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Economic Commission for Europe

Inland Transport Committee

Eightieth session

Geneva, 20-23 February 2018

Item 4 (e) of the provisional agenda

Strategic questions of a horizontal policy nature:

Transport, Health and Environment Pan-European Programme

Contributions of the Sustainable Transport Division to the Fifth High-level meeting on Transport Health and Environment (Vienna 2019)

Note by the secretariat

I. Introduction

1. The Fourth High-level Meeting on Transport, Health and Environment (Paris, 14 to 16 April 2014) was hosted by the Government of France and held under the auspices of the Transport, Health and Environment Pan-European Programme (THE PEP), administered jointly by the United Nations Economic Commission for Europe (ECE) and the World Health Organization Regional Office for Europe (WHO/Europe).
2. The High-level Meeting decided to convene a fifth high-level meeting in 2019 and welcomed the offer from Austria to host it (ECE/AC.21/2014/2 EUDCE1408105/1.6/4HLM/2 para. 49).
3. Key inputs for the Fifth High-level Meeting are developed through THE PEP Partnership. They provide THE PEP with an effective mechanism to support the implementation of the workplan in aspects related to the development of tools and methods as well as to provide technical capacity to support member States in implementing THE PEP at the national level.
4. There are currently 6 Partnership in operation:
 - Partnership on Health Economic Assessment Tools (PHEAT)
 - Partnership on Cycling Promotion (PCP)
 - Partnership on Eco-Driving (PED)
 - Partnership on Jobs in Green and Healthy Transport (PJGHT)

- Partnership on the Integration of Transport, Health and Environmental Objectives into Urban and Spatial Planning (PG5)
- TRANSDANUBE Partnership.

5. Four key XB projects have been entrusted by Member States to the Sustainable Transport Division and are aimed towards providing key inputs to the Fifth High Level meetings. Three of them are linked to the operation of THE PEP partnerships. The fourth is about upgrading the website and clearing house of THE PEP. They are outlined in the remainder of this paper.

II. THE PEP Partnership on Cycling: Project on Infrastructure module of the pan-European master plan for cycling promotion

Status: under implementation

6. The Partnership on Cycling Promotion (PCP) aims to strengthen and extend the existing network of cycling officers; to develop a pan-European Master Plan for Cycling Promotion; to share good practices; and to develop guidelines and tools. The Master Plan for Cycling Promotion will be launched at the Fifth High-level Meeting on Transport, Health and Environment in Austria in 2019.

7. Many European countries have recently developed national cycling strategies to coordinate and support actions on cycling promotion at the national, regional and local level. While several success stories have emerged from around Europe in the promotion of cycling, much of this progress is often dependent on individual contributions and activism. In order to tap the full potential of cycling for sustainable and resilient transport systems, a coordinated and broad support for national cycling promotion activities is needed at the international level, positioning cycling on the political agenda and activating resources for cycling promotion on the European/pan-European level.

8. To address this issue, Ministers of Transport, Health and Environment agreed in the Paris Declaration of the 4th High-level Meeting on transport, health and environment in April 2014 to promote cycling at the pan-European level by developing a pan-European master plan for cycling promotion.

9. The master plan for cycling promotion is being developed within a Partnership on cycling of the Transport, Health and Environment Pan-European Programme (THE PEP). The master plan will support joint action for integration of cycling issues in national and pan-European policies and existing funding schemes of international financing institutions and pan-European infrastructure plans.

10. Based on its experience to develop master plans for Trans-European Motorway (TEM) and Trans-European Railway (TER) the UNECE ITC/WP.5 was invited to transfer the methodology to cycling infrastructure. In order to achieve these objectives a specific project/module on infrastructure development could be undertaken under the auspices of UNECE WP.5 and in cooperation with THE PEP as part of the strategic pan-European master plan for cycling in the ECE region that is currently under development. Austria has made an extrabudgetary financial contribution to support this project.

11. The main objective of the infrastructure module based on the framework methodology approved (<http://www.unece.org/fileadmin/DAM/trans/doc/2016/wp5/ECE-TRANS-WP5-2016-04e.pdf>) is (a) to collect information about existing cycling infrastructure at the level of Capitals and of International routes (national routes of

international importance); and (b) to collect information about new projects/plans with or without secured funding.

12. At the core of the project is a survey of national authorities and stakeholders on national cycling infrastructure. **The draft templates** for the survey (Annexes I and II for city and country levels respectively) were structured to accommodate information from big cities with extended cycling networks and from cities with limited cycling networks.

13. There are four **templates**:

- **Template 1** requests information on existing cycling master plans either for the Capital and/ or for the International routes and summarizes (question 3) information provided under template 2;
- **Template 2** collects information on existing cycling network; The template should be used as many times as the number of main routes you would like to be included in the analysis;
- **Template 3** collects information on new / planned cycling routes either with secured funds (3b, section 1) or not secured funds (3b, section 1 + 2); Again, the template should be used as many times as the number of new / planned projects;
- **Template 4** collects information on good policies / practices already implemented in your Capital / Country concerning cycling infrastructure development that you would like to be reported

III. Partnership on Jobs in Green and Healthy Transport (PJGHT): Green Jobs III project

Status: under implementation

14. THE PEP Partnership on Jobs in Green and Healthy Transport (PJGHT) was established to support the implementation of THE PEP priority goal “to contribute to sustainable economic development and stimulate job creation through investment in environment and health-friendly transport”. The PJGHT aims to stimulate a debate and shared understanding on jobs in green and healthy transport, analyse the potential for greening “old” jobs and creating “new green” jobs in transport and mobility and assess the qualitative and quantitative impacts on the environment, health, transport and economy.

15. In 2014, with its publication “Unlocking new opportunities: jobs in green and healthy transport”, the partnership explored potential job creation through greener, healthier, more efficient transport. The publication focused on potential job creation from public transport, cycling and walking. An analysis of the available evidence suggested that these modes could be significant employers and contributors to the green economy.

16. Building on the 2014 publication, the partnership undertook in the 2017 publication “Riding towards the green economy: cycling and green jobs” a new study reviewing the methods used in other studies to estimate the number of jobs associated with cycling for various locations and gathering more evidence on cycling-related jobs directly from cities. Through a combination of a bottom-up and top-down approach, the study resulted in a re-assessment of the number of jobs that could be created in 56 major cities if they has the same cycling modal share as Copenhagen.

17. At its 14th meeting in November 2016, the Steering Committee of THE PEP decided to expand its earlier work in preparation of the Fifth High-level Meeting on Transport, Health and Environment, scheduled to take place in Vienna, Austria in fall 2019,

in order to assess the economic potential for job creation from the adoption of certain forms of sustainable passenger transport by 2030. Depending on the availability of additional resources, the project could be expanded to consider other forms of sustainability in passenger transport and/or freight and goods transport. France has made an extrabudgetary financial contribution to support this project.

18. The proposed objective of this project is to provide policymakers with information on the potential impacts on jobs of policies that create a shift to environmentally friendly modes of transport, including public transport, electric vehicles and possibly active mobility. The impacts on jobs would be expressed both in terms of net numbers of jobs, by identifying the sectors and countries that will experience increased labour demand, and by identifying certain equity implications (e.g. gender and vulnerable work). By comparison, the previous two studies of 2014 and 2017 focused on potential for jobs in green and healthy transport with a focus on the cycling sector and were based mostly on surveys from participating cities, as well as the use of available statistical data. Thus the proposed scope of this study is considerably wider than the previous ones, and should strengthen further the argument that investments into healthy and sustainable transport are not only desirable and necessary for environment and health reasons, but also in terms of new job opportunities. The project will assess the extent to which promoting environmental sustainability also promotes decent work for all, and will also identify effects of potential concern, such as changes to employment opportunities available to the more socially vulnerable members of the work-force (e.g. as it may be the case in case of a shift of public transport towards driverless vehicles, such as light rail systems).

19. To assist the implementation of the project, the Bureau of the Steering Committee of THE PEP recommended to set up an expert working group under the Partnership consisting of interested member States, international organisations and academic and research institutions. The Bureau further recommended to develop the Partnership activities taking into account relevant work already undertaken by other organizations active in the area.

