispersed housing puts people away from public transport while traffic congestion and severe ecological problems are the result of not respecting the Landscape ecological suitability.

Sintra Municipality Cycle Plan is a very innovative tool because it allows introducing, not only an effective transport alternative for a periphery area, but also linking to the city as well as deepens on a greenway network, which may be a valuable factor for a new quality urban environment.

Th2|24a: Water and cycling, hand in hand

Yves De Baets (BE)

Mobility Department, City of Ghent

More than 1.000 years ago, Ghent was founded on the confluence of the rivers Lys and Scheldt. Water remained an important factor in the development of Ghent. In the mid nineties, the city of Ghent and the Flemish Department for Water Infrastructure started a co-operation to stimulate the development and revalorisation of waterways as part of the Ghent urban planning, cycling and water infrastructure policy.

This co-operation promotes the:

- creation of green axes connecting the city centre with the suburbs
- creation of a bicycle network along the Ghent waterways
- better use of the waterways in Ghent for mobility and recreation

This co-operation seemed to be very successful: during the last 10 years, a lot of important works have been realised, such as:

- the construction of bridges and tunnels to resolve the missing links in the bicycle network
- rebuilding the borders and riversides to make water more present for mobility (walking and cycling) and recreation
- the development of places alongside the waterside to be used as resting points in the non-stop moving city
- building new inner ports to facilitate the use of waterways for yachts

This co-operation is called “Water beweegt in Gent” and has a double denotation:

Water beweegt in Gent: Water is moving in Ghent

Wat er beweegt in Gent: What is moving in Ghent

This project stimulates bicycle use of the not only in the city centre, but also far beyond the city borders, as the cycle routes alongside rivers and canals bring cyclists all over the Ghent region. Thanks to this project, water is again part of the daily life and urban projects could be realised in optimal conditions.





Our presentation will give a lot of good examples on how the development of waterways can be useful to promote cycling in a city.

Th2| 24b: Introducing a Cycle Network to a Major City: The London Approach

Brian Deegan, Robert Curtis (GB)

LCN+ Project Management Team; Camden Consultancy Service

The London Cycle Network Plus (LCN+) has evolved from the introduction of a London Cycle Network. This original proposed network was reduced in size to be more strategic and manageable. The LCN+ includes over 900km of orbital and radial routes throughout the nation's capital city.

With the network defined in principle, Transport for London's Cycling Centre of Excellence (TfL/CCE) was established and they in turn formed a Project Management Team for the LCN+. CCE and the LCN+ Project Management Team have since been working together to help turn the network from a set of lines on a map to fast, safe and comfortable cycle routes on the streets, paths and parks of London. This paper will discuss the approach London has taken in forming the LCN+ and how it is getting this implemented on the ground with the aid of stakeholders and hard work from staff of the 33 London Boroughs who actually design schemes and oversee their construction within their boundaries. This will include:

- Defining the Network: - How did London define its Network? Fine-tuning the Routes.
- Funding: - Where does it come from? How is it distributed?
- Identifying issues/work required on the Network: - Defining criteria for cycle routes. Target groups. Stakeholder involvement. Prioritising work.
- Getting physical works designed and implemented: - Resources. Utilising technology. Ensuring high and consistent standards. Communication.
- Managing the Network: - Maintaining quality post-implementation. Further stakeholder involvement. London-wide initiatives.
- Adaptability: - How all this could be adopted by other British and European Cities.

Th2| 24c: The CycleRecorder Project

Robert Fitzsimons (IE)

The CycleRecorder Project is an open source hardware and software project to develop a system which can be used to record the various aspects of a cyclist's journey.

The basic system will consist of a number of electronic sensor modules which will be linked together to a central computer processing unit which will record the various inputs. The recorded information can then be played back and analysed at a later time using the open source application software.

The modular design of the system will allow a range of sensor modules to be developed, these modules could include:

- Audio and video.
- Location, altitude and direction.
- Proximity to nearby objects.
- Heart rate, breathing rate and force monitors.
- Tilt, vibration, shock and speed sensors.
- Environmental sensors, air quality, wind speed, air pressure, humidity, etc.
- Amount of braking, gear usage, steering, cadence.

The system can be used to monitor road surface conditions, cyclist movement through traffic, and how a cyclist reacts to changes in conditions or traffic. The system would be of interest to road traffic engineers and those interested in how road surface or traffic effects a cyclist. You can follow the progress of the project at <http://cyclerecorder.org/>

Th2| 25a: Innovative Bike Routings in Munich

Dieter Galles (DE)

Department of District Administration, City of Munich

The final design of the posters will illustrate the aforementioned bike routings by plans and photographs.

1. Bikepath strip along Blumenstrasse

The creation of a bikepath strip along Blumenstrasse between Thalkirchner Strasse and Papa-Schmid-Strasse is an example, how a street with a high traffic volume can be equipped with a separate path for cyclists. In former times it was believed that it was not possible to create a cycle path on the southern side of Blumenstrasse without an expensive rebuilding of the whole street or without closing of all parking spaces. Finally the problem could be solved by removing a long right-turn lane at the northern side of the road and moving all other lanes to the north, an adapting of two traffic islands included, to gain space for a bikepath strip formed by road marking. By this conversion measure, a gap between two cycleway sections could be closed.

2. Opening Zenettistrasse to inverse bike traffic

This example shows a special solution of opening a one-way street to inverse bike traffic, which is suitable if the request for cycling through this street is very high and no alternative routes are available. This is a measure, which is convenient in cases when for example heavy load vehicles at certain times of the day cause problems for cycling towards the one-way street. In the case of Zenettistraße, the modification of parking spaces and marking of a protective strip for cyclists will be presented.

3. Biking Roads following the cycle route along the Würm river

The very popular cycle route along the Würm river in western Munich consists of pathways through greenbelts and quiet streets through residential quarters. Arterial roads are crossed by bridges and underpasses. Long sections of the streets forming this cycle route have been converted to biking roads. This is a good example for using the idea of biking roads on streets, where cycle traffic is dominant over vehicular traffic.

Th2| 25b: Urban Bicycle Transport Planning created by Citizens

Lars Geßner (DE)

Magistrat der Stadt Baunatal

Since December 2005, the municipality of Baunatal, a medium-sized town near Kassel, supports an innovative strategy for sustainable urban bicycle transport promotion. Its central objective is to improve the bicycle network of Baunatal comprehensively by taking measures at the spheres of traffic safety, barrier elimination, route signposting, building new bicycle connections and closing gaps between them.

The fundamental strategy of the project is, that it is the citizens, who uncover the problems and decide about the measures which they want the local authorities to undertake- thirty citizens took part in the project free of charge

to create a measure- concept for the bicycle network of Baunatal.

It took about two months to inspect the bicycle network, before the necessary measures could be defined. Periodical meetings of the whole project- group have been called in order to consult on the suggestions for improvement. Qualified personal from the civil- engineering division of the municipality took part in the meetings to give advice how to put the measures in concrete terms.

The following task was to establish priorities and to formulate the problems in connection to the necessary measures- a total of 200 suggestions for improvement were compiled this way until Mai 2006.

During the next five fiscal years this concept will be the basis for the urban Bicycle transport planning of the municipality of Baunatal. The urgent measures for traffic safety and barrier elimination are to be implemented already this year. The planning for building new bicycle connections and closing gaps between them concerning next year is completed by now.

Th2| 25c: MobilTelefonFahrradgarage MoBiPark (mobile phone bike garage)

Manfred Grix (DE)
Stöhr GmbH

The project mobile phone bike garage MoBiPark is a cooperation of Stöhr enterprise and mobile-city. The reason for this project is the fact that more people ride their bike to the station, to town or to work if there is a sufficient number of high-quality bike parking possibilities. A parking garage protects the bike from theft and the weather. Furthermore, bicycle tourists have the possibility to lock their luggage for the time of their visit. The problem with parking garages is the negative experience with coin deposit locks or coin locks. The problem with coin deposit locks is that clever cyclists use them as a long-term garage: after they pick up their bikes, they just close the empty garage. With coin locks, the cyclists cannot be sure to find an empty garage and therefore many garages stay empty.

In order to solve these numerous problems, the MoBiPark garage works with the aid of a mobile phone. The rental system works with every type of mobile phone and offers a high standard of security.

Advantages for cyclists

- no additional costs when using the garage
- simple payment without cash
- a detailed monthly bill containing all expenditure

Advantages for local authorities

- reduction of subsequent costs, significant reduction of maintenance costs
- automatic, cashless payment
- fewer vandalism
- no management of keys or similar things
- forward-looking system with offers further possibilities of use
- provision of the garage as rent models, no investment of local authorities necessary

Th2| 26a: How do Cyclists perceive different Kinds of Cycling Facilities?

Carmen Hagemeister, Daniel Drechsler, Bernhard Schlag (DE)
Department of Psychology, Dresden University of Technology

Cycle tracks are build, cycle lanes are marked on roads, cyclists are allowed to cycle on the foot-

path. These measures are intended to increase cyclists' safety and comfort. How are they seen by cyclists who must or may use them? Under which conditions do they use them? Are there differences between persons cycling much and persons cycling little?

We put a questionnaire in the internet and asked cyclists to rate the cycling facilities with respect to criteria like speediness, quality of surface, freedom of danger and conflict. Furthermore we asked for conditions under which each facility is used and under which condition it is not used. 231 persons cycling much and 77 persons cycling little answered the questionnaire.

Cycling on the footpath got the worst marks in 10 of the 12 criteria. The cycle lane got the best marks in 11 criteria. The exception was the passing distance of cars. This was also the only criterion which was rated different by persons cycling much and persons cycling little: Persons cycling much said that the passing distance often is large enough, persons cycling little said that the passing distance sometimes is large enough. Persons cycling little said that they are more likely to use a cycle lane only under the condition that it is wide enough and they cycle more often on the footpath illegally if the passing distances of cars are small. All behaviour differences between persons who cycle much and persons who cycle little are related to the amount and passing distances of cars. Persons cycling little try to avoid car traffic more than persons cycling much do, many use cycle tracks in any circumstance.

Cycle lanes get the best overall rating but it is important to build them in such a way that they ensure sufficient passing distances.

Th2| 26b: Cycling Master Plan for the Dinant-Philippeville Districts (Wallonia – Belgium)

Michele Haine (BE)
Survey & Aménagement

Financed by the European FEDER funds and the Walloon Region – Ministry of Works and Transport – and conducted by the Survey & Aménagement research consultancy.

As the cornerstone of a wide-ranging programme to implement a cycling policy in a rural environment, the cycling master plan for the Dinant-Philippeville districts is first of all a plan to define cycling routes at the regional level. This network has been connected with those of the neighbouring regions and was also created to serve as a framework for local networks.

The development of this first part was based on an original study: the definition of current and future "ability to cycle" in the communities that make up the region, namely what it has to offer bicycle riders and what is currently requested yet above all what the potential can be. This is particularly important in a region where bicycles have not really been taken into consideration. Through the study being conducted, the communities were called on to institute this; the study was the first effort to mobilise them.

The other original aspect of the cycling master plan for the Dinant-Philippeville districts was that a wide-ranging study regarding the technical feasibility of recommended routes was conducted via the creation of technical sheets. Each route was divided into sections. For each of them, a technical section and a budget estimate were drafted. This catalogue of technical sheets is the second part of the master plan. It is a tool available to the communities and various administrations with a view to making the bicycle network become a reality. According to the terms of the European programme, it will be put through an evaluation of the "ability to cycle" granted to

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the region thanks to the actions developed by both the Dinant-Philippeville district cycling master plan (infrastructure) and cycling platform (education and development of services and products).

Th2|26c: Achieving Sustainable Cycle Networks in Urban & Regional Settings

Martin Heath (GB)

Integrated Transport Mott MacDonald

This paper focuses attention on the importance of achieving sustainability in planning and design of cycle networks. Regardless of the level of financial and policy support for cycling, targets for increasing and sustaining cycling as a form of transport can be missed and even hindered by poorly designed and planned cycle networks and facilities.

An objective approach to cycle planning, that treats cycling as a form of transport and focuses provision and design upon clear design objectives, user requirements and solutions based upon stakeholder engagement and participation is essential to ensuring that networks meet immediate needs and both encourage and sustain cycle use.

The paper evaluates a series of practices now being undertaken worldwide that enable planners and designers to objectively assess cycle provision, as well as ensuring levels of safety, high economic performance and increased interest in cycling as a mode of transport. The practices have been developed in both urban and regional contexts in a range of countries and this paper shows how they can be effectively used to assist planning and design in increasingly motorised countries where cyclists are at risk.

The paper shows how formalising processes and harnessing new technology can provide a model to accelerate the planning, assessment and design procedures and even provide planners and designers in developing countries with ready access to international best practice and guidance.

The paper is supported by a variety of audio-visual aids including video and MS Powerpoint. The author is an experience traffic engineer with over 20 years experience in cycle planning and design and currently a lecturer in safety and cycling at Aston University in Birmingham, UK.

Th2|27a: London, Cycling through Congestion

Enrique Huertas Garcia (GB)

Colin Buchanan and Partners Ltd

In February 2003, the London Congestion Charge got underway surrounded by controversy and some degree of scepticism. The initial results soon dissipated any uncertainty on the success of the scheme after cutting down traffic levels by 17%, with a staggering reduction of 60,000 cars (30%) in the number of cars entering Central London everyday.

However, the Congestion Charge had in fact started much earlier, precisely when the Mayor of London outlined his manifesto Transport Strategy, suggesting a number of measures to improve conditions for more sustainable modes of transport. The fate of the Congestion Charge would have been different if that integrated vision hadn't been adopted, which readdressed the established transport hierarchy and gave greater significance to other modes that had historically lacked from it. Three years on and the Congestion Charge seems to be more 'popular' than ever, with the Zone extension

planned for February 2007.

Cycling is of course one of the modes that has been targeted as a key alternative to the private car and hence benefited from substantial financial investment, not only on infrastructure provision (mainly through the London Cycle Network + programme), but also on raising its profile by means of a strong marketing campaign, cycle training provision and ultimately in promoting cycling at all levels. Even the Tour de France will be coming to London in July 2007!

Transport consultants Colin Buchanan have been thoroughly involved from the beginning in both the Congestion Charge scheme and the London Cycle Network+ studies and therefore developed a clear understanding of the way they interact. This presentation will try to establish the impact that the combined efforts of congestion charging and concise cycle planning and promotion have had in cycling levels in Central London. Growth patterns relating to cycling will be defined through a number of case studies where cycling levels have been monitored over a period of time.

Th2|27b: Constructing Cycling Infrastructure in Piraquara/ Brazil for environmental Urban Development

Ulrich Jäger (BR)

NGO Mobilciclo

The city of Piraquara in the East of the Metropolitan Region of Curitiba, Southern Brazil, is one of the fastest growing and poorest cities in the Paraná State (100.000 inhabitants, gross internal product of 1.200 Euro per capita in 2006) with an annual population growth of nearly 10%. The municipality's location in an area of environmental protection demands nonpolluting solution for the city's transportation system. Therefore, the private cars fleet growth (annually 12% during the last three years) and motorbikes (34%) is worrying the city's administration. While adapting the City Master Plan to the Cities' Statute (federal law from 2001) the municipality began, in 2005, to change the urban development policy by prioritizing the environmental matter in the urban development, including transportation. In the early 2006, the mayor of Piraquara called the NGO MOBILCICLO to join forces into developing a net of urban cycle infrastructure to encourage the use of bicycle for daily transportation, not only in Piraquara but also towards Curitiba, the State Capital. The NGO began with a diagnosis of habits in the transportation means use and the possibility for the implementation and spreading the cycle network that the city's administration is constructing. The NGO is now developing a program for using bike for daily dues, to go to school and work including schools, companies, banks, supermarkets and shops. Its aim is to stimulate the implementation of cycling facilities all over the city and contribute to the environmental orientated urban development. By showing the example of Piraquara, the NGO MOBILCICLO wishes to motivate other cities to change its urban transportation policy in favor of bicycle use.

Th2|27c: Bicycle Path Inspections on existing Streets and Roads

Erik Jørgen Jølsøgaard (NO)

Directorate of public roads, Norwegian Public Roads Administration

The Norwegian government adopted in 2005 a National Cycling Strategy as part of the National Transport Plan for 2006 – 15. The main objective of the Strategy is to make it safer and more attractive to cycle. The main measures under implementation are larger investment budgets, better maintenance of existing cycle facilities, improved traffic regulations and competence-building.

The Norwegian Roads Administration has been given a new responsibility to motivate and inspire regional and local public authorities as well as its own staff with respect to the improvement of conditions for cycling. The target group is towns and cities where the potential for increased cycling is highest.

Cycling facilities along the national roads in Norway are a part of the national road system and a governmental responsibility.

Being aware that the existing cycle facilities are inadequate with respect to accessibility, traffic safety and attractiveness, the Roads Administration has developed a tool for inspection and improvement based on the already existing system of traffic safety inspections for the road system in general. 25 % of existing national cycle facilities will be inspected and improved during the period 2006 – 2009.

The method is simple. Staff with competence on traffic safety and cycle facilities supported by representatives of users and /or the municipality, inspect the cycle facilities per bicycle and suggest small improvements that can be carried out within the confinement of road area. Check lists are especially developed for cycle lanes, combined pedestrian and cycle tracks and carriage ways for mixed use.

The objective is to make visible improvements for pedestrians and cyclist that doesn't take years to plan and implement. The inspections started in 2006, and by 2007 we will be able to tell you about our experiences with respect to physical improvements, co-operation and competence-building.

Th2|28a: Cycling Routes Design Methodology

Goran Jovanović, B.S.CE; David Lavrič, B.S.CE; Boštjan Rus, B.S.CE; Sergej Destovnik; Boštjan Kralj (SI)

APPIA d.o.o.

In Slovenia spatial design of future state cycling network has been made. On its base has been made the proposition of 2000 km directions of future state cycling routes. Because of traffic safety some directions are more proper for long distance, travel-tourist cycling. According to final objectives, which impact on route details, priorities and realization manners of individual sections in strategic planning process designer must establish this. Designer's task is defining and evaluating variant solutions, what makes the base for making next phase project documentation. In existent inventory analysis phase, which is base for future work, designer often meet incomplete or inexistent situation and altitude data of possible future routes. For a designer also is important real traffic free flow velocity data, which can not be evident from road design velocity neither from administration velocity limits on individual sections. Mentioned and for complete analysis needed data is

possible to get with use of GPS satellite navigation.

Th2|28b: Bicycle friendly Cities are achievable in Africa: A Review of recent Efforts

Dr. Meleckidzedek Khayesi (CH)

Department of Injuries and Violence Prevention, World Health Organization

Asteria Mlambo (TZ)

Dar es Salaam City Council

The bicycle has been neglected in transport planning in African cities for a long period of time but there are indications that efforts are being taken to address this omission. This paper uses a case study approach to examine recent efforts towards creating bicycle friendly cities in Africa. These efforts are few and limited to a few issues in both large and small towns (e.g. Accra, Cape Town, Dakar, Dar es Salaam, Jinja) in different regions of Africa but they indicate a positive direction that future initiatives may follow. It is appropriate to document and share experiences or lessons from these efforts. These are efforts spearheaded by individuals, groups and institutions at local and international levels to improve facilities and transport conditions for cyclists. These players are maximizing on opportunities in the social, economic, political and policy environments at both national and international levels. The efforts include: publicity and advocacy to raise awareness; increasing the supply and distribution of bicycles; consideration of bicycle in national and urban transport policy and projects; removing bicycle import duties; and provision of cycle lanes. We wish to present this topic at Velo-city 2007 to demonstrate that bicycle-friendly cities are possible in Africa and to encourage the recent efforts to continue. This paper builds on our ongoing research on bicycle transport in Africa, part of which was presented at the Velo Mondial Conference in March 2006 in Cape Town.

Th2|28c: The Importance of Secondary Bicycle Routes

Markku Lahtinen (FI)

Kangasalan kunta

Finding your daily goals near by increases the modal split of cycling and walking in case the urban planning has created an easily accessible and secure network of cycling paths in suburban area.

The main idea in designing the network of bicycle paths is to produce routes that take you fast and fluently through the urban area from a town or village to another. On main bicycle roads you can ride fast, and there is space enough for taking over and meeting other bicyclists.

This system is however not enough. It serves well those riding fast to work, Sunday bikers, and even touring bikers. But you must also have secondary network leading from a point of interest to another. Main goals are home, work, shop, school and playground. This network also serves children going to their friends near by, old people making a visit or people just training for fun in low beat.

The municipality of Kangasala in Central Finland has a town planning strategy of designing everyday life easy for walking and cycling. To prevent unnecessary car driving neighbourhood areas are mixed with working spaces, shops and social services. With low rise housing traffic can be kept low and slow, and children can go to school on their own because the society is secure. To

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promote the strategy, urban planning in recent development areas is made first of all in a perspective of a child, a pedestrian or a cyclist. Nowadays 80% of children go to school either walking or cycling.

In creating a secondary cycling network not only separate bicycle paths are used but also minor roads, recreational paths and outdoor areas. Paths can be narrow, and steep curves are permitted. You are not tempted to cycle fast, but rather take it easy and have a rest every now and then. These paths are used by both pedestrians and cyclists, which make them also inexpensive to be built.

On these paths you can cycle short distances fast, but even from a local centre to another, though slower than on the main bicycle route. The route passes the housing areas like bus routes, with high accessibility.

Th2| 29a: Overland Cycle-Routes: Ways for ecological Mobility or Ways for Pastime?

Ulrich Lamm (DE)

ADFC - German Cycling Federation

Overland cycle-routes should allow people the experience, what long distances they can cover in what short a time, cycling.

The current practice to lead cycling tourists on detours is the wrong signal. Cycle-routes, that touch as many courisities as possible, are designed to be used once in a life. Extending the time afforded, they suggest that the bicycle is much too slow for real mobility.

Direct cycle-routes help active people to use their bicycle instead of car or train. Also more relaxed cyclists can be encouraged by an experience of success.

Choice of lines:

- Sites of possible interest near but not upon the optimal line should be signposted as a branch.
- Towns in between should be provided with a rhomboid routing structure which allows cyclists to pass through or to pass by.
- If a cycle route is founded with high investments in infrastructure, a shorter line saves money, available for one more cycle route.

Appropriation of roads and tracks:

- Cycle routes have to be usable
- with loaden bicycles,
- also with tandems, trailers, and recumbent bicycles,
- with all kinds of weather above 0°Celsius.

Tarred surfaces provide best comfort and reduce effort and costs to maintain bikes and ways.

People travelling with unskilled little children may come in stress from any car on their way. All other cyclists have more discomfort on a formally car-free track beneath a motorway, than on a road with moderate motor traffic.

Examples:

- Berlin - Rostock : the Berlin-Copenhagen-Route and a more direct alternative.
- Bielefeld - Detmold: detouring touristical routes, official direct routes (Radverkehrsnetz NRW), and more tranquile direct routes.

Th2| 29b: Cycle Route Development: The Implementation Process

Ted Little (GB)

Transport Initiatives

Cycle route development is a complex process involving a wide range of different skills. The route concept and the route itself both require good prepara-

tion. The presentation will clarify the difference between a scoping study, route audit, route review and a route survey. Additional information will give valuable insight into cycle route development and management.

Hard & Soft Measures: The ROUTE HARDWARE is the road or cycle path plus signing and cycle parking. The ROUTE SOFTWARE is marketing, promotion, service-provision, route management and route support information. Comparison with computers will illustrate how even high quality hardware needs the right combination and balance of the right software to function. Poor quality cycling facilities no-one knows about will not be used. Good quality facilities will be under-used if no-one knows their location or what benefits can be gained by using them. This is the WIFM factor – What's In It For Me. The lesson is: PROVIDE and PROMOTE.

Promote means the 'what' and the 'why'. In other words - inform and sell the benefits:- Quality of Life, gentle mobility, transport, healthy life-style, convenience, speed, fresh air, car-free, pollution-free, independence, traffic reduction, cost, flexibility, social inclusion, function and leisure etc.

There are 3 overlapping phases to Cycle Route Development: 1. Creating routes (12 stages below) 2. Managing the experience (maintenance and 'customer care') 3. Unlocking the potential (linking cyclists to benefits and to service-providers).

The delivery and management continuum comprises 12 stages:

Fund assembly / Detailed survey(s) / Consultation / Negotiation / Consensus / Design / Construction / Signing / Mapping / Marketing / Monitoring / Maintenance
Each of overlapping phase will be summarised leading to a clear conclusion of the presentation.

