Danube Cycle Plans Policies, plans and promotion for more people cycling in the Danube region



Draft Danube Cycling Strategy "More people cycling in the Danube region"

Developing a Danube Cycling Strategy with references to the first pan-European Master Plan for Cycling Promotion adopted during the 5th High Level Conference of THE PEP

THE DANUBE REGION TRANSPORT DAYS 2021, December 17th, 2021

Andreas Friedwagner, Verracon – on behalf of the LP of the Danube Cycle Plans project



Economic and Social Council						
Economic Commission for Europe	World Health Organization Regional Office for Europe					
High-level Meeting on Transport, Health and Environment						
Fifth session Online, Geneva, 17 May 2021						
Vienna Declaration						
As adopted by the Fifth High-level M Environment	feeting on Transport, Health and					
Informal, advance copy						



Historic Milestone

46 ministers from 41 countries adopted the Vienna Declaration at

5th High Level Meeting of THE PEP

Paving the way for healthy and active mobility in the pan-European region

17. Adopt the Pan-European Master Plan for Cycling Promotion, as included in annex III to the present Declaration and developed by THE PEP Partnership on Cycling Promotion at the request of the Fourth High-level Meeting, as a means of achieving the objectives set out below in relation to cycling, and promote the implementation of its set of recommendations, in particular regarding the improvement of infrastructure and incentive frameworks to promote cycling;





Pan-European Master Plan for Cycling Promotion adopted by 46 ministers from 41 countries

We, the Ministers of Transport, Health and Environment of the States in the pan-European region, gathered in Vienna on the occasion of the fifth High-level Meeting on Transport, Health and Environment, have adopted this pan-European Master Plan for Cycling Promotion.



Regional support for the implementation of the pan-European Master Plan for Cycling Promotion







Policies, plans and promotion for more people cycling in the Danube region



Project partnership



Facts and figures

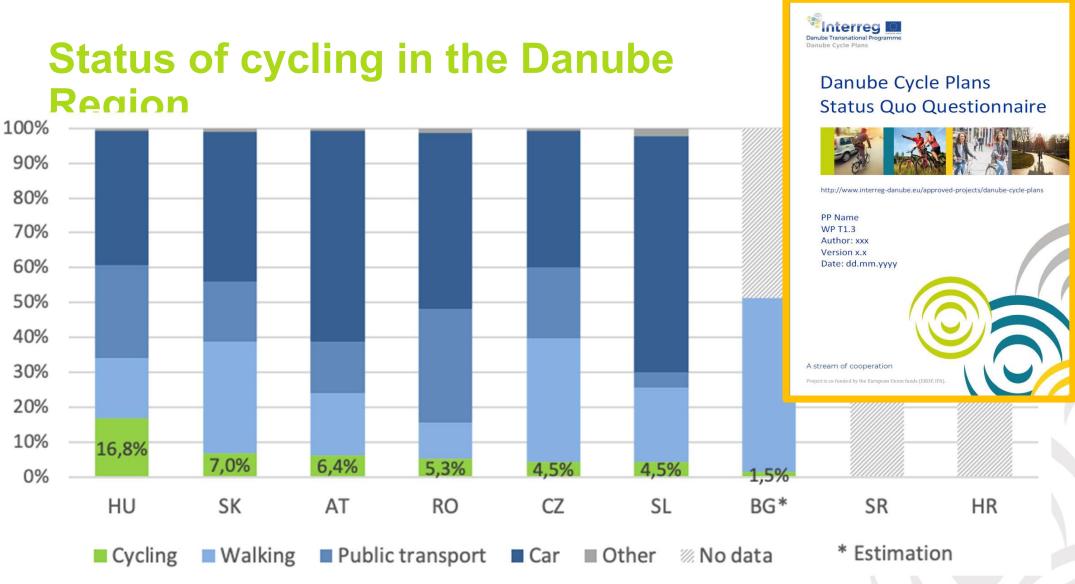
- Budget: 1.7 Mio (85% co-financed by ERDF/IPA)
- Duration: 07/2020 12/2022
- Partnership: 9 partners from 9 countries, 13 ASPs
- Lead partner: Environment Agency Austria



