



European Cities for integrating cycling within sustainable mobility management schemes

October 2014



CycleCities events in Gdansk, Poland



On 11 and 12 September 2014 in Gdansk a series of international events, including an Interregional Forum, a Conference and Workshops, falling under the umbrella of the “Active Mobility Congress” took place.

The purpose of all these events was to provide a platform for the presentation & exchange of experiences and proposals of innovative solutions to the challenges of daily mobility in cities especially in conjunction with urban planning.

333 participants listened to presentations by speakers from Poland, Germany, France, Austria, Sweden, Greece and the Netherlands, focusing on the role of active forms of mobility and sustainable transport in everyday life in the cities.

An important element of the programme was the good and bad practice of spatial planning of our cities. Acknowledging the importance of the sustainable transport environment as society continues to move away from central point cities to polycentric regions.

The topics covered included; How should “Cities for Humans” look? , “What are the effects of urban sprawl on suburban living?” , “How to encourage daily commuting by bicycle and walking to both work and school?” and “In what degree will the future of transport depend on E-mobility development”?

Other attractions accompanying the events

were: displays of electric bicycles, cars and other vehicles and an afternoon cycling tour through the city. During the bike ride participants got acquainted with Gdansk cycling infrastructure, cycle paths and cycle lanes and the bike sharing facilities.

Additionally, throughout the first day there was the opportunity for fun by playing the “City planners” board game, developed by the CycleCities project.

Participants got acquainted with the knowledge of speakers coming from many countries, but also were able to improve their network of connections and contacts.

To find out more, please visit www.kongresmobilnosci.pl and www.cyclecities.eu.



The meeting was a perfect opportunity for sharing and exchanging experiences between urban planners, architects, officials and NGOs’ activists in the field of modern methods of planning and, above all, sustainable model transport systems in urban centres

Final CycleCities meeting in Piraeus

Come and learn about the CycleCities project in Greece from 11th-13th November 2014.

As the CycleCities Project comes to an end the Lead Partner Piraeus, organizes the closing events in their home town.

On the 11th, CycleCities partners and participants will focus on how cycling is key for the successful development and regeneration of port-cities.

Under the guidance of an expert from the Organisation for Economic Co-operation and Development (OECD) partners cities will present their cases on developing a framework for promoting cycling in relation to tourism and cruise shipping development.

The following day during the Final Conference all of the project outcomes will be presented under 3 categories:

- **Partners plans for Cycling and sustainable planning.**
The conference will show how the knowledge and experiences gained from the project will be utilized in the interventions, measures and policies so they can aim to become an optimum Cycle City.
- **Good practice guides**
covering the best Europe has to offer in respect to: Land Use Planning related to cycling, Mobility Management strategies

& approaches for cycling in Europe; Participation strategies of administrations for reshaping urban mobility; and Architectural Design of Cycling Infrastructure.

- **Public and Private investments on cycling** and examples of how they can help deliver environmental & economic benefits essential to a sustainable future.

On the 13th, the final interregional workshop will feature a demonstration of a new model for the Cost Benefit Analysis of Cycling Investments developed alongside the CycleCities project using examples from the project partners' cities.

The Final Conference will be co-organised by the Hellenic Institute of Transport Engineers, who will promote and share at the end of the day, a few key issues on cycling planning, solutions and limitations and also big cycling projects in Attica Region in Greece.

Finally the last project partnership steering group will be held Where after three years we have to say goodbye to our partners that have also become friends with the hope that we can add “.. see you soon.”

CycleCities partners are happy to invite you to attend and contribute!!



There will be 3 days of events including:

The 7th Interregional Forum,

The 3rd and Final International Conference of the Project

The 8th interregional workshop



CYCLECITIES ANIMATE NUMEROUS MOBILITY EVENTS AND CONFERENCES

CycleCities on OPEN DAYS 2014

Brussels, Belgium 6-9 October

100 workshops, 200 regions and cities were present this year at the European Week of Regions and Cities. The events proved this year again very successful and him - our CycleCities animation hero – George – was a part of it.

The “George gets CycleFit” animation was the only video from all INTERREG IVC projects that was selected to be presented in Brussels during the OPEN DAYS 2014 within Cinema programme.



Please visit project [website](#) to learn more about Gorge’s story and the INTERREG IVC [playlist](#) to see more video of CycleCities and other projects.

City Planners board game

Gdansk, Poland 13 September

The “City Planners” board game was finally presented to the public during the 2nd CycleCities International Conference in Gdansk. The two sessions attracted nearly 50 participants and a great interest of many NGO’s and technical schools.



Following the recent success, Gdansk plans to implement an ambitious PP campaign based on “City Planners” board game. It’s results can really affect the streets of Gdansk and specially their two wheels users.