20. From a methodological point of view, it is proposed to identify the information for policymakers based on economic modelling against a set of realistic policy scenarios. The scenarios would need to be defined through a consultative process with experts, member States and other stakeholders. The economic modelling could be carried out in cooperation with the International Labour Organization (ILO) Green Jobs Programme and Research Department, which has experience of carrying out such analyses in the energy, agricultural and waste management sectors. The ILO can also support the development of scenarios and communication with economic modellers. ILO is currently working with the Norwegian University of Science and Technology (NTNU), which has both the modelling experience and the necessary databases of information on economic activity; outline information on NTNU databases and modelling is provided below. Other partners are possible, including universities and other institutions that may contribute suitable economic modelling expertise and know-how.

IV. Partnership on Goal 5: Project study on integrating transport and urban planning

Status: under approval

21. The Partnership on the Integration of Transport, Health and Environmental Objectives into Urban and Spatial Planning (PG5) aims to facilitate the discussion and research on the issues of integration of transport, health and environmental objectives into urban and spatial planning policies.

22. There are major existing gaps in knowledge on the development of integrated transport and urban planning undermine the developmental efforts of many UNECE member States and cities to achieve sustainable transport and make progress on transport-linked environment and health objectives

23. At its fifteenth session, THE PEP Steering Committee (Geneva, 6-8 November 2017) discussed a proposal for a manual on current practices and solutions in the field of sustainable transport and urban planning, to be launched and potentially adopted at the Fifth High-level Meeting in Vienna in autumn 2019. At the same time, THE PEP secretariat presented a proposal for a publication on case studies and good practices on integrating transport and land-use planning in cities. The Steering Committee welcomed both proposals and decided to combine them in one. Furthermore, it mandated the Bureau to take a final decision on the scope of the study and publication. This document integrates the two proposals in line with the decision of THE PEP Steering Committee, and presents the target audience, goals, deliverables and proposed approach to implementation. It also includes a preliminary list of contents for an outcome publication.

24. The Transport, Health and Environment Pan-European Programme (THE PEP), the tripartite partnership to which the UNECE provides the transport and environment pillar, actively promotes sustainable urban mobility and public transport that includes cycling and walking. Sustainable mobility and transport have been at the core of the work of the Inland Transport Committee that comprehensively covers all modes of inland transport, and that ensures a high level of efficiency, safety and environmental performance of international transport by road, rail, inland waterways and intermodal transport. The ITC Working Party on Transport Trends and Economics, being the think tank of the Committee has addressed in the past (workshop, research and publication) the topic of the sustainable urban mobility and public transport and the important role that intermodality plays while designing and implementing such systems. As such, this work fall squarely within the programme of work of THE PEP and UNECE.

25. This project will build upon earlier work in this area undertaken by the UNECE Sustainable Transport Division, in particular the Working Party on Transport Trends and Economics, namely: (a) a study on urban mobility and public transport (<http://www.unece.org/index.php?id=41845>) and (b) the Handbook of Best Practices at Border Crossing - A Trade and Transport Facilitation Perspective (<http://www.unece.org/index.php?id=28967>) which is closer to what the donor country would wish to prepare. The Russian Federation expressed its interest to make an extrabudgetary financial contribution to support this project.

26. The Project, supports the implementation of Agenda 2030 and specifically the implementation of the transport-related Sustainable Development Goals, especially 3, 8, 9, 11 and 13. The Project contributes to the attainment of THE PEP Priority Goals 2 and 5 and its outcomes are expected to provide a useful input to the activities and capacity building resources of THE PEP Academy. The PEP is specifically mentioned in the UNECE strategic framework for the period 2018-2019 under the paragraph 17.3.

V. Modernizing the architecture of the Clearing House

Status: finalizing implementation

27. During the Fourth High-level Meeting on Transport, Health and Environment held from 14 to 16 April 2014 in Paris, member States signed the Paris Declaration that lays out their vision for the achievement of sustainable and healthy urban transport and mobility. One of the elements of this vision includes THE PEP Clearing House, which will support

THE PEP Academy, a new implementation mechanism. Given this requirement, it is important that the Clearing House is updated to reflect current user requirements and technology in order to make it more accessible, and to provide greater value to member States.

28. In this regard consultations were held with the UNECE Information Systems Unit (ISU), other pillar of the secretariat, as well as selected countries and stakeholders to identify the best technical solutions to upgrade the Clearing House and its functionality. As a result of those consultations, Two major tasks and their targets were identified:

(a) Create a new THE PEP website and migrate content from <http://www.unece.org/thepep/en/welcome.html> (including subpages) and place it under the domain name www.thepep.org.

(b) Create a new web application of THE PEP Clearing House.

29. Currently the two tasks are almost complete. At the same time the task coincides with the parallel migration of UNECE website to Drupal, that creates unforeseen dynamics in the operation of the website. Continuous need for content management of Clearing House creates the need for availability of human resources to optimize the provision of services to member States and taking full advantage of the capabilities of the new web-site.

Annex I

Questionnaire/City

Pan-European Cycling Master Plan : Infrastructure Module

A tool to finance the completion of your cycling network

The goal of this questionnaire is to collect information on your existing cycling network and its extension plans in order to include them in the Pan-European Master Plan being prepared by the THE PEP cycling partnership and address funding questions for its implementation

Name:.....
Email:.....
Country:.....

CONTENT OF THE QUESTIONNAIRE

PART 1. GENERAL INFORMATION ABOUT YOUR CYCLING MASTER PLAN

PART 2. YOUR CURRENT AND FUTURE CYCLING NETWORK OF MAIN ROUTES

PART 3. INFORMATION ABOUT NEW / PLANNED CYCLING INFRASTRUCTURE PROJECTS

PART 4. ADDITIONAL INFORMATION, GOOD PRACTICES, POLICIES ALREADY IMPLEMENTED

PART 1. GENERAL INFORMATION ABOUT YOUR CYCLING MASTER PLAN

UNDER THIS SECTION, YOU ARE KINDLY REQUESTED TO PROVIDE INFORMATION ABOUT YOUR CURRENT “CORE” CYCLING NETWORK OF MAIN ROUTES BUT ALSO ABOUT THE PLANNED-FUTURE ONE!

CASE 1 - IF YOU HAVE ALREADY A LOT OF CYCLING INFRASTRUCTURE, PLEASE DECLARE YOUR 5-15 MAIN ROUTES, THAT ARE THE MOST IMPORTANT CYCLE CORRIDORS WITH THE BIGGEST CYCLE TRAFFIC, ALREADY MEASURED OR FORECASTED. THESE ROUTES COULD BE MULTIFUNCTIONAL (FOR INSTANCE: TOURISM, LEISURE, SPORT), BUT SHOULD ALSO BE USED FOR TRANSPORTATION, PROVIDING THE MOST IMPORTANT CONNECTIONS BETWEEN HOUSING AND SIGNIFICANT AREAS IN THE CITY, SUCH AS WORKPLACES, SERVICES, SCHOOLS, HEALTHCARE FACILITIES, CULTURE, ETC.

CASE 2 - IN ANOTHER CASE, PLEASE DECLARE ALL YOUR CYCLING INFRASTRUCTURE, THAT COULD BE POTENTIALLY USED FOR TRANSPORTATION.

