

# Danube Cycle Plans project

**EUSDR Priority Area 1b: Steering Group Meeting:**  
Bled, 3-4 November 2022

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PP4 SL: Republic of Slovenia

Ministry of Infrastructure

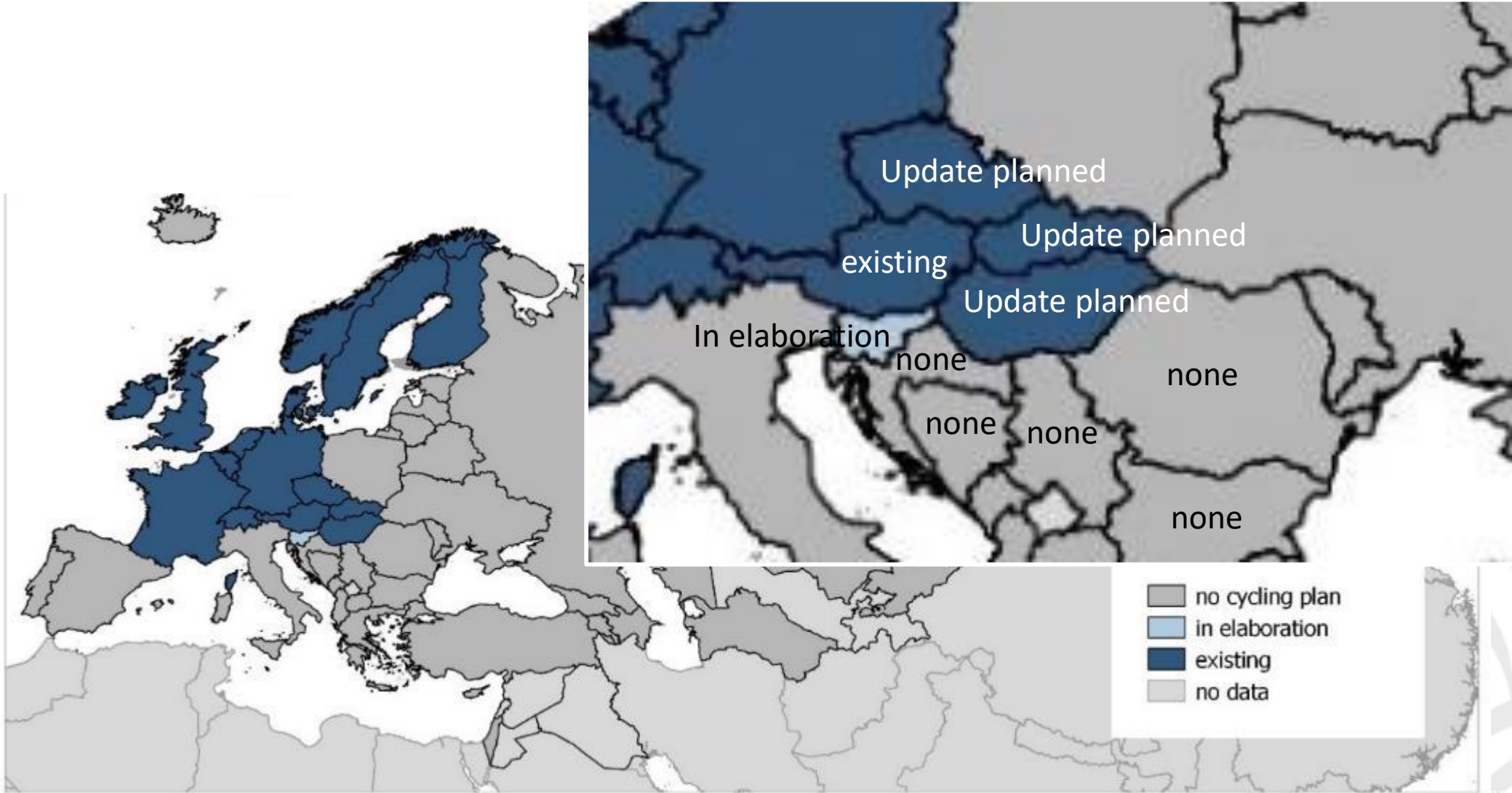
**3. 11. 2022**



REPUBLIC OF SLOVENIA  
MINISTRY OF INFRASTRUCTURE



# new/updated National Cycling Plans



# Cycle Route Networks



# Network conditions

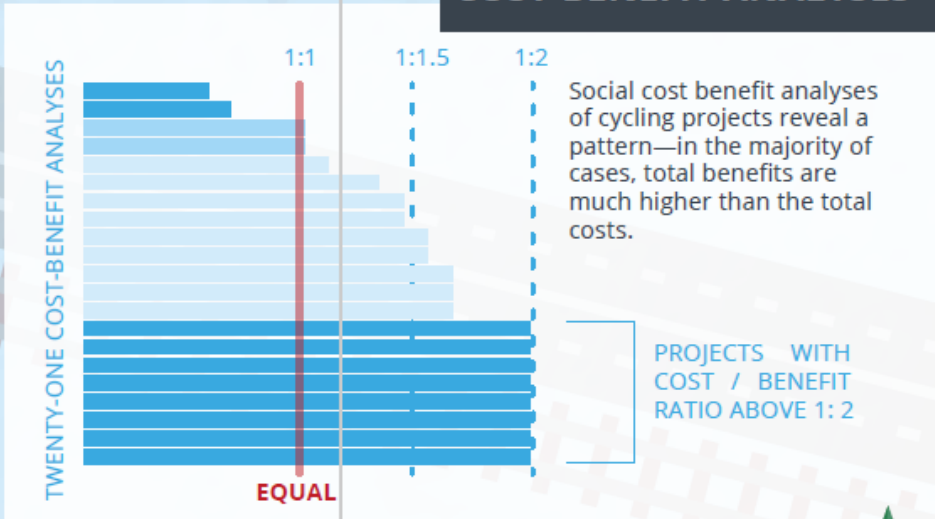


# Network conditions



# What is the return on investment for cycling?

## COST-BENEFIT ANALYSES



Social cost benefit analyses of cycling projects reveal a pattern—in the majority of cases, total benefits are much higher than the total costs.



## RETURNS FROM THREE INVESTMENT CASES

### 1 THE HAGUE BIKE BRIDGE

The cycling bridge is a part of the fast cycle route in The Hague. This bridge crosses the A12 highway and the railway tracks, providing a direct connection for cyclists from one part of the city to another. The total benefit from increased mobility is over €28 million.



# National Cycling Conferences



## OUR AMBASSADORS

The CityChangers initiative was created by a group of people who don't care how and where they live. The CityChangers platform is not only made up of politicians, but above all active people in local communities, which we would like to connect with each other. It offers information on innovation, technology, street design, squares, safe transport, helps with conceptual planning and good examples from their cities...



Olomouc, mayor

**Miroslav Zbánek**

"Transport in the city should contribute to a higher quality of life."



Prague 5, mayor

**Renata Zajíčková**

"General Transport of Prague 5 will be built on sustainability."



Příbram, Deputy Mayor

**Martin Buršík**

"I understand Příbram as a city of short distances."



Cyclo-influencer

**Jana Trávníčková**

"I want to help people break down the fear of traffic"



Trinec, mayor

**Věra Palkovská**

"You can't change a city for the better without active communication."



Celebrated

**Milos Musil**

"We have created a strong tandem."



Jihlava, councilor for transport

**Jaroslav Vymazal**

"Our aim will be to strengthen sustainable transport modes."



Prague

**Young family**

"Carsharing is more advantageous than owning a car"



Pan-European Master Plan for Cycling Promotion –

Danube Cycle Plans is its implementation at macro-regional  
level and national levels