Th2| 29c: The Characteristics and the Countermeasures of Development of Bicycle in the Mountainous Cities in China

Lizexin (CN)

Architecture and Urban Planning School, Chongqing University

The area of china's mountainous region takes about two thirds of the country's whole land area with hilly cities and towns counting to about half of the country's total number of th at . It is different from the plain cities that the urban configuration □the road network and the road geometry characteristics in the mountainous cities . there are many unfavourable factors of the use in bicycle in the mountainous cities . The paper analyzes the characteristic of the mountainous cities in different formula and in the different configuration . there are many difficulties of the popular use of the bicycle in the mountainous cities in the developing country which there is a rapid tendency of the mechanization in the 21 century . and discusses the prospect about the bicycle development in the modern cities on the urban plan□technology means□traffic management and policy control.

The paper consists of three parts:

1. the prospect of the bicycle in the mountainous city in the china .
2. the characteristics of road transportation and developing prospect of the bicycle in the mountainous cities.
3. the technology methods and the policy guide about the use of bicycle in the mountainous city.



Th2| 30a: The New System for Signposting of Bicycle Routes in Munich

Michael Lonhard, Manfred Erlacher (DE)

Dept. of Building Construction, Division of Road Construction and Cycling Infrastructure, City of Munich

During the last two years a new bicycle signposting system for the primary cycle routes in Munich was developed. The first three reference routes are to be signposted in spring 2007, even prior to the Velo-city conference.

The adaptation of the German national standards for the signposting of cycle routes to the specific conditions and requirements of a cycle friendly metropolis with a close meshed signposted cycle route network of more than 300 km is an essential feature of the new Munich signposting system.

Among the problems to be solved was the task to present a great number of destinations of criss-crossing local and supra-local routes with a huge variety of indicated destinations, also in sensitive environments, in a manner which is in line with the urban appearance and is easy comprehensible for cyclists at the same time.

The task necessitated the development of environmentally-friendly specific solutions for the design of the signposts, defining the characteristic destination points as well as providing additional information panels. After the conceptual development the essential objectives were presented and discussed in a hearing with a panel of national and local cycling experts and representatives of the political parties of the city council.

The implementation strategy for the required change from the previous signposting system, which had been in operation for 15 years, to the present one was a major item to be developed. Not to forget, the required political decision processes had to be prepared and taken into consideration. The detailed investigation in the field by experts who are also familiar with local conditions and the editing of the compiled data was a decisive function for the cycle friendly configuration of the signposting system. This has proved to be indispensable to ensure a trouble-free and sustainable implementation in the field. The results can be experienced on cycle tours in Munich, within the Velo-city excursions and even on the spot in the immediate vicinity of the Velo-city venue. Until the conference in June 2007, we will be getting early – and hopefully only positive feedback from Munich cyclists which can be presented and discussed even as part of the presentation.

Th2| 30b: Master Plan „MiBici“, a Challenge for Milan Urban Province

Fabio Lopez Nunes (IT)

Settore Parchi e Mobilità ciclabile, Provincia di Milano

Milan Province has 3.869.000 inhabitants, with an extension area of 1982 km². It is one of the most crowded and populated urban region in Europe. The actual modal split show a 3% of bike users and cycle routes and lanes amount to 1.135 km, but they are discontinuous. The Provincial Authority begun in 2005 the study of a master plan for bike mobility strategy, called “MiBici”, and a new specify bike office.

MiBici foresees 1700 km of new bicycle ways, and services to the bikes at the regional transport stations and modal knots. The master plan was discussed with local authorities: 90 of them answer at and developed their own proposals. First financial support was provided by Province for some pilot works: 700.000 € in 2005, about 6.000.000 € in 2006, 2.800.000 € in 2007 and the same amount preview for 2008.

Function: The master plan Mibici mission, which will be improved definitely at the beginning of 2007, is to increase the modal split in favour of bike mobility in ten years and to develop a velocipedes- knowledge among population, not for sport and tourism but for daily life use.

Th2| 30c: The Use of an Information Management System for the Delivery of a Major Cycling Project.

Anton Marais, Brett Duncan (GB)

LCN+ Project Management Team, Camden Consultancy Service

Successful delivery of a cycle network is dependant on a number of factors, adhering to the project budget, and delivering infrastructure to a specified standard and time frame are amongst the most important. Management of each project phase requires constant monitoring, evaluation and reporting. This paper demonstrates the innovative systems and methods employed in controlling project spend, quality assurance and network delivery as developed by the London Cycle Network Plus (LCN+) Project Management Team.

With the backing of central government, £175m is estimated for the development of the 900km LCN+. The Project Management Team assists all 33 London Boroughs to deliver the project over a 10-year period. With over 450 schemes progressing in 2007/08, design, planning, finance and delivery progress require continual monitoring by a relatively small team of 12 people. Controlling and manipulating such a large amount of data from hundreds of people and sources can prove problematic.

In order to maintain constant tracking of every aspect of hundreds of schemes a Geographic Information System (GIS) is coupled with an Information Management Database. Every scheme is given its own unique identifier (UID) to which all information surrounding it feeds back. By creating a central location in a single database all information can be linked to the internet, GIS mapping systems and financial and progress reports to allow for highly accurate reporting, closer network monitoring, sharing of ideas, improvement of consistency and preventing the duplicating of information.

With this system individual schemes collectively join together like building blocks until the network is complete making delivery more manageable and saving time and money for everyone involved, which is instrumental in delivering a high quality cycle network.

Th2| 31a: Cycling Development Strategy in the Czech Republic – Implementation - Systematic Planning Concepts, Strategies for the systematic Realisation of Bicycle Transport Networks

Jaroslav Martinek, Radomíra Plíšková (CZ)

Czech Transport Research Centre (Centrum dopravního výzkumu – CDV)

The widespread problems of bicycle transport are related to its financing and incorporating into the planning structures. In the Czech Republic this mode of transport acquires its position in the area of development projects but there is still a necessity to motivate the stakeholders, concerned organisations and authorities so as their support of bicycle transport is regular and adequate.

Direct allocated finances play a big role, coordination and the capacity to use and utilise various funding

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possibilities and mutual help within integrated projects are crucial as well. Partnership, finances and fruitful planning are the main presented issues.

From the financing point of view the Czech Republic is preparing its regions for the use of EU structural funding for the period of 2007-2013 which is a special occasion to help financing a good-quality bicycle infrastructure in all the regions. The main task for the period of 2005 – 2007 is to guarantee that the bicycle transport would get sufficient financial assistance at the both national and regional levels. The presentation gives an overview of coordination and partnership-building with all the interested bodies and the state of preparedness in all the 13 regions.

It is quite natural that the level of preparedness differs among the regions. Beside joint inter-regional activities, a good link of all the levels is necessary: national, regional and local ones. Another milestone when the results of bicycle projects will be presented and evaluated is the next national cycling conference (Velké Karlovice, květen 2007). The conferences make a base for the knowledge exchange and transfer of the best practice from the more active regions into the less active ones. Our experience from the past shows that good examples draw the others, therefore while implementing the National Cycling Strategy we apply the principle of experience exchange, avoiding unavailing mistakes, consulting and joint promoting.

The presentation can be interesting and useful for the conference participants as sharing experiences from the support of bicycle transport is the key. This applies even more at the international level, as political, financial, strategic and implementation problems in this field can be met anywhere. We do not know about your situation, but in the Czech Republic we still have to convince some parties that investments into bicycle transport definitely pay out ...

Th2|31b: Non Motorised Transport Project for the City of Gaborone

Boat Modukanele (ZA)

Non Motorised Transport Project, Gaborone City Council/UNDP

The transport sector in Botswana is one of the fastest growing sectors of the economy, with motorized vehicle use rapidly increasing, particularly in urban areas. The sector is already a significant source of greenhouse gas (GHG) emissions. Continued growth in the use of motorized transport (MT) vehicles has consequences that include associated increases in GHG emissions and related negative social and environmental impacts such as traffic congestion, accidents, and air pollution. It is envisaged that facilitating much greater use of Non Motorized Transport (NMT) as a modal alternative to MT would reduce growth in transport-related greenhouse gas emissions. Gaborone City Council in conjunction with UNDP/GEF is undertaking a project aimed at incorporating non motorized transport (NMT) into the overall road infrastructure of the city. This project seeks to promote the significant use of substantially cheaper non-motorized modes of transport (NMT) particularly walking and cycling in Gaborone and to encourage a modal shift from vehicles to non-motorized transport modes for relatively short distances. The objectives of the project will be achieved by implementing a demonstration bicycle/pedestrian path system with essential features such as traffic controls; lighting, and appropriate signage, and related infrastructure that include bicycles supply and maintenance, bicycle parks, public toilets showers etc. The infrastructure will connect residential areas to socio-economic hubs of Gaborone

such as schools, university, shopping malls, commercial business district, employment centres and location of inter-modal facilities such as bus and rail stations. The demonstration project will also include the completion of 'missing links' in the existing but limited bicycle/pedestrian network. Public awareness campaigns will be conducted to promote NMT to the various stakeholders and communities. This will be strengthened by a review of the current policy, legal and institutional framework to accommodate and promote the uptake of cycling on a wide scale in the city.

Th2|31c: "Swallows and Hawks of Czech Urban Bicycle Transport", Examples of Bicycle Transport Solutions from the Czech Republic

Daniel Mourek (CZ)

Nadace Partnerství/Czech Environmental Partnership Foundation, Greenways Program

This presentation contains examples from Czech cities and towns /such as Prague, Brno, Hradec Kralove, Ceske Budejovice, Pilsen, Ostrava, Cheb and others/ with alternative bicycle solutions focusing on integrated transport with concrete examples such as automated bicycle rental, velotaxi, transport of bicycles on subway, trams, buses and trains and promotion of bicycle transport during the European mobility week events etc. in Czech cities and towns.

This view will be presented from a non-profit organization dealing with master planning, involvement of citizens in these processes and developing Greenways /multiple-use trails for non-motorized transport/ in the Czech Republic and other countries of Central and Eastern Europe.

Th2|32a: Expanding Cycle Networks to accommodate major Growth - Cambridge City, England

Clare Rankin (GB)

Cambridge City Council

I wish to present this topic in order to share experience on how we in Cambridge have promoted the continuation of a strong cycling culture in major growth areas planned around the City.

The Cambridge sub-region has one of the fastest growing economies and populations in Britain. In the past, growth of Cambridge City has been severely limited by a tightly drawn Green Belt surrounding the City. More recent strategic planning decisions have resulted in plans to build 6,000 new homes on the edge of the City on land released from the Green Belt.

These large new developments present a unique opportunity to prioritise cycling as a mode of transport. City planners are thus developing a more extensive city cycle network which will provide high quality, safe and convenient cycle routes for these new developments.

This expansion of the cycle network builds upon a very strong cycling culture in the City. Cycling levels in Cambridge are the highest in Britain, with 26% of residents cycling to work in the City compared to the national average of 3%. Ensuring that this cycling culture was fully provided for in the planned urban extensions is seen as vital. Consequently the City Council drew up planning guidelines which:

Identify and safeguard strategic cycle routes through the urban extensions and ensure their delivery by developers



Identify potential new cycle links to be funded by development.

Th2| 32b: ADFC-recommended Cyclist Rest Area Facilities

Michael Saffenreuter (DE)

ORION Bausysteme GmbH

Cyclist rest areas should be just as much a part of the cycling tour infrastructure and long distance cycling paths as are cycling path directional signs, advisories about points of interest, information boards and tips about nearby sight-seeing opportunities.

The National Cycling Plan for 2002 to 2012 calls for the creation of a rest area with seating arrangement for approximately every 10 km stretch of countryside cycling path. The objective is to provide the cyclist a peaceful atmosphere in which he/she can stretch out and relax without disturbance. In cooperation with ADFC's national organisation, the facilities to be incorporated in such cyclist rest areas have been typified.

The creation of cyclist rest areas along cycling routes pursues the objectives:

- promotion of living quality through long-term physical activity.
- a quality of living enhancement afforded by mobility compatible with the city, social structures and the environment.
- new occupational opportunities generated by the bicycle economic factor; the development and production of components which, in turn, create new, secure jobs in the originating country's production locations.
- to produce a positive effect on general health costs through intensive physical activity.

Th2| 32c: The Bicycle as a public Means of Transport

Helmut Schneeweiß (AT)

Inst. for Transport Studies, University of Natural Resources and Applied Life Sciences

My diploma thesis theme: "The Usage of the Public-Utility-Bike-System CITYBIKE WIEN". CITYBIKE WIEN is operated by GEWISTA, an Austrian advertising company, in since 2003.

By evaluating operation data and personal interviews it's possible to make statements on how Viennas' Public-Utility-Bike-System [PUBS] influences and changes the users' traffic participation and behaviour.

Some focal points:

- Ways are covered by CITYBIKE WIEN [CBW]
- Mobility needs are fulfilled by CBW
- CBW in combination with other means of travel and it's involvement in strings of ways
- Substitution of other means of travel
- Sociodemographic and mobility characteristics of the users

Existing PUBS are described comparatively. I try to evince prospects on future development that may be probable or possible through technical inventions. By analysing the operation datasets from 2004 to 2006 there can be made conclusions on the development and correlation between the development of the station network and the character of the user group.

Up-to-date there has been done only little research on "Public-Utility-Bike-Systems" and so I want to present this "new" means of travel with its special qualities and add my results to the discourse on mobility solutions are lying ahead.

Th2| 33a: Integration of Public Bikes into Public Transportation

Dag Schulze (DE)

Climate Alliance-Klima-Bündnis - Alianza del Clima e. V.

The availability of climate friendly transport means could be increased in most cities and regions. In recent years, besides the increased accessibility of trains and buses as well as an extended network of bike paths, the interconnection of public transportation with bike travel and the complimentary relationship between the two means have come more into focus. Travel by bike optimises transportation by bus and train. The particular excellence in train travel lies in fast transport over long distances, while the bike, in contrast, features smaller scale transportation. Previous efforts to promote this relationship concentrated on private bikes (bike parking facilities at train stations, entrainment in public transport). But with this approach, essential measures couldn't be developed and important customer groups couldn't be addressed. Particularly for the dispersion from destination stations, bikes are unavailable to most customers of public transportation. This loophole could be closed by the integration of public bikes. With inclusion of the bike, public transportation could challenge car use with a competitive transportation service even in times of short public funds.

Most of the existing public bike schemes are not integrated in the public transportation systems. A new bike rental machine will be presented to realise the integration in a cost effective manner. It offers a flexible choice of locations through compact design and independence of the rental machine. The technology allows easy assembling and dismantling of rental stations and simple scaling of the station size through modular system architecture and therefore easy adaptation of the supply to changing demand (learning infrastructure).

The Climate Alliance is looking for cities and regions interested in the extension of their public transportation by the integration of public bikes. With the first interested cities/regions or transportation companies the Climate Alliance will set up a model project.

Th2| 33b: Cycle Parking – Accident or Design?

Roger Stocker (GB)

Sustainable Transport Team, London Borough of Southwark

One of the problems in many non cycling countries is how to get elected representatives to understand the cycling message and become involved. One simple way is to ask for recommended locations for cycle parking and, if feasible, install at least one stand. In the London Borough of Southwark we audited all our cycle parking throughout the borough, this we then divided up into individual wards and sent this information to the elected members. We asked for recommendations for new locations, visited the sites suggested and, where possible, installed facilities. We will soon offer a photo opportunity with the new facility. Direct involvement, a real result for the councillor and at minimal cost. This audit is also available on the webmaps section of Southwark's internet site

www.southwark.gov.uk

Where?

It's best to know the area, cycle regularly and at different times of day/night looking for fly parked bikes. Don't group more than 3 stands together. Spread them out, even if it's only 50 metres between sites. Most cyclists will try to park no more than 50 metres from their destination.

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nation – there is always nearer street furniture to use instead. If choosing a location by the road, do not install near legal parking bays – try to choose areas where parking is restricted to avoid car doors hitting parked bikes. Ensure it's in a well used area and, if possible, near to CCTV coverage. If there is little pavement room, see if you can construct a kerb build out – the space taken up by one car can accommodate 5 Sheffield racks (hoops or 'U' stands) and if you plant a tree at either end it should be good for the environment and can act as 'green' protection for the stands/bikes.

Th2|33c: “Are there more Cyclists than last Year?” - Cycle monitoring in the real World

Mark Strong (GB)
Transport Initiatives

To assess the success of initiatives to encourage cycling, it is important to accurately measure changes in cycling levels. This paper is based on work carried out by Transport Initiatives to show how to set up a process for establishing a good cycle monitoring programme. It includes a brief review of cycle monitoring research and techniques, comparing manual and automatic methods including Automatic Cycle Counters (ACCs).

In England a new transport policy regime was introduced in 2006 for local authorities. Government guidance requires an indicator of the current cycling level and a target for the level in 2011 which must be challenging but realistic. Improved monitoring practices are integral to this process. However, there is little practical guidance on cycle monitoring and almost no help on how this to improve this within current resources. Hence techniques differ widely between authorities.

Good monitoring requires controlled survey conditions and large enough samples to allow statistically valid comparisons. These requirements have very rarely been met when monitoring cycling in the UK. Achieving a robust level of surveying with manual counts is beyond the resources of virtually all authorities and in practice only ACCs will provide valid data.

There is little practical guidance on an appropriate level of ACC provision to measure cycling locally, and what exists is not specific enough. Research was done to establish good practice, which appears to be met by a level of 1 counter per 25,000-35,000 people. The range is needed for local variation, e.g. monitoring a specific section of route.

Practical reviews of cycle monitoring in individual towns were carried out by making site visits to investigate existing and proposed ACC sites. It was found that many ACCs are poorly sited and managed. Recommendations were made on the level and siting of ACCs, and their operation and management.

Th2|34a: An fundamental Analysis of the Possibility of Bicycle Lanes with white-line Separations on Driveways in the Metropolitan Area in Japan

Mio Suzuki, Tetsuo Yai (JP)
Department of Built Environment, Tokyo Institute of Technology

In late years, bicycles have been attracting a great deal of attention as transportation in Japan, because bicycle is not only cheap and facile, but also eco-friendly. The width of the roadways is narrow in the urban area in Japan, so it is dangerous that bicycles

pass there. Therefore, in Japan, bicycles can pass on the sidewalks in the urban area admitted by the law. However, the accidents that a bicycle collides to a walker have increased rapidly. Besides, though such a policy has been taken, the death rate by accidents of bicycle riders in Japan is high in comparison with it in Europe and United States. On the other hand, for developing the way only for bicycles, roads are too narrow there. So in this study, the possibility of development of bicycle lane on driveways, that there are few examples developed in Japan, is verified for the commuter rush hour in the metropolitan area, with the view of both bicycle users and car drivers.

From the conjoint analysis based on the questionnaire using CG for bicycle users, in the case that the width of bicycle passing space is 1.0-1.5m, the bicycle lane with the white-line separation from driveways was preferred to that with the structural separation. From the safety experiment using driving simulator, safety of bicycle rose in the case to develop passing space for bicycles than the case that cars share narrow roads with bicycles. Additionally it was shown that bicycle lane with white-line separation did not cause slowdowns of cars most and uncomfortable feeling of drivers, especially when the width of roadways is less than about 3.5m. By this study, the utility of the development of bicycle lanes with white-line separation was shown in the urban area of Japan where width of driveways was not sufficient large.

Th2|34b: Bicycle Traffic as an Urban Problem

Antonijo Tišljar, Professor PhD Joso Vurdelja (HR)
ZG-Projekt

Town and local planning are based on a national transportation policy, elaborated in the Croatian Transportation Development Strategy. This Strategy includes the development of different traffic branches, as well as the entire traffic system. However, the Strategy doesn't include bicycle transportation, which indicates that there are certain needs for developing cycling as an alternative mean of transportation. In fact, the objectives of developing any traffic system ought to reflect all current and future interests during the planning period. All traffic plans should be based on a complete analytic grounds, as well as on all documentation on traffic flows and transport demand, and also should include some complexed forecasting processes.

Urban planning creates favourable spatial conditions for life and work, for individuals, as well as for the entire community. Accordingly, while planning, one has to take into consideration all environmental, economic and political conditions for the development of the community, science, technology and economy. Throughout urban planning and spatial town development it is necessary to include the community as well as individuals - end users.

There are many situations when some accomplished projects are not interoperable or harmonised, and in that way can represent a problem, as a result of a bad cooperation between different institutions.

There are many indicators that justify the existence of bicycle traffic in some cities. Primary, these are economic (fuel savings, lesser room needed for vehicle parking), environmental (lesser polluting) and medical reasons (better health condition of inhabitants) for developing a bicycle road network in certain urban areas.

A team composed of three associates, authors of this paper, will present ways of cooperation in some related professions, that should result in making a Development study, program and a project that would contribute to

finding a solution for high quality planning of bicycle traffic.

Th2|34c: Cycling in Munich – Selected Results of Traffic Studies

Elisabeth Zorn (DE)

Department of Urban Planning, City of Munich

During the last 20 years the City of Munich has promoted cycling in many ways. To get information on the effects of the strategies applied we gather and analyse different types of data. Facts concerning the development of cycling in Munich (modal split, number and frequency of bicycle use) are based on special analysis of data from the periodical traffic study "Mobilität in München". In addition the number of running bicycles is counted regularly at different locations in the city. The studies show clearly a considerable increase of bicycle traffic during the last years. Besides influences like e.g. the weather conditions or the purpose of the trip have been examined.

Thursday, 14th
11:00-12:00,
Gasteig 2nd Floor,
Poster
Presentation

Modern Urban
and Regional
Development



Sub-Plenary 3b I: Helmets

Helmets is the theme of Sub-Plenaries 3b I and 3b II. Sub-Plenary 3b I features three presentations. Sub-Plenary 3b II will build on this input and subsequent to the presentation Th4|A1, A Review of the Consequences of enforced Helmet Laws by Dorothy L. Robinson, there will be the opportunity of a comprehensive discussion: How healthy is cycling? Is it true, that cycling is unsafe? How well do cycle helmets protect - and how come, that helmet laws seemingly don't work? The sub-plenary with four high qualified speakers and a following in-depth debate will qualify the discussion of helmets and helmet laws.

Th3|A1: Cycling and Health (positive/negative Aspects - Exercise outcome and injuries/fatalities)

Lars Bo Andersen (NO)

Norwegian School of Sports Science and University of Southern Denmark

Cycling as transportation is a type of physical activity which could be easy for the individual to integrate into everyday living, and knowledge of health gain in relation to this type of physical activity is therefore important. We have earlier published cycling commuting in relation to all cause mortality, but it is not known whether improving cycling habits will decrease mortality. Further, data has been analysed to calculate number of deaths attributed to lack of cycling, and to estimate increased life expectancy and quality of life years gained.

Data from the prospective studies in Copenhagen was analysed. About 50% of the men and 40% of the women cycled at least ones a week, but cycling decreased with increasing age, and more in women than in men. The amount of physical activity resulting from cycling is substantial in Denmark, and 30% of the whole adult population cycled more than three hours per week, which is sufficient to fulfil the international guidelines of 30 minutes of physical activity of moderate intensity per day. After adjustment for other types of physical activity, socioeconomic back ground, smoking, blood pressure and cholesterol levels a mortality rate of 0,7 was found in cyclists compared to those who did not report weekly cycling. A similar difference was found when only cycling to work was analysed. The different cohorts showed a consistent pattern. Population attributable risk related to lack of cycling was 23.3%.

Further, changes in cycling habits over five years was analysed in relation to subsequent mortality, and a mortality rate of 0.66 was found among subjects who increased cycling compared to subjects who decreased cycling. This shows that the lower risk for cyclists calculated from the baseline is not just a selection bias. Deaths among cyclists included subjects who were killed in traffic accidents.

Th3|A2: The Risk of Head Injury following Road Traffic Accident on Bicycle

Lars Binderup Larsen (DK)

Consultant Surgeon, Head of the Accident Analysis Group, Odense University Hospital

In most countries road traffic accident statistics are based on recordings made by the police. It is well known that bicyclists injured in road traffic accidents often are under-represented in these statistics. Studies from Denmark made by the Accident Analysis Group have shown that only 6-7 percent of bicyclists treated at the hospital following road traffic accidents are included in the official statistics.