Template 1 - City Cycling Master Plan																				
1. Do you have a plan for a city cycling master plan of main routes:	<input type="checkbox"/> Existing (provide link if available) <input type="checkbox"/> Under discussion <input type="checkbox"/> We plan to do such a plan <input type="checkbox"/> Other (please indicate): _____																			
2. Milestones	Please indicate us main milestones: <table border="1" data-bbox="464 1205 1382 1357"> <tr> <td><i>Date of start of elaboration</i></td> <td></td> </tr> <tr> <td><i>(Planned) date of adoption</i></td> <td></td> </tr> <tr> <td><i>Planned date of total implementation</i></td> <td></td> </tr> </table>						<i>Date of start of elaboration</i>		<i>(Planned) date of adoption</i>		<i>Planned date of total implementation</i>									
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3. If yes, how many different main routes are defined in this plan ?	Provide us details on each route <table border="1" data-bbox="464 1487 1417 1917"> <thead> <tr> <th>Main route (name and/or refence)</th> <th>Total existing length</th> <th>Total existing length, but to be rebuilt/ Renewed</th> <th>Total length under construction</th> <th>Total length not under construction, but planned and already financed</th> <th>Total length planned but not financed yet</th> <th>Total final expected length</th> </tr> </thead> <tbody> <tr> <td><i>Main route 1 example for</i></td> <td><i>A=12 km (includes B)</i></td> <td><i>B=6 km</i></td> <td><i>C=1 km</i></td> <td><i>D=5 km</i></td> <td><i>E=2 km</i></td> <td><i>F=20 km F=A+C+D+E</i></td> </tr> </tbody> </table>						Main route (name and/or refence)	Total existing length	Total existing length, but to be rebuilt/ Renewed	Total length under construction	Total length not under construction, but planned and already financed	Total length planned but not financed yet	Total final expected length	<i>Main route 1 example for</i>	<i>A=12 km (includes B)</i>	<i>B=6 km</i>	<i>C=1 km</i>	<i>D=5 km</i>	<i>E=2 km</i>	<i>F=20 km F=A+C+D+E</i>
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<i>Main route 2</i>																							
...																							
<i>Total main routes</i>																													
<p>4. Map of the network</p>	<p>Please indicate us how to get the map of your cycling network. When available, please indicate links to get GIS data (.shp files). Please precise which type of infrastructure the map concerns: existing, planned or under construction.</p>																												

PART 2. YOUR CURRENT AND FUTURE CYCLING NETWORK OF MAIN ROUTES

TEMPLATE TO BE USED FOR DESCRIBING YOUR CURRENT CYCLING NETWORK OF MAIN ROUTES.

PLEASE USE THE FOLLOWING TEMPLATE IN ORDER TO DESCRIBE EACH SEGMENT OF YOUR CORE CYCLING NETWORK (IF POSSIBLE ONE SEGMENT BY MAIN ROUTE). PLEASE PROVIDE TO US A MAP OF YOUR CURRENT CYCLING NETWORK OF MAIN ROUTES IF IT IS POSSIBLE BY INDICATING THE DIFFERENT SEGMENTS THAT ARE BEING DESCRIBED WHILE USING THE FOLLOWING TEMPLATE. USE AS MANY TIMES THE FOLLOWING TEMPLATE AS THE SEGMENTS OF YOUR CYCLING NETWORK ARE.

TEMPLATE 2 – EXISTING main cycling infrastructure

Segment Identification:.....

(numbering the segments of your networks is not obligatory but highly recommended)

Main cycling route number this segment belongs to:

Int'l reference (for example EuroVelo network, AGR network etc.):

Type of cycle infrastructure	Total existing length	Total existing length, but to be rebuilt/renewed	Total length under construction	Total length not under construction, but planned and already financed	Total length planned but not financed yet	Total final expected length
Shared space						
Cycle lane						
Contraflow lane						
One direction cycle path						
Bidirectional cycle path						
Greenway (cycle path opened to pedestrians)						

Type of major structure	Total number of existing major structures	Total number of existing major structures, but to be rebuilt/renewed	Total number of major structures under construction	Total number not under construction, but planned and already financed	Total number planned but not financed yet	Total expected number

Tunnels for bikes (or bikes and pedestrians)																		
Bike-bridges (or bike and pedestrian bridge)																		
<p>1. GIS Information: (latitude/longitude, international reference, or indicate on a map):</p> <p>2. Please provide shapefiles(<i>with file extension: .SHP</i>)</p>	<table border="1" style="width:100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr style="background-color: #f2f2f2;"> <th style="width:40%;"></th> <th style="width:30%; text-align: center;"><i>Latitude</i></th> <th style="width:30%; text-align: center;"><i>Longitude</i></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Start point</td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">End point</td> <td></td> <td></td> </tr> </tbody> </table>							<i>Latitude</i>	<i>Longitude</i>	Start point			End point					
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Start point																		
End point																		
<p>3. Road Class:</p> <p style="margin-left: 20px;">For cities : width [cm]</p>	<p>AGR: <input type="checkbox"/>Motorway <input type="checkbox"/>Express road <input type="checkbox"/>Ordinary road <input type="checkbox"/>standalone</p> <p>AH: <input type="checkbox"/>Primary <input type="checkbox"/>Class I <input type="checkbox"/>Class II <input type="checkbox"/>Class III <input type="checkbox"/>standalone</p>																	
4. Design Speed (km/h):																		
5. Bicycles Traffic :	<table border="1" style="width:100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr style="background-color: #f2f2f2;"> <th style="width:40%;"></th> <th style="width:15%; text-align: center;">Year</th> <th style="width:20%; text-align: center;">Average Daily Bicycles Traffic</th> <th style="width:25%; text-align: center;">Peak Daily Bicycles Traffic</th> </tr> </thead> <tbody> <tr> <td>Last known</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Previous measure (if available)</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>							Year	Average Daily Bicycles Traffic	Peak Daily Bicycles Traffic	Last known				Previous measure (if available)			
	Year	Average Daily Bicycles Traffic	Peak Daily Bicycles Traffic															
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6. Expected (total) traffic increase in % until 2030:	<table border="1" style="width:100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr style="background-color: #f2f2f2;"> <th style="width:20%;"></th> <th style="width:25%; text-align: center;"><i>Average Daily Bicycles Traffic</i></th> <th style="width:25%; text-align: center;"><i>Peak daily Bicycles Traffic</i></th> <th style="width:30%; text-align: center;"><i>Estimated target / max capacity</i></th> </tr> </thead> <tbody> <tr> <td>Expected in 2030</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>							<i>Average Daily Bicycles Traffic</i>	<i>Peak daily Bicycles Traffic</i>	<i>Estimated target / max capacity</i>	Expected in 2030							
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Expected in 2030																		
7. Connection with the Public Transport	Please indicate below all links between this segment and public transport. Please fill one template per station.																	

