

THE PEP Partnership on Cycling and the pan-European master plan for cycling promotion

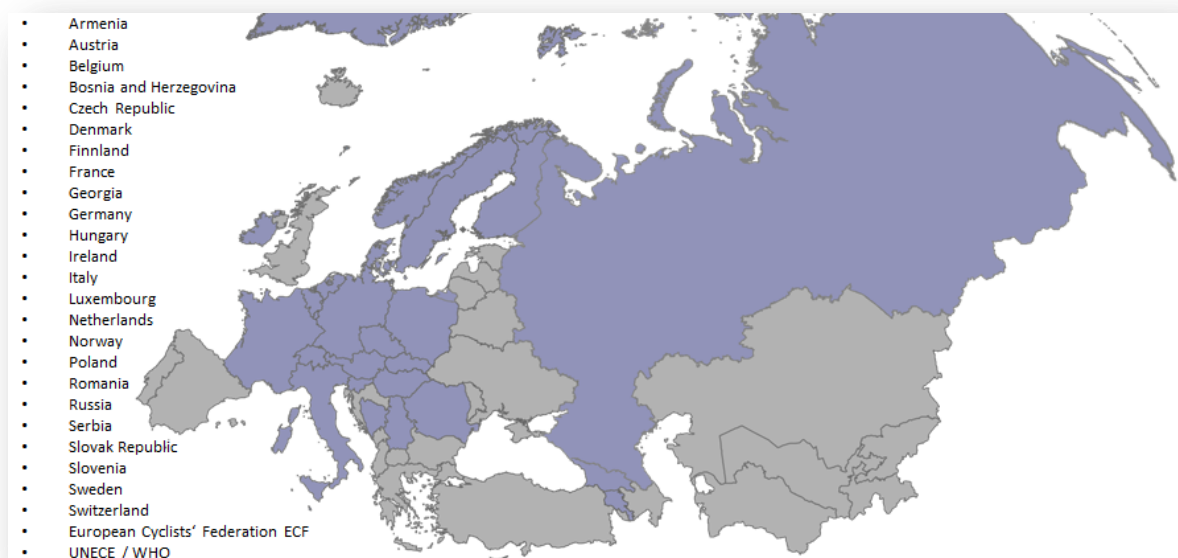
Many European countries have recently developed national cycling strategies to coordinate and support actions on cycling promotion at the national, regional and local level. While several success stories have emerged from around Europe in the promotion of cycling, much of this progress is often dependent 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.

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.

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.

THE PEP Partnership on cycling

Starting at the 4th High-level Meeting on Transport, Health and Environment in April 2014, the Member States of THE PEP established the partnership on cycling and initiated the development of a pan-European masterplan for cycling promotion. The partnership is coordinated by Austria and France and overseen by the Steering Committee of THE PEP. **As of October 2016, a total of 24 Member States and the European Cyclists' Federation actively participated in the partnership.**



Draft structure of the Pan-European master plan for cycling promotion

The first meetings of the partnership have been used to identify the most relevant topics to be covered in the master plan. Since the beginning of 2016 the topic leaders are preparing concrete recommendations for the different target groups. During the last meeting in Brussels the members of the partnership were asked to provide feedback to the suggested recommendations. The following list reflects the current status of topics and recommendations for the master plan. The members of the partnership responsible for elaborating the recommendations are mentioned in brackets.

Chapters	Topic Leader(s)
1 Introduction 1.1 Transport, Health and Environment Pan-European Programme 1.2 Master plan development process 1.3 Target groups of the pan-European master plan	Austria
2 Status of Cycling – Where are we at the moment? 2.1 Level of cycling in THE PEP member states (cycle use, cycling fatalities, cycling tourism, sales) 2.2 Country Self Assessment (possibility for a self-classification based on basic indicators)	Germany, Belgium
3 Objectives - What do we want to achieve Overall objective: the promotion of cycling on the pan-European level Specific objectives <ul style="list-style-type: none"> - Increase cycling in every country and double cycling in the 56 THE PEP member states by 2030 - National cycling master plans being implemented in THE PEP member states by 2030 Additional objectives discussed in the partnership are: <ul style="list-style-type: none"> - Half the number of fatalities in cycling until 2030 – Vision Zero meaning no fatalities until 2050 - Double jobs related to cycling until 2030 - Increase the density of cycle networks in major cities by 50% 	Austria
4 Benefits of Cycling – Why should we promote cycling in Europe? 4.1 Contribution to Sustainable economic development and job creation 4.2 Support sustainable mobility 4.3 Reduced emissions and noise 4.4 Healthier and safer transport 4.5 Have a national cycling policy	Austria
5 Recommendations	
5.1 Recommendations for the development and implementation of national cycling policies <ul style="list-style-type: none"> - Create strong “cycling networks” on horizontal and vertical level - Establish National Knowledge Centre for training of professionals and skill enhancement - Implement cycling promotion measures to improve the image of cycling 	Germany