Federal Ministry Republic of Austria Climate Action, Environment, Energy, Mobility, Innovation and Technology

klima**aktiv**





19/12/2021 Data: HU: Hungarian Central Statistic Office 2012, SK: National Mobility Survey 2015, AT: Österreich unterwegs 2013/2014, RO: Raport cercetare OMNIBUS 2019, CZ: Česko v pohybu 2017-2019, SL: Statistical Office 2017, BG: National Climate Strategy and Action Plan 2019, no data for Serbia and Croatia

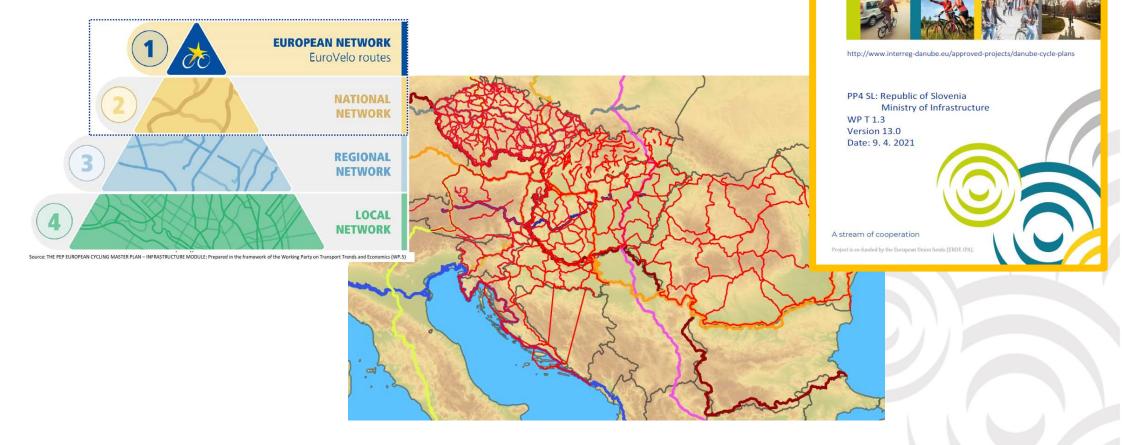
National Cycling Plans



Danube Transnational Programme Danube Cycle Plans

> Danube Cycle Plans Guideline on how to set up a national cycling plan

DanuVelo Network based on National Cycle Route Networks



Danube Transnational Programme

Danube Cycle Plans

Guidelines to Define

National Cycle Route Network

See		AT	CZ	HU	SL	SK	RO	SR	HR	BG	6
6740	Cycle tracks	\checkmark	\checkmark	✓	\checkmark	\checkmark	\checkmark	\checkmark	\checkmark	\checkmark	
	Cycle and pedestrian tracks	~	~	~	~	~	~	~	~	~	
	Cycle lanes	\checkmark	\checkmark	~	\checkmark	\checkmark	\checkmark	\checkmark	\checkmark	\checkmark	
	Advisory cycle lanes	~	~	~	~	~	\checkmark	×	×	×	Jose -
	Contraflow	~	~	~	~	✓	×	×	×	×	
No.	Cycle routes	~	~	~	×	×	×	~	×	×	
1) 500 700	Greenways / multipurpose path	×	×	~	~	×	×	×	~	×	1
Zone	Mixed-use zones	\checkmark	\checkmark	×	\checkmark	×	×	×	×	×	news ca)
Faberradstraße	Cycle streets	~	~	×	×	×	×	×	×	×	
	Cycle highways		×		×	×	×	×	×	×	

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Danube Transnational Programme Danube Cycle Plans Danube Cycle Plans Catalogue of Cycling-friendly Infrastructure Standards for the Danube Countries



P5 HR: Ministry of the sea, transport and infrastructure WP A.T2.2: Define cycling-friendly infrastructure standards Version 12.0 Date: November 2021

A stream of cooperation

Project is co-funded by the European Union funds (ERDE IPA).