Parking Facilities along this segment	Please fill the template for each main station connected/integrated with main cycle routes this segment belongs to:																				
	Name of the station																				
	Role of the station	<input type="checkbox"/> Local <input type="checkbox"/> Regional <input type="checkbox"/> National <input type="checkbox"/> International																			
	Type of available public transport	<input type="checkbox"/> Long-haul train <input type="checkbox"/> Local train <input type="checkbox"/> Metro <input type="checkbox"/> Trams <input type="checkbox"/> Busses <input type="checkbox"/> Taxi <input type="checkbox"/> Car-sharing <input type="checkbox"/> Other (indicate)																			
	Total parking places for bicycles																				
	Other segments of the bicycle network linked with this station (please fill the template only one time per station)																				
	Number of separated parking facilities for bicycles	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;"></th> <th style="width: 20%;">Number of separated facilities</th> <th style="width: 20%;">Total parking places</th> <th style="width: 20%;">% Used</th> </tr> </thead> <tbody> <tr> <td>Shared secured parking facilities</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Individual boxes</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Free access stands</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>					Number of separated facilities	Total parking places	% Used	Shared secured parking facilities				Individual boxes				Free access stands			
		Number of separated facilities	Total parking places	% Used																	
	Shared secured parking facilities																				
	Individual boxes																				
Free access stands																					
Total parking place for cars																					
Services for cyclists	<input type="checkbox"/> Bike sharing station (with one-way service) <input type="checkbox"/> Automatic rental of bicycle (without one-way service) <input type="checkbox"/> Traditional bicycle rental (with humans involved) <input type="checkbox"/> Workshop <input type="checkbox"/> Self-fixing tools <input type="checkbox"/> Lift <input type="checkbox"/> Without stairs																				
Year of construction of the main bicycle parking facility																					
Cost (if recent) And source of funds																					
Comments																					
Taking bike onboard in the public transport alongside this segment	Please fill only the lines corresponding to available forms of public transport alongside the segment If the information has been already provided for another segment, please just indicate its reference																				
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Type of public transport</th> <th style="width: 15%;">Taking bike onboard</th> <th style="width: 15%;">Hours / Days limitations</th> <th style="width: 15%;">Pricing</th> <th style="width: 20%;">Comments</th> </tr> </thead> <tbody> <tr> <td>Long-haul train</td> <td> <input type="checkbox"/> Never authorized <input type="checkbox"/> Always </td> <td></td> <td> <input type="checkbox"/> for free <input type="checkbox"/> ticket for one ride </td> <td></td> </tr> </tbody> </table>	Type of public transport	Taking bike onboard	Hours / Days limitations	Pricing	Comments	Long-haul train	<input type="checkbox"/> Never authorized <input type="checkbox"/> Always		<input type="checkbox"/> for free <input type="checkbox"/> ticket for one ride											
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	authorized <input type="checkbox"/> Only when not crowded <input type="checkbox"/> Only folding bikes		<input type="checkbox"/> ticket for one day <input type="checkbox"/> other	
Local train	<input type="checkbox"/> Never authorized <input type="checkbox"/> Always authorized <input type="checkbox"/> Only when not crowded <input type="checkbox"/> Only folding bikes		<input type="checkbox"/> for free <input type="checkbox"/> ticket for one ride <input type="checkbox"/> ticket for one day <input type="checkbox"/> other	
Metro	<input type="checkbox"/> Never authorized <input type="checkbox"/> Always authorized <input type="checkbox"/> Only when not crowded <input type="checkbox"/> Only folding bikes		<input type="checkbox"/> for free <input type="checkbox"/> ticket for one ride <input type="checkbox"/> ticket for one day <input type="checkbox"/> other	
Trams	<input type="checkbox"/> Never authorized <input type="checkbox"/> Always authorized <input type="checkbox"/> Only when not crowded <input type="checkbox"/> Only folding bikes		<input type="checkbox"/> for free <input type="checkbox"/> ticket for one ride <input type="checkbox"/> ticket for one day <input type="checkbox"/> other	
Busses	<input type="checkbox"/> Never authorized <input type="checkbox"/> Always authorized <input type="checkbox"/> Only when not crowded <input type="checkbox"/> Only folding bikes		<input type="checkbox"/> for free <input type="checkbox"/> ticket for one ride <input type="checkbox"/> ticket for one day <input type="checkbox"/> other	
Other (indicate)	<input type="checkbox"/> Never authorized <input type="checkbox"/> Always authorized <input type="checkbox"/> Only when not crowded <input type="checkbox"/> Only folding bikes		<input type="checkbox"/> for free <input type="checkbox"/> ticket for one ride <input type="checkbox"/> ticket for one day <input type="checkbox"/> other	

PART 3. INFORMATION ABOUT NEW / PLANNED CYCLING INFRASTRUCTURE PROJECTS WHICH WILL BE PART OF YOUR CYCLING NETWORK OF MAIN ROUTES.

PLEASE PROVIDE US THE LIST OF YOUR CYCLING PROJECTS USING TEMPLATE 3A. IN ADDITION, EACH NEW PROJECT SHOULD BE DESCRIBED BY USING A SEPARATE INSTANCE OF TEMPLATE 3B. AS NEW PROJECT IS BEING CONSIDERED EVERYTHING THAT DIRECTLY OR INDIRECTLY WILL FACILITATE CYCLING IN YOUR CITY ALONGSIDE ONE OF YOUR MAIN ROUTES (CONSTRUCTION OF NEW CYCLING ROUTES, TUNNELS, BRIDGES, BUT ALSO MAINTENANCE OR REHABILITATION OF EXISTING ONES, PARKING SPACES ETC.).

TEMPLATE 3a – Summary of new identified Projects on main cycle routes <i>List of all your projects which built cycle infrastructure or improve existing one</i>				
Project ID	Related infrastructure	Project Name and description	Total project cost (Million US\$ or €)	Security of funds (Y/N / partly please indicate percentage)
01	<input type="checkbox"/> New cycling lane <input type="checkbox"/> New cycling path <input type="checkbox"/> Traffic lights <input type="checkbox"/> Traffic signs <input type="checkbox"/> Lighting <input type="checkbox"/> Rehabilitation <input type="checkbox"/> Parking facility <input type="checkbox"/> Bike-tunnel <input type="checkbox"/> Bike-bridge <input type="checkbox"/> Bike services <input type="checkbox"/> Other ... (please indicate)			
02	<input type="checkbox"/> New cycling lane <input type="checkbox"/> New cycling path <input type="checkbox"/> Traffic lights <input type="checkbox"/> Traffic signs <input type="checkbox"/> Lighting <input type="checkbox"/> Rehabilitation <input type="checkbox"/> Parking facility <input type="checkbox"/> Bike-tunnel <input type="checkbox"/> Bike-bridge <input type="checkbox"/> Bike services <input type="checkbox"/> Other ... (please indicate)			
03	<input type="checkbox"/> New cycling lane <input type="checkbox"/> New cycling path <input type="checkbox"/> Traffic lights <input type="checkbox"/> Traffic signs <input type="checkbox"/> Lighting			

	<input type="checkbox"/> Rehabilitation <input type="checkbox"/> Parking facility <input type="checkbox"/> Bike-tunnel <input type="checkbox"/> Bike-bridge <input type="checkbox"/> Bike services <input type="checkbox"/> Other ... (please indicate)			
04	Etc.			
05	...			

USE AS MANY TIMES THE FOLLOWING TEMPLATE AS YOUR NEW PROJECTS ARE.

TEMPLATE 3b – Analysis of the new projects

Use this template for each NEW Project as listed above

Project Name:											
Project Code:											
Int'l reference (for example EuroVelo network, AGR network etc.):											
Projects Group (please select): <input type="checkbox"/> Funded <input type="checkbox"/> Non-funded											
Note: If Funded, fill in Section 1 only. If Unfunded, fill in Sections 1 and 2.											
Section 1. Project Technical Characteristics and financial data <i>(Please describe technical design characteristics of the existing situation and after project, if changed):</i>											
8. Description of project and expected benefits:											
9. Location: (latitude/longitude, international reference, or indicate on a map)	Please provide us the coordinates										
	<table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr style="background-color: #d9d9d9;"> <th style="width: 30%;"></th> <th style="width: 35%;">Latitude</th> <th style="width: 35%;">Longitude</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Start point</td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">End point</td> <td></td> <td></td> </tr> </tbody> </table>			Latitude	Longitude	Start point			End point		
	Latitude	Longitude									
Start point											
End point											
10. Road Class ¹ :	AGR: <input type="checkbox"/> Motorway <input type="checkbox"/> Express road <input type="checkbox"/> Ordinary road <input type="checkbox"/> standalone cycle track AH: <input type="checkbox"/> Primary <input type="checkbox"/> Class I <input type="checkbox"/> Class II <input type="checkbox"/> Class III <input type="checkbox"/> standalone cycle track										
11. Length [m]: Width [cm]:	For instance 2280 m For instance 250 cm										
12. Type of cycle track	<input type="checkbox"/> Shared space (total length:) <input type="checkbox"/> Cycle lane (total length:) <input type="checkbox"/> Contraflow lane (total length:) <input type="checkbox"/> One direction cycle path (total length:) <input type="checkbox"/> Bidirectional cycle path (total length:) <input type="checkbox"/> Greenway (cycle path opened to pedestrians) (total length:) <input type="checkbox"/> Tunnel (number: total length:) <input type="checkbox"/> Bike-bridge (number: total length:) <input type="checkbox"/> Bike and pedestrian bridge (number: total length:)										
13. Design Speed (km/h):											