In Denmark a number of campaigns have been made to increase the use of bicycle helmets. The campaigns have mainly been aimed at the younger part of the population. A number of studies have shown a positive effect of the helmets in case-control studies while it has been difficult to see a decrease in number of head injuries in larger regions.

The Accident Analysis Group at Odense University Hospital has examined the risk of head injuries for bicyclists involved in road traffic accidents according to different risk factors. The Odense University Hospital is the only hospital in the region and has a background population of approximately 250.000 persons. All persons treated at the hospital following road traffic accidents are registered with detailed information on the accident, the injuries sustained and information of helmet use. All injuries are classified according to the Abbreviated Injury Scale.

In the period 1995-2005 15,539 bicyclists were treated at the hospital. 2,222 had injuries on the head. 639 had head injuries with AIS \geq 2 and 92 head injuries with AIS \geq 3. During the period a decrease in number of injured bicyclists were recorded while the percentage of bicyclists with head injury remained constant. The highest number of bicyclists with severe head injuries with "head" AIS \geq 2 and 3 were found in the age group 20-29 years. These bicyclists were more often involved in collisions with motor vehicles compared with the other age groups. Children aged 0-9 years had the highest use of helmets. 47% of these bicyclists used helmets at the time of the accident. The lowest grades of helmet use were seen in the age group with the highest number of head injuries. Only 3% of the injured cyclists in the age group 20-29 years used a helmet at the time of the accident. This difference can not only be explained by the protective effect of the helmet.

The campaigns so far have not been aimed at the group of cyclists with the largest risk of head injuries. A large proportion of children wear helmets, but not the cyclists with the highest risk of head injury.

We recommend that the campaigns and efforts in the future are aimed at these cyclists.

Th3|A3: Assessing Helmet Efficiency and Cost/Benefits

Paul Hewson (GB)

School of Mathematics and Statistics, University of Plymouth

Clinical researchers agree on an accepted hierarchy of evidence when determining the effectiveness of health interventions. There is no available evidence on the effectiveness of cycle helmets of a quality which would be unequivocally accepted as evidence to guide a health intervention. Evidence has either been provided by relatively small case control studies or from population studies. Whilst evidence from population level studies is intrinsically at risk of ecological fallacies, these studies are popular with policy makers and it is important that the evidence is analysed as carefully as possible.

We present results from recently introduced statistical models which let us compare a non-parametrically smoothed trend for the odds ratio of head injury among groups of cyclists who, at a population level, have very different patterns of helmet wearing. Whilst the interpretation of the results are limited due to limitations of the study design, we discuss possible biases in these and other study designs and suggest how the evidence base could be improved.



Sub-Plenary 3b II builds on the input of Sub-Plenary 3b I. Subsequent to the presentation by Ms. Dorothy L Robinson there will be the opportunity of a comprehensive discussion: How healthy is cycling? Is it true, that cycling is unsafe? How well do cycle helmets protect - and how come, that helmet laws seemingly don't work? The sub-plenary with four high qualified speakers and a following in-depth debate will qualify the discussion of helmets and helmet laws.

Th4|A1: A Review of the Consequences of enforced Helmet Laws – Creating Consensus from Controversy and Contradictions

Dorothy L Robinson (AU)
Bicycle Helmet Research Foundation

Countries where cycling is safest – those with low fatality rates per cycle-km – typically have high cycling rates but low helmet wearing rates, implying that helmets make only a minor contribution to overall cyclist safety.

Yet there is increasing pressure for governments to introduce helmet laws. For many years, helmets have been mandatory in Australia, New Zealand and some US and Canadian jurisdictions, either for all cyclists or just children. Other US jurisdictions introduced legislation more recently, as did Alberta (Canada), Finland, Spain, the Czech Republic, Sweden and Iceland. Others may follow; the British Medical Association and World Health Organisation have publicly supported helmet laws.

Despite the large and increasing number of countries with helmet laws, there are, as yet, no proven net benefits of legislation. Some researchers found small reductions in percent head injury following helmet laws, but noted that the cost of buying helmets probably outweighed any savings in hospital costs. Adding in other factors, such as lost health and environmental benefits from reduced cycling, and increased accident rates because of risk compensation or reduced safety in numbers, it seems unlikely that helmet laws offer any net benefit to society.

This paper examines the case for helmet laws, presenting data on all jurisdictions where legislation increased helmet wearing by at least 40 percentage points within a few months. Statistics are presented on cycle use, helmet wearing and injury rates per cyclist. Even if helmets are beneficial, helmet laws could do more harm than good. To reach a consensus, existing laws should be fully evaluated/re-evaluated to determine their effect on health and cycle-use, safety in numbers and different types of head injury (e.g. rotational injuries or wounds). We should all agree that, unless benefits can be shown to exceed costs, no new laws should be considered and existing ones repealed.

Th4|A2: Comprehensive Discussion pro / contra Helmets

Lars Bo Andersen (NO)
Norwegian School of Sports Science and University of Southern Denmark

Lars Binderup Larsen (DK)
Consultant Surgeon, Head of the Accident Analysis Group, Odense University Hospital

Paul Hewson (GB)
School of Mathematics and Statistics, University of Plymouth

Dorothy L Robinson (AU)
Bicycle Helmet Research Foundation

... and interested Velo-city Delegates 2007!

Thursday, 14th
16:00-17:30,
Room A
Sub-Plenary
Th4|A

Sub-Plenary
3b II: Helmets



Th3|B1: Mobility Management in Munich – A Marketing-Platform for Bicycle Transport

Martin Schreiner, Norbert Bieling (DE)

Department of District Administration, City of Munich

Apart from the provision of an attractive infrastructure and favourable frame conditions for traffic legislation the marketing of bike traffic is the third main pillar of a modern bike traffic policy. However, the subject is suffering from structural weaknesses:

- There is no relevant commercial mobility service provider „bike traffic“, possessing the funds and know-how for professional marketing of bike mobility.
- In spite of an enormous surge in bike traffic in recent decades bike manufacturers cannot compete with manufacturers of the automotive industry.
- Marketing plays a subordinate role in the traditional land of engineers and lawyers.
- In contrast to infrastructure measures there is no promotion landscape for marketing measures.

The City of Munich is about to change just that. Being aware of the deficits which more or less apply to nearly all sustainable mobility services of the environmental transport compound the Munich City Council passed a resolution in July 2004 to establish an overall concept Mobility Management. Looking at the needs of target groups platforms for multi-modal marketing for sustainable mobility are to be developed which are meant to provide a broad base for bike traffic. This presentation will provide examples and results of the following pilot projects:

- Mobility guidance for new citizens
- Mobility management for children and young people
- Corporate mobility management
- Mobility guidance on the internet

It has become evident that spectacular results can be achieved with marketing. However, apart from a pronounced drop in automobile traffic there tend to be cannibalising effects between public transport and bike traffic.

The presentation is concluded by looking ahead to the future marketing strategy for bike traffic of the City of Munich. It will raise subjects for discussion like recommendations for an optimised positioning of biking within the framework of multi-modal mobility.

Th3|B2: Promoting Bicycle Transport within the Corporate Mobility Management Scheme Munich

Ulfried Müller (DE)

Department of Labour and Economic Development, City of Munich

The Corporate Mobility Management Scheme Munich provides guidance to Munich enterprises through best-practice models seeking to optimise the potential for commuters to work and school for more bike traffic. The scheme was initiated by the Munich City Council and is operated by the Department of Labour and Economic Development. The aim of the Corporate Mobility Management Scheme is to make the organisation of transport movements generated by enterprises more efficient as well as environmentally and socially compatible.

This is to be achieved by shifting to a more environmentally-friendly use of motorised individual transportation, an increased use of public transport and bicycles.

The scheme is based on information provided by the

enterprises and their staff, customers and business partners, looking at their motivation and coordination of the firms involved including the providers of so-called products of mobility. The firms are supported by workshops and in-company training provided by environment consultants in compiling data, information on traffic infrastructure like bicycle infrastructure and the development of corresponding measures.

Within the framework of the Corporate Mobility Management Scheme Munich the fourteen firms presently involved, with a workforce of over 53,000 implemented the following measures, among others, to facilitate cycling and make it more popular among the workforce: Enterprises like the Municipal Hospitals Schwabing and Neuperlach and the administration of the county of Munich succeeded in motivating their staff by participating in the bike campaign „Biking to Work“ or by organising action days to persuade the workforce to change over to biking. The Bavarian Broadcasting Station initiated the installation of the call-a-bike satellite system for rental bikes, the first of its kind in Germany. It enabled the staff to rent bikes even at three individual locations (satellites) outside the common radius which was originally confined to the Circular Ring Road. The HypoVereinsbank group even purchased 17 official bikes. These measures are paying off for the firms and their staff thus contributing to a sustainable urban development.

Th3|B3: Velo Monitoring Vienna

Thomas Berger (AT)

Vienna City Administration Municipal Department 18 Urban Development and Planning

Since the early 1980ies the City of Vienna collects data about bicycle usage. These data were collected manually for duration of seven hours in three years intervals. In order to get a better overview of the bicycle as a means of transportation, a complex inquiry has been started 2002. Collecting of the data will be continued until 2010. Installation of eight automatic counting stations in the city is the highlight of this project. Increasing of bicycle usage is also a target point of the “Transportation Master Plan 2003” of Vienna. Therefore it is necessary to have a tool for controlling of success and planning of essential measures, infrastructure as well as PR and marketing.

Following goals should be achieved:

- Achieving more information about motivation and dimension of bicycle usage in Vienna and its barriers,
- Analysing and evaluation of specific promotion measures in order to improve and develop the strategies,
- Periodically counting of the bicycle traffic including analysis and interpretation of the results in context of the entire traffic system,
- Continuation of the manual data collecting in order to get more information about their effect on spatial development,
- Inquiry of specific data on bicycle usage by means of interviews with cyclists,
- Practicing of a projection model, which has been developed in the framework of the monitoring project – Projection of the seasonal usage (April-October) from a single counting is the result of this model,
- Comparing of bicycle traffic in Vienna to other cities with similar basic conditions.

The results of this study are available in Internet. <http://www.wien.gv.at/stadtentwicklung/radwege/erhebu ng/index.htm>

Strategies in a Metropolis



Th3|C1: The Association of bike-friendly Cities, Towns and Districts in North Rhine-Westphalia

Marion Bugdoll (DE)

Cyclist friendly towns, cities and local authorities in North Rhine Westphalia (AGFS)

With the major financial and administrative support of the state, the association was established in 1989 in order to create new opportunities for the environment-friendly and affordable bicycle as a mode of transport that enjoys equal rights. The member towns have tested innovative solutions for promoting urban bicycle traffic. Their efforts often led to new, unconventional concepts. In this way, they have made great progress in reaching their self-defined goal of systematically promoting bicycle traffic.

Commuter and shopping traffic, as well as leisure-time and tourist traffic, require safe and attractive bicycle routes, particularly since the number of cyclists on the roads has increased significantly. The bicycle routes do not always have to be constructed separately. In order to establish a complete network of cycling routes, it is sometimes enough to just declare 20-mph zones, mark off bike lanes, route bike traffic against the direction of one-way streets or set up bike streets. The Association has helped to achieve the new status that cycling is "in" again. Through its public relations work, it is helping to make cycling even more popular. This above all involves campaigns and events that invite the public to get involved and try something new. The meantime 40 local authorities united in the Association have recognised that a suitable infrastructure not only for cyclists but also for pedestrians is an essential prerequisite to further a sustainable urban development.

In addition a cooperation with the bicycle industry was founded in 2004: "Unternehmen FahrRad!". A general aim of the cooperation is the promotion and development of bicycle traffic by the political dialog with the government of North Rhine-Westphalia and the Federal Ministry of Transport by the integration of "Unternehmen FahrRad!" in the work of the AGFS as well as in the concrete realization of projects.

Th3|C2: The Norwegian Network of Cycling Cities – A Measure to implement a Cycling Strategy

Gyda Grendstad (NO)

Norwegian Public Roads Administration – Directorate of public roads

The Norwegian government has adopted a National Cycling Strategy as part of the National Transport Plan for 2006 – 15. The main objective of the Strategy is to make it safer and more attractive to cycle. The main measures under implementation are larger investment budgets, better maintenance of existing cycle facilities, improved traffic regulations and competence-building. The Norwegian Roads Administration has been given a new responsibility to motivate and inspire regional and local roads authorities as well as its own staff with respect to the improvement of conditions for cycling.

One of the new assignments for the Road Administration is to contribute to a competence network in order to spread knowledge on how to facilitate for cycling.

The Norwegian Network of Cycling Cities is run by the Norwegian Roads Administration with the Norwegian Cyclist Federation as secretariat. The target group is mainly the larger municipalities, those with more than 5000 inhabitants. In Norway there are about 90 municipi-

palities with more than 5000 inhabitants. Out of these, 50 municipalities are members of the network. Membership is free.

The network has a website, www.sykkelby.no, runs courses in planning bicycle facilities and arranges study trips and conferences. Technical advice is offered and activities in the municipalities are monitored by a yearly survey. The first survey was held in 2005, a starting point for the network.

By 2007 we will thus be able to provide verified information about the effects of increased competence as a tool of implementing a National Cycling Strategy.

Sentence to sum up the abstract:

Systematic competence building initiated on a national level is an important tool on the road to making it safer and more attractive to cycle.

Th3|C3: Cycling Promotion in the UK: Notes from a Cycling Demonstration Town

Dr. Dave Horton (GB)

Centre for Mobilities Research, Lancaster University

In 2005, the UK Government's Department for Transport created Cycling England, a new independent body responsible for promoting cycling. Cycling England's aim is to get 'more people cycling, more safely, more often'. Later in 2005, Cycling England launched the 'Cycling Demonstration Towns' project. This three year project aims to concentrate limited Government funding for cycling in a small number of English towns and cities, in order to produce maximum effect. The selected Cycling Demonstration Towns are Aylesbury, Brighton, Darlington, Derby, Exeter and Lancaster.

This presentation first provides an account of the emergence of Cycling England, and its Cycling Demonstration Town project. It then concentrates on experiences thus far in one of those Demonstration Towns, Lancaster in North West England. Lancaster aims to use its Demonstration Town status to 'double cycling in 3 years' (from approximately 3% to 6% of all journeys). The presentation examines the effects of Lancaster's Cycling Demonstration Town status and funding, especially concentrating on various local institutional barriers to current cycling promotion efforts. Finally, it gives a preliminary assessment of the difference the money and status attached to being a Cycling Demonstration Town seems to be making.

Overall, the presentation provides a case-study of an attempt to mainstream cycling within an English local authority setting.

Thursday, 14th
14:00-15:30,
Room C
Workshop Th3|C

Networks of Cycling-Friendly Cities



Certificates for
Cycling Cities



Th3| D1: New Prospective for Bike Modal Share in Italy

Borja Beltran, Stefano Carrese, Ernesto Cipriani, Marco Petrelli (IT)
University of Rome TRE
Lorenzo Bertuccio, Riccardo Canesi (IT)
Euromobility

Cycling offers a number of environmental and social benefits over the use of the car. Bicycle use, Bike & Ride or bike sharing should be one of the priority in the strategic guidelines of Italy's political agenda, where the bicycle infrastructures are still poorly developed. In fact, Italy represents a country with the highest european car ownership rate and low levels of cycling for the systematic trips, except for a little number of northern cities such as Ferrara and Bolzano.

One example to promote bike use consists in awarding one of the participant municipalities a prize for being the most bicycling-friendly municipality. The award is organized by The Mobility Management Association "Euromobility" and promoted by the Italian Ministry of Environment. The goal is to promote bicycle mobility both in urban and regional environment. The prize is addressed to four categories including small cities (< 30.000 inhabitants), big cities (> 30.000 inhabitants), public administration (regions, park authorities, etc.), and enterprises. The objective of the award is to stimulate municipalities, stakeholders, and enterprises to actively propose bicycle policies and practices.

The contribution of the research here reported is to analyse the following aspects using the data collected for the award:

- Determine the best practices in order to identify a set of aspects related to user's modal choice and attributes influencing the demand
- Explore the range of policies concerning bicycle use
- Propose a methodology based on stated preference analysis to evaluate the benefits of alternative policies by calculating the number of car trips replaced by bike rides.

The objective is to predict how improved cycle facilities can positively influence the population's modal choice and to measure their appeal in order to both increase the attractiveness of cycling and promote the combined use of bicycle and public transportation.

Th3| D2: A National Certification Scheme for Travel-Related Services for Cyclists in the Czech Republic

Petr Kazda (CZ)
Nadace Partnerství /Czech Environmental Partnership Foundation, Greenways Program

Bicyclists Welcome:
Bicyclists Welcome is a nation-wide certification scheme for evaluation and control of long-term tourist offer and equipment of involved establishments. The certified establishments such as hotels, pensions, camp sites or tourist destinations such as castles, museums etc. are labelled with a green-white logo bearing a smiling bicycle. Our system for evaluation of bicycle friendly establishments is based on existing methodology developed in Germany and Austria.

Th3| D3: BYPAD: Auditing cycling policy by total quality management - more then a beauty cotest.

Tim Asperges (BE)
University of Hasselt
Ursula Lehner-Lierz
velo:consult

BYPAD (Bicycle policy audit) is an instrument for the evaluation of local and regional cycling policy and improvement of its quality. BYPAD has been developed and continuously further developed and applied since 1999, with support from the European Commission. Meanwhile more then 100 cities, towns and regions in 20 European countries are evaluating and improving their cycling policy, supervised by 34 certified auditors from these countries.

BYPAD is based on the methods total of quality management, which have already been used in the business world for many years. The entire quality chain consists of 9 modules which all together ensure a balanced cycling policy. Every module obtains a sepeate quality score. Together they reflect the quality level of the cycling policy. BYPAD considers cycling policy as a dynamic process, a whole of 9 fields, in permanent development, influencing each other. BYPAD focuses both on the planning of the cycling policy (user needs, leadership and coordination, policy on paper, means and personnel) as on the actions in the field (infrastructure&safety, information&education, promotion and partnerships, complementary actions) but also on how the cycling policy is monitored.

The cities, towns and regions that implement BYPAD receive a BYPAD certificate which indicates the progress they are making in cycling policy. BYPAD also focuses on the exchange of knowledge and experience between these cities, towns and regions, e.g. through regional workshops, international seminars and direct exchange via the BYPAD website www.bypad.org.

Aim of the BYPAD is to become an international platform for bicycle expertise in cities, towns and regions which will be exchanged through the audit-reports, website, regional workshops and international seminars.

Th3|E1: Good Bicycle Park Facilities, an essential Part of local Cycle Policy

Paul Van Est (NL)
Fietsforum Tilburg

The local government of Tilburg has an extensive policy to promote cycling. Part of the new Cycle Policy Plan, "Tilburg cycles" (2006), is exclusively directed to cycle parking. If people can comfortably and safely park their bicycle, the use of bicycles as a sustainable means of transport will probably increase. Tilburg offers 4 guarded and covered parking places with a total capacity of around 1800 bicycles. A new facility with 600 extra places will be ready in 2007. The already low fees for these guarded parkings were abolished per December 1., 2006. Furthermore, the quality and service of these facilities will be increased. At the central train station, a private company offers 2500 guarded and covered bicycle parking places. At the other two stations, the railway company offers around 200 lockable cycle sheds. Apart from these guarded parking spaces, Tilburg offers more and more facilities in public space, to which bicycle owners can chain up their bicycle with their own lock. The capacity of all bicycle park facilities is brought in accordance with peak demand. Furthermore, requests by individual citizens for extra facilities in public space are entertained sympathetically. The presentation and the measures of the cycle parking plan will be accompanied by an integrated communication campaign using several media. The bicycle parking plan is written in close co-operation with the local "Cycleforum Tilburg", consisting of several local NGO's.

Th3|E2: Copenhagen Cycle Parking Strategy

Niels Torslov, Niels Jensen (DK)
Roads and Parks Department, City of Copenhagen

Copenhagen seems to have forgotten, that improving cycling infrastructure also should include cycle parking. Thanks to a substantial growth in the number cycling trips, the cycle parking situation in Copenhagen is getting even worse. Good parking conditions for cyclist are essential if the combination of cycling and public transport should be felt attractive by the citizens. In the Bicycle Account, cyclists value cycle parking facilities in general rather low, giving only 3 points out of 10 possible. Consequently, there is now a high political and administrative focus on cycle parking problems and how to solve them. Studies have made it clear, that the demand for cycle parking in Copenhagen in general is much higher than the supply of parking facilities. It was therefore decided to develop a comprehensive strategy for cycle parking. The strategy will be presented to the politicians' by end 2006, and the final strategy will be ready in early 2007. The strategy creates an instrument to integrate cycle parking in the overall planning processes, like cycle tracks has been for years. Car parking does not work without constant supervision; neither does cycle parking - therefore routine clearing of cycle parking facilities should also be implemented. Other focus areas will be treated as well. At major stations, it may be necessary to change strategy from supplying racks on the surface to establish cycle centres. Also automatic bicycle parking facilities will be considered, especially to find space saving solutions. In the parking strategy, goals will be set up to commit

both the department and the politicians. The main goals will concern citizens' satisfaction with cycle parking. Goals and focus areas will be presented at the conference, also looking into our experience with campaigns - a new tool to raise public awareness when it comes to parking your bicycle in Copenhagen.

Th3|E3: Bicycle Parking in Malmö

Leif Jönsson (SE)
Streets and Parks Department – Traffic Division, City of Malmö

Malmö's Streets and Parks Department has always worked actively with cycle parking. Many of the larger cycle parking facilities have been in place since the 1940s and '50s when cycling in Malmö was at its peak.

Cyclists now constitute 30% of the total traffic in Malmö and has been increasing at a rate of 1% a year over the last ten years. Malmö now has about 400 km of cycleways. As cycling has increased since the end of the '70s, we ended up with a lack of cycle parking in the '90s. This has escalated over recent years resulting in occasional chaos in the city centre and by the main public transport terminals.

A Cycling Programme was adopted in 2000 in which the cycle parking problem is heavily underlined.

The following year, the Streets and Parks Department produced two hand books for indoor cycle parking and street parking.

Skånetrafiken (the regional public transport co-ordination company) decided in 2002 to use government subsidies to fit all busstops outside the inner ring road with parking for at least 5 bikes to improve the integration between public transport and cycling.

The "Parking norms for Malmö" were due to be reviewed in the same year. The City's Planning Department decided that, for the first time, include cycle parking in the norm.

The positioning and number of cycle parking facilities in Malmö was poorly documented. We decided to take in summer workers from a University to start to map the whole of Malmö. The information is put into a MAP-info system and is therefore accessible for all users. The information on the map is linked to a photo.

In the survey a note is made and photos are taken of places where there are many bikes parked outside of buildings without bike stands. Property owners whose properties lacked bike stands are sent a polite letter with a photograph attached in which we ask for their assistance to sort out the cycle parking on the pavement.

During recent years, the budget has earmarked 500 000 kronor each year for increasing cycle parking facilities. This has enabled us to increase parking along the main shopping streets and around the start of pedestrianised areas.

Cycle parking for 3000 bikes per station will be built in conjunction with the development of the City Tunnel. The plans include full services for cyclists. In the future the costs could be paid with the public transport swipe-card.





Th3|F1: Influence of Quality of Life on Promotion of Bicycle Transport and General Health of People: A Case Study of a Small Town in India

Dr. Debashis Das (IN)

Geography Department, Visva-Bharat University

Bolpur is a small town in Birbhum district, West Bengal, India where people belonging to different socio-economic classes reside. Poverty oriented tertiary sector provides the major occupations to the people along with large number of agricultural other laborer stay there. A few people with high to moderate income group along with large number belonging to low income group reside in this town. Therefore, different zones may easily be delineated with different classes of people varying their quality of life.

The low income group people with poor quality of life have no other alternative but to use bicycles as means of transport which is cheap, however, take relatively longer time to reach the destination than the petrol driven vehicles. Bicycle rider can reach any part of this town by following narrow and serpentine nature of roads, although can carry small amount of commodities with them. This transport item keeps the environment pollution and dust free as well as clean. Bicycle riding gives ride to adequate movement of human muscles and thus keeps the blood circulation in proper manner with consumption and conversion of oxygen into energy with perfect metabolism. Bicycle riding may easily convert glucose, carbohydrate, vitamin, fat, minerals, and proteins into energy within the cells of the living body. The health of these people becomes stronger from this point of view and therefore, diseases like heart problem (attack) diabetes, high blood pressure etc. stay far away from them.