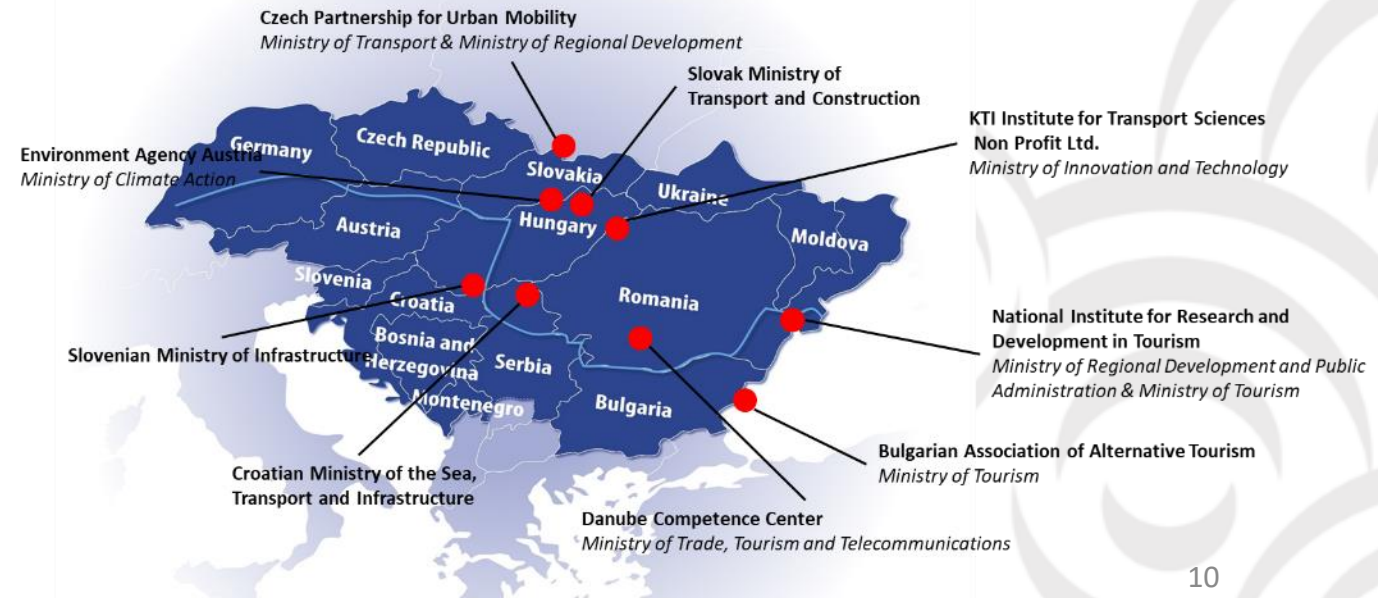
# Facts and figures

- 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

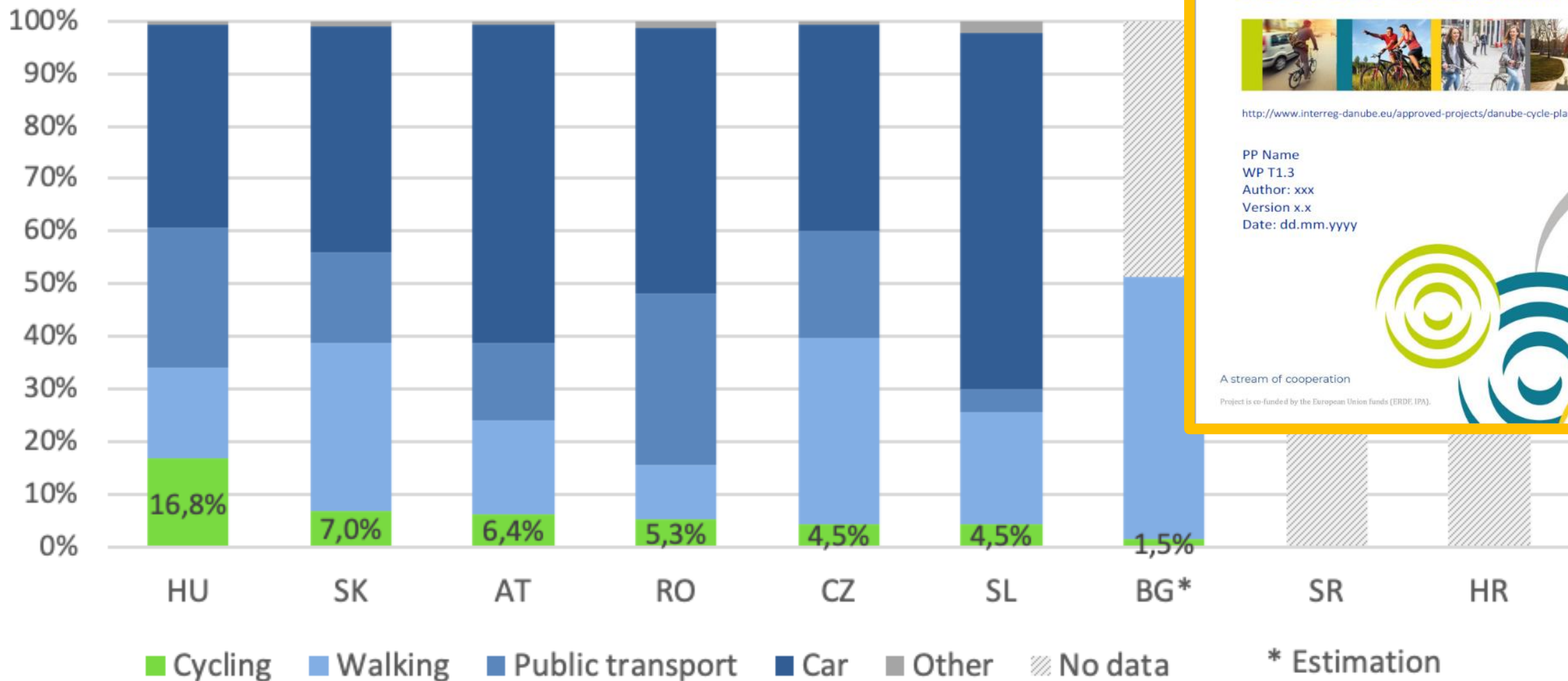
**umweltbundesamt**<sup>U</sup>  
ENVIRONMENT AGENCY AUSTRIA