<ul style="list-style-type: none"> - Set-up, update, improvement of National Cycling strategy - Install a national cycling officer - Implement cycling-friendly measures in public sector to set a good example 	
<p>5.2 Cycling infrastructure needs</p> <ul style="list-style-type: none"> - Develop a methodology for the implementation of a trans-European cycling network (TEC) - Create transnational and national cycling route network - Define standards for cycling infrastructure 	ECF & UNECE
<p>5.3 Development of cycling tourism</p> <ul style="list-style-type: none"> - Establish national cycling tourism (EuroVelo) coordination centres - Introduce a national cycling-friendly service scheme 	ECF
<p>5.4 Financing</p> <ul style="list-style-type: none"> - Provide adequate financing for safe and comfortable cycling conditions - Increase the use of international funding schemes 	UNECE & ECF
<p>5.5 Fiscal System</p> <ul style="list-style-type: none"> - Tax-free kilometric reimbursement for cycling to work - Purchase premium for e-bikes 	ECF
<p>5.6 Inventory, harmonization and standardization</p> <ul style="list-style-type: none"> - Integrate regulations to promote cycling and to increase cycling safety into national highway codes - Adopt a national standard for signalisation of cycle route networks - Improve and harmonise vehicle specifications 	France
<p>5.7 Cycling & planning processes</p> <ul style="list-style-type: none"> - Cyclist-friendly infrastructure planning regulations - Establish multimodal transport agencies - Consider cycling into spatial planning - Include cycling components into existing European and transnational infrastructure regulations and plans - Bicycle carriage on public transport 	Hungary
<p>5.8 Monitoring and benchmarking</p> <ul style="list-style-type: none"> - Define and collect a minimum set of indicators to monitor the level of cycling - Collect data on cycling on UNECE level & on EU level - Organize a national travel survey in your country, following the recommendations of Eurostat Passenger Mobility Guidelines. - Highlight the benefits of cycling by applying a common methodology - Consider health benefits resulting from cycling in cost benefit analysis 	Belgium & Austria
<p>5.9 Health and safety</p>	WHO
<p>5.10 Innovation and technology</p>	vacant
<p>6 Implementation</p> <ul style="list-style-type: none"> - THE PEP Partnership on cycling - Monitoring 	Austria

Planned timeline to adoption

Year	Month/date	Meetings	Where
2016	7th-9th Nov	THE PEP Steering Committee Meeting	Geneva
2017	19th Jan	PEMP Topic Leader Meeting	Paris
	2nd half of February	Transdanube.Pearls + THE PEP Partnership	Belgrade
	2nd half of March	THE PEP Partnership Meeting	tbd
	13th June	THE PEP Partnership Meeting	Arnhem/Nijmegen
	July	THE PEP Bureau Meeting	Copenhagen
	October	THE PEP Partnership Meeting	tbd
	30th/31st Oct	THE PEP Steering Committee Meeting	Geneva
2018	1st half of the year	THE PEP Partnership Meeting	tbd
	2nd half of the year	THE PEP Partnership Meeting (AT EU Presidency)	Vienna
	2nd half of the year	THE PEP Partnership Meeting	tbd
2019	1st half of the year	Possible date for 5th HL Meeting of THE PEP	Vienna

THE PEP Partnership would appreciate to get the feedback of the members of THE PEP Steering Committee on the structure of the master plan as well as on the draft list of recommendations as well as expression of further interest of additional Member States to join THE PEP Partnership and or host Partnership meetings.