European Mobility Week in Lisbon

16-22 September

Under the theme “Our streets, our choice” the CycleCities project was actively participating during the European Mobility Week in Lisbon. Engage actively and consciously citizens as agents of change, was the major objective of this edition.

The extensive program included initiatives such awareness raising and thematic conferences, or outdoor activities such as exhibitions (“Maria Bicicleta Sai à Rua”), Cycle Mobility contests and the “Two riverfronts, two cities” tour which gathered about 1.500 participants.



To see more please watch CycleCities videos:

<http://www.youtube.com/watch?v=Ua3sinS5qNU>
<http://www.youtube.com/watch?v=SN01BnXbhco>
<http://www.youtube.com/watch?v=i7ZRAvXqhts>
<http://www.youtube.com/watch?v=HWopPLLEbkA>
<http://www.youtube.com/watch?v=c6gbSv2-nCE>

Can you make your city a cycle city?

A cycling city is a healthier, wealthier and happier city help spread the word by joining CycleCities online observatory



CycleCities would like to invite you to join the debate about the good, the bad, and the ugly of the progress of cycling and its priority within the sustainable growth of Europe and beyond.

Our observatory is a forum where you can give your opinions on the proposals, plans and projects that cities and regions will be using to increase cycling levels, which in turn will improve the health of citizens, make savings in their pockets and a positive contribution to improving the air quality.

The EU will be monitoring the activity on the observatory so whether the discussions highlight good practice or poor quality those who can influence will be invited to the discussion.

Join the debate on how cycling levels can be used as a barometer for your own areas health. The proven advantages to be gained from cycling are well documented

ECONOMIC BENEFITS

(reduction in % of household budget devoted to the car, reduction of health costs from combining your travel with regular exercise);

POLITICAL ADVANTAGES

(reduction in petro-chemical energy, the saving non-renewable resources. Politicians growing in awareness that the bicycle has a significant role to play in achieving political objectives for improving the quality of cities and towns);

SOCIAL BENEFITS

(greater accessibility for the bicycle goes hand in hand with improvement for

pedestrians, the spaces are friendlier and encourage positive social interaction and local economic activity.)

ECOLOGICAL IMPACTS

(the bicycle contributes for both local, short-term effects and a long term ecological balance).

Use the observatory to find and post evidence to support the argument, to highlight the shortcomings and encourage others on to the site, the more the merrier. CycleCities have appointed [Avgi Vassi](#) from the National Technical University of Athens will be monitoring the debates for the next five years.

The CycleCities [observatory](#) is now active on www.cvclecities.eu



Avgi Vassi

PhD student| MSc Urban Planner| Surveyor Engineer National Technical University of Athens School of Surveying Engineering Sustainable Mobility Unit

Pascal's corner

CycleCities is working with Velo Mondial to identify good practice in cycling where private investment has been involved. CycleCities online observatory invites all stakeholders to join the discussion on this and other cycling issues.

A systematic process for calculating and comparing gains (benefits) and costs of projects, decisions and policies is the Cost-Benefit Analysis (CBA), which is used world-wide and is the official assessment tool for investments financed by EU funds, in order:

- to determine if it is a sound investment (justification / feasibility);
- to see how it compares with alternative projects (ranking / priority assignment).

Since there is a long history of evaluation of major transport projects may also be a helpful tool to demonstrate cycling potential. A CBA on cycling should follow the same methodology as regular CBAs.

The methodology of the CBA for infrastructure has developed more and more towards Social Cost Benefit Analysis, including 'soft' factors besides 'hard' effects reflected by real behaviour and real economic value.

Social Cost Benefit Analyses (SCBA) are used in many western countries as an evaluation tool for infrastructure projects ex ante. Making a SCBA gives insight to policymakers and the public into the costs and benefits of an infrastructure project or several alternatives. Not only are the simple costs of building a road or rail track included but also the 'soft costs' such as damage to nature, pollution and accidents. On the benefit side a SCBA calculates the gains of a certain infrastructure project to society in

terms of welfare. These benefits stem from all kind of aspects such as travel time gains, better accessibility, safer traffic environment and agglomeration effects.

In the academic spheres as well as in public policy the Societal Cost Benefit Analysis can count on some critics that mainly focus on the problems of quantifying 'soft' factors, however, translating these soft factors into money makes it possible to involve them into the analysis so that a decision is far better justified.

An important methodological issue when performing a CBA is the type of data in terms of revealed or stated preferences. Revealed Preference (RP) shows the real effect of a certain investment or project on consumer behaviour. It is the preference of people shown by hard data on their actual behaviour. For the many effects we want to include in CBA's it is not easy (or impossible) to get data on revealed preferences.

In summary, a CBA attempts to measure the positive or negative consequences of a project, which may include:

This is called Stated Preference (SP).

1. Effects on users or participants;
2. Effects on non-users or non-participants;
3. Externality effects;
4. Option value or other social benefits



Pascal van den Noort

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