The bicycle riders commit less number of accidents which are not so severe in nature. However, the long distance excessive travel beyond three kilometers may be considered harmful to health. Often the rider who move with high speed may have heart and lung problems and breathing trouble too. Therefore, the bicycle rider should have balanced diet throughout the day which may not be available to the low income group people, may also cause lung problem. But every bicycle rider should be alert about their age as beyond fifty years of age the bicycle riding may be injurious to health.

In spite of all these problems it should be quite beneficial for people to practice bicycle riding particularly in small town like Bolpur, where the distance radius should not exceed three to five kilometers.

Th3|F2: ADAPT- ing to people-powered Transportation

Laena Garrison, Stephanie Sodero, Dr. Chris Milburn (CA)

TRAX - Transportation Halifax Project, Ecology Action Centre Halifax

ADAPT is the Association of Doctors for the Advancement of Physically-active Transportation. Due to increasing rates of obesity and chronic disease due to physical inactivity, ADAPT is partnered with the Ecology Action Centre's TRAX project to promote active transportation. The partnership between ADAPT and TRAX, Nova Scotia's sustainable transportation advocacy group, is a unique approach to cycling advocacy in Canada.

ADAPT's mandate is to prevent rather than react to health problems by:

- Advocating for active transportation infrastructure, e.g. bike lanes, bike racks on buses, bike parking.
- Delivering a high-profile voice on active transportation issues to the public and the media.

As well-respected health professionals, the power of the ADAPT members is their collective voice. ADAPT publicly endorses government policies and plans that encourage active transportation and challenges those that encourage car-dependency. TRAX supports ADAPT by increasing its membership and identifying issues for ADAPT to endorse or challenge by speaking to the media or directly addressing government.

The ADAPT workshop will be facilitated by Stephanie Sodero and Laena Garrison, TRAX Coordinators, and Dr. Chris Milburn, ADAPT Chairperson. We will outline ADAPT's development and accomplishments; explain the TRAX / ADAPT partnership; highlight the successes of this partnership; and present Canadian research on the economic and health benefits of active transportation.

Th3|F3: Cycling Demonstration Towns: Will they improve Public Health?

Nick Cavill, Harry Rutter, Melvyn Hillsdon, Alison Hill (GB)

Cycling England c/o Cavill Associates

Cycling England is a new national body set up to plan and co-ordinate the development of cycling across the country. It was launched by the Minister for Local Transport in March 2005 and replaces the previous National Cycling Strategy Board.

One of the core components of Cycling England's work is the funding of six Cycling Demonstration Towns (CDTs: Brighton, Darlington, Derby, Exeter, Lancaster and Aylesbury). These towns will lead the way in encouraging local people to cycle. The funds will be used to make the environment more cyclist friendly, offering safety training and promotion to encourage take-up.

The CDT programme aims to increase levels of cycling across the six towns, and a monitoring programme is in place to measure levels of cycling through roadside traffic counts and cycle user surveys. This will provide very valuable data, but will not enable us fully to answer the question: will increases in cycling in the towns benefit public health?

To address this issue, a survey of cycling and physical activity was conducted across the towns in early 2006. This focused on collecting data on population levels of physical activity (across each town) to look into the impact that increases in cycling are having on overall levels of physical activity. The survey uses a standard validated physical activity questionnaire – the European Prospective Investigation into Cancer (EPIC) questionnaire. In addition there are enhanced questions on cycling.

The workshop will present the rationale for this research design; describe the baseline results; and allow discussion about the importance of assessing the health impacts of cycling (and other) projects.

Th3|G1: What did Velo-City 2005 do for Cyclists in Dublin?

Jon-Ivar Skullerud (IE)

Dublin Cycling Campaign

Velo-City 2005 put the media spotlight on cycling in Ireland for one week. We ask whether any lasting gains resulted for the status of cycling as a mode of transport:

- Have conditions for cyclists on the streets of Dublin improved?
- To what extent is cycling included in transport policy decisions?
- Has the conference resulted in any change of policy direction among traffic planners?

Using some of the current problems facing cyclists in Dublin as illustration, we discuss how cyclists can best make their voices heard in a hostile environment.

Th3|G2: Increasing Cycling – Measures to promote Cycling and the Benefits for Everyone.

Robert Parsey (GB)

Environment and Sustainability RBK, Royal Borough of Kingston upon Thames

The Royal Borough of Kingston upon Thames (RBK) is a local authority in south-west London with 150,000 residents. It has targets to increase the modal split of cycling from 3 per cent (2001) to 6 per cent of trips by year 2011.

Promoting cycling and achieving modal shift in an urban area is more than simply constructing cycle routes and distributing cycle route maps.

This paper will describe several initiatives undertaken by RBK in partnership with Transport for London (TfL) to reduce real and perceived barriers for those who could ride bicycles to undertake utility trips but are reluctant to change from private car or public transport.

Initiatives range from "soft" life skills training to introduce newcomers by tuition and one-to-one partnerships on journeys through to providing engineering measures to ensure route continuity and cycle parking facilities.

The projects emphasised the "what is in it for me?", so the real benefits of cycling for individuals, businesses and the wider community were highlighted to increase the long term success of the projects. It is also apparent that in the UK, women are underrepresented with one female cyclist for every two or three male cyclists so many of the projects were specifically aimed at women.

Some of these initiatives are time and labour intensive with initially small numbers of people. But in the UK context it is clear that more people will not consider cycling as a utility mode of transport unless their concerns and fears are addressed. They can be shown that the bicycle offers door-to-door transport with consistent journey times and the bicycle is generally quicker and certainly cheaper than the private car or public transport.

Many of the projects have been successful in getting people riding, and the benefit of this experience has been incorporated in later projects.

Th3|G3: The Company-bikes of Zurich - Efficient and popular Vehicles

Urs Walter (CH)

Tiefbauamt Stadt Zürich

In city traffic bicycles are the most efficient and fastest vehicles on shorter distances. By providing attractive bicycles to the administration employees, the city of Zurich wants to achieve different objectives:

- To motivate employees using a bicycle for business trips
- Economy of time
- To substitute car (business) trips by bike trips
- Workplace health promotion
- To set a good example by promoting sustainable means of transport

The company bikes in the colour of the city (blue/white) give an attractive public image. It is a comfortable city bike, that has been developed especially for the city of Zurich. The employees were involved in the evaluation with test drives.

The company bike concept of Zurich features the following qualities:

- The bicycles are for free use, no reservation is needed
- The parking facilities can be opened with the personal office key
- Periodical maintenance grants the roadworthiness of the bikes
- In case of a malfunction on the trip the «bike doctor» picks up the bike and repairs it
- Information can be found on the Internet: www.stadt-zuerich.ch/dienstvelo

In an opinion poll up to 90% of the employees gave a positive feedback. This result was the basis for the purchase of more bicycles. Until today 110 company bikes are rolling through the streets of Zurich. And maybe they motivate some employees to use their own bicycles more often - with positive effects on their health.

Thursday, 14th
14:00-15:30,
Room G
Workshop Th3|G

Local Cycle Promotion



Bike (Service) Projects



Th3|H1: The Bicycle As Positive Alternative To The White Collar Job

Richard Kisamaddu (UG)

Bicycle Sponsorship Project And Workshop (Bspw)

Cycling in Uganda dates back to 1903. However the image of a bicycle has continuously plummeted at the ever-increasing power of the automobile, thus enhancing the stereotype by the rich and motorised social class that the bicycle is a tool for the poor. The growing changes in the economic roles at household level especially in rural areas have made cycling more popular in rural areas especially among women thus reinforcing the image that the bicycle as undeniably, a tool for economic development. However the same persons while in urban and peri – urban areas shy away from bicycle use.

In 1990, the Bicycle Sponsorship Project and Workshop (BSPW) an NGO promoting non – motorised mobility (NMT) especially bicycles in Uganda started a campaign to increase bicycle use and its image in Uganda. This has been largely through the bicycle affordability / accessibility and capacity building programmes which was aimed at increasing incomes by expanding employment options using the concept of the bicycle. The social – economic contribution of the bicycle in Uganda therefore, is quite significant and can be quantified to a large extent.

However, in order to further promote the economic factor “bicycle” in Africa as a whole, it is of great importance to internalise the factors hindering increased usage and to share earlier efforts in Uganda and challenges. The further promotion of the economic factor “bicycle” calls for a holistic approach to promotional, marketing and development issues. It is not limited to linking the bicycle to alleviation of poverty alone, but calls for attitude change, technology innovations, and policy review and infrastructure changes. There is also need for a high level of social inclusion at all levels. It is of great importance to use a psycho – social approach to skills empowerment coupled with sensitisation.

This paper will therefore address the evolution of the new employment market areas that have opened up through bicycle transport in Uganda, BSPW’s 16 year experience in furthering the economic factor “bicycle” and recommend some promotional strategies for Africa including synergy effects that have resulted from bicycle promotional efforts.

Th3|H2: How can social Business improve Employment Chances? Dynamo Fahrradservice Munich presents a Model for a successful social Bicycle Business within an Urban Community.

Karin Lohr (DE)

Dynamo Fahrradservice Biss e.V. München

Dynamo Fahrradservice is a social business in Munich. It is a member of the Munich local authority employment programme which started in 1986. The project stands for social integration through employment and targets disadvantaged groups and individuals (long-term unemployed, disabled, the low-skilled or people with mental health problems). Key objectives of Dynamo are employment, qualification, stabilisation of the individual and integration into the labour market. Dynamo produces and sells used bicycles.

The presentation for Velo-city will focus on the following issues:

- The successful business model of Dynamo Fahrradservice: a win-win-situation for disadvantaged

individuals, the community and the environment. Background information: unemployed people mostly need qualifying and support in order to develop a positive perspective for their lives. Finding a job after a period of qualification and support enables them to become independent of state benefits.

- How to develop productive and peaceful coexistence between mainstream and social business. Background information: Dynamo is member of a German network of bicycle shops and cooperates with local bicycle dealers. This makes it easier to find jobs for people when leaving Dynamo after the qualifying period.
- How can the approach of a “social bicycle business” become a model for other countries and continents? Background information: Dynamo will show how it supported the “RAD” bicycle initiative in Kabul/Afghanistan.

Th3|H3: The social Enterprise Business Model for Cycle Training and Promotion

Colin Langdon (GB)

Cycling Solutions Community Interest Company

About Cycling Solutions:

Cycling Solutions is an economically stable social enterprise delivering quality cycling services. We are a not-for-profit Community Interest Company (CIC).

We employ 36 people, most of whom work full-time.

Delivering services:

Between April and November 2006 we have delivered quality cycle training to 5,000 school children. The number of children due to be trained in 2007 is 8,000 because the model is successful and capable of rapid expansion. In addition to cycle training we offer a variety of different cycling based activities, all with the aim of increasing cycle usage. These activities are very popular with a wide range of stakeholders.

Employment potential:

There is an aspiration in Merseyside’s Local Transport Plans to offer cycle training to more children potentially further increasing our workforce.

We have experienced increasing interest from other local government areas wishing to purchase cost effective professional cycle training.

Employee benefits:

We deliberately recruit local people from all backgrounds to deliver training. We provide a good employee package and flexible working hours which attracts people who otherwise would not be able to work.

Potential expansions:

We are currently working on expanding our services to include a cycle recycling facility to provide bikes to those that need them. We offer group and individual training and cycle support measures to enable people to get over their perceived barriers to cycling. We are building an exhibition to show there are answers to everyone’s barriers. We will take this to business and educational establishments and show them that cycling is possible in the modern world.

Social enterprise is the way forward:

The current expansion, rapid diversification, increased workload and provision of value-for-money professional services is proving to be an effective way forward for cycle promotion. It’s a viable and stable business model. Local government likes to buy services from social businesses because there are no shareholders to pocket any profit at the expense of local taxpayers.

Local people are benefiting from services that otherwise would not be provided and are finding flexible employment opportunities that suit their lifestyles.

Th4|B1: Development of Bike-traffic in the City of Bremen

Wilhelm Hamburger (DE)

Senator für Bau, Umwelt und Verkehr der Freien Hansestadt Bremen

For decades Bremen is continuously developing bike-traffic in town. Up to now Bremen is one of the so called bicycle-towns in Germany and has the biggest bike-traffic proportion (22%) of cities over 500.000 inhabitants in the country.

In 2003 Bremen worked out a target to develop bike-traffic in the next 10 years which was harmonized with administration and politics. So it is a good example managing bike-traffic for a long period. This also includes difficulties due to the changing philosophies on that issue. There are hardly spectacular infrastructure measures but a close consistent network and many people in politics and administration who care about bicycle users. So what's going on in Bremen:

1. About Bremen
2. Significance of bike-traffic in Bremen
3. Integration of bike-traffic in general traffic-planning
 - targets to develop bike traffic
 - discharge of organisation (coordination and cooperation)
 - sourcing
4. Implementation (Examples)
 - Infrastructure (roadways, intersections, tram-stops, parking)
 - Public relations work
5. Cooperation with our federal-neighbour Niedersachsen (Lower Saxony)
 - The Green Ring around Bremen
 - Internetrouting

Th4|B2: The London Cycle Network Plus (LCN+) – Implementation Through a Partnership Approach

Brad Hamilton (GB)

LCN+ Project Management Team, Camden Consultancy Service, Environment & Culture Department of LB Camden

The Mayor of London's Transport Strategy (July 2001) provided a major turning point for cycling in London. Clear objectives and targets were set to ensure cycling was treated as a serious transport mode. The Transport Strategy called for an 80% increase by 2010 and 200% increase by 2020 in cycling numbers (based on 2000 figures). To date a 72% increase has been achieved.

Cycling is benefiting from a renaissance in London. This is a reflection of a renewed vigour and clear vision across all levels of government and solid cooperation between the policy makers, implementers, project managers and cycle user groups. Delivery of the London Cycle Network Plus (LCN+) is the focus and managed through a partnership approach with key stakeholders. The primary purpose of the partnership is to deliver a 900km long strategic network of high quality cycle routes to provide cyclists with a fast, safe and comfortable journey into and across the city.

The London Borough of Camden (LBC) is the lead borough for the LCN+ project and its dedicated Project Management Team steer the delivery of the LCN+ in partnership with Transport for London's Cycling Centre of Excellence (TfL/CCE), TfL Road Network Area Teams and the 33 London Boroughs. So far the partnership has enjoyed significant success in delivering approximately 50% of the network and has demon-

strated continuous improvement in many ways.

The partnership arrangement was short listed for the 2006 London Transport Awards as Partnership of the Year and LBC was awarded 'Transport Consultancy of the Year' at the National Transport Awards for its work on the LCN+ project.

This paper will outline how the partnership works and interacts, the role that the Project Management Team plays and how it coordinates tasks between the policy makers and client, the implementers and the cycle user groups and illustrate the mechanisms in place to manage this successfully.

Th4|B3: Promotion of Bicycle-traffic in an Automobile Town

Claus Köhnlein (DE)

Amt für Stadtplanung und Stadterneuerung, Landeshauptstadt Stuttgart

Walter Vogt, Stefan Alber (DE)

Institut für Straßen- und Verkehrswesen, Universität Stuttgart

Stuttgart, the capital of Baden-Württemberg in the south of Germany, is well-known for its huge car industries bringing prosperity to the whole region.

Can there be any room and public awareness for the bicycle as means of transport?

The answer must be a clear "Yes, but...".

Stuttgart has recognized the importance of alternative transportation systems. Public transport has already won international prizes for its quality. For the lord mayor of Stuttgart the potential of the bicycle creating a sustainable (traffic) development of the city is highly important. His 10 points-program to improve cycle traffic has shown these intents. A bicycle officer was installed and a lot of (smaller and bigger) measures were established step by step. In 2005 Stuttgart had been elected as one of 11 pilot-cities in Germany to transform the objectives of the National bicycle plan. Initiating a "Round Table Bicycle Traffic" with participants from all parts of society (city administration, politicians, user groups, employers and unions, police, public transport companies, automobile club,...) has led to many proposals, to some measures already realized and in general to more public awareness of the bicycle in the media and in the mind of the different people and groups mentioned above. So the wheel is turning, but there are as well some braking influences and obstacles. Political decisions of the city council are not always in favour of the bicycle, planned measures are refused, representatives of the round table (NGO) have no possibility to work in the core-group which at present prepares a new general traffic concept for Stuttgart and so on. This clearly shows that the work of creating public awareness in various groups of society must be continued. A new "Forum Bicycle Traffic" (as subsequent organization of the "Round Table") has been installed to accomplish all bicycle themes in the city, to keep the manifold advantages of the bicycle in mind and to continue making good proposals and providing arguments in order to convince a growing number of people and elected representatives of the win-win-factor bicycle traffic. In this way Stuttgart as an automobile town has started a more bicycle-friendly strategy. First results (e.g. higher fund for bicycle measures in the budget of the city) show that a consistent bicycle promotion can improve bicycle traffic under also difficult conditions.



Round Tables to Promote Cycling

Th4|C1: The 'Kieler Fahrradforum' – Communication to increase Bicycle-traffic

Peter Todeskino (DE)

Bürgermeister der Landeshauptstadt Kiel, Tiefbauamt - Abt. Verkehr

Kiel is very successful in increasing bicycle-traffic. Since 1988 the mileage on the bicycle in Kiel has increased from 8 to 17 percent. 125.000 ways, that the people of Kiel make every day through their city, are done with the bicycle.

In Kiel the infrastructure for using the bicycle as a major means of transport has changed enormously in the last years. There has been established a complex network of bicycle-routes (called 'Velorouten'). Furthermore we did a lot of public relations to propagandise the bicycle as clean and fast means of travel.

The ADFC, one of the biggest German non governmental bicycle-organisations, and the ADAC, the biggest German non government car-organisation, have awarded Kiel in their bicycle-traffic competitions as the second best town in Germany 2005. One of the main reasons for this success is the 'Kieler Fahrradforum'.

The Fahrradforum meets six times a year. The representative of the majority party in the town council conducts the meetings. The chairman and the city bicycle-agent prepare the agenda for every meeting. The local administration writes the minutes.

The aim of every meeting of the 'Fahrradforum' is to give advice to politics. Every protocol with recommendations goes to the 'Bauausschuss' (building and planning council). In the Bauausschuss all plans and visions of town and traffic development are discussed and resolved. One example: The 'Fahrradforum' recommends to build a bicycle-station at the main station to connect bicycle- and train-traffic.

The members of the 'Fahrradforum' are representatives of the political partys, non government organisations, the police, the local public transport company, and the local administration. Established in 1988 the 'Kieler Fahrradforum' has become the most important lobby to improve bicycle-traffic in Kiel until today.

Th4|C2: Cooperation and Communication: A new Cycle Plan for the City of Tilburg (The Netherlands)

Angela van der Kloof (NL)

Cycleforum Tilburg

The local government of Tilburg (NL) developed a new Cycleplan 2005 – 2015. From the beginning of the process of discussing and writing the new Cycleplan, the Cycleforum played a role. The Cycleforum consists of several local NGO's, such as the Cyclists' Union, an Environmental NGO, and the Inner-city Foundation. The aim of the Cycleforum is to advise the local government in cycle policy-matters and organise bicycle promotion activities. It was founded in 2000 by the local government.

The joint discussion resulted in a Cycleplan that not only focuses on infrastructural measures, such as cycle-lanes and their maintenance and bicycle-parking-facilities, but also on the promotion of cycling for specific target-groups and other communicational aspects. Furthermore, it recommends that a bicycle-officer position is created in the local government.

The fact that the local government gave the Cycleforum a serious role in the development of the new Cycleplan is a good example for other governments. The different focus of the policymakers (from various departments)

and the members of the Cycleforum was not always easy to work with. But by facing the differences, making room for discussion and the new perspectives, the city of Tilburg has managed to write a new Cycleplan to be proud of. The city of Tilburg has been rewarded the 'gold award of excellence' for this broad focus by the ICLEI (Local Governments for Sustainability) conference in Kaapstad, South Africa in February 2006. Since the Cycleforum played a serious role, next to the local government, there is plenty of room for cooperation in realising all activities planned. Policy-makers and the Cycleforum now have the joint responsibility of making numbers of cyclists grow in their city!

Th4|C3: The Promotion of Bicycle Planning by Public Participation is counting - Results of the Demonstration Project "Walking and Cycling Friendly City"

Juliane Krause (DE)

plan & rat - Büro für kommunale Planung und Beratung

The presented paper is based on the results of the demonstration project "walking and cycling friendly city", financed by the Federal Environmental Agency (UBA).

The aim of the project was the creation of a positive climate towards walking and cycling in the three cities Lingen (Ems), Plauen (Vogtland) and Wittenberg (the town of Martin Luther) to give an example.

Mainly through a longterm promotion of these traffic forms as well as establishing equal rights in planning decisions and strenghtening its position in the planning departments improvements should be reached. Of great value and importance was the development of a planning concept quick to translate into action and to take measures which could be realised easily and cost saving.

In between the three years of the course of the demonstration project the promotion of bicycle planning has succeeded due to intensive public participation, public relations and the realisation of cost saving measures. The ecologically friendly modes of transport have been strenghtened (increase of bicycle volume).

Important for the success is besides the planning concept the organisation of the planning process, that means effective organisation- as well as participation structures (specific working group in the department and team work, public participation in committees), continuous public relations and an accompanying quality management. Hindering facts are the missing financial back up, low option of department spanning or missing know - how of modes of public participation.

The three cities demonstrate: measures which could be realised easily and cost saving are effective and sustaining.



Th4| D1: Making it Easy: Using Innovation to promote greater Bicycle Mobility

Alton Twine (AU)

Brisbane City Council

This presentation details the processes developed by Brisbane City Council, the largest city council in the southern hemisphere, to make cycling attractive to the community. A key part of this strategy has been the development of a CD ROM – seemingly a world first – which actively promotes cycling and cycle routes in the city, as well as providing resources, ride maps, interactive virtual tours and even a “how to change a tyre” video.

The presentation will initially set the scene with a review of the context of Brisbane in terms of: geography, demographics, transport and associated policy environments. The relationship between infrastructure development and travel behaviour change initiatives will be explored, drawing on Council's experiences with bike-way data collection (counts and user surveys), school, workplace and local area travel behaviour change projects.

The genesis of Council's “Active Transport Strategy: Cycling and Walking Plan 2005-2010” will be explored, showing how the development of the CD-ROM product has occurred through strategic policy to implementation. The role of the CD ROM, as well as other Council initiatives, including the establishment of a CBD bike parking station, bikeway construction, bike skills training and other information products, will be evaluated in the context of how various strategies have increased cycling mobility and the quality of life of Brisbane residents.

The presentation will include a short demonstration of the CD-ROM.

Th4| D2: Principles of Bicycle Advertising for Government Agencies and Non-Profits - Theory and Examples from America

Michael E. Jackson (US)

Maryland Department of Transportation

Ray Kroc, the entrepreneur who launched the world famous McDonald's Restaurant chain lived by the maxim, “Early to bed, early to rise, advertise, advertise, advertise.” Advertising is used to convey messages to consumers, ideally about the benefit of products. It is no coincidence that in the United States of America the dominant mode of travel, the motor vehicle, is supported by a relentless barrage of advertising. Conversely bicycling which has less than a one percent mode share in the USA has little if any advertising support. However advertising can be used to communicate the benefits of bicycling as well.

This is to propose a presentation in a working group format under the modern urban and regional development theme. It includes the principles of bicycle advertising extracted from basic advertising principles, and experiences from the US in developing proposals, discussion of media choices, and working with marketing and advertising specialists. Examples of bicycle ad campaigns using outdoor and transit advertising as well as radio spots will be shared. A significant period of time will be reserved for questions, comments and responses among participants.

The desired goal will be to illuminate strategies for attendees who may be interested in promoting bicycle safety and mobility through the use of advertising as well as the sharing examples of past bicycle advertising campaigns to inspire attendees to launch their own

campaigns. I want to present this topic at Velo City 2007 because this information can help advocates better promote the bicycle in their communities.