14. Daily cycle Traffic:	Please indicate peak and annual average values: <table border="1" data-bbox="703 264 1433 365"> <thead> <tr> <th></th> <th><i>Year</i></th> <th><i>Average Daily Bicycles Traffic</i></th> <th><i>Peak daily Bicycles Traffic</i></th> </tr> </thead> <tbody> <tr> <td>Last known</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		<i>Year</i>	<i>Average Daily Bicycles Traffic</i>	<i>Peak daily Bicycles Traffic</i>	Last known			
	<i>Year</i>	<i>Average Daily Bicycles Traffic</i>	<i>Peak daily Bicycles Traffic</i>						
Last known									
15. Expected (total) traffic increase in %:	<table border="1" data-bbox="703 517 1433 703"> <thead> <tr> <th></th> <th><i>Average Daily Bicycles Traffic</i></th> <th><i>Peak daily Bicycles Traffic</i></th> <th><i>Estimated target / max capacity</i></th> </tr> </thead> <tbody> <tr> <td>Expected in (please indicate the year:.....)</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		<i>Average Daily Bicycles Traffic</i>	<i>Peak daily Bicycles Traffic</i>	<i>Estimated target / max capacity</i>	Expected in (please indicate the year:.....)			
	<i>Average Daily Bicycles Traffic</i>	<i>Peak daily Bicycles Traffic</i>	<i>Estimated target / max capacity</i>						
Expected in (please indicate the year:.....)									
16. Project cost (please indicate mil. \$ or Euros):									
17. Expected Starting Date:									
18. Expected Completion Date:									
19. Internal Rate of Return (IRR):									
20. Project's stage:	<input type="checkbox"/> Construction <input type="checkbox"/> Tendering <input type="checkbox"/> Design/Study <input type="checkbox"/> Planning <input type="checkbox"/> Identification								
21. Expected Funding Sources (and the % of funding for each one):	<input type="checkbox"/> World Bank (..... %) <input type="checkbox"/> European Union(..... %) <input type="checkbox"/> National Cycling Fund(..... %) <input type="checkbox"/> Regional Cycling Fund(..... %) <input type="checkbox"/> other(..... %)								

Section 2. Form for Investment Prioritization exercise to be completed only for NON-FUNDED projects

Section 2 To be completed only for non-funded projects

Section 2.A. Project Information Concerning Criteria of CLUSTER A

1. To what extent will the project improve access to bike transport and promote cycling as an alternative for individual car transport (Criterion C_{A1})?
- A: Greatly
 - B: Significantly
 - C: Somewhat

- D: Slightly
- E: Does not improve connectivity.

2. To what extent will the project help to reach a coherent network (Criterion C_{A2})?
 - A: Greatly
 - B: Significantly
 - C: Somewhat
 - D: Slightly
 - E: Does not.

3. Will the project improve road safety of the cycling network (Criterion C_{A3})?
 - A: Greatly
 - B: Significantly
 - C: Somewhat
 - D: Slightly
 - E: Does not.

4. Will the project cross a natural barrier, alleviate bottlenecks, complete a missing link or raise substandard sections to meet national/international standards (Criterion C_{A4})?
 - A: Greatly
 - B: Significantly
 - C: Somewhat
 - D: Slightly
 - E: Does not.

5. Will the project help to reach better detour factor (Criterion C_{A5})?
 - A: Greatly
 - B: Significantly
 - C: Somewhat
 - D: Slightly
 - E: Does not.

6. Will the project help to reach better delay factor (Criterion C_{A6})?
 - A: Greatly
 - B: Significantly
 - C: Somewhat
 - D: Slightly
 - E: Does not.

7. Will the project help access to public transport (Criterion C_{A7})?
 - A: Greatly
 - B: Significantly
 - C: Somewhat
 - D: Slightly
 - E: Does not.

8. Will the project raise cycling network capacity? (Criterion C_{A8})?
 - A: Greatly
 - B: Significantly
 - C: Somewhat
 - D: Slightly
 - E: Does not.

9. Will the project help connect rural or suburban areas to themain city? (Criterion C_{A9})?

- A: Greatly
- B: Significantly
- C: Somewhat
- D: Slightly
- E: Does not.

10. Will the project connect low-income housing to workplaces or services (Criterion C_{A10})?

- A: Greatly
- B: Significantly
- C: Somewhat
- D: Slightly
- E: Does not.

Section 2B Project Information Concerning Criteria of CLUSTER B

11. Does the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest (Criterion C_{B1})?

- A: In the national cycling plan and immediately required (for implementation up to 2018)
- B: In the national cycling plan and very urgent (for implementation up to 2020)
- C: In the national cycling plan and urgent (for implementation up to 2025)
- D: In the national cycling plan but may be postponed until after 2025
- E: Not in the national cycling plan.

12. To what extent is the project expected to increase traffic (Criterion C_{B2})?

- A: By more than 100%
- B: 50-100%
- C: 20-50%
- D: less than 20%
- E: Will not affect traffic.

13. At what stage is the project (Criterion C_{B3})?

- A: Tendering
- B: Feasibility study
- C: Pre-feasibility study
- D: Planning
- E: Identification.

14. What is the financing feasibility of the project (Criterion C_{B4})?

- A: Excellent
- B: Very Good
- C: Good
- D: Medium
- E: Low

15. To what extent does the project have potentially negative environmental or social impacts (pollution, safety, etc.) (Criterion C_{B5})?

- A: No expected impact
- B: Slight impact
- C: Moderate impact
- D: Significant impact
- E: Great impact.

PART 4. ADDITIONAL INFORMATION, GOOD PRACTICES, POLICIES ALREADY IMPLEMENTED.

TEMPLATE 4 TO BE USED FOR DESCRIBING YOUR CURRENT CYCLING POLICIES, GOOD PRACTICES AND RECENT STUDIES ABOUT CYCLING.

TEMPLATE 4 – Cycling policies in your city or country	
1. What do you consider the main benefits of cycling?	<input type="checkbox"/> Public health improvement <input type="checkbox"/> Efficient use of public space <input type="checkbox"/> Reducing congestion <input type="checkbox"/> Air quality protection <input type="checkbox"/> Climate protection <input type="checkbox"/> Affordable infrastructure (investment) <input type="checkbox"/> Affordable infrastructure (maintenance) <input type="checkbox"/> Saving money by users <input type="checkbox"/> Public transport availability improvement <input type="checkbox"/> Other – please indicate
2. Have you already done a cost-benefit analysis?	<input type="checkbox"/> Yes (If yes, please indicate which one) <input type="checkbox"/> No
3. What do you consider the main challenges for developing cycling?	
4. Cycling policies	Please indicate main recent works, decisions, policies and initiatives linked to bicycle transportation. When available, please indicate links to download it.
5. Recent studies	Please indicate main recent studies, assessments and analysis linked with bicycle transportation. When available, please indicate links to download it.
6. Technical Standards for cycling infrastructure	Please indicate the list of main existing, approved or proposed technical standards/guidelines on designing and planning of cycling infrastructure. When available, please indicate links to download it.
7. Parking facilities	Please indicate main principles and assumptions on designing and planning bicycle parking facilities on main public transport stations. When available, please indicate links to download it.

Annex II

Questionnaire/Country

Pan-European Cycling Master Plan : Infrastructure Module

A tool to finance the completion of your cycling network

Name:.....

Email:.....

Country:.....

The goal of this questionnaire is to collect information on your existing cycling network and its extension plans in order to include them in the Pan-European Master Plan being prepared by the THE PEP cycling partnership and address funding questions for its implementation

CONTENT OF THE QUESTIONNAIRE

PART 1. GENERAL INFORMATION ABOUT YOUR CYCLING MASTER PLAN

PART 2. YOUR CURRENT AND FUTURE CYCLING NETWORK OF MAIN ROUTES

PART 3. INFORMATION ABOUT NEW / PLANNED CYCLING INFRASTRUCTURE PROJECTS

PART 4. ADDITIONAL INFORMATION, GOOD PRACTICES, POLICIES ALREADY IMPLEMENTED

PART 1. GENERAL INFORMATION ABOUT YOUR CYCLING MASTER PLAN

UNDER THIS SECTION, YOU ARE KINDLY REQUESTED TO PROVIDE INFORMATION ABOUT YOUR CURRENT “CORE” CYCLING NETWORK OF MAIN ROUTES BUT ALSO ABOUT THE PLANNED-FUTURE ONE!

PLEASE DECLARE YOUR MAIN LONG-DISTANCE ROUTES (LONGER THAN 50 KM), THAT ARE THE MOST IMPORTANT CYCLE CORRIDORS WITH THE BIGGEST CYCLE TRAFFIC, ALREADY MEASURED OR FORECASTED. THESE ROUTES COULD BE MULTIFUNCTIONAL (FOR INSTANCE: TOURISM, LEISURE, SPORT), BUT SHOULD ALSO BE USED FOR TRANSPORTATION, PROVIDING CONNECTIONS BETWEEN CITIES, ESPECIALLY SEPARATED BY POTENTIALLY EASY TO RIDE EVERYDAY DISTANCES (UNDER 25 KILOMETRES).