10 reasons why to promote cycling

"Cycling is by definition the best way of solving the problem of pollution in cities. Investments in safe and separated cycle infrastructure networks as part of the National Recovery and Resilience Plans would be a no-brainer and no-regret." Frans Timmermans, European Commission Executive Vice-President

Economic Benefits

For every kilometer people cycle, society earns at least € 0.68. Good walking and cycling accessibility increases the attractiveness and economic potential of shops. On a monthly average, pedestrians and cyclists spend 40% more money than those who come to shop by car.

Health



per cent of adolescents do not meet the global minimum WHO recommendations for physical activity. Regular cycling to work reduces the total risk of mortality by about 10 per cent.

and Lifestyle

Cycling contributes to a

nealthier and safer society

23 per cent of adults and 81

Resilience

Sustainable transport strengthens the resilience of cities. The more integrated and diverse the possibilities that sustainable mobility offers in the city, the more efficient and resilient the whole transport system.

Climate

The objective of Paris Agreement (limiting temperature rise to well below 2° C) will require reducing GHG emissions by 80 to 95 per cent by 2050. Transport is the only sector in which GHG emissions have increased since 1990. Replacing car trips with cycling and walking reduces GHG emissions and fuel consumption.



Clean Air

Air pollutants such as nitrogen oxides (NOx) and particulate matter (PM) are caused to a great extent by motorized traffic

In many cities people are exposed to concentrations of PM

and NOx exceeding the health-compatible limits. Cycling,

which emits neither NOx nor PM, significantly improves air

accidents by 2030.

9

Safety

quality, especially where it is most needed: in cities.

On European roads 2160 cyclists die

every year, similar to 10 years ago. The health benefits of active exercise still outweigh the associated risks or

costs with a mean rate of 9 to 1.

effectively contribute to tackling

Sustainable mobility measures can

urban safety problems and achieving

the EU's goal of halving the number

of deaths and serious injuries in road

Efficiency

and Use

of Space

mode of travel for distances of up to five

kilometres.

COVID

Interreg

Danube Transnational Programme

During the pandemic, cycling

emerged as an effective way to

support physical distancing, to

meet the minimum requirement for daily physical activity and an effective mode of

transport for essential trips.

Danube Cycle Plans

Bicycle transport needs 8 times less space for parking than a car, while driving 28 times less space. It is most efficient

European Union European policies, including the

Green Deal and the EU Strategy for the Danube Region, explicitly aim to promote sustainable mobility and particularly zero-emission modes like cycling and walking and their combination with public transport

Benchmarking

European countries support cycling during the first wave of COVID in 2020. Finland spent per capita € 7.76, Italy € 5.04, France € 4.91, Britain € 4.80, Lithuania € 2.61, etc. What about your country?

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-VK

BANKA

MACYAR NEMZETI

NARODI

ALFINON

BUDAPEST

INTERES!

Cycling **Investment Plan**

Danube Cycling Ambassadors

Do you have a story to tell?

	Strategy	Hard Measures	Soft Measu
Local level			
National level			
Transnational level			



Danube Cycle Plans MARKETING STRATEGY:



Stakeholder Inspiration Scheme Guideline for the Identification of Danube Cycling Ambassadors http://www.interreg-danube.eu/approved-projects/danube-cycle-plans

PP1 CZ: Partnership for Urban Mobility WP T-COM Author: Jitka Vrtalova, Jaroslav Martinek Version 2.0 CORR: Verracon Date: 05.01.2021

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Draft Danube Cycling Strategy "More people cycling in the Danube region"

- What are we dealing with? Status of cycling in the Danube Region
- 2. Why are we dealing with it? Highlighting the benefits of cycling for environment, health and transport
- 3. What do we want to achieve/Where would we like to go? A joint vision and clear objective to increase the level of cycling in the countries of the Danube region
- 4. What do we have to do? Concrete recommendations
- 5. How can the required resources be secured? Recommendations for national budgeting and guidance on ^{19/12/2}Working in partnership with international financial institutions

Danube Cycling Strategy

Join the process!



Thank you for your attention!





Contact