Th4| D3: Cycle friendly Rhetoric and Car friendly Practice – How to get across? Promotion of Cycling in a Car oriented Municipality

Dr. Piotr Kuropatwinski, Prof. Stanislaw Miecznikowski, (PL)

Polish Ecological Club East Pomeranian Branch, University of Gdansk

The city of Gdansk developed an extensive cycling network in the past six years thanks to the realisation of an internationally supported project. There are grounds to claim that it has become Poland's most cycle friendly city. In the next years construction of further 80 kilometres of cycling tracks is planned. At the same time other transport infrastructure investments are contemplated. If realised, morning congestion problems will not be relieved, but the process of making the agglomeration more cycle friendly will become more costly. That is why local cycling promoters look for ways to find support to change the orientation of the local transport development strategy of the cities forming the Gdansk, Sopot and Gdynia agglomeration.

The presentation contains a description of ways adopted to successfully develop the basic dedicated cycling track network and initiate the development of a complete cycling system in an environment which is reluctant to discuss the development of an invisible cycling infrastructure.

Various constraints inhibit the implementation of measures that could substantially contribute to the promotion of utility cycling but are often considered to be in conflict with the interests of other urban road space users.

The question is how to play the game for cycling infrastructure funding without compromising the perspective of a truly cycle friendly agglomeration.

How can political support be gained not only for the construction of popular separate cycling tracks? The alternative would be to take the interests of non-motorised users into consideration in the process of designing and construction of all major transport infrastructure projects so that they do not form a linear barrier for cycling and assure convenient and safe links to the existing cycling and public transportation networks.

Thursday, 14th
16:00-17:30,
Room D
Workshop Th4|D

Ways to Promote Cycling



Bicycle Parking



Th4|E1: Workplace Cycle Parking Guidance – Another Link in the Chain

Alex Sully (GB)
Transport Initiatives LLP

Organisations are increasingly looking to improve the transport options for their staff. However, it is not fair to expect them to automatically know what is best when it comes to providing cycle parking for their staff.

In the autumn of 2006 Transport for London published guidance for employers to address this issue. This document is intended to answer all of the practical questions that are likely to arise when looking at how best to meet cycling employees' needs. These include:

- Why should I encourage my staff to cycle to work?
- What do I need to know?
- What types of parking should I buy?
- Where can I get it?
- How many should I get?
- Where should I put it?
- Do I need to put up signs to let people know it's there?
- What about additional security?
- I bet that's not all, what else do I need to do?
- What about my customers and visitors?
- Can I get help to pay for it?
- Where can I get additional guidance?
- Once I've done all that, can I forget it?

The paper will explain the reasons why each of these was felt to be important and provide greater detail on the answers to each of these questions. It will also outline the success stories that are included as case studies to demonstrate that providing good cycle parking, together with other facilities such as showers, lockers etc is as beneficial to an employer as the individual. The guidance document is now available at: <http://www.tfl.gov.uk/cycles/downloads/reports/Workplace-Cycle-Parking-Guide.pdf>

Th4|E2: Promoting Bicycle Use by providing safe Mobile-phone Bicycle Garages in the City of Stuttgart

Walter Vogt, Stefan Alber (DE)
Institut für Straßen- und Verkehrswesen, Universität Stuttgart

Claus Köhnlein (DE)
Amt für Stadtplanung und Stadterneuerung, LH Stuttgart

Christoph Link (DE)
Verkehrsplanung Link

Safe parking facilities for bicycles play an important role in promoting bicycle-use. Bicycles in racks often are stolen or damaged. So many people refuse to use the bicycle for those destinations or they use a cheap and not so comfortable "second-hand" bicycle. In a field-trial therefore 30 mobile-phone bicycle garages for short-time parking will be established in 2006/2007 in the city centre of Stuttgart. These garages provide high safety against vandalism and theft and have further advantages like protection against the weather and the possibility of storing baggage (e.g. shopping bags, clothing and bicycle implements like helmet etc.). To promote the new system the field trial will be accompanied by a new cycle map especially dealing with those new safe parking facilities.

Mobile-phone bicycle garages as an innovative product offer the possibility to hire the boxes and record the parking time accurately, no matter if the garage is hired for minutes or hours. After being registered once a

garage can be hired by calling a hotline with one's mobile-phone. After having used and cleared the garage another phone call finishes the rental process. Opening and closing of the garages works automatically. Payment is cashless; the user receives a detailed bill monthly.

The special technology of the rental system does not need much manpower and thus is very cost-effective for the city as operator. With the returns of the rental further bicycle garages can be financed.

The field-trial is accompanied by studies about the acceptance of the garages by the users (before-after-analysis). Also the new cycle map of the city centre and other promotion activities will be evaluated. It is expected that the innovative bicycle parking system will be an important module in an attractive and modern urban bicycle system.

Th4|E3: Criterias for Bicycle Parking Systems - Aspects for planning Bicycle Parking Facilities

Michael Saffenreuter (DE)
ORION Bausysteme GmbH

The General German Bicycle Club (ADFC) sets forth several requirements for bicycle parking systems

- unlocked bicycles may not independently roll out from the stand
- accidental damages of the wheel rims must be substantially eliminated
- damages to the bicycle's finish have to be avoided
- a single-sided resting position for the bicycle is desirable
- locking the bicycle with its frame to the stand should be easily

The conceptual design of bicycle parking facilities is often a balance among convenience and maximizing the number of parking positions.

Users of the facilities prefer comfortable spacings and wide traffic ways. Planners want to maximize the capacity of the facility.

How to plan a bicycle parking facility:

Locality:

- available area
- access to the area
- quality of ground surface

Planning conditions:

- width of the traffic ways
- spacing between the parking positions (Recommendation of the ADFC)
- target number of parking positions

Technical feasibilities to cover the requirements and to optimize the capacity:

- modular system to create different types of parking rows
- low positions / high-low positions
- parking direction 90° or 45°
- single-sided / double-sided

Calculation of parking positions on a specific area

Special case - Bike Parking Stations:

- Double deck stands for parking on two levels (see Munich-Kiefernarten)
- Multi-level-parking for parking above the double deck stands
- vertical parking

Th4|F1: The Bicycle Paths along Vienna's Ringstrasse – A successful Model of Urban Bicycle Promotion?

Michael Meschik (AT)

Institute for Transport Studies, University for Bodenkultur Vienna

The situation:

Vienna has no tradition in bicycle traffic worth mentioning. In the 1970s construction of bicycling infrastructure began, initially focusing on routes towards or in recreational areas. So it was a milestone in city transport development when a system of bicycle paths to be used by cyclists in both directions was built along the Ringstrasse encircling the first Viennese district. This route, finished approximately in the eighties, is generally known as the "Radweg Ring-Rund" or "RRR". Although the share of trips made by bicycle all over Vienna is only 3% to 4.5% according to different surveys undertaken, the RRR has gained in popularity among tourists and locals alike. Permanent counts from 2002 on show that the numbers of cyclists – though dependent on the weather – are increasing: In 2005 up to 4900 cyclists used this route per workday and at weekends up to 4000 cyclists per day.

Bicycle accidents:

Bidirectional bicycle paths are frequently discussed among experts, as they are suspected of being extremely accident-prone at intersections with motorised traffic. In one survey made in 1993 a large number of locations could be identified where severe accidents involving cyclists had happened. A recent survey (accidents of a three-year period from 2002 on) of the eight kilometres of the RRR infrastructure endorses this fact: Here cyclists were involved in 36% of all traffic accidents, compared to only 12% of all traffic accidents in Vienna. Most accidents happened with cars turning right at bicycle crossings. It is assumed that watching out for trams, pedestrians and bicycles from both directions, all at the same time, overstrains motorists.

Possible solutions:

All different kinds of standard measures have been tried in the last two decades to amend the individual situations. In this recent survey three main courses of action have been developed:

- Improvements of individual intersections;
- Adaptation of traffic signal control;
- General re-alignment of bicycle traffic towards the frontage roads.

The international experts are invited to discuss best practice after the presentation of these solutions at the conference.

Th4|F2: Successful Bicycle Planning: Applying Lessons from the USA to Greece

Theodoros Natsinas (GR)

Technological Educational Institute of Thessaloniki

The paper summarises the results of a research project on successful bicycle planning conducted in the USA and their relevance to cities in Greece. The initial project sought to shed light on the elements of effective planning for cycling by studying cities that present distinct exceptions to the U.S. norm: Ann Arbor, Michigan; Boulder, Colorado; and Madison, Wisconsin. In the three cities non-motorised transportation accounts for between fifteen and twenty percent (cycling's share is between two and seven percent), while in the other urban areas of the USA, non-motorised transportation accounts on average for less than ten percent of all

trips. The results of the project showed that the factors contributing to high cycling rates included: a geographical and/or planned restriction to the continuous growth of motorised transportation; significant political commitment to multi-modal transportation planning; a visible, viable and safe alternative transportation system; a multi-faceted support system for the alternative modes; and significant investment in promotional, educational and enforcement activities. The project developed a set of priority key interventions to overcome the major obstacles to increased bicycle use. A subsequent study examined the applicability of the above results to the situation in Greek cities. Transportation-related cultural and institutional characteristics in Greece are found to have more common elements with the US situation than in northern, central and western Europe. Prime among them is the almost absolute dominance of motorised transportation in terms of institutional planning and public preferences. The major obstacles to increasing bicycle use are found to be similar in the US and Greece and, hence, the priority key interventions developed in the US context are determined to be relevant for the Greek cities and municipalities.

Th4|F3: Overcoming The Barriers To Cycling In Urban Areas

Paul Henderson (GB)

London European Partnership for Transport, London Borough of Bromley

This paper seeks to present a range of case studies on cycling policies and projects identified through two EC-funded projects – PIMMS and ASTUTE – and supply best practice examples that can be implemented in urban areas.

PIMMS (Partner Initiatives for the development of Mobility Management Services) aims to increase the level of knowledge and experience in mobility management within local authorities and provide a source for dissemination of good practice by identifying examples of successful projects from across the EU.

ASTUTE (Advancing Sustainable Transport in Urban areas to Promote Energy efficiency) is looking at identifying the barriers that exist within the public and private sector to increasing walking and cycling in urban areas. The project analyses existing best practice and conducts a series of forums on the subject to stimulate stakeholder involvement and feedback, leading to the development of a toolkit to help negate these barriers. These two projects have identified a range of best practice examples from across the EU in how to influence the level of cycling in an urban environment, including:

- Stimulating demand through road user charging
- Raising awareness of the health and environmental benefits of cycling
- Facilitating cycling to work through the provision of information and infrastructure
- Changing the perception of cycling from a leisure activity to a mode of transport
- Creating positive cycling policies in cities
- Key cycling issues in the New Member States

This presentation will show how different cycling policies and projects are successfully implemented in a variety of cities across the EU, including comparisons of cities with differing levels of experience, funding and political support.

Cycling in Urban Areas



Local Cycle Promotion



Th4| G1: Bordeaux - Town of Bikes

Michel Duchene (FR)
Mairie de Bordeaux

With the start-up of three tram lines and a new traffic organization, the realisation of the new urban projet requalifying a number of public spaces, has been accompanied by a new cycling policy increasing considerably the use and the worth of cycling.

Today the will to promote the use of bikes in the city goes through the search of all types of installations supporting this mode of soft travelling with the aim of preserved safety of cyclists, but also by inserting it in shared spaces.

In the last years, the strong growth of the bicycle in Bordeaux is mainly explained by efforts taken by two successif cycle plans (a third is in preparation).

In June 2005, the Urban Community of Bordeaux re-censed 55000 bicycles per day in the city streets, which represents a raise of more than 30% since 2003. All sorts of cycle reorganization (paths and cycle tracks, authorized bus lanes, securized bike parks, etc...), the limitation of car spaces, the extension of pedestrian areas and the creation of the Bike House, the only place in France where inhabitants and city students have free access to more than 3000 bicycles, all this contributes to encourage the use of the bicycle.

In 2004, the City of Bordeaux was rewarded at a national level and was given a national trophy for its action for loaning free bicycles.

A new trophy was recieved in 2005 for the organization of the bike citizen diploma. An unique operation with workshops set of themes in order to concern cyclists for a good use of bicycles in the city.

Th4| G2: Marikina: Bicycle Friendly City

Carlota Contreras (PH)
City Government of Marikina

Marikina is the only city in the Philippines that provide bicycle lanes – not only as a way to impose order on the streets but also to advocate good health, reducing air pollution and provide the cheaper means of mobility in the face of continuing fuel price increase in the country. In 1992 the newly elected local officials begun their program of government, some judged it as political suicide, involving the relentless implementation of physical reconstruction and social reorientation in Marikina. The physical reconstruction involved the taking back from illegal encroachments all the city's public space and water easements and improving them; opening up new roads and sidewalk clearing operations that created controversy not only with the sidewalk vendors but also other influential people in the city. The social reorientation in Marikina involved getting the people's acceptance and obedience of the city's enforcement of road and sidewalk discipline. These efforts resulted in the city's successful and effective management of its streets and sidewalk and pave the way for the inclusion of the bicycle lanes in the city's transport network. This drew the attention of the World Bank who facilitated the granting of the USD1.3 Million Global Environment Facility in 2001 for the Marikina Bikeways as demonstration project in the Philippines.

Today, Marikina is recognized as the country's Bicycle Friendly City as it continues to remove the physical and social barriers to the use of bicycle as transport. The city continuously develop the 66 kilometers bikeways network that connects the residential areas to schools, market, work places, government centers and major urban transport such as the light rail transit. The social

reorientation today also include (1) Transforming the people's attitude and preference for bicycle thru education, beginning with school children and women, by conducting Bike-to-School and Bicycle Safety Education and Environment Awareness Clinics; (2) Easier bicycle acquisition thru an interest free, 12-months to pay Marikina Bicycle Loan Program for low income city employees; (3) Encouraging and Empowering the city's service volunteer citizens to assist in the bikeways maintenance and patrolling. Bicycles were being lent out to these volunteer workers to enable them to carry out their services. People's concern and feedback on bicycle-related incidents are being communicated to Marikina Bikeways Office through the Bantay Bayan (Volunteer City Watchers) peace keeping operations and surveillance; (4) City sponsored annual cycling events and competitions, designed to attract more people to cycling and usage of bicycle lanes. Marikina's popularity as a bicycle friendly city is now beginning to reap rewards as more and more major cycling events are being held in the city. In 2005, Marikina won the national "Galing Pook: The Bicycle Friendly City" for Outstanding Program in Local Governance awarded by the Asian Institute of Management and Ford Foundation.

Th4| G3: Three Projects focused to the Bicycle Promotion in a delimited and administrative independent Urban District (Commune) immersed in a big City

Francisco Fresard (CL)
Department of Transportation Engineering, Pontificia Universidad Católica de Chile

To show three projects focused to the bicycle promotion in a delimited and administrative independent urban district (commune) immersed in a big city. Two of them, already are implemented.

The implemented projects are the transformation (each Sunday from 09:00 to 13:00) of seven kilometer of motorized roads for the quiet circulation of cyclist and pedestrians (www.ciclocreoivia.cl). The other one is a mixed mountain trail for walking and cyclist (http://www.lareina.cl/lareina/f_turismo.html). The third project is a proposal for the remodelling of streets with mixed-traffic by implementation of physical measures in the street environment given the possibility of relatively safe and easy access to facilities and activities of the commune. Unlike the other two projects, this initiative is focused in working days. The state of development are several meetings with different communal units and field work to analyze and/or to detect aspects as traffic conflicts, land use, facilities and services location, road design, and road traffic safety problems.

Santiago has 6,0 million inhabitants, covering 2.000 squared kilometres. The motorised fleet is 1,0 million cars, 8.000 buses and 5 Metro lines. La Reina (one among 38 communes) has 100.00 inhabitants (35.000 cars) and only 22 squared kilometres. Total trips in Santiago on a working day are 16,3 million, 39% non motorised; in La Reina are 0,32 million, with only 16% non motorised. The 41% of total trips of La Reina on working days are internal, 37% are for the bordering communes, and, only 22% for the rest of the city. Thus, the majority are short trips and the main modal choice is car; then, it seems possible to increase the non-motorised trips, but, it is necessary change the present streets by friendly streets.

Th4|H1: How Bikes Belong Has Leveraged Bicycle Advocacy In America

Gary Sjoquist (US)

Quality Bicycle Products / Bikes Belong Coalition

The American bicycle industry has long been fractured and independent. Companies viewed fellow companies as competitors when the real competition included changing lifestyles, a growing dependence on automobiles, and an epidemic of obesity and physical inactivity.

As a result, from 1990 to 2004, the number of Americans riding bicycles dropped by 12 million during a period when the country grew by nearly 25 million. In one generation, the number of children riding bicycles in the U.S. dropped by 75%. Manufacturers in the industry were left to fight each other for a steadily shrinking market share as the industry slowed imploded.

In 1998, industry leaders (including myself) formed the Bikes Belong Coalition. The mission of Bikes Belong is "putting more people on bikes more often." By leveraging advocacy, the result has been the most successful industry organization in more than 100-years of bicycling in America and record sales of bicycles and accessories for 2005 and 2006. The power of Bikes Belong has been to refocus the industry from pushing product out the door (selling bikes) to creating a lifestyle that uses the bicycle for recreation or transportation (using bikes) in communities all across America through advocacy.

Specifically, my presentation will discuss how Bikes Belong has done the following:

- Developed a grants program with a return on investment of \$550 of federal funds to \$1 of industry money to build new places to ride all across America
- Through an investment of \$2 million in political advocacy, secured nearly \$4.5 billion to build new safe places to ride over the next 4 years
- Advocating within the U.S. Congress to establish demonstration projects and pilot programs to illustrate how the bicycle can reduce congestion and increase health in urban areas

Th4|H2: Delivering a World Class Cycle Network Through Early Stakeholder Involvement

Robert Curtis (GB)

LCN+ Project Management Team; Camden Consultancy Service, Environment & Culture Department of L B Camden

The Mayor of London published the London Cycling Action Plan (LCAP) in February 2004. This set out a number of strategies aimed at making cycling a more attractive mode of transport. A key objective was to deliver growth in cycling by 'Introducing quality conditions on the London Cycle Network Plus (LCN+)'. The LCN+ is a strategic cycle route network, 900km in length, which serves key trip generators throughout Greater London; LCAP suggested that this Network should be delivered by 2010. Strategies for delivering the necessary conditions (defined by LCAP as "Fast, Safe, Comfortable") are being developed through a method of route assessment study known as 'Cycle Route Implementation and Stakeholder Plan' (CRISP). The CRISP process was introduced as a means of ensuring early stakeholder involvement in the assessment of existing conditions for cycling on the LCN+. A CRISP study is carried out on individual "Links" which together make up the entire network. The aim is to

have the majority of Links studied by the end of financial year 2006/07. This will allow a further 3 financial years to complete the LCN+ to the desired standard, using these study reports as a benchmark for completion of each Link.

Each study involves a stakeholder questionnaire consultation exercise, followed by a Cycle Route Inspection Meeting (CRIM) during which any interested stakeholders cycle the Link and discuss any points which might require work to be brought up to the required standard for cycling. Recommendations for works are then made based on the London Cycling Design Standards (LCDS). Other significant outcomes from CRISP studies include: Agreement of optimal route alignment; quality and consistency to comply with design standards and ultimately a programme of works, which the highway authority can use to plan future work for completion by 2010.

This paper will give a brief overview of the CRISP process, an update on progress and a summary of typical solutions to significant barriers to cycling and implementation being recommended by CRISP studies and the LCDS.

Th4|H3: Educational Campaign "Pedale Legal", an Example of Cooperation between Local Government and NGO.

Claudia Monteiro Tavares (BR)

Pereira Passos Urban Institute, City of Rio de Janeiro

Introduction:

Rio de Janeiro has a tradition of cycling and cycling culture. With a cycle network of about 140 kilometers it is the second city on the continent after Bogotá. The modal split is actually about 4 %.

To improve cycling conditions campaign "Pedale Legal" is launched.

Activities:

The campaign was planned and developed inside the Working Group "Ciclorutas", with the participation of different departments of the City of Rio de Janeiro, and NGO that promotes the use of bikes in Rio de Janeiro. We had the financial and technical support of the Mobilization Project, coordinated by the city of Utrecht, Netherlands, one of the projects of Network n° 8 of Urb-AL Program, co-financed by the European Commission. Events on streets were organized, in different neighborhoods of the City. In the campaigns direct contacts were made with our target groups: pedestrians, cyclists and motorists. We use actors trained especially to make contact with people and pass the messages in a positive and pleasant way. Also technicians of the City were present to talk with persons that had doubts or to solve a situation or question whenever it was necessary.

Results:

A survey among pedestrians, cyclists and motorists demonstrated that 81 % of the persons contacted, would like to have an educational campaign like that once time every period of 3 months. Other results of the campaign and MOVILIZATION activities are a photo book that shows bicycle culture in Rio de Janeiro and a bicycle map.

Implementation Strategies



Friday, 15th
Freitag, 15.06.



Theme:
Future Works

Friday, 15/06/2007				
FUTURE WORKS				
Room Time	Room A (COS)	Room B (BB)	Room C (KK)	Room D (VdB)
9:00-10:30	Sub-Plenary 4a: Cycling for Sustainable Cities	Workshop Fr1 B: Best Practice of Metropolises	Workshop Fr1 C: Digital Route Planning	Workshop Fr1 D: Cycling to Work Campaigns
	Mr. Otto-Zimmermann, Konrad ICLEI - Local Governments for Sustainability; Canada	Mr. Hoegh, Nicolai Traffic and Planning Office, Roads and Parks Department, City of Copenhagen; Denmark	Mr. Serwill, Dr., Dirk Ingenieurgruppe IVV GmbH & Co KG Aachen; Germany	Mr. Falkenhein, Armin Managing Board for Bicycle and Health, ADFC; Germany
	Cities Enjoy Bicycles – Reflections on a Forward Looking Paradigm for Urban Transport	Green waves for cyclists in Copenhagen	Intermodal trip planning for bicycle and public transport on the internet	Cycling to work campaign at Germany: Put into action: WHO "Charter on Trans -port, Environment and Health"– new chances to push cycling
	Mr. Nijland, Hans MNP; The Netherlands	Mr. Koppen, Georg-Friedrich City of Munich, Department of Urban Planning; Germany	Mr. Post, Michel Fietzersbond Netherlands; The Netherlands	Mr. Zimmermann, Gregor IG Velo Schweiz (Swiss Bicycle Advocacy Association); Switzerland
	Costs and benefits of cycling in the Netherlands	Cycling in Munich – facts and integrated development strategies	Digital cycle routes planner made by the Fietzersbond	Bike to work campaign in Switzerland: Who participates and who does not?
	Mr. Depoortere, Frederik Ministerie van het Brussels Hoofdstedelijk Gewest; Belgium	Mr. Lonhard, Michael City of Munich, Department of Public Construction, Division of Road Construction and Cycling Infrastructure; Germany	Mr. Annecke, Rolf City of Munich, Department of Public Health and Environment; Germany	Ms. Vermoere, Lieve Belgian Federal Ministry of Transport and Mobility; Belgium
	The Brussels Region: making different levels of decision-making work together towards a bicycle friendly-city	The Munich Cycling Infrastructure - The Backbone of the Munich Bicycle Transportation Strategy	The Munich City Map for Bikers - Bicycle Routes in Munich	Cycling to work in Belgium – Federal Mobility diagnosis 2006
10:30-11:00	Coffee Break			
11:00-12:30	PLENARY 4b: FUTURE MOBILITY			
	Mr. Christoph Huss, Head of Science and Traffic Policy, BMW, Germany Ms. Astrid Klug, State Secretary, Federal Ministry for the Environment, Nature Conservation and Nuclear Safety, Germany Mr. Hans van Vliet, Corporate Communications Officer, Shimano Europe Holding, The Netherlands Mr. Hep Monatzeder, Mayor of the City of Munich, Germany			
	PLENARY 4c: Résumé			
	Mr. Manfred Neun, President of the European Cyclists' Federation, Germany Mr. Bernhard Ensink, Velo-city Series Director, The Netherlands Mr. Pascal Smet, Velo-city 2009, Representative of Brussels, Belgium Mr. Ralf Kaulen, Velo-city 2007 Director, Germany Mr. Hep Monatzeder, Mayor of the City of Munich, Germany			
starting 12:30	Lunch			

Room E (1.108)	Room F (0.102)	Room G (0.117)	Room H (0.115)	Speaker
Workshop Fr1 E: Festivals/Events	Workshop Fr1 F: Approaches in Ecuador, Singapore and Uganda	Workshop Fr1 G: European Cycling Issues	Workshop Fr1 H: Examples of Integrated Projects	
Mr. Kunst, Dr., Friedmann Senate Department for Urban Development; Germany	Ms. Velasco, Alexandra Fundacion Biciaccion	Mr. Hahn-Klöckner, Horst ADFC - German Cycling Federation; Germany	Mr. Morel, Claude City of Geneva, Ville de Genève, Service de la mobilité; Switzerland	1
Big Events as Promoters of Bicycle-Friendly Policy: The Football World Cup 2006 Experience in Berlin	Cycling citizenship in the city: the experience of Biciaccion in Quito	The bicycle needs a strong lobby	Cyclevasions - Escaping from a Busy City Center by Bicycle	
Mr. Câmara, Dr., Paulo London Borough of Merton, Merton Civic Centre; United Kingdom	Mr. Hung, Ngo Minh Department of Architecture, National University of Singapore; Singapore	Ms. Roetynck, Annick ETRA - European Two-wheel Retailers' Association; Belgium	Mr. Persson, Gunnar Municipality of Örebro; Sweden	
The Cycle 50% Programme - The London Borough of Merton Trial	A View through Paradoxes of Transport evlopment in Hanoi Ancient Quarter, Vietnam	Cycling on the political agenda of the European Union (EU)	Make all cities Velo-cities! INTERREG IIIB project Baltic Sea Cycling	2
Mr. O'Tuama, Damien Colin Buchanan Dublin; Ireland	Mr. Kayemba, Patrick First African Bicycle Information Organization (FABIO); Uganda	Mr. Simons, Jan European Economic and Social Committee, Germany	Mr. László, János Magyar Kerékpárosklub; Hungary	3
Bicycle Festivals – Glamourising the Drab Image of Cycling	Re-Inventing the Wheel to Plan Cities for the People: An experience of the NMT Master Plan Project in Iganga municipality Uganda	Conclusions of the Exploratory opinion of the European Economic and Social Committee (EESC) "Promotion of cross-border cycle transport"	Development and Results of Velo-civil Movement in Hungary in 2006	

Theme:
Future Works

Plenary 4b: Mobility of the Future

Christoph Huss (DE)

BMW- Head of Science and Traffic Policy

Hans van Vliet (NL)

Shimano Europe Holding - Corporate Communications Officer

Astrid Klug (DE)

State Secretary, Federal Ministry for the Environment, Nature Conservation and Nuclear Safety

Hep Monatzeder (DE)

Mayor of the City of Munich

Chair: Michael Adler

Director fairkehr GmbH

The current climate, energy and environmental discussion illustrates powerfully that the mobility of the future is in need of a fundamental change. In the plenary representatives of the automobile industry and bicycle industry show how future mobility will look like from their perspective and which technical mobility alternatives can be offered by the industry.