Template 1 - National Cycling Master Plan

<p>1. Do you have a plan for a national cycling master plan of main routes:</p>	<p> <input type="checkbox"/> Existing (provide link if available) <input type="checkbox"/> Under discussion <input type="checkbox"/> We plan to do such a plan <input type="checkbox"/> Other (please indicate): _____ </p>																																			
<p>2. Milestones</p>	<p>Please indicate us main milestones:</p> <table border="1" data-bbox="464 1066 1382 1218"> <tr> <td><i>Date of start of elaboration</i></td> <td></td> </tr> <tr> <td><i>(Planned) date of adoption</i></td> <td></td> </tr> <tr> <td><i>Planned date of total implementation</i></td> <td></td> </tr> </table>	<i>Date of start of elaboration</i>		<i>(Planned) date of adoption</i>		<i>Planned date of total implementation</i>																														
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<i>(Planned) date of adoption</i>																																				
<i>Planned date of total implementation</i>																																				
<p>3. If yes, how many different main routes are defined in this plan ?</p>	<p><i>Provide us details on each route</i></p> <table border="1" data-bbox="464 1346 1414 1915"> <thead> <tr> <th>Main route (name and/or refence)</th> <th>Total existing length</th> <th>Total existing length, but to be rebuilt/ Renewed</th> <th>Total length under construction</th> <th>Total length not under construction, but planned and already financed</th> <th>Total length planned but not financed yet</th> <th>Total final expected length</th> </tr> </thead> <tbody> <tr> <td><i>Main route 1 example for countries</i></td> <td><i>A=120 km (includes B)</i></td> <td><i>B=25 km</i></td> <td><i>C=10 km</i></td> <td><i>D=50 km</i></td> <td><i>E=20 km</i></td> <td><i>F=200 km F=A+C+D+E</i></td> </tr> <tr> <td><i>Main route 2</i></td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td><i>Total main routes</i></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Main route (name and/or refence)	Total existing length	Total existing length, but to be rebuilt/ Renewed	Total length under construction	Total length not under construction, but planned and already financed	Total length planned but not financed yet	Total final expected length	<i>Main route 1 example for countries</i>	<i>A=120 km (includes B)</i>	<i>B=25 km</i>	<i>C=10 km</i>	<i>D=50 km</i>	<i>E=20 km</i>	<i>F=200 km F=A+C+D+E</i>	<i>Main route 2</i>	<i>Total main routes</i>						
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<i>Main route 2</i>																														
...																														
<i>Total main routes</i>																																				

<p>4. Map of the network</p>	<p>Please indicate us how to get the map of your cycling network. When available, please indicate links to get GIS data (.shp files). Please precise which type of infrastructure the map concerns: existing, planned or under construction.</p>

PART 2. YOUR CURRENT AND FUTURE CORE CYCLING NETWORK OF MAIN ROUTES

TEMPLATE TO BE USED FOR DESCRIBING YOUR CURRENT CYCLING NETWORK OF MAIN ROUTES.

PLEASE USE THE FOLLOWING TEMPLATE IN ORDER TO DESCRIBE EACH SEGMENT OF YOUR CORE CYCLING NETWORK (IF POSSIBLE ONE SEGMENT BY MAIN ROUTE). PLEASE PROVIDE TO US A MAP OF YOUR CURRENT CYCLING NETWORK OF MAIN ROUTES IF IT IS POSSIBLE BY INDICATING THE DIFFERENT SEGMENTS THAT ARE BEING DESCRIBED WHILE USING THE FOLLOWING TEMPLATE. USE AS MANY TIMES THE FOLLOWING TEMPLATE AS THE SEGMENTS OF YOUR CYCLING NETWORK ARE.

TEMPLATE 2 – EXISTING main cycling infrastructure

Segment Identification:.....

(numbering the segments of your networks is not obligatory but highly recommended)

Main cycling route number this segment belongs to:

Int'l reference (for example EuroVelo network, AGR network etc.):

Type of cycle infrastructure	Total existing length	Total existing length, but to be rebuilt/renewed	Total length under construction	Total length not under construction, but planned and already financed	Total length planned but not financed yet	Total final expected length
Shared space						
Cycle lane						
Contraflow lane						
One direction cycle path						
Bidirectional cycle path						
Greenway (cycle path opened to pedestrians)						

Type of major structure	Total number of existing major structures	Total number of existing major structures, but to be rebuilt/renewed	Total number of major structures under construction	Total number not under construction, but planned and already financed	Total number planned but not financed yet	Total expected number
Tunnels for bikes						

(or bikes and pedestrians)																		
Bike-bridges (or bike and pedestrian bridge)																		
22. GIS Information: (latitude/longitude, international reference, or indicate on a map):	<table border="1" style="width:100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width:40%;"></th> <th style="width:30%; text-align:center;"><i>Latitude</i></th> <th style="width:30%; text-align:center;"><i>Longitude</i></th> </tr> </thead> <tbody> <tr> <td style="text-align:center;">Start point</td> <td></td> <td></td> </tr> <tr> <td style="text-align:center;">End point</td> <td></td> <td></td> </tr> </tbody> </table>							<i>Latitude</i>	<i>Longitude</i>	Start point			End point					
							<i>Latitude</i>	<i>Longitude</i>										
Start point																		
End point																		
23. Please provide shapefiles(<i>with file extension: .SHP</i>)																		
24. Road Class: For cities : width [cm]	AGR: <input type="checkbox"/> Motorway <input type="checkbox"/> Express road <input type="checkbox"/> Ordinary road <input type="checkbox"/> standalone AH: <input type="checkbox"/> Primary <input type="checkbox"/> Class I <input type="checkbox"/> Class II <input type="checkbox"/> Class III <input type="checkbox"/> standalone																	
25. Design Speed (km/h):																		
26. Bicycles Traffic :	<table border="1" style="width:100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width:40%;"></th> <th style="width:15%; text-align:center;">Year</th> <th style="width:20%; text-align:center;">Average Daily Bicycles Traffic</th> <th style="width:25%; text-align:center;">Peak Daily Bicycles Traffic</th> </tr> </thead> <tbody> <tr> <td>Last known</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Previous measure (if available)</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>							Year	Average Daily Bicycles Traffic	Peak Daily Bicycles Traffic	Last known				Previous measure (if available)			
	Year	Average Daily Bicycles Traffic	Peak Daily Bicycles Traffic															
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Previous measure (if available)																		
27. Expected (total) traffic increase in % until 2030:	<table border="1" style="width:100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width:20%;"></th> <th style="width:25%; text-align:center;"><i>Average Daily Bicycles Traffic</i></th> <th style="width:25%; text-align:center;"><i>Peak daily Bicycles Traffic</i></th> <th style="width:30%; text-align:center;"><i>Estimated target / max capacity</i></th> </tr> </thead> <tbody> <tr> <td>Expected in 2030</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>							<i>Average Daily Bicycles Traffic</i>	<i>Peak daily Bicycles Traffic</i>	<i>Estimated target / max capacity</i>	Expected in 2030							
	<i>Average Daily Bicycles Traffic</i>	<i>Peak daily Bicycles Traffic</i>	<i>Estimated target / max capacity</i>															
Expected in 2030																		
28. Connection with the Public Transport	Please indicate below all links between this segment and public transport. Please fill one template per station. Please fill the template for each main station connected/integrated with main cycle routes this segment belongs to:																	