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

**klimaaktiv**  
  
mobil



# Status of cycling in the Danube Region



<http://www.interreg-danube.eu/approved-projects/danube-cycle-plans>

PP Name  
 WP T1.3  
 Author: xxx  
 Version x.x  
 Date: dd.mm.yyyy



A stream of cooperation

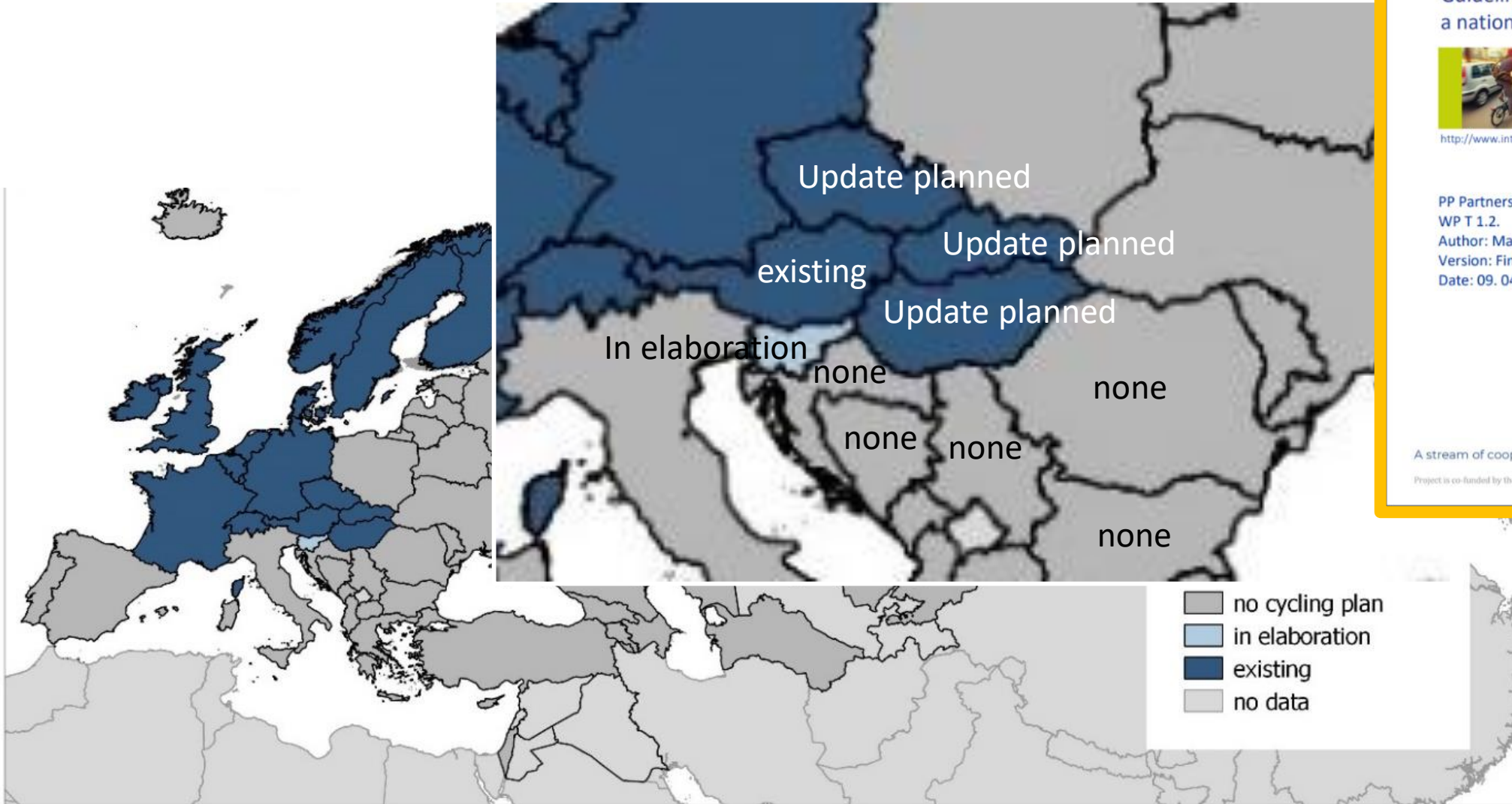
Project is co-funded by the European Union funds (ERDF, IPA).

# 1 Develop and implement national cycling policies supported by a National Cycling Plan

## How does DCP support the implementation of the pan-European Master Plan?

- Nine new or updated national cycling plans elaborated
- Nine national cycling working groups established, several National Cycling Officers appointed
- Different inspiration events for important target groups tested and ready for further implementation
- National cycling conferences organized in nine countries

# National Cycling Plans



11/7/2022

The cover of the 'Danube Cycle Plans' guideline document features the Interreg Danube Transnational Programme logo at the top. The title 'Danube Cycle Plans' is prominently displayed, followed by the subtitle 'Guideline on how to set up a national cycling plan'. Below the text are three small images showing people cycling. The document is part of the 'PP Partnership for Urban Mobility WP T 1.2' and was authored by Martinek, Vrtalová. It is the final version, dated 09.04.2021. The cover also includes the slogan 'A stream of cooperation' and a note that the project is co-funded by the European Union funds (ERDF, IPA). A decorative graphic of overlapping circles is visible in the bottom right corner.