Subsequently, it will be discussed from a global and local environmental and climate protection perspective about how much these future mobility alternatives can contribute to the protection of the climate on the one hand and to the protection of mobility on the other.

The majority of mobility occurs in cities; inevitably, a variety of different utilization demands conflict. From the perspective of the city as a living space, the vision of sustainable urban and transportation planning and how we can secure an independent mobility of the citizens will be introduced.

Plenary 4c: Résumé / Goodbye

Manfred Neun (DE)

President of the European Cyclists' Federation

Bernhard Ensink (NL)

Velo-city Series Director

Pascal Smet (BE)

*Representative of Brussels,
Host of Velo-city 2009*

Ralf Kaulen (DE)

Velo-city Director 2007

Hep Monatzeder (DE)

Mayor of the City of Munich

Chair: Michael Adler

Director fairkehr GmbH

Plenum 4b: Mobilität der Zukunft

Christoph Huss (DE)

BMW- Direktor Wissenschafts- und Verkehrspolitik

Hans van Vliet (NL)

Shimano Europe Holding - Corporate Communications Officer

Astrid Klug (DE)

Staatssekretärin im Bundesministerium für Umwelt, Naturschutz und Reaktorsicherheit

Hep Monatzeder (DE)

Bürgermeister der Landeshauptstadt München

Moderation: Michael Adler

Geschäftsführer fairkehr GmbH

Die aktuelle Klima, Energie- und Umweltdiskussion verdeutlicht sehr eindringlich, dass die Mobilität der Zukunft eines grundsätzlichen Wandels bedarf. In diesem Plenum stellen Vertreter der Automobilindustrie und der Fahrradindustrie dar, wie sich aus ihrer Sicht die Mobilität der Zukunft präsentiert und welche technischen Mobilitätsangebote seitens der Industrie zukünftig bereitgestellt werden können.

Anschließend wird aus Sicht des globalen und lokalen Umwelt- und Klimaschutzes diskutiert, in wie weit diese zukünftigen Mobilitätsangebote einerseits einen effektiven Beitrag zum Klimaschutz leisten und andererseits den Anforderungen zur Sicherung der Mobilität gerecht werden.

Ein Großteil der Mobilität wird in Städten abgewickelt, zwangsläufig überlagern sich hier eine Vielzahl von z.T. divergierenden Nutzungsansprüchen. Aus Sicht des Lebensraums Stadt wird die Vision einer nachhaltigen Stadt- und Verkehrsplanung vorgestellt und wie hier auch zukünftig eine eigenständige Mobilität der Bürgerinnen und Bürger gesichert werden kann.

Plenary 4c: Resümee / Verabschiedung

Manfred Neun (DE)

Präsident der European Cyclists' Federation

Bernhard Ensink (NL)

Direktor der Velo-city Serie

Pascal Smet (BE)

*Vertreter der Stadt Brüssel,
Ausrichter der Velo-city 2009*

Ralf Kaulen (DE)

Velo-city Direktor 2007

Hep Monatzeder (DE)

Bürgermeister der Landeshauptstadt München

Moderation: Michael Adler

Geschäftsführer fairkehr GmbH

Plenary 4b: Future Mobility Plenum 4b: Mobilität der Zukunft





Fr1| A1: Cities Enjoy Bicycles – Reflections on a Forward-Looking Paradigm for Urban Transport

Konrad Otto-Zimmermann (DE)
ICLEI – Local Governments for Sustainability

As ICLEI says, “Cities Enjoy Bicycles”. The bicycle is one of the few human inventions that are truly ingenious. With the bicycle, humans even surpass evolution in terms of energy efficiency in transport. Mitigating and adapting to climate change (i.e. helping to halt global warming’s deadly progress) requires a drastic change in our economy and the way we produce, consume and move. The bicycle, or more generally Human Powered Vehicles (HPVs), will be facing a great renaissance – if two conditions are met:

- HPVs must finally go beyond the traditional bicycle from the blacksmith era and arrive at a variety of products that meet this century’s urban mobility needs.
- HPVs, walking and public transport must form an integrated, sustainable urban transport system (“Umweltverbund”) as a true alternative to motorised private Transportation.

The concept of Umweltverbund was developed and first published by the author in Germany in 1986. It has soon been picked up by transport professionals and has meanwhile been widely acknowledged as the paradigm for urban transport planning and policy throughout the country. The idea has spread internationally but is far from being the generally accepted paradigm.

The presentation will look at the concept of Umweltverbund as an urban mobility system and at the potential for its global dissemination in the context of drastic change in urban transport policy. This change has to happen in order for cities to become resilient, i.e. independent from fossil fuel and the extremely material-, fuel- and space-inefficient automobile. The presentation will analyse the opportunities for Umweltverbund globally and map out an agenda for the promotion of the bicycle (HPVs) in this context.

Fr1| A2: Costs and Benefits of Cycling in the Netherlands

Hans Nijland (NL)
MNP- Milieu- en Natuurplanbureau

In the Netherlands, prior to big investments in new infrastructural projects like the construction of a highway, a cost benefit analysis is required. Such an analysis is not required, and therefore usually not done, in the case of smaller investments like the construction of new bicycle lanes. Partly due to this mechanism, the costs of bicycle lanes may be well known to decision-makers, but the benefits usually remain hidden. In our presentation we will pay attention to a framework to concretize costs and benefits of cycling. Especially health benefits, although hard to monetize, may form a substantial part of the total benefits of the construction of new bicycle lanes. We expect that a fair comparison of costs and benefits will allow for a better comparison of pro’s and con’s of different modes of transport.

Fr1| A3: The Brussels Region: Making different Levels of Decision-making work together towards a Bicycle friendly-City

Frederik Depoortere (BE)
Ministerie van het Brussels Hoofdstedelijk Gewest

The Brussels City Region is a typical multi-leveled structure of 2 communities, 19 municipalities and a regional superstructure. Public works are furthermore often financed or executed by the Federal Belgian government. Public transport companies (bus, tram, train) play an important role in public space projects. The Brussels bicycle manager’s task is to assure a consistent bicycle policy on all these levels.

Based in the regional public works administration, his work consists in organizing a monthly bicycle commission with bicycle advocacy groups. Projects emanating from other directions or from municipalities have to get his visa before they can go ahead.

The example of Brussels can show us how to deal with different levels of decision-making in a city which at once the capital of Belgium, Flanders, Europe and its own Region.

The ambition of the Brussels Region is to aim towards sustainable transport solutions by educational programs for civil servants, town planning tools, slow traffic schemes, cycle routes on local roads, corporate and school transport plans, subsidies for contraflow cycling, police on bikes or planning assistance...

Fr1|B1: Green Waves for Cyclists in Copenhagen

Nicolai Hoegh, Lars Bo Frederiksen (DK)

Traffic and Planning Office, Roads and Parks Department, City of Copenhagen

Norrebrogade is one of the old radial streets into the centre of Copenhagen. It serves many purposes, amongst these being the central shopping street in a dense and trendy living area. Norrebrogade is also a major cycling route from the suburbs to the centre. Closest to the centre, 30,000 cyclists use this street every day, which during rush hours creates congestion on the cycle tracks.

In 2004, a provisional green wave - adjusted to a cyclist speed of 20 km/h - was established through 13 signalised intersections. As compared to the normal situation with approx. 6 stops in the morning when cycling to the centre, practically no stops at traffic lights were observed, when the green wave was working. Time savings amounted to some 12%. From a cyclist point of view, it is very clear, that the green wave makes the cycle tour into town faster and much more pleasant.

In the autumn 2006, a permanent green wave will be established on Norrebrogade. Another green wave will also be established on Farimagsgade, where 4 signalised intersections will be coordinated to fit cycling. Both routes will be evaluated not just concerning bicycle traffic, but also cars and buses.

When planning green waves for cyclists, conditions for other road users should be taken into account. Where intersections are very close, it should be prevented, that cars block the intersections or are tempted to speeding. Busses should still have priority locally where critical.

The cyclist travelling speed in Copenhagen is in average 15.3 km/h. The Cycling Policy includes a goal of a 10% increase in cycling travelling speed to make cycling even more competitive with public transport and cars. The introduction of green waves for cyclists will contribute substantially to improving cycling travelling speed in Copenhagen.

Fr1|B2: Cycling in Munich – Facts and Integrated Development Strategies

Georg-Friedrich Koppen (DE)

Department of Urban Planning, City of Munich

Within the urban planning strategy "Perspektive München", which stands for a sustainable traffic and urban development, there are three keywords: "compact-urban-green". That means a minimal space consumption and high urban quality by high density around the stations of public transport and green areas next to the housing areas. According to these principles the city of Munich has different guidelines and projects. One of the projects is the transport development plan with the aim to create a better cycling system. For 20 years Munich is promoting cycling based on a special transport development plan for cycling. The idea is to understand cycling as a system consisting different parts:

- the routing network with main routes and secondary routes in zones with a speed limit of 30 km/h, in public parks and separate bicycle lanes,
- bicycle parking in housing areas and at the destinations of the bikers (regulations in legal site plans, concept of bicycle parking),
- bicycling parking at stations of suburban and underground trains, tramway and bus,
- information and marketing concerning cycling (special maps, bicycling routing).

The mayor aim is to promote cycling in different ways so that you have more trips by bicycle in the city of Munich and the surrounding communities.

The presentation will describe exemplarily the problems and potentialities of bicycle promotion in a large German city. It will be explained what cycling (instead of other means of transport) can contribute to a sustainable urban and regional development.

Fr1|B3: The Munich Cycling Infrastructure - The Backbone of the Munich Bicycle Transportation Strategy -

Michael Lonhard (DE)

Department of Public Construction, Division of Road Construction and Cycling Infrastructure, City of Munich

An adequate cycling infrastructure is one of the key-elements for a successful cycling promotion. The presentation provides insight into the different kinds of cycling infrastructure in Munich by looking at selected examples and innovative solutions. It explains why in 2005, according to an opinion poll, 91 per cent of the population in Munich were rating their city as a pedestrian and cycle friendly city.

The length of the Munich network of bicycle infrastructure is about 1,200 km at present and is expected to have about 1,400 km in future. In comparison, the total network of the city's road infrastructure amounts to ca. 2,300 km.

The Munich bicycle infrastructure consists of a variety of elements like different kinds of constructed cycle tracks, cycle paths and cycle lanes, illuminated pathways running through green belts and parks, quiet side-streets in residential areas, a huge proportion of zones of 30 km/h speed limit, traffic-calmed areas and dedicated bicycle roads. Over a hundred one-way streets are already opened to inverse bicycle traffic to avoid lengthy detours for cyclists. Access to more one-way streets will be provided shortly.

And what's more, even prior to Velo-city 2007, up to 12 additional bicycle roads will be installed on principal bicycle links making cycling the prioritised mode of transport.

A total of 270 km of signposted cycle routes in the city area which are also included in the free Munich Cycling City Map, facilitate orientation and encourage people to make use of the bike for recreational purposes as well as for cycling to work and other daily errands as an attractive, speedy, environmentally-friendly and healthy mode of transport in urban traffic.

Around the city, a 170 km circular cycle track was opened in 2005 in the context of the Federal Horticultural Exhibition (BUGA 2005) which further optimises connecting links between the city and the surrounding region.

Providing a sufficient number of safe and comfortable bicycle parking facilities is also an essential element of the bicycle infrastructure. Apart from a great number of private bike stands Munich presently provides over 24,000 municipal bike racks in close proximity to access areas of public transport stops and at central destinations of the city.

**Friday, 15th
09:00-10:30,
Room B
Workshop Fr1|B**

**Best Practices
of Metropolises**



Digital Route Planning



Fr1| C1: Intermodal Trip Planning for Bicycle and Public Transport on the Internet

Dirk Serwill (DE)

Ingenieurgruppe IVV GmbH & Co KG Aachen

Modern internet based timetable information programs for public transport allow trip planning between addresses taking into account the walking paths between the origin / destination and the suitable public transport stops. Most of the systems do not properly consider the Bike+Ride option to use the bicycle as a substitute of the walk, which allows using other (better) stations for the optimal routing. The public transport association VRS has improved its program to properly consider the bike+ride option in the schedule information calculation process (e.g. considering stations outside the walking distance which can easily be reached by bike).

The Ministry of Transport of the German state North-Rhine Westphalia provides a unique service for cyclists on the Internet (www.radroutenplaner.nrw.de): an interactive bicycle route planner offering the same or even better services than routing software for cars. The software allows planning a bicycle tour by selecting start, destination and intermediate stops by clicking on the map or by entering addresses. The algorithm assures that the route calculated will use dedicated bike routes but other roads and paths only for the access to the network at start or destination.

The joint effort of the public transport association and the State Ministry of Transport enabled the development of the first interactive bike+ride planner on the internet. The bicycle route planner was enhanced to consider a public transport access or egress to the bicycle tour planning. The result of the trip planning is both the detailed bicycle tour and the detailed schedule information for the optimal public transport leg(s) of the intermodal trip - both jointly presented on one map.

The paper and the presentation will show the technical approach for bike+ride trip planning in the timetable information program, the linkage of two independent trip information programs on-line via internet and the interactive presentation the results.

Fr1| C2: Digital Cycle Route Planner made by the Fietzersbond

Michèl Post (NL)

Fietzersbond Netherlands (Dutch Bicyclists' Union)

The numerous questions addressed to the Fietzersbond indicate that there is a major demand for a specific navigation system among bicyclists. Navigation systems are well known for their use in cars, but there is none available as yet for bikes. The reason for this absence is the lack of a good bike connections database. Market forces have so far not filled this gap. The Fietzersbond has therefore decided to compose a bike navigation system and provide the database necessary for this project, using its network of volunteers. Each volunteer may add connections to a digital map from the comfort of his own home, using the internet. For each part of the connection a set of properties may be added as well. Everyone deals with the area he or she is most familiar with. Thanks to a good volunteer distribution this provides a highly complete map, being kept up-to-date by the same procedure. The Fietzersbond provides plenty of support through info meetings, a good instruction manual, newsletters and workshops. Input by volunteers and users of the navigation system is used to improve the software.

The bike navigation project started early in 2006 in the province of Utrecht with 60 hardworking volunteers. Six months later the database was already good enough for a navigation system. By now we are expanding the navigation system to other provinces. The Fietzersbond hopes to be able to provide a high-quality, free navigation planner covering the entire country by 2009. In the workshop and/or our contribution to the reader we will discuss our volunteer approach, techniques, and cooperation with third parties, for instance subsidy providers, software firms, map firms and the makers of other bike navigation systems. For more info: check out www.fietzersbond.nl/fietsrouteplanner

Fr1| C3: The Munich City Map for Bikers – Bicycle Routes in Munich

Rolf Annecke (DE)

Department of Public Health and Environment, City of Munich

Presentation of the digital Munich City Map for Bikers and the Routing for Bikers
The MUNICH CITY MAP FOR BIKERS was firstly published in 1989.

In 2007, the 7th edition was presented by the Department of Health and Environment.

It provides helpful information enabling the biker to find the optimal routing in the city.

Apart from different categories of cycle paths (e.g. one-way lane, two-directional lanes) and the distinction between cycle paths running along roads and cycle paths through green belts there is also a classification of roads according to traffic volume.

This enables the biker to avoid polluted routes and the crossing of wide and busy roads.

In addition, the 13 signposted principal bike routes and the network of recreational bike routes are marked with special colour symbols. The map even considers the access to one-way streets for bikers.

After completion, the network of biking routes in Munich will have a length of ca. 1.400 km. In 2006, ca. 1.200 km were in service.

As a further novelty the Department of Health and Environment has developed a digital city map for bikers which is available on the internet. In 2003, a routing programme was added as has been in use for car drivers for quite some time.

The routing for bikers enables the biker at his pc to find the most suitable bike route between any start and destination address in Munich under different criteria (e.g. avoiding main roads, preferring cycle lanes, fastest track). A detailed route description can be printed and the selected route is made available as city map and can be combined with optional information (bus stops, sightseeing attractions, etc.).

The digital city map for cyclists ("Digitaler Radlradstadtplan") and the routing for bikers ("Radlrouting") are available at: www.muenchen.de/fahrrad.

Fr1|D1: Cycling to Work Campaign at Germany: Put into action: WHO "Charter on Transport, Environment and Health"– New Chances to push Cycling

Armin Falkenhein (DE)

Managing Board for Bicycle and Health, ADFC

Background:
"Mit dem Rad zur Arbeit" (bike to work) is the name of a nation wide bicycle to work campaign carried through at Germany by the greatest health insurances, AOK (Allgemeine Ortskrankenkasse, 25 Mio members) and the ADFC (114.000 members). The aim of the campaign is to make people use the bicycle as a means of transport in connection with their journey to work and to focus on the health benefits of using a bicycle.

Put into action:

The first step in 2001 was a local test campaign. Now, 2006, over 125.000 employees joined the campaign in about 13.000 companies.

The participants have to cycle to work within three months (June – August). Therefore they have to join normally a team of 4 participants within their office/company. This gives the chance that colleagues motivate others to join the action, so that new participants try to commute by bicycle. The additional effect is that the participants at the working place can communicate with the others about cycle facilities and other relevant topics.

Those teams who managed to use the bicycle at 20 days to work did take part in a lottery about attractive travels like a cruise at the Mediterranean Sea, bicycles and bicycle accessories.

Within the campaign the ADFC try to win employees to push their companies as cycle friendly (showers, dressing rooms etc.). The ADFC even created an own trainee program for consultants especially for this topic.

2002 we got the nationwide award "best for bike" as the cycle friendliest action of the year.

Conclusion:

To push cycling the cyclists lobby should use the health argument more offensive because it is to see, that healthy physical exercise has a more important motivating factor than environmental considerations.

Fr1|D2: Bike to Work Campaign in Switzerland: Who participates and who does not?

Gregor Zimmermann, Rebekka Surbeck, Eva Martin-Diener, Charlotte Braun-Fahrlander (CH)

IG Velo Schweiz (Swiss Bicycle Advocacy Association)

Introduction:

Due to increasingly sedentary lifestyles the promotion of physically active commuting has become a public health focus. In many countries, bike to work campaigns are conducted annually to encourage active travel to work. Some 1600 employees registered for the first Swiss bike to work campaign in 2005. The aims of this study were 1) to assess the acceptance of the bike to work pilot-campaign in Switzerland, including the motivational reasons for participation or non-participation; 2) to investigate participants' and non-participants' mobility- and physical activity behaviour as well as their socio demographic characteristics, and 3) to determine the proportion of so far insufficiently active employees using motorised transport to work prior to the campaign, who chose to participate.

Methods:

A cross-sectional survey was conducted before the

campaign started. Employees of a large national service and production company from the German speaking region of Switzerland served as study population. After registration deadline random samples of participants and non-participants were drawn. Structured telephone interviews addressing the above topics were conducted with 178 participants and 159 non-participants.

Results:

The acceptance of the campaign was excellent, 93% of the participants and 95% of the non-participants perceived the campaign as meaningful or rather meaningful. Health was identified as the main motivation for participation and too great a distance to travel to work as the main reason for non-participation. The socio demographic characteristics did not, apart from age, differ between the participants and non-participants. Participants reported a significantly shorter distance ($p<0.001$) and duration ($p=0.008$) to travel to work. 38.6% of all participants had not used the bike for commuting before the campaign. 19.2% of all participants were insufficiently active and used motorised transport to travel to work before campaign start.

Conclusions:

Although further research will be required to assess and quantify the long term effects, the results of this bike to work pilot campaign clearly indicate a substantial potential to promote physical activity amongst the working population of Switzerland.

Fr1|D3: Cycling to Work in Belgium – Federal Mobility Diagnosis 2006

Lieve Vermoere (BE)

Belgian Federal Ministry of Transport and Mobility

This presentation focuses on the results of the first Federal Mobility Diagnosis for companies of over a hundred workers. The obtained results apply to approximately 1.340.000 workers at 8.750 company sites of at least 30 workers. This diagnosis is to be repeated every 3 years in order to give the Belgian federal authorities hard figures on the trends in mobility. The objective is to promote a more sustainable mobility management by employers by 'institutionalising' the debate on mobility between management and employees.

The underlying questionnaire contains plenty of questions on a cycle friendly policy and infrastructure: tax free basic cycling fee, extra cycling fee, parking facilities, showers, actions for the safety of cyclists, offer of bicycles, etc..

The data indicate that cyclist friendly company initiatives encourage workers to cycle to work. This is illustrated by the fact that whereas without such measures the car and the bicycle are respectively used in 75,2% and 5,2% of cases, with encouraging measures the car use drops to 69,1% and the modal part of the cyclists climbs to 8,2%.

Very revealing is the fact that at 28,6% working sites no cycle friendly measures were taken at all in 2005, with huge disparities between the three Regions. So there is still huge potential, the more so as the debate on a more sustainable mobility of workers has only just begun.

Cycling to Work Campaigns



Fr1| E1: Big Events as Promoters of Bicycle-Friendly Policy: The Football World Cup 2006 Experience in Berlin

Dr. Friedmann Kunst, Ulrike Saade (DE)
Senate Department for Urban Development

Based on the Urban Development Plan for Transport, since 2003 Berlin pursues the aim of an offensive promotion of bicycle traffic. In 2004 the "Bicycle Traffic Strategy" was passed. The strategy intends for an increase of modal split share of bicycle traffic from currently 11% to at least 15% in 2010 and a significant decrease in accident rates.

The football World Cup 2006 as a major event, which for four weeks influenced Berlin also in terms of traffic appeared most appropriate for pushing bicycle promotion.