Parking Facilities along this segment	Name of the station																				
	Role of the station	<input type="checkbox"/> Local <input type="checkbox"/> Regional <input type="checkbox"/> National <input type="checkbox"/> International																			
	Type of available public transport	<input type="checkbox"/> Long-haul train <input type="checkbox"/> Local train <input type="checkbox"/> Metro <input type="checkbox"/> Trams <input type="checkbox"/> Busses <input type="checkbox"/> Taxi <input type="checkbox"/> Car-sharing <input type="checkbox"/> Other (indicate)																			
	Total parking places for bicycles																				
	Other segments of the bicycle network linked with this station (please fill the template only one time per station)																				
	Number of separated parking facilities for bicycles	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:15%;"></th> <th style="width:25%;">Number of separated facilities</th> <th style="width:25%;">Total parking places</th> <th style="width:35%;">% Used</th> </tr> </thead> <tbody> <tr> <td style="padding: 2px;">Shared secured parking facilities</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="padding: 2px;">Individual boxes</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="padding: 2px;">Free access stands</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>					Number of separated facilities	Total parking places	% Used	Shared secured parking facilities				Individual boxes				Free access stands			
		Number of separated facilities	Total parking places	% Used																	
	Shared secured parking facilities																				
	Individual boxes																				
	Free access stands																				
Total parking place for cars																					
Services for cyclists	<input type="checkbox"/> Bike sharing station (with one-way service) <input type="checkbox"/> Automatic rental of bicycle (without one-way service) <input type="checkbox"/> Traditional bicycle rental (with humans involved) <input type="checkbox"/> Workshop <input type="checkbox"/> Self-fixing tools <input type="checkbox"/> Lift <input type="checkbox"/> Without stairs																				
Year of construction of the main bicycle parking facility																					
Cost (if recent) And source of funds																					
Comments																					
Taking bike onboard in the public transport alongside this segment	Please fill only the lines corresponding to available forms of public transport alongside the segment If the information has been already provided for another segment, please just indicate its reference																				
	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:15%;">Type of public transport</th> <th style="width:20%;">Taking bike onboard</th> <th style="width:20%;">Hours / Days limitations</th> <th style="width:20%;">Pricing</th> <th style="width:25%;">Comments</th> </tr> </thead> <tbody> <tr> <td style="padding: 2px;">Long-haul train</td> <td style="padding: 2px;"><input type="checkbox"/> Never authorized <input type="checkbox"/> Always</td> <td></td> <td style="padding: 2px;"><input type="checkbox"/> for free <input type="checkbox"/> ticket for one ride</td> <td></td> </tr> </tbody> </table>					Type of public transport	Taking bike onboard	Hours / Days limitations	Pricing	Comments	Long-haul train	<input type="checkbox"/> Never authorized <input type="checkbox"/> Always		<input type="checkbox"/> for free <input type="checkbox"/> ticket for one ride							
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		authorized <input type="checkbox"/> Only when not crowded <input type="checkbox"/> Only folding bikes		<input type="checkbox"/> ticket for one day <input type="checkbox"/> other	
Local train		<input type="checkbox"/> Never authorized <input type="checkbox"/> Always authorized <input type="checkbox"/> Only when not crowded <input type="checkbox"/> Only folding bikes		<input type="checkbox"/> for free <input type="checkbox"/> ticket for one ride <input type="checkbox"/> ticket for one day <input type="checkbox"/> other	
Metro		<input type="checkbox"/> Never authorized <input type="checkbox"/> Always authorized <input type="checkbox"/> Only when not crowded <input type="checkbox"/> Only folding bikes		<input type="checkbox"/> for free <input type="checkbox"/> ticket for one ride <input type="checkbox"/> ticket for one day <input type="checkbox"/> other	
Trams		<input type="checkbox"/> Never authorized <input type="checkbox"/> Always authorized <input type="checkbox"/> Only when not crowded <input type="checkbox"/> Only folding bikes		<input type="checkbox"/> for free <input type="checkbox"/> ticket for one ride <input type="checkbox"/> ticket for one day <input type="checkbox"/> other	
Busses		<input type="checkbox"/> Never authorized <input type="checkbox"/> Always authorized <input type="checkbox"/> Only when not crowded <input type="checkbox"/> Only folding bikes		<input type="checkbox"/> for free <input type="checkbox"/> ticket for one ride <input type="checkbox"/> ticket for one day <input type="checkbox"/> other	
Other (indicate)		<input type="checkbox"/> Never authorized <input type="checkbox"/> Always authorized <input type="checkbox"/> Only when not crowded <input type="checkbox"/> Only folding bikes		<input type="checkbox"/> for free <input type="checkbox"/> ticket for one ride <input type="checkbox"/> ticket for one day <input type="checkbox"/> other	

PART 3. INFORMATION ABOUT NEW / PLANNED CYCLING INFRASTRUCTURE PROJECTS WHICH WILL BE PART OF YOUR CYCLING NETWORK OF MAIN ROUTES.

PLEASE PROVIDE US THE LIST OF YOUR CYCLING PROJECTS USING TEMPLATE 3A. IN ADDITION, EACH NEW PROJECT SHOULD BE DESCRIBED BY USING A SEPARATE INSTANCE OF TEMPLATE 3B. AS NEW PROJECT IS BEING CONSIDERED EVERYTHING THAT DIRECTLY OR INDIRECTLY WILL FACILITATE CYCLING IN YOUR CITY ALONGSIDE ONE OF YOUR MAIN ROUTES (CONSTRUCTION OF NEW CYCLING ROUTES, TUNNELS, BRIDGES, BUT ALSO MAINTENANCE OR REHABILITATION OF EXISTING ONES, PARKING SPACES ETC.).

TEMPLATE 3a – Summary of new identified Projects on main cycle routes <i>List of all your projects which built cycle infrastructure or improve existing one</i>				
Project ID	Related infrastructure	Project Name and description	Total project cost (Million US\$ or €)	Security of funds (Y/N / partly please indicate percentage)
01	<input type="checkbox"/> New cycling lane <input type="checkbox"/> New cycling path <input type="checkbox"/> Traffic lights <input type="checkbox"/> Traffic signs <input type="checkbox"/> Lighting <input type="checkbox"/> Rehabilitation <input type="checkbox"/> Parking facility <input type="checkbox"/> Bike-tunnel <input type="checkbox"/> Bike-bridge <input type="checkbox"/> Bike services <input type="checkbox"/> Other ... (please indicate)			
02	<input type="checkbox"/> New cycling lane <input type="checkbox"/> New cycling path <input type="checkbox"/> Traffic lights <input type="checkbox"/> Traffic signs <input type="checkbox"/> Lighting <input type="checkbox"/> Rehabilitation <input type="checkbox"/> Parking facility <input type="checkbox"/> Bike-tunnel <input type="checkbox"/> Bike-bridge <input type="checkbox"/> Bike services <input type="checkbox"/> Other ... (please indicate)			
03	<input type="checkbox"/> New cycling lane <input type="checkbox"/> New cycling path <input type="checkbox"/> Traffic lights <input type="checkbox"/> Traffic signs <input type="checkbox"/> Lighting			

	<input type="checkbox"/> Rehabilitation <input type="checkbox"/> Parking facility <input type="checkbox"/> Bike-tunnel <input type="checkbox"/> Bike-bridge <input type="checkbox"/> Bike services <input type="checkbox"/> Other ... (please indicate)			
04	Etc.			
05	...			

USE AS MANY TIMES THE FOLLOWING TEMPLATE AS YOUR NEW PROJECTS ARE.