## 2 Improve regulatory framework for cycling

- Catalogue of cycling friendly infrastructure standards elaborated
- Several country road maps to improve infrastructure standards and regulations developed
- Support for newly established “UNECE Group of Experts on Cycling Infrastructure”



	AT	CZ	HU	SL	SK	RO	SR	HR	BG
Cycle tracks	✓	✓	✓	✓	✓	✓	✓	✓	✓
Cycle and pedestrian tracks	✓	✓	✓	✓	✓	✓	✓	✓	✓
Cycle lanes	✓	✓	✓	✓	✓	✓	✓	✓	✓
Advisory cycle lanes	✓	✓	✓	✓	✓	✓	✗	✗	✗
Contraflow	✓	✓	✓	✓	✓	✗	✗	✗	✗
Cycle routes	✓	✓	✓	✗	✗	✗	✓	✗	✗
Greenways / multipurpose path	✗	✗	✓	✓	✗	✗	✗	✓	✗
Mixed-use zones	✓	✓	✗	✓	✗	✗	✗	✗	✗
Cycle streets	✓	✓	✗	✗	✗	✗	✗	✗	✗
Cycle highways		✗		✗	✗	✗	✗	✗	✗

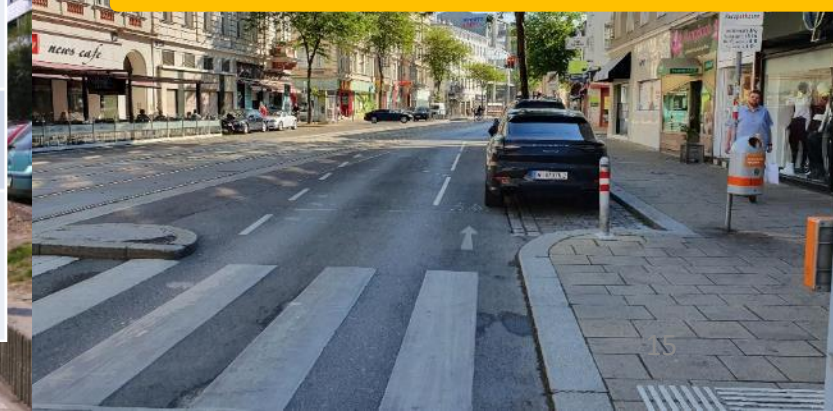
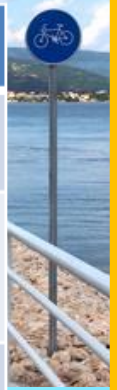
Danube Cycle Plans  
 Catalogue of Cycling-friendly Infrastructure Standards  
 for the Danube Countries



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



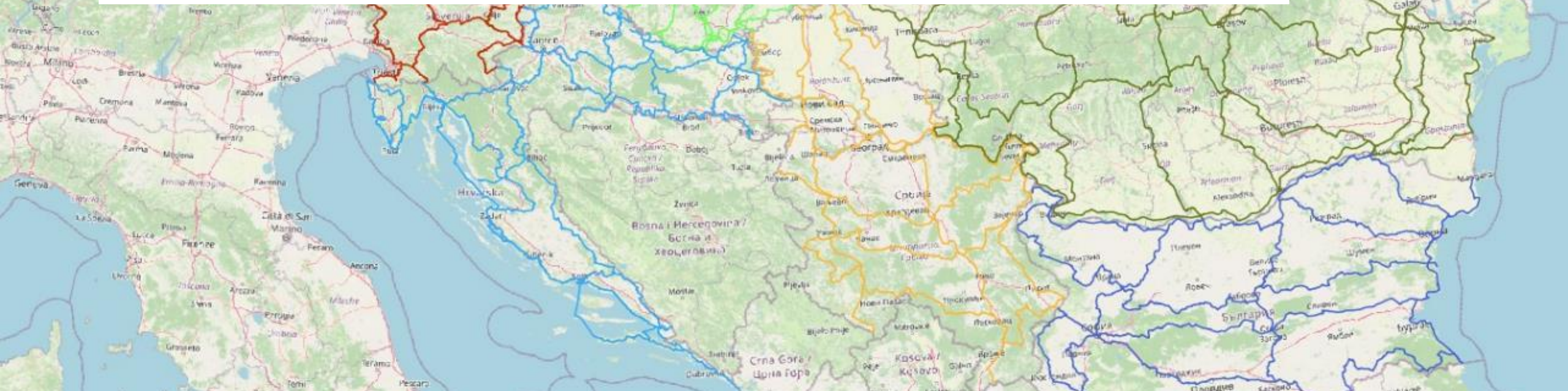
A stream of cooperation  
 Project is co-funded by the European Union funds (ERDF, IPA).