It was expected that the bicycle as particularly city-friendly means of transport would profit through image transfer from this big sports event, and at the same time considerably discharge the city from automobile traffic burden. In view of a five-week full closure of a central east-west transport axis as well as numerous other "viewing points" in central locations, without offensive communication of alternative means of transport traffic flow appeared most threatened. Accordingly prior to the event, the information campaign "Berlin switches over – to train, bus and bicycle" was realised. Internet and press campaigns exposed the benefits of bicycling – in daily traffic as well as for reaching the venues. The campaign was supported with the edition of a special World Cup Cyclists' City Map, broadly distributed among car drivers as well, and cartoon postcards illustrating the advantages of bicycling under World Cup conditions. For the period of the World Cup, supervised parking facilities for bicycles with integrated service check were established.

Regarding traffic organisation, the football World Cup in Berlin was successfully managed. Berliners and guests switched over to public transport, many of them to bicycles. Counts executed previous to and during the World Cup showed an increase in bicycle traffic of 25%. A poll among users of supervised bicycle parking facilities indicated very high acceptance and a request for this service to be offered during other big events as well.

Fr1| E2: The Cycle 50% Programme - The London Borough of Merton Trial

Dr. Paulo Câmara (GB)
Merton Civic Centre, London Borough of Merton

The London Borough of Merton ran a cycling scheme to encourage their staff to take up cycling to work, 'Cycle 50%'. The aim of 'Cycle 50%' was to encourage staff to try out the bike for a 4-week period and commit to cycle 50% of the time during these 4-weeks. Company of Cyclists led this initiative. They provided the bikes and all the necessary equipment to make the cycling experience a safe and pleasant one for the ones who did not have a bike. Twenty-five staff took part in the trial, of which six used their own bikes.

The results were overwhelming – participants have cycled in total 278 days and 2,725 miles. Six of the participants cycled at least 15 out of the 20 working days; one cycled all the 20 days. Over half of the participants regularly used the car to commute. The level of experience varied significantly with some of the participants with hardly any previous cycling experience and a few keen cyclists or some who used to cycle for leisure.

The drive to take part in the scheme varied, but most

participants wanted to get fit or fitter and saw their journey to work as a great opportunity to achieve that. Others felt that the bike was a more pleasant means to get to work, stress free and more reliable than the other modes. Most participants experienced shorter journey time's to/from work. One participant said 'A great opportunity to try out cycling. The provision of a bike and accessories was a fantastic incentive to start us cycling'. Another summed up really well the Cycle 50% Club in Merton - 'A great scheme, really enjoyed'. Four months on, almost half of the participants are still cycling to work and willing to continue to cycle in the autumn and winter.

This paper will detail the successful experience of the London Borough of Merton Cycle 50% Club, the first event promoting bike that has attracted car drivers, some who now have 'converted' to the bike – a real win-win situation. The Transport Planning team envisages starting an in-house pilot bike 'loan scheme' for staff to try out the bike all year long in the same model as the Company of Cyclist 'Cycle 50% Club' scheme.

Fr1| E3: Bicycle Festivals – Glamorising the Drab Image of Cycling

Damien Ó Tuama, Maria Hinds, Michael Kelly, Seán O' Tuathail, Robert Parkinson, Sarah Quinn (IE)
Colin Buchanan Dublin

Ireland has a reputation for festivals. The public love them and visitors travel from afar to enjoy them. Cycling still has a serious image problem in Ireland. The wider public does not (yet) love cycling. It is still, in many people's eyes, an inferior and grim way to travel. It is a poor man's mode of transport. It is simply not sexy.

The organisers of the Dublin Bicycle Festival (DBF) - all volunteers - set out to create an avant-garde, vibrant, multi-media event, centred around the bicycle. A key aim was to reshape the image of cycling through associating it with a glamorous new festival in the capital. It aimed to swing public opinion in favour of bicycles through cultivating a cooler and suaver image for the transport mode.

The first ever DBF was held from 21st to 23rd July 2006. It included a launch party featuring some of Ireland's most respected musicians and DJ's and held in one of the city's emerging areas in a renovated warehouse. It included a film night in a separate venue in the heart of Dublin's regenerated north inner city. The festival centred around an art exhibition which brought together performers, painters, photographers, sculptures, sound artists and other craftspersons. A DBF website was developed to promote the event: www.dublinbicyclefestival.org

The event piggy-backed on the successful Dublin City Cycle www.dublincitycycle.ie, now in its second year after its initiation during Velo-city 2005 www.velocity2005.com.

This paper will trace the thinking underpinning the DBF, report on the first year of the festival, and comment on the impact of the event on public consciousness. It will explain how it is aimed to develop the event and draw conclusions on what the international cycling promotion community can learn. The presentation will include images, video footage in a lively presentation style.



Fr1|F1: Cycling Citizenship in the City: the Experience of Biciacción in Quito

Alexandra Velasco, Ximena Ganchala (EC)
Fundación Biciacción

The bicycle is a tool that allows the improvement of public spaces, which is very important to improve citizen's lives quality.

Biciacción Foundation is a non-profit organization, created on 2002 to promote bicycles as an alternative transport in the city, as a process to start thinking about the importance of urban spaces.

Since 2003 Biciacción has carried out the project "Ciclopaseo de Quito", a 30 km route opened on Sundays every fifteen days only for cycling, walking or any other non-motorized transport alternative. This route crosses the main streets of Quito with a participation of 40.000 people each time and offers different artistic and recreational options along its way: downtown, north and south. After 3 years, Ciclopaseo constitutes a recreational, sport and mobilization alternative in the city. In 2005 Ciclopaseo was the winner of the 2nd. Concourse "Ciudades Activas, ciudades saludables", organized by Ciudad Humana Foundation and the Panamerican Health Organization in the Recreation and Sports category. In 2007, this project will also participate in Green Urbanism workshops on the Second Holcim Forum Urban Transformation in Shanghai.

"Ecopaseos, tourism on bicycle", is another project to promote ecotourism and rural tourism on bicycle every month, by visiting high biodiversity reserves and natural parks, historical and folkloric sites in Ecuador.

The inclusion of usually isolated social groups in the "bicycle culture" is one of our main objectives. The project "La Escuela de la Bicicleta" opens educational and formation spaces on bicycle riding and mechanics for women, children and poor young people.

Our most recent project, launched on February 2006, is "Viernes de Pedales, the Urban Bicycle ride of Quito". This activity is a critical mass that pretends to show the importance of the bicycle in solving the pollution, noise and traffic problems caused by the excessive use of cars in Quito. The last Friday of every month hundreds of bicycle riders take the streets and claim to the car drivers for respect and their right to circulate in the city.

Fr1|F2: A View through Paradoxes of Transport Development in Hanoi Ancient Quarter, Vietnam

Ngo Minh Hung, Yunn Chii Wong, Chye Kiang Heng (SG)
Department of Architecture, National University of Singapore

Hanoi Ancient Quarter, established from Lý Thái Tổ King period (year 1010 A.D), is the core of present Hanoi city as a political, economic centre of Vietnam. From the beginning, a simply mixed urban fabric, namely "Kê Chợ", were gradually appeared by traditional tube-houses built and professional merchant streets named specifically in accordance with rudimentary transport. After ten centuries, this urban context is undamaged, typically square "3-7 meters width" road-network, extreme narrow alley and the house corridor (0.5-1 meter), which are literally fit for an ancient town featuring bicycle, cyclo (*xích lô*) and pedestrian street. Unknown travel patterns seen as present are mixing traffic flow causing congestion, conflict and pollution for the Ancient Quarter's value and, especially poorer community's living condition. Lacking space to motorized vehicle raises difficulties for Hanoi authority and

local dwellers because of various encroachments in bounded areas. To deal with the research method is conducted to fall in two-folds: (1) re-assess original elements (bicycle, pedestrian and unique trading culture) constituting local uniqueness and; (2) make use of flexible locations for traffic and rudimentary transport.

Therefore, the major planning strategy enhancing cultural knowledge as well as upgrading infrastructural quality and facilities is proposed accordingly in order to properly overcome meeting phenomena in order to improve quality of life in the Ancient Quarter - the one of National heritage sites.

Fr1|F3: Re-Inventing the Wheel to Plan Cities for the People: An Experience of the NMT Master Plan Project in Iganga Municipality Uganda

Patrick Kayemba (UG)
First African Bicycle Information Organization (FABIO)

The process of rapid urbanisation in developing countries has become a threat, escalating the levels of poverty among the people, especially in Africa. Increased rural-urban migration in search for employment has made mobility choices for these people a major issue. As Traffic jams increase, pollution and accidents take the same trend making it more expensive to travel hence the poor trekking long distances.

Non Motorised Transport (NMT) in many urban areas takes up to 90% of the modal split. This is not at all translated into the infrastructural facilities, hence creating limitations in access and therefore making towns unsafe, unlivable and unproductive. Considering the benefits of NMTs i.e. pedestrians, pedal cyclists, etc, it is imperative for politicians to reconsider their perception towards NMTs in order to re-invent the wheel and adopt the changing image of the bicycle not as a symbol of poverty but prosperity.

NMT master planning calls for restructuring and integrating transport systems and creation of public space to ensure reliability, efficiency, responsiveness, affordability and environmental consciousness. This will create time-saving which will translate in increased productivity, liveability and social development. The entire process requires reversal in the urban traffic mobility planning and restructuring of the urban transport strategy and priorities.

In Jinja Municipality – Uganda and later to Iganga FABIO initiated the implementation of an NMT master planning pilot project (2003-2006). In this process FABIO has accumulated a bulk of experience which can be utilized as a case study to strengthen the argument. It will also provide for a detailed experience in having such a project integrated in the mainstream local government plans and programmes.

**Friday, 15th
09:00-10:30,
Room F
Workshop Fr1|F**

**Approaches in
Ecuador,
Singapore and
Uganda**





Fr1|G1: The bicycle needs a strong Lobby

Horst Hahn-Klößner (DE)

ADFC - German Cycling Federation

That is how seven citizens of Bremen thought in 1979 and founded the German Cycling Federation (ADFC):

Their vision: A proper counterbalance to the German Automobile Club (ADAC).

28 years later the reality: The ADFC is the strong lobby for cyclists in Germany,

- it initiated the National Cycling Plan, a ten-year promotional programme for the bicycle, which was passed by the German Bundestag in 2002 and is promised to be implemented in the coalition contract of the present government;
- it has parliamentary groups of all parties represented in the German Bundestag committed to bicycle politics;
- it is the most important contact for the media in Germany in matters concerning the bicycle
- it publishes the most widely read bicycle magazine for everyday cyclists in Germany,
- in cooperation with the publishing house Bielefelder Verlag (BVA) it produces the most widely sold bicycle touring map in the world (with an edition of over 2 million),
- it organizes the accommodation directory Bed & Bike [Bett & Bike] with over 4,400 registered bicycle-friendly hotels, guest houses and youth hostels in Germany, a success product which is eagerly copied in other European countries ;
- it publishes, in cooperation with the German National Tourist Board (DZT), since 8 years
- the German cycle tour advice booklet "Discovering Germany by Bike" with a total circulation meanwhile of over 4 million.

The ADFC has by now 115,000 members, employs for its lobby work, advice for travellers and planners, politicians and industry, nationwide over 50 employees, is represented in over 500 towns and municipalities in Germany with over 5,000 honorary active participants.

The ADFC is the largest member (in terms of membership) of the European Cyclists' Federation ECF.

The bicycle does have a strong lobby in Germany. In 1980 the founding father of the ADFC Jan Tebbe organized the first Velo-city Conference in Bremen, an unheard-of, international and successful, event in the automobile country Germany. For the development of the bicycle lobby ADFC this conference was of the utmost importance. When in 2007 the Velo-city Conference returns to Germany, after it brought together hundreds of experts from politics, administration, industry and bicycle users respectively in Dublin, London, Paris, Copenhagen, Basle, Amsterdam and Montreal, to mention only a few of the towns, then this is not only the attainment of a vision of Jan Tebbe. What Jan Tebbe would imagine as a vision has long been surpassed by reality.

safety, product liability, taxation, etc.

However, issues such as climate change, public health, sustainable development, etc. offer enormous opportunities to push the promotion of cycling forward.

ECF and ETRA, the European trade association for bicycle dealers, have both been lobbying the European authorities for cycling since many years. Recently, they have made an agreement to join forces for that lobby. On behalf of ECF and ETRA, Annick Roetynck, ETRA Secretary General, will present an overview of European political issues that (could) involve cycling.

Fr1|G3: Conclusions of the Exploratory Opinion of the European Economic and Social Committee (EESC) "Promotion of cross-border Cycle Transport"

Jan Simons (BE)

European Economic and Social Committee

There is (still) no European cycling policy. The European Commission does support, by means of subsidy programmes, research, development and the implementation of projects as part of policy on sustainable mobility and energy use.

recommends that cycling be given substantial attention in the Green Paper on urban transport.

In Europe every train, including high-speed international trains, should be obliged to make space available for transporting, among other things, bicycles.

Minimum quality standards should be introduced for cycling infrastructure built with the aid of European subsidies.

The EESC recommends that subsidy budgets be made available for the development of cycling infrastructure. Good-quality infrastructure already exists in some European cities and countries.

The European Commission should continue to subsidise the exchange of information and good practices and should require cycling policy (for example, intermodality between bicycle and public transport) to be integrated into all transport projects which it subsidises.

Cycling policy must be integrated into the further development of European policy in the fields of transport, spatial planning, the environment, the economy, health, training and education.

The European Commission must properly organise the monitoring and collection of data on cycling in Europe and encourage the harmonisation of research methods.

The European Commission must continue to subsidise the creation of Euro Velo Routes so that a complete European Network of Cycle Routes, a TEN (Trans-European Network) for cycling, comes into existence.

It is recommended that a European organisation, subsidised by the European Commission, should take over the administrative and secretariat role for the Euro Velo projects and the various completed Euro Velo routes. This is to ensure continued maintenance of the infrastructure and the central provision of information to cyclists.

Fr1|G2: Cycling on the Political Agenda of the European Union (EU)

Annick Roetynck (BE)

ETRA - European Twowheel Retailers' Association

Today, more than half of all legislation is coming about at European, rather than national level. Part of that legislation concerns cyclists and cycling directly, for instance legislation as a result of the European transport policy, legislation in the field of transport

Fr1|H1: "CYCLEVASIONS" - Escaping From a Busy City Center by Bicycle

Claude Morel (CH)

Service de la mobilité, Ville de Genève

Caroline Dalleves (CH)

Service de l'information et de la communication, Département du Territoire, Canton de Genève

Within the past 20 years, the city and canton of Geneva have built an efficient bicycle network and conquered a large number of cyclists. However, it appears that, on one hand, a category of cyclists remain within the city centre cycling mostly on short trips, on another hand, a category of cyclists considers that it is safer to ride only on country roads with low level of traffic or roads where facilities such as bicycles paths are available. If they live in the city, they will put their bicycles on the car and drive to places out of town where they consider cycling is safe.

It appears that it would be worthwhile and important to improve the connections between the city centre and the outskirts of town.

As a first step, the city and canton of Geneva focused on three city centre / countryside itineraries where facilities have been improved as well as safeness and attractiveness.

The itineraries, called Cyclevasions*) are signposted and a wide information campaign has been conducted.

On the leisure side, the idea was mostly to incite the city centre residents to get out of town on their bicycles instead of using their car.

Beyond the leisure aspect of this idea, we hope to also improve the number of cyclists connecting from the outskirts of town to the city centre as it appears that there is still an important potential of motorists who could switch to cycling in those areas.

The presentation will illustrate examples of how the itineraries have been improved on the difficult sections and what kind of campaigns has taken place to promote them.

*) contraction in French of the words cycling and escaping

Fr1|H2: Make all Cities Velo-cities! INTERREG IIB Project Baltic Sea Cycling

Gunnar Persson (SE)

Municipality of Örebro

Twenty-two partners from municipalities and organisations in the Baltic Sea Region are cooperating to integrate bicycle traffic in the city planning. The aim of the European project Baltic Sea Cycling is to create a network involving governmental, municipal, public, private and NGO sectors.

The project uses two concepts, city environmental performance and city attractiveness as an umbrella for obstacles and driving forces to implement urban cycling. Based on experience of participating cities, good practice studies and work at local level, the project gives municipalities tools for actions.

Fr1|H3: Development and Results of Velo-civil Movement in Hungary in 2006

János László (HU)

Magyar Kerékpárosklub

Development of the Critical Mass movement.
Short history of Critical Mass movement in Hungary

Carfree day September, 2005: common petition made by the organisers of HCC and CM.

"Kidnapping the minister" spontaneous discussion

Assignment of the ministerial commissioner

February 2006 - re-establishment of the HCC

The professional departments of HCC are getting established

The local government of Budapest accepts HCC as a professional partner

Taking the initiative in organising the co-operation among different civilian organisations

22 April 2006, Earth Day – events all day in Budapest organised by HCC, closing event Critical Mass with 35 thousand people

Our first victory over party politics - in the 5th district: common consent concerning the development of the biking infrastructures

„Tour de voks” before the elections – calling up the parties to make their bicycle programmes

Movement to save the old velodrome in Budapest

Local HCC organisations are getting established

The ministerial commissioner invites HCC to take part in the reading committee of the bicycle tenders.

Organising the bike events of the Mobility Week (CM cancelled for political reasons)

The home page is getting better and better.

Responsibility and accident insurance for the members of HCC has started.

“Retour the voks” – another demonstration to warn politicians to keep their promises

Third victory over politics: the parliament accepts an additional 1 milliard Forints for biking purposes.

The organisers of CM get a prize from the local government called “For Budapest”

The Mayor of Budapest and the president of HCC sign an agreement about co-operation

The international work of HCC is getting started.

A consortium, led by HCC, is getting organised to develop a marketing portal about Hungarian bicycle tourism

HCC started work out the different ways of co-operation with the Hungarian Accident Preventing Committee and the local police.

Examples of Integrated Projects



Appendix

Anhang



Index Exhibitors

ABUS, August Bremicker Söhne KG (stand 12)

Altenhofer Weg 25, 58300 Wetter
Germany
+49-(0)2335-634-0
info@abus.de
www.abus.de

→ *ABUS mobile security – focal point: innovative bicycle locks for attaching bikes to solid objects*

Allgemeiner Deutscher Fahrrad-Club e.V. (ADFC) / Landesverband Bayern e.V. (stand 33)

Landwehrstraße 16, 80336 München
Germany
+49-(0)89-553575
w.slama@adfc-bayern.de
www.adfc.de

Arbeitsgemeinschaft fahrradfreundliche Städte, Gemeinden und Kreise e.V. NRW (AGFS) (stand 1)

Konrad-Adenauer-Platz 17, 47803 Krefeld
Germany
+49-(0)2151-86-4283
info@fahrradfreundlich.nrw.de
www.fahrradfreundlich.nrw.de

→ *AGFS leaflets*

Bayerische Motoren Werke AG (BMW) (stand 25)

Hufelandstraße 20, 80788 München
Germany
+49-(0)89-382/44907
ulrich.arendts@bmw.de
www.bmw.de

→ *presentation about the engagement of the BMW Group in the transport sector and exhibition of BMW-bicycles*

Busch & Müller (B&M) KG (stand 7)

Auf dem Bamberg 1, 58540 Meinerzhagen
Germany
+49-(0)2354-915-703
info@bumm.de
www.bumm.de

→ *producer of bicycle lighting: Halogen-, LED- and HID-lights.*

Centre for Research and Contract Standardization in Civil and Traffic Engineering - The Netherlands (CROW) (stand 6)

Postbus 37, 6710 BA Ede
The Netherlands
+31-(0)318-695300
crow@crow.nl
www.crow.nl

→ *CROW leaflets, books and more*

City of Munich (stand 4)

Blumenstraße 31, 80331 München
Germany
+49-(0)89-233-26937
elisabeth.zorn@muenchen.de
www.muenchen.de

→ *presentation about the development and promotion of bicycle transport in Munich*

DB Regio AG S-Bahn München (stand 16)

Orleansplatz 9a, 81667 München
Germany
+49-(0)89-1308-7703
oliver.kurzendoerfer@bahn.de
www.bahn.de

DB Rent GmbH Call a Bike (stand 17)

Kölner Straße 4, 60327 Frankfurt am Main
Germany
+49-(0)69-26540565
hellen.volk@dbrent.de
www.callabike.de

→ *presentation Call a Bike*

Eco-counter (stand 28)

4 Charles Bourseul, 22 300 Lannion
France
+33-(0)296-465407
eco-compteur@eco-compteur.com
www.eco-compteur.com

→ *accurate systems for monitoring traffic counts on trails, sidewalks or roads*

European Cyclists' Federation (ECF) (stand 2)

Grünenstraße 120, 28199 Bremen
Germany
+49-(0)421-34629-39
gyoergy.meszaros@adfc.de
www.ecf.com

→ *leaflets of the ECF and ECF member organizations*

Federal Ministry of Transport, Building and Urban Affairs (BMVBS) (stand 3)

Invalidenstraße 44, 10115 Berlin
Germany
+49-(0)30-2008-2353
sven.augstein@bmvs.bund.de
www.bmvbs.de

→ *information*



Index Exhibitors Verzeichnis der Aussteller

Galli Verlag + Vertrieb GmbH (stand 30)

Am Steinberg 1, 86558 Hohenwart
Germany
+49-(0)8443-8916
galli-verlag@t-online.de
www.galli-verlag.de

→ *production of bicycle touring guides and
of regional / supra-regional bicycle touring maps*

HPV Deutschland e.V. (stand 27)

Perchastraße 9, 82319 Starnberg
Germany
+49-(0)800-8933333
info@hvp.org
www.hvp.org
→ *handcars, tricycles, scooters, bicycles*

GABE GmbH (stand 22)

Mühlweg 5, 7023 Pöttlendorf
Austria
+43-664-3019364
gabe@aon.at
www.kommunalservice.org

→ *bicycle stands and parking boxes*

Ingenieurgruppe IVV GmbH & Co. KG (stand 5)

Oppenhoffallee 171, 52066 Aachen
Germany
+49-(0)241-94691-77
ser@ivv-aachen.de
www.ivv-aachen.de

→ *online cycle route maps, beamer presentation*

Gronard Schweißwerk - Stahlbau GmbH (stand 20)

Bayerwaldstraße 23, 81737 München
Germany
+49-(0)89-6701015
info@gronard-stahlbau.de
http://www.gronard.de/

→ *bicycle parking systems (ADFC certified), BWA
shelter systems for bikes*

Johannes Teeken KG (stand 21)

Kiefernring 32, 29451 Dannenberg
Germany
+49-(0)5861-8440
johannes@teeken.de
www.teeken.de

→ *bicycle stands, bicycle boxes*

HEBIE GmbH & Co. KG (stand 35)

Sandhagen 16, 33617 Bielefeld
Germany
+49-(0)521-91419-51
peitsch@hebie.de
www.hebie.de

→ *100 years turning bikes from sport to transport,
products: mudguard, chain guard, luggage carrier, stand*

Josta Technik GmbH (stand 24)

Schuckerstraße 18, 48153 Münster
Germany
+49-(0)251-78347
josta@josta.de
www.josta.de

→ *bike-parking-systems, 2 level racks stands and bike
racks*

Heinzmann GmbH & Co. KG (stand 15)

Am Haselbach 1, 79677 Schönau
Germany
+49-(0)7673-82080
info@heinzmann.de
www.heinzmann.de

→ *motor-assisted bicycles and additional components*

**Landesamt für Vermessung und Geoinformation
Bayern (stand 31)**

Alexandrastr. 4, 81829 München
Germany
+49-(0)89-2129-1111
service@bv.bayern.de
www.lvg.bayern.de

→ *topographic maps with cycle- and hiking trails - digital
and analogue - for Bavaria*

HERCULES-Fahrrad Söhne KG (stand 13)

Industriestraße 32-40, 90616 Neuhof an der Zenn
Germany
+49-(0)9107-923-320
r.lorenz@hercules-bikes.de
www.hercules-bikes.de

Münchner Verkehrsgesellschaft (MVG) (stand 18)

Emmy-Noether-Straße 2, 80287 München
Germany
+49-(0)89-2191-2406
koenig.michael@swm.de
www.swm.de

ORION Bausysteme GmbH (stand 19)

Waldstraße 2, 64584 Biebesheim
Germany
+49-(0)6258-80201
michael.saffenreuter@orion-bausysteme.de
www.orion-bausysteme.de

→ *bicycle stand and bicycle box*

Ortlieb Sportartikel GmbH (stand 26)

Rainstraße 6, 91560 Heilbronn
Germany
+49-(0)9872-800118
rl@ortlieb.com
www.ortlieb.com