TEMPLATE 3b – Analysis of the new projects Use this template for each NEW Project as listed above										
Project Name:										
Project Code:										
Int'l reference (for example EuroVelo network, AGR network etc.):										
Projects Group (please select): <input type="checkbox"/> Funded <input type="checkbox"/> Non-funded										
Note: If Funded, fill in Section 1 only. If Unfunded, fill in Sections 1 and 2.										
Section 1. Project Technical Characteristics and financial data (Please describe technical design characteristics of the existing situation and after project, if changed):										
29. Description of project and expected benefits:										
30. Location: (latitude/longitude, international reference, or indicate on a map)	Please provide us the coordinates <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="width: 30%;"></th> <th style="width: 35%; text-align: center;"><i>Latitude</i></th> <th style="width: 35%; text-align: center;"><i>Longitude</i></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Start point</td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">End point</td> <td></td> <td></td> </tr> </tbody> </table>		<i>Latitude</i>	<i>Longitude</i>	Start point			End point		
	<i>Latitude</i>	<i>Longitude</i>								
Start point										
End point										
31. Road Class ¹ :	AGR: <input type="checkbox"/> Motorway <input type="checkbox"/> Express road <input type="checkbox"/> Ordinary road <input type="checkbox"/> standalone cycle track AH: <input type="checkbox"/> Primary <input type="checkbox"/> Class I <input type="checkbox"/> Class II <input type="checkbox"/> Class III <input type="checkbox"/> standalone cycle track									
32. Length (in km):	For instance 228 km									
33. Type of cycle track	<input type="checkbox"/> Shared space (total length:) <input type="checkbox"/> Cycle lane (total length:) <input type="checkbox"/> Contraflow lane (total length:) <input type="checkbox"/> One direction cycle path (total length:) <input type="checkbox"/> Bidirectional cycle path (total length:) <input type="checkbox"/> Greenway (cycle path opened to pedestrians) (total length:) <input type="checkbox"/> Tunnel (number: total length:) <input type="checkbox"/> Bike-bridge (number: total length:) <input type="checkbox"/> Bike and pedestrian bridge (number: total length:)									
34. Design Speed (km/h):										

35. Daily cycle Traffic:	Please indicate peak and annual average values: <table border="1" data-bbox="703 264 1433 365"> <thead> <tr> <th></th> <th><i>Year</i></th> <th><i>Average Daily Bicycles Traffic</i></th> <th><i>Peak daily Bicycles Traffic</i></th> </tr> </thead> <tbody> <tr> <td>Last known</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		<i>Year</i>	<i>Average Daily Bicycles Traffic</i>	<i>Peak daily Bicycles Traffic</i>	Last known			
	<i>Year</i>	<i>Average Daily Bicycles Traffic</i>	<i>Peak daily Bicycles Traffic</i>						
Last known									
36. Expected (total) traffic increase in %:	<table border="1" data-bbox="703 517 1433 712"> <thead> <tr> <th></th> <th><i>Average Daily Bicycles Traffic</i></th> <th><i>Peak daily Bicycles Traffic</i></th> <th><i>Estimated target / max capacity</i></th> </tr> </thead> <tbody> <tr> <td>Expected in (please indicate the year:.....)</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		<i>Average Daily Bicycles Traffic</i>	<i>Peak daily Bicycles Traffic</i>	<i>Estimated target / max capacity</i>	Expected in (please indicate the year:.....)			
	<i>Average Daily Bicycles Traffic</i>	<i>Peak daily Bicycles Traffic</i>	<i>Estimated target / max capacity</i>						
Expected in (please indicate the year:.....)									
37. Project cost (please indicate mil. \$ or Euros):									
38. Expected Starting Date:									
39. Expected Completion Date:									
40. Internal Rate of Return (IRR):									
41. Project's stage:	<input type="checkbox"/> Construction <input type="checkbox"/> Tendering <input type="checkbox"/> Design/Study <input type="checkbox"/> Planning <input type="checkbox"/> Identification								
42. Expected Funding Sources (and the % of funding for each one):	<input type="checkbox"/> World Bank (..... %) <input type="checkbox"/> European Union(..... %) <input type="checkbox"/> National Cycling Fund(..... %) <input type="checkbox"/> Regional Cycling Fund(..... %) <input type="checkbox"/> other(..... %)								

Section 2. Form for Investment Prioritization exercise to be completed only for NON-FUNDED projects

Section 2 To be completed only for non-funded projects

Section 2.A. Project Information Concerning Criteria of CLUSTER A

16. To what extent will the project improve access to bike transport and promote cycling as an alternative for individual car transport (Criterion C_{A1})?
- A: Greatly
 B: Significantly
 C: Somewhat

- D: Slightly
- E: Does not improve connectivity.

17. To what extent will the project help to reach a coherent network (Criterion C_{A2})?

- A: Greatly
- B: Significantly
- C: Somewhat
- D: Slightly
- E: Does not.

18. Will the project improve road safety of the cycling network (Criterion C_{A3})?

- A: Greatly
- B: Significantly
- C: Somewhat
- D: Slightly
- E: Does not.

19. Will the project cross a natural barrier, alleviate bottlenecks, complete a missing link or raise substandard sections to meet national/international standards (Criterion C_{A4})?

- A: Greatly
- B: Significantly
- C: Somewhat
- D: Slightly
- E: Does not.

20. Will the project help to reach better detour factor (Criterion C_{A5})?

- A: Greatly
- B: Significantly
- C: Somewhat
- D: Slightly
- E: Does not.

21. Will the project help to reach better delay factor (Criterion C_{A6})?

- A: Greatly
- B: Significantly
- C: Somewhat
- D: Slightly
- E: Does not.

22. Will the project help access to public transport (Criterion C_{A7})?

- A: Greatly
- B: Significantly
- C: Somewhat
- D: Slightly
- E: Does not.

23. Will the project raise cycling network capacity? (Criterion C_{A8})?

- A: Greatly
- B: Significantly
- C: Somewhat
- D: Slightly
- E: Does not.

24. Will the project help connect rural or suburban areas to themain city? (Criterion C_{A9})?

- A: Greatly
- B: Significantly
- C: Somewhat
- D: Slightly
- E: Does not.

25. Will the project connect low-income housing to workplaces or services (Criterion C_{A10})?

- A: Greatly
- B: Significantly
- C: Somewhat
- D: Slightly
- E: Does not.

Section 2B Project Information Concerning Criteria of CLUSTER B

26. Does the project have a high degree of urgency due to importance attributed by the national authorities and/or social interest (Criterion C_{B1})?

- A: In the national cycling plan and immediately required (for implementation up to 2018)
- B: In the national cycling plan and very urgent (for implementation up to 2020)
- C: In the national cycling plan and urgent (for implementation up to 2025)
- D: In the national cycling plan but may be postponed until after 2025
- E: Not in the national cycling plan.

27. To what extent is the project expected to increase traffic (Criterion C_{B2})?

- A: By more than 100%
- B: 50-100%
- C: 20-50%
- D: less than 20%
- E: Will not affect traffic.

28. At what stage is the project (Criterion C_{B3})?

- A: Tendering
- B: Feasibility study
- C: Pre-feasibility study
- D: Planning
- E: Identification.

29. What is the financing feasibility of the project (Criterion C_{B4})?

- A: Excellent
- B: Very Good
- C: Good
- D: Medium
- E: Low

30. To what extent does the project have potentially negative environmental or social impacts (pollution, safety, etc.) (Criterion C_{B5})?

- A: No expected impact
- B: Slight impact
- C: Moderate impact
- D: Significant impact
- E: Great impact.

PART 4. ADDITIONAL INFORMATION, GOOD PRACTICES, POLICIES ALREADY IMPLEMENTED.

TEMPLATE 4 TO BE USED FOR DESCRIBING YOUR CURRENT CYCLING POLICIES, GOOD PRACTICES AND RECENT STUDIES ABOUT CYCLING.

TEMPLATE 4 – Cycling policies in your country	
8. What do you consider the main benefits of cycling?	<input type="checkbox"/> Public health improvement <input type="checkbox"/> Efficient use of public space <input type="checkbox"/> Reducing congestion <input type="checkbox"/> Air quality protection <input type="checkbox"/> Climate protection <input type="checkbox"/> Affordable infrastructure (investment) <input type="checkbox"/> Affordable infrastructure (maintenance) <input type="checkbox"/> Saving money by users <input type="checkbox"/> Public transport availability improvement <input type="checkbox"/> Other – please indicate
9. Have you already done a cost-benefit analysis?	<input type="checkbox"/> Yes (If yes, please indicate which one) <input type="checkbox"/> No
10. What do you consider the main challenges for developing cycling?	
11. Cycling policies	Please indicate main recent works, decisions, policies and initiatives linked to bicycle transportation. When available, please indicate links to download it.
12. Recent studies	Please indicate main recent studies, assessments and analysis linked with bicycle transportation. When available, please indicate links to download it.
13. Technical Standards for cycling infrastructure	Please indicate the list of main existing, approved or proposed technical standards/guidelines on designing and planning of cycling infrastructure. When available, please indicate links to download it.
14. Parking facilities	Please indicate main principles and assumptions on designing and planning bicycle parking facilities on main public transport stations. When available, please indicate links to download it.