# 3 Provide user friendly cycling infrastructure

- DanuVelo cycle route network defined based on EuroVelo and National Cycle Route Networks








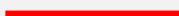
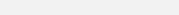
# Proposed DanuVelo Network



# DanuVelo – Danube Cycle Route Network



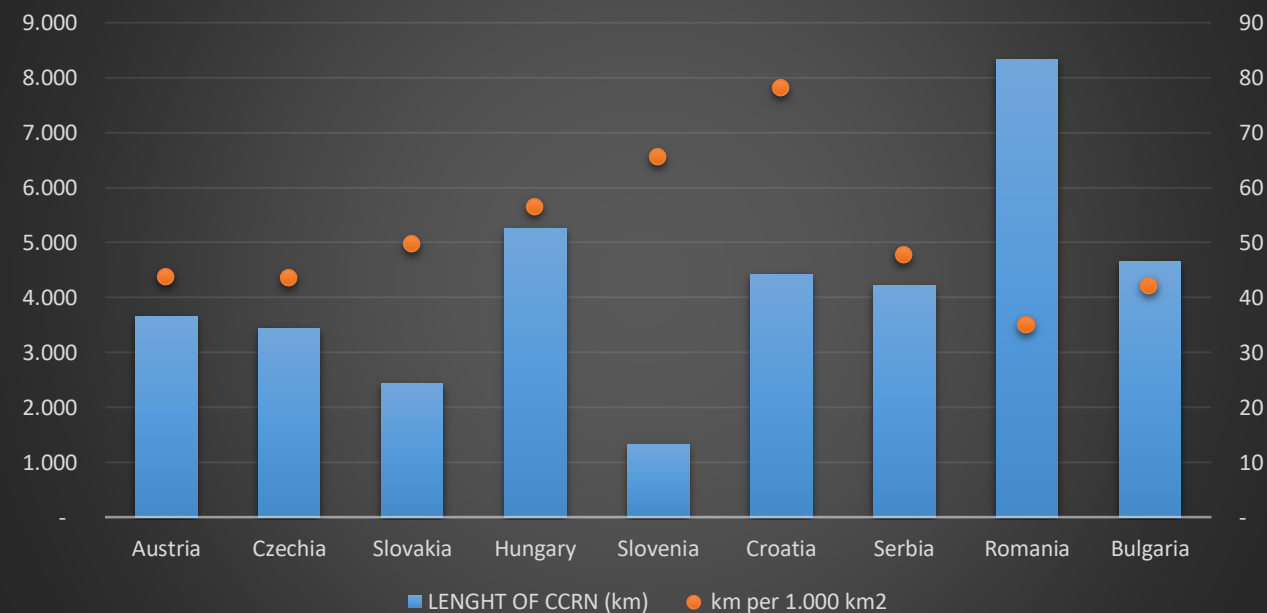
## Legend:

-  GECI – Good enough cycling infrastructure
-  AEAR - Adjusting existing adequate roads
-  CINE - Construction improvement needed
-  NECI - New cycling infrastructure needed
-  PUTR - Public transport option

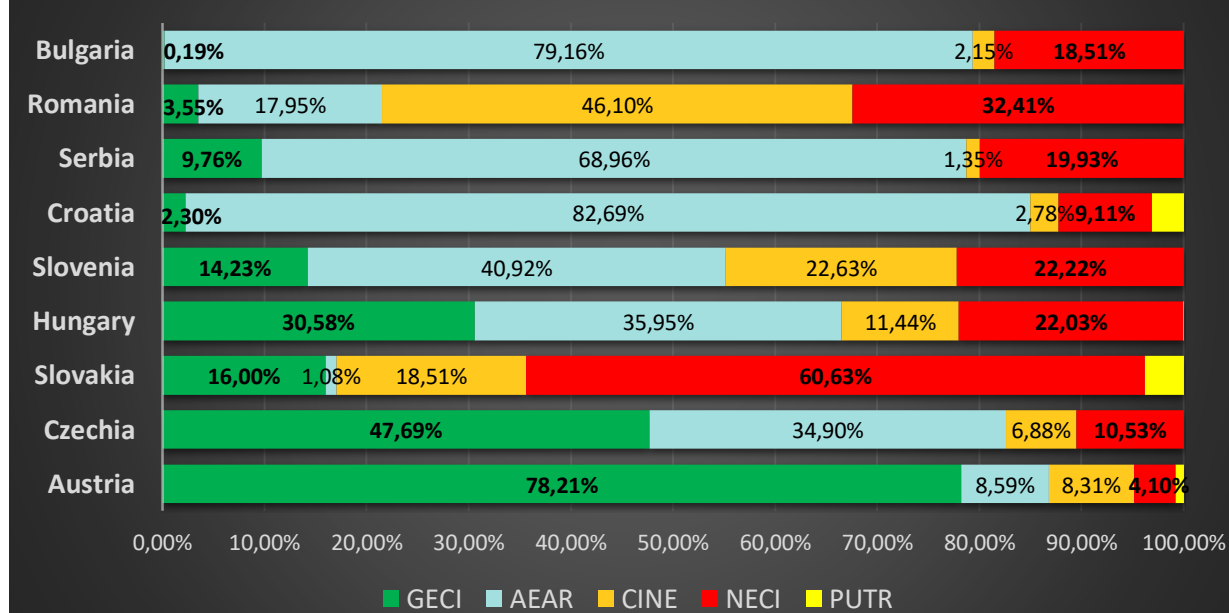
# DanuVelo – Danube Cycle Route Network

- 37.714 km of proposed network
  - 7.500 km GECI
  - 8.200 km NECI

Lenght of CCRN



Share of each category section per country



# Investment necessity of the DanuVelo network

<i>Country</i>	<i>Investment necessities</i>
Austria	150 173 106 €
Czechia	247 806 061 €
Slovakia	761 909 576 €
Hungary	964 117 700 €
Slovenia	214 380 487 €
Croatia	253 818 955 €
Serbia	220 455 776 €
Romania	1 959 708 746 €
Bulgaria	428 080 032 €

**SUM = 5.2 billion EUR**

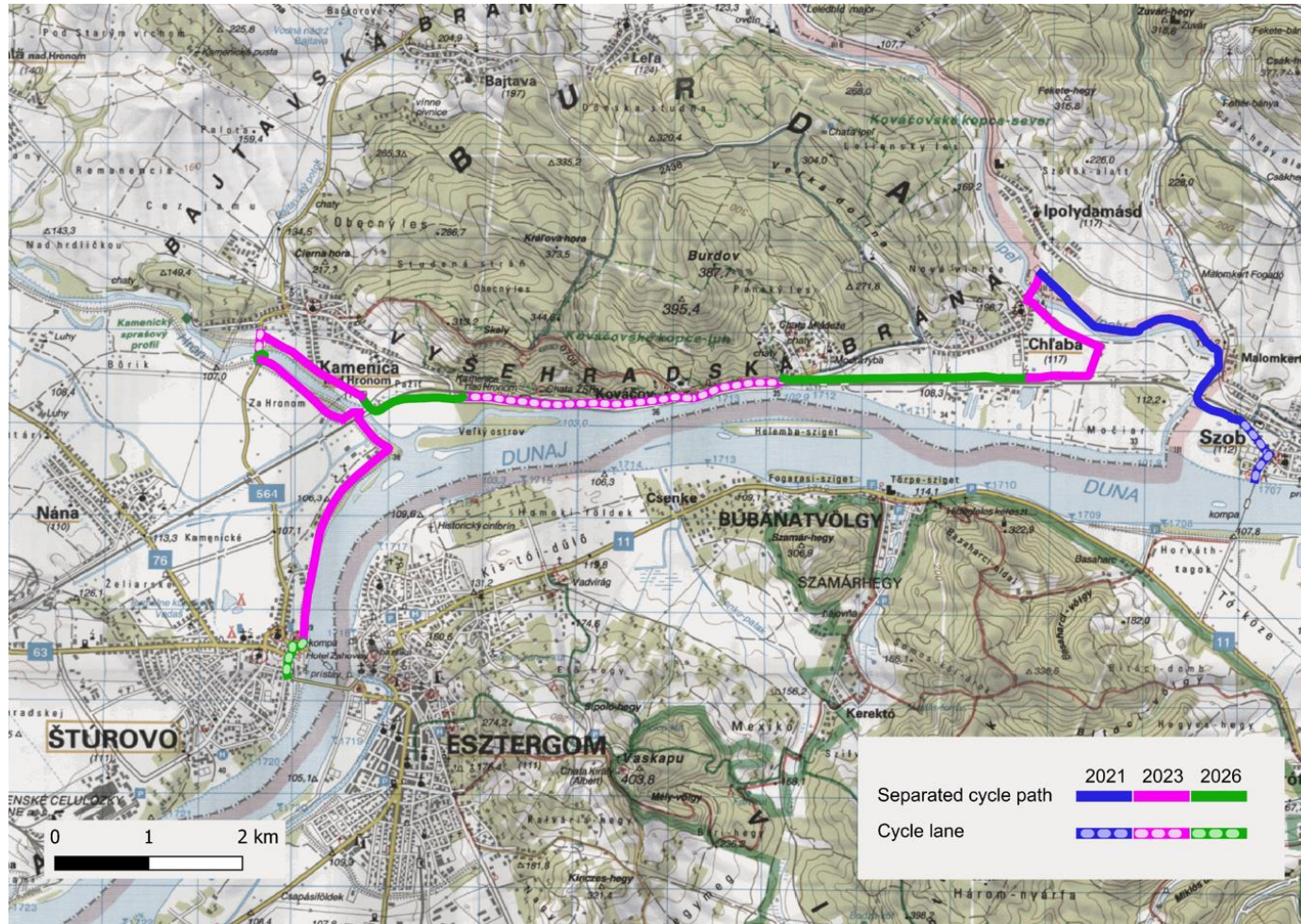
## 4 Provide sustainable investments and efficient funding mechanisms

- Investment necessities for upgrading DanuVelo network calculated
- Benefits of investments highlighted by applying an extended methodology for Cost-Benefit-Analysis
- Cycling Infrastructure Investment Event organized to establish close cooperation with International Financial Institutions (IFIs)

# Application of the updated CBA methodology



# Application of the updated CBA methodology



# Application of the updated CBA methodology

<i>Economic costs and benefits (EUR)</i>	<i>CBA Base</i>	<i>New approach</i>
Investment	3 462 369 €	3 462 369 €
Operation	194 829 €	194 829 €
Maintenance	78 021 €	78 021 €
Replacement costs	642 657 €	642 657 €
Residual value (-)	827 029 €	827 029 €
<b>Costs</b>	<b>3 550 848 €</b>	<b>3 550 848 €</b>
Travel time	567 526 €	749 412 €
Accidents	57 552 €	57 552 €
Environmental effects	161 364 €	161 364 €
Vehicle operating costs	383 514 €	383 514 €
Health effects	- €	3 781 398 €
<b>Benefits</b>	<b>1 169 957 €</b>	<b>5 133 240 €</b>
<b>Economic net present value</b>	<b>- 2 380 893 €</b>	<b>1 582 390 €</b>



## 6 Promote cycling through incentives and mobility management



- Danube Cycling Ambassadors promoting cycling at the national and macro-regional level
- Cycling promotion tour from Vienna to Velocity Ljubljana: Start in Vienna by Austrian Minister for Climate Action, Leonore Gewessler

## More people cycling in the Danube region Danube Cycling Strategy



<http://www.interreg-danube.eu/approved-projects/danube-cycle-plans>

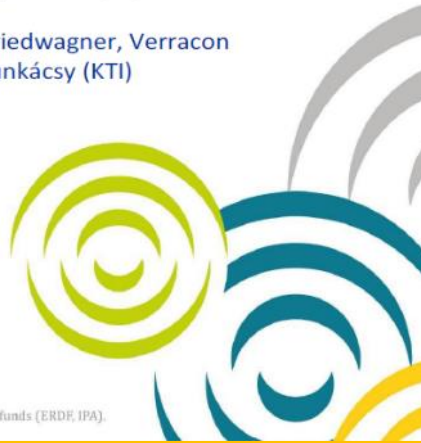
Environment Agency Austria (LP)

WP O.T.1.1

Authors: Andreas Friedwagner, Verracon  
Andras Munkácsy (KTI)

Version 0.5

Date: 12.09.2022



A stream of cooperation

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

More people cycling in the Danube region  
**Danube Cycling Strategy**

# Danube Cycling Strategy

- What are we dealing with? >> **Status of cycling** in the Danube Region
- Why are we dealing with it? >> Highlighting the **benefits of cycling** for environment, health and transport
- 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
- What do we have to do? >> **Concrete actions** for all relevant target groups
- How can the required resources be secured? >> See **Danube Cycling Infrastructure Investment Plan** elaborated in the course of the Danube Cycling Plans project.

# Joint vision and objectives

We want to have more people cycling in the Danube region!

Objective 1: To **coordinate efforts in the Danube region**, building on the common history, culture, traditions, as well as reflecting the diversity of countries and people;

Objective 2: to **significantly increase cycling** in every country to contribute to the overall target of doubling cycling in the Danube region as a whole;

Objective 3: To **increase the overall transport system's resilience** by reallocating space in favour of cycling, walking and other active modes;

Objective 4: To **build, extend and improve the infrastructure** for cycling transport, recreational cycling, cycling tourism in every country in the region;

Objective 5: To develop and implement measurable **national cycling policies**, supported by national cycling plans, strategies and programmes including the setting of national targets in every country in the region;

Objective 6: To significantly **increase cyclists' safety** in every country in the region as a whole;


Objective 7: To **integrate cycling into health policies**, including those tackling non-communicable diseases and obesity;

Objective 8: To integrate cycling, including cycling infrastructure, into **land use, urban, regional and transport infrastructure planning**.

Objective 9: To **increase the quality of cycle tourism** (infrastructure and services) in the Danube region as a whole and the number of cycling tourists

# Impactful actions

1. Political and strategic support
  2. Know-how exchange and training
  3. Cycle route networks
  4. Cycling friendly regulations
  5. Cycling culture
  6. Financing
  7. Incentives
  8. Data
- + Go beyond... Cycle tourism, cycling and public transport, livability



20 actions  
summarized  
in 8 topics

# Political and strategic support