→ *bicycle bags and bicycle backpacks*

Powers Your Performance (PRO) (stand 9)

Industrieweg 24, 8071 CT Nuspeet
The Netherlands
+31-(0)341-272222
avi@shimano-eu.com
www.pro.bikegear.com

→ *PRO, the fastest growing bicycle accessory brand for cyclists around the world*

Ralf Bohle GmbH (stand 8)

Otto-Hahn-Str. 1, 51580 Reichshof
Germany (NRW)
+49-(0)22-65-1090
info@schwalbe.com
www.schwalbe.com

→ *SCHWALBE bicycle wheels - especially "unbreakable" bicycle wheels*

Paul Lange & Co. (stand 11)

Hofenerstraße 114, 70372 Stuttgart
Germany
+49-(0)711-2588-02
info@paul-lange.de
www.paul-lange.de

→ *Shimano internal hubgear, RST suspension fork, Sportourer comfort saddle*

Rogaland County Council (stand 29)

Architekt Eckhoffsgate 1, 4010 Stavanger
Norway
+47- 5151-6600
firmapost@rogfk.no
www.rogfk.no

→ *cyclist tourism*

Shimano (stand 10)

Industrieweg 24, 8071 CT Nunspeet
The Netherlands
+31 (0)341-272222
hvv@shimano-eu.com
www.shimano.com

→ *initiation of the project "Mayers Bike"*

Bayerisches Staatsministerium für Wirtschaft, Infrastruktur, Verkehr und Technologie (stand 31)

Prinzregentenstr. 28, 80538 München
Germany
+49-(0)89 2162-7056
gerlinde.bartel@stmwvt.bayern.de
www.bayerninfo.de

→ *Bavarian cyclists' network, Bavarian long distance cycle trail network, general map, internet appearance*

Stadtwerke München GmbH (SWM) (stand 32)

Emmy-Noether-Straße 2, 80287 München
Germany
+49-(0)89-2361-3150
steinhaus.bernd@swm.de
www.swm.de

→ *M-Wasser, M-Natur, M-Erdgas, M-Strom*

Velopa GmbH (stand 23)

Beckerfelder Str. 96, 47269 Duisburg
Germany
+49-(0)203-71299717
ptiman@velopa.com
www.velopa.com

→ *bike systems and street furnishing, leaflets, bike stands*

Wilhelm Humpert GmbH & Co. KG (stand 14)

Erlenstraße 25, 58739 Wickede / Ruhr
Germany
+49-(0)2377-9183 - 0
Info@Humpert.com
www.Humpert.com

→ *bike accessory X-ACT serves*

Workshop Speaker Index

Name	Forename	Institution	Country	Code
Andersen	Troels	Park- and Roads Administration, City of Odense	DK	Tu4 F2
Asperges	Tim	Hasselt University	BE	Th3 D3
Andersen	Lars Bo	Norwegian School of Sports Science and University of Southern Denmark	NO	Th3 A1
Anneck	Rolf	City of Munich, Department of Public Health and Environment	DE	Fr1 C3
Bangel	Gabi	ADFC - German Cycling Federation	DE	We3 F2
Basterfield	Sara	CTC Charitable Trust: United Kingdom	GB	Tu3 D1
Beltran	Borja	University of Rome TRE	IT	Th3 D1
Berger	Thomas	Vienna City Administration Municipal Department 18, Urban Development and Planning	AT	Th3 B3
Bernard	Ulrich	Planungsverband Äußerer Wirtschaftsraum München	DE	We3 B1
Bezák	Bystrík	Department of Transportation Engineering, Slovak University of Technology	SK	Tu4 C2
Binderup Larsen	Lars	Consultant Surgeon, Head of the Accident Analysis Group, Odense University Hospital	DK	Th3 A2
Boenke	Dirk	Institute for Road Traffic Planning and Engineering (SVPT), Department of Civil Engineering, University of Wuppertal	DE	Tu3 E3
Bohle	Wolfgang	Planungsgemeinschaft Verkehr	DE	We3 E2
Böhmer	Thomas	TU Dresden, Traffic and Transportation Sciences „Friedrich List“	DE	Tu4 F1
Bollich	Petra	VCD - Verkehrsclub Deutschland e.V.	DE	Tu3 H2
Borgman	Frank	Fietzersbond, Institute of Risk Assessment Sciences of the University of Utrecht	NL	We3 A2
Bösemann	Sigrun	ADFC Landesverband Bremen	DE	We2 E2
Boulter	Roger	Roger Boulter Consulting	NZ	Tu3 F1
Bracher	Tilman	DifU, Deutsches Institut für Urbanistik	DE	We2 B1
Bresciani	Chiara	Università degli Studi di Brescia, Department of Civil, Architectural, Territorial and Environmental Engineering	IT	Tu4 D3
Bugdoll	Marion	Cyclist friendly towns, cities and local authorities in North Rhine Westphalia (AGFS)	DE	Th3 C1
Bührmann	Sebastian	Rupprecht Consult Forschung & Beratung GmbH	DE	Tu3 G3
Câmara, Dr.	Paulo	London Borough of Merton, Merton Civic Centre	GB	Fr1 E2

Cavill	Nick	Cycling England, c/o Cavill Associates	GB	Th3 F3
Clement, Dr.	Stuart	Transport Systems Centre and School of Natural and Built Environments, University of South Australia	AU	Tu4 D1
Contreras	Carlota	City Government of Marikina	PH	Th4 G2
Corominas	Xavier	Fundación ECA Global	ES	Tu4 A2
Couval	Didier	Transport Department, City of Paris	FR	Tu3 G2
Cox, Dr.	Peter	University of Chester	GB	Tu3 H3
Curtis	Robert	LCN+ Project Management Team	GB	Th4 H2
Daggers	Ton	IBC-MOVILIZATION	NL	We2 G3
Daniels	Stijn	Hasselt University, Transportation Research Institute	BE	Tu4 C3
Danzi	Marco	SCI Polska Sp. z o.o., Office Manager Katowice	PL	We3 F1
Das, Dr.	Debashis	Visva-Bharat University, Geography Department	IN	Th3 F1
de Miranda	Antonio	IPB - Pedala Brasil Institute	BR	Tu4 A1
Dehay	Bernard	GRACQ, Belgian French-speaking cyclists' group	BE	Tu3 H1
Depoortere	Frederik	Ministerie van het Brussels Hoofdstedelijk Gewest	BE	Fr1 A3
Duchène	Michel	Animateur Maison du vélo / Mairie de Bordeaux	FR	Th4 G1
Dupriez	Benoit	Belgian Road Safety Institute	BE	We3 C2
Edelman	Todd	Green Idea Factory	CZ	Tu4 G3
Falkenheim	Armin	Managing Board for Bicycle and Health, ADFC	DE	Fr1 D1
Ferrando	Haritz	Bicicleta Club de Catalunya - BACC	ES	Tu3 F2
Fresard	Francisco	Department of Transportation Engineering, Pontificia Universidad Católica de Chile;	CL	Th4 G3
Froboese, Univ.-Prof.	Ingo	Zentrum für Gesundheit der Deutschen Sporthochschule Köln	DE	We2 A3
Garrison	Laena	TRAX - Transportation Halifax Project, Ecology Action Centre Halifax	CA	Th3 F2
Giroud	Monique	Fédération française des Usagers de la Bicyclette	FR	We3 E3
Gonçalves da Silva	Vera Lucia	IPIUF – Instituto de Planejamento Urbano de Florianópolis, Municipality of Florianópolis	BR	We2 G2
Grendstad	Gyda	Norwegian Public Roads Administration – Directorate of Public Roads	NO	Th3 C2
Haase	Michael	ISUP GmbH	DE	Tu3 C1
Hahn-Klöckner	Horst	ADFC - German Cycling Federation	DE	Fr1 G1

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Hajinikitas	Contessa	Urban Arc	AU	Tu3 D3
Haller, Dr.	Markus	MVV (Munich Transport and Tariff Association)	DE	We2 D3
Hamburger	Wilhelm	Senator für Bau, Umwelt und Verkehr der Freien Hansestadt Bremen	DE	Th4 B1
Hamilton	Brad	LCN+ Project Management Team, Camden Consultancy Service, Environment & Culture Department of LB Camden	GB	Th4 B2
Heipp	Gunnar	Münchner Verkehrsgesellschaft mbH (MVG)	DE	We2 D1
Henderson	Paul	London European Partnership for Transport	GB	Th4 F3
Hewson	Paul	"School of Mathematics and Statistics, University of Plymouth"	UK	Th3 A3
Hindriks	Rik	Hinson Rekenkameradvies	NL	Tu4 B2
Hochstein	Joachim	Planungsverband Ballungsraum Frankfurt/Rhein-Main	DE	We3 B2
Hoegh	Nicolai	Traffic and Planning Office, Roads and Parks Department, City of Copenhagen	DK	Fr1 B1
Horton, Dr.	Dave	Lancaster University	GB	Th3 C3
Hung	Ngo Minh	Department of Architecture, National University of Singapore	SG	Fr1 F2
Jackson	Michael E.	Maryland Department of Transportation	US	Th4 D2
Jensen	Niels	City of Copenhagen, Roads and Parks Department	DK	Tu3 C2
Jiang, Prof.	Yulin	China Urban Sustainable Transportation Research Center, China Academy of Transportation Sciences	CN	Tu3 A1
Jönsson	Leif	City of Malmö, Streets and Parks Department - Traffic Division	SE	Th3 E3
Kaulen	Ralf	SVK – Kaulen City and Transportation Planning Office	DE	We2 F3
Kazda	Petr	Nadace Partnerství / Czech Environmental Partnership Foundation, Greenways Program	CZ	Th3 D2
Kayemba	Patrick	First African Bicycle Information Organization (FABIO)	UG	Fr1 F3
Kisamaddu	Richard	BSPW - Bicycle Sponsorship Project and Workshop	UG	Th3 H1
Kisambira	Pauline	BSPW - Bicycle Sponsorship Project and Workshop	UG	We3 G3
Kofod Nielsen	Malene	City of Aalborg	DK	Tu3 E2
Köhnlein	Claus	Stadt Stuttgart, Amt für Stadtplanung und Stadterneuerung	DE	Th4 B3

König	Michael	SWM, Stadtwerke München GmbH / MVG	DE	We2 D2
Koppen	Georg-Fr.	City of Munich, Department of Urban Planning	DE	Fr1 B2
Koucky	Michael	Swedish Greenways Association, c/o Koucky & Partners AB	SE	We3 C1
Krag	Thomas	Thomas Krag Mobility Advice	DK	We3 E1
Krause	Juliane	plan & rat, Büro für kommunale Planung und Beratung	DE	Th4 C3
Krieger	Claudia	Touristische Projekte	DE	We2 F1
Kuhn	Paul	ADAC, Abteilung Schaden und Versicherungsrecht	DE	Tu3 E1
Kunst, Dr.	Friedmann	Senate Department for Urban Development	DE	Fr1 E1
Kuropatwinski, Dr.	Piotr	University of Gdansk, Polish Ecological Club East Pomeranian Branch	PL	Th4 D3
Langdon	Colin	Cycling Solutions Community Interest Company	GB	Th3 H3
Larsen	Jens Erik	De Frie Fugle	DK	Tu4 H1
László	János	Magyar Kerékpárosklub	HU	Fr1 H3
Leach	Dennis	Director, Division of Transportation, Arlington County, Virginia	US	Tu4 B3
Lindberg	Hans	The municipality of Linköping	SE	We2 E1
Lohr	Karin	Dynamo Fahrradservice Biss e.V.	DE	Th3 H2
London	Peter	Ministerium für Bauen und Verkehr des Landes Nordrhein-Westfalen	DE	We2 B3
Lonhard	Michael	City of Munich, Department of Public Construction, Division of Road Construction and Cycling Infrastructure	DE	Fr1 B3
Lumholdt	Henrik	Park- and Roads Administration, City of Odense	DK	Tu4 E3
Lumsdon	Leslie Malcolm	Department of Tourism and Leisure Management, Lancashire Business School	GB	We2 F2
Mayne	Kevin	CTC, National Office, Guildford	GB	Tu4 E2
Meschik	Michael	Institute for Transport Studies, University for Bodenkultur Vienna	AT	Th4 F1
Monheim, Prof. Dr.	Heiner	University of Trier; Department of Applied Geography	DE	We2 C1
Monteiro Tavares	Claudia	City of Rio de Janeiro, Pereira Passos Urban Institute	BR	Th4 H3
Morel	Claude	City of Geneva, Ville de Genève, Service de la mobilité	CH	Fr1 H1
Müller	Ulfried	City of Munich, Department of Labour and Economic Development	DE	Th3 B2
Natsinas	Theodoros	Technological Educational Institute of Thessaloniki	GR	Th4 F2

Neufeld	Randy	Healthy Streets Campaign, Chicagoland Bicycle Federation	US	Tu3 A2
Nijland	Hans	MNP	NL	Fr1 A2
O'Tuama	Damien	Colin Buchanan Dublin	IE	Fr1 E3
Otto-Zimmermann	Konrad	ICLEI - Local Governments for Sustainability	CA	Fr1 A1
Parkin, Dr.	John	The University of Bolton, School of the Built Environment and Engineering	GB	Tu3 C3
Parsey	Robert	Royal Borough of Kingston upon Thames, Environment and Sustainability RBK	GB	Th3 G2
Pecharda	Christian	FSV / BMVIT	AT	Tu4 G1
Peigne	Hubert	Ministère des Transports, de l'Équipement, du Tourisme et de la Mer	FR	We2 B2
Persson	Gunnar	Municipality of Örebro	SE	Fr1 H2
Pettinga	André	Grontmij Netherlands bv, City of Eindhoven	NL	Tu4 A1
Pfaffenbichler	Paul	Vienna University of Technology, Institute for Transport Planning and Traffic Engineering	AT	Tu3 D2
Piippo	Hilkka	Plaana Ltd.	FI	We3 B3
Pollesch	Peter	Bavarian Board of Building in the State Ministry for the Interior	DE	We3 D1
Post	Michel	Fietzersbond Netherlands	NL	Fr1 C2
Rasmussen	Steffen	Traffic and Planning Office, Roads and Parks Department, City of Copenhagen	DK	Tu4 C1
Reiche	Wolfgang	ADFC - German Cycling Federation	DE	We3 F3
Robinson	Dorothy	Bicycle Helmet Research Foundation	AU	Th4 A1
Roche	Emmanuel	Altermodal	FR	Tu4 H3
Roetynck	Annick	ETRA - European Twowheel Retailers' Association	NL	Fr1 G2
Saffenreuter	Michael	ORION Bausysteme GmbH	DE	Th4 E3
Scharping	Rudolf	German Cycling Association / Bund Deutscher Radfahrer	DE	We2 A1
Schollaert	Jan	STIB – Société des Transports Intercommunales de Bruxelles	BE	Tu4 G2
Schreiner	Martin	City of Munich, Department of District Administration	DE	Th3 B1
Scoggin	Mary	Associate Professor, Department of Anthropology, Humboldt State University	US	Tu3 A3
Serwill, Dr.	Dirk	Ingenieurgruppe IVV GmbH & Co KG Aachen	DE	Fr1 C1
Simons	Jan	European Economic and Social Committee	BE	Fr1 G3
Simpson	Paul K.	Clinton Medical Associates, Centre	US	We2 A2

Region Bicycle Coalition				
Sjoquist	Gary	Quality Bicycle Products / Bikes Belong Coalition	US	Th4 H1
Skullerud	Jon-Ivar	Dublin Cycling Campaign	IE	Th3 G1
Smith	Neil	Sustrans, National Cycle Network Centre	GB	Tu4 F3
Spence	Ken	Transport Initiatives LLP, Office 4	GB	Tu4 E1
Stadtherr	Lukas	Stiftung Veloland Schweiz, c/o Velobüro	CH	Tu4 H2
Stark	Sarah	Technical University of Berlin, Institute of Land and Sea Transport, Systems Integrated Transportation Planning	DE	Tu3 B2
Sully	Alex	Transport Initiatives LLP	GB	Th4 E1
Taschner	Stefan	Green City e.V.	DE	We2 E3
Terwoert	Jeroen	IVAM UvA BV	NL	We3 A1
Thoering	Michael	City of Lueneburg, Department for Traffic Planning and Development	DE	We3 D3
Titze	Sylvia	University of Graz, Institute of Sport Science	AT	We3 A3
Todeskino	Peter	City of Kiel	DE	Th4 C1
Torslov	Niels	City of Copenhagen, Roads and Parks Department	DK	Th3 E2
Twine	Alton	Brisbane City Council	AU	Th4 D1
Uhl	Juliane	DB Rent GmbH – Call a Bike	DE	Tu3 G1
Utzmann	Iris	Arbeitsgemeinschaft fahrradfreundliche Städte, Gemeinden und Kreise in NRW e.V. (AGFS)	DE	Tu3 B3
van den Noort	Pascal	Velo Mondial	NL	We2 G1
van der Kloof	Angela	Cycleforum Tilburg	NL	Th4 C2
van Est	Paul	Fietsforum Tilburg	NL	Th3 E1
van Hout	Kurt	University College of Limburg	BE	Tu3 B1
Velasco	Alexandra	Fundacion Biciaccion	EC	Fr1 F1
Vermoere	Lieve	Belgian Federal Ministry of Transport and Mobility	BE	Fr1 D3
Vertriest	Miguel	Belgian Road Safety Institute	BE	We3 D2
Vogt	Walter	Institut für Straßen- und Verkehrswesen, Universität Stuttgart	DE	Th4 E2
Vorster	Hilton	City of Tshwane Metropolitan Municipality	ZA	Tu4 A1
Walter	Urs	Stadt Zürich, Tiefbauamt	CH	Th3 G3
Weston	Richard	Department of Tourism and Leisure Management, Lancashire Business School	GB	Tu4 D2
Wheeldon	Andrew	BEN - Bicycling Empowerment	ZA	We3 G2

Index Workshop Speakers

Verzeichnis der Workshop-referenten

		Network		
Wittink	Roelof	I-ce - Interface for Cycling Expertise	NL	We3 G1
Xavier	Giselle Noceti Ammon	State University of Santa Catarina – UDESC	BR	Tu3 F3
Zeegers	Theo	Fietzersbond	NL	We3 C3
Zimmermann	Gregor	IG Velo Schweiz (Swiss Bicycle Advocacy Association)	CH	Fr1 D2

Poster Presentation Speaker Index

Name	Forename	Institution	Country	Code
Aitken	Ian	Cycling Scotland, Bike Week	GB	Th2 17a
Allaire	Julien	LEPII EPE / University of Grenoble	FR	Th2 22a
Andrejčič Mušič	Polona	B.Sc.,M.Sc.CEng.	SI	Th2 1a
Ausserer	Karin	FACTUM Chaloupka & Risser OHG	AT	Th2 1b
Bastiaens	Jeroen	VECTRIS	BE	Th2 1c
Bausch	François	Luxembourg City	LU	Th2 2a
Bergmann	Andreas	Transport planning and Urban Development	DE	Th2 22b
Bickelbacher	Paul	Stadt- und Verkehrsplaner SRL	DE	Th2 2b
Boselli	Pietro	SafetyBicycle: Pool of European analysts in the world of the European Bicycle.	IT	Th2 14a
Bracken	Gerry	U.C. Dublin 1957 (Retired)	GB	Th2 17b
Bradford	David	Cambridge City Council	GB	Th2 2c
Buluma	Samuel	Buluma Consulting Engineers	KE	Th2 14b
Burton	Bill	Arcata Library Bikes	US	Th2 22c
Caprarelli	Giuseppe	grassroot Bike workshops of Europe	IT	Th2 3a
Clarke	Colin	Cyclists' Touring Club	GB	Th2 17c
Cleary	Johanna		GB	Th2 23a
d'Araújo Mata	Duarte	Landscape Architecture Research Centre Prof. Caldeira Cabral, Instituto Superior de Agronomia/ Lisbon Techni-cal University	PT	Th2 23c
Dammann	Sven	European Economic and Social Committee (ECOSOC)	BE	Th2 23b
de Baets	Yves	Mobility Department, City of Ghent	BE	Th2 24a
Deegan	Brian	LCN+ Project Management Team; Camden Consultancy Service	GB	Th2 24b
Ditewig	Ruud	Municipality of Utrecht, Department of City Development, Traffic and Transport section	NL	Th2 3b
Eady	Randy	MPS-Ready Solutions LLC	US	Th2 18a
Fitzsimons	Robert		IE	Th2 24c
Flamik	Juraj	Nadace Partnerství/ Czech Environmental Partnership Foundation, Greenways Program	CZ	Th2 3c
Galles	Dieter	City of Munich, Department of District Administration	DE	Th2 25a
Geßner	Lars	Magistrat der Stadt Baunatal	DE	Th2 25b
Gloeckner	Manfred	Heinzmann GmbH & Co. KG	DE	Th2 4a
Grix	Manfred	Stöhr GmbH	DE	Th2 25c
Hagemeister	Carmen	Department of Psychology, Dresden University of Technology	DE	Th2 26a
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Holzinger	Ivo	Stadt Memmingen	DE	Th2 5a
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Jølsgard	Erik Jørgen	Directorate of Public Roads, Norwegian Public Roads Administration	NO	Th2 27c
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Ker	Ian	Consulting in Applied Transport, Access and Land use sYSTEMs (CATALYST)	AU	Th2 6b
Keutmann	Ulf	Zweiplus Medienagentur	DE	Th2 14c
Khayesi	Meleckidzedek	Department of Injuries and Violence Prevention, World Health Organization	CH	Th2 28b
King	Rod	Warrington Cycle Campaign	GB	Th2 6c
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Lizexin		Architecture and Urban Planning School, Chongqing University	CN	Th2 29c
Lonhard	Michael	City of Munich, Department of Public Construction, Devision of Road Construction and Cycling Infrastructure; Germany	DE	Th2 30a
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Lundälv	Jörgen	Department of Social Work, Göteborg University	SE	Th2 19b
Marais	Anton	LCN+ Project Management Team, Camden Consultancy Service	GB	Th2 30c
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Nicolas	Marjorie	Dinant-Philippeville cycling platform	BE	Th2 9b
Ojambo	Justin	Phoebe Education Fund for Aids Orphans (PEFO)	UG	Th2 9c
Pärlbäck	Camilla	City of Göteborg, Traffic and Public Transport Authority	SE	Th2 20a
Patsch	Johann	City of Munich, Department of Public Health and Environment	DE	Th2 10a
Quarshie	Magnus	Centre for Cycling Expertise, Accra Ghana	GH	Th2 10b
Rankin	Clare	Cambridge City Council	GB	Th2 32a
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Saffenreuter	Michael	ORION Bausysteme GmbH	DE	Th2 32b
Scharnbacher	Jutta	Institut für Arbeits-, Sozial- und Umweltmedizin, Johannes Gutenberg-Universität Mainz	DE	Th2 20b
Scherer	Kurt	Bundesverband der Unfallkassen (Central Federation of Public Sector Accident Insurers)	DE	Th2 20c
Schneeweiß	Helmut	Inst. for Transport Studies, University of Natural Resources and Applied Life Sciences	AT	Th2 32c
Scholz	Romanus	ADFC Landesverband Bayern e.V.	DE	Th2 15c
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Sirvio	Tommi	Network of Finish Cycling Municipalities	FI	Th2 11a
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Stocker	Roger	Sustainable Transport Team, London Borough of Southwark	GB	Th2 33b
Strong	Mark	Transport Initiatives LLP	GB	Th2 33c
Suzuki	Mio	Department of Built Environment, Tokyo Institute of Technology	JP	Th2 34a
Tassell	Hege Herheim	Directorate of Public Roads, Norwegian Public Roads Administration	NO	Th2 21a
Tišljär	Antonijo	ZG-Projekt	HR	Th2 34b
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Tsivou	Evangelia	Municipality of Karditsa	GR	Th2 12a
Vorster	Hilton	City of Tshwane Metropolitan Municipality	ZA	Th2 12b
Wedel	Petra	Zweiplus Medienagentur	DE	Th2 16a
Weissflog	Uwe	marketing communication services for brands in motion	DE	Th2 12c
Williams	Richard	Royal Town Planning Institute	GB	Th2 13a
Zalewski	Andrzej	Faculty of Building Engineering, Architecture and Envi-ronment Eng., Lodz University of Technology	PL	Th2 13b
Zorn	Elisabeth	City of Munich, Department of Urban Planning	DE	Th2 34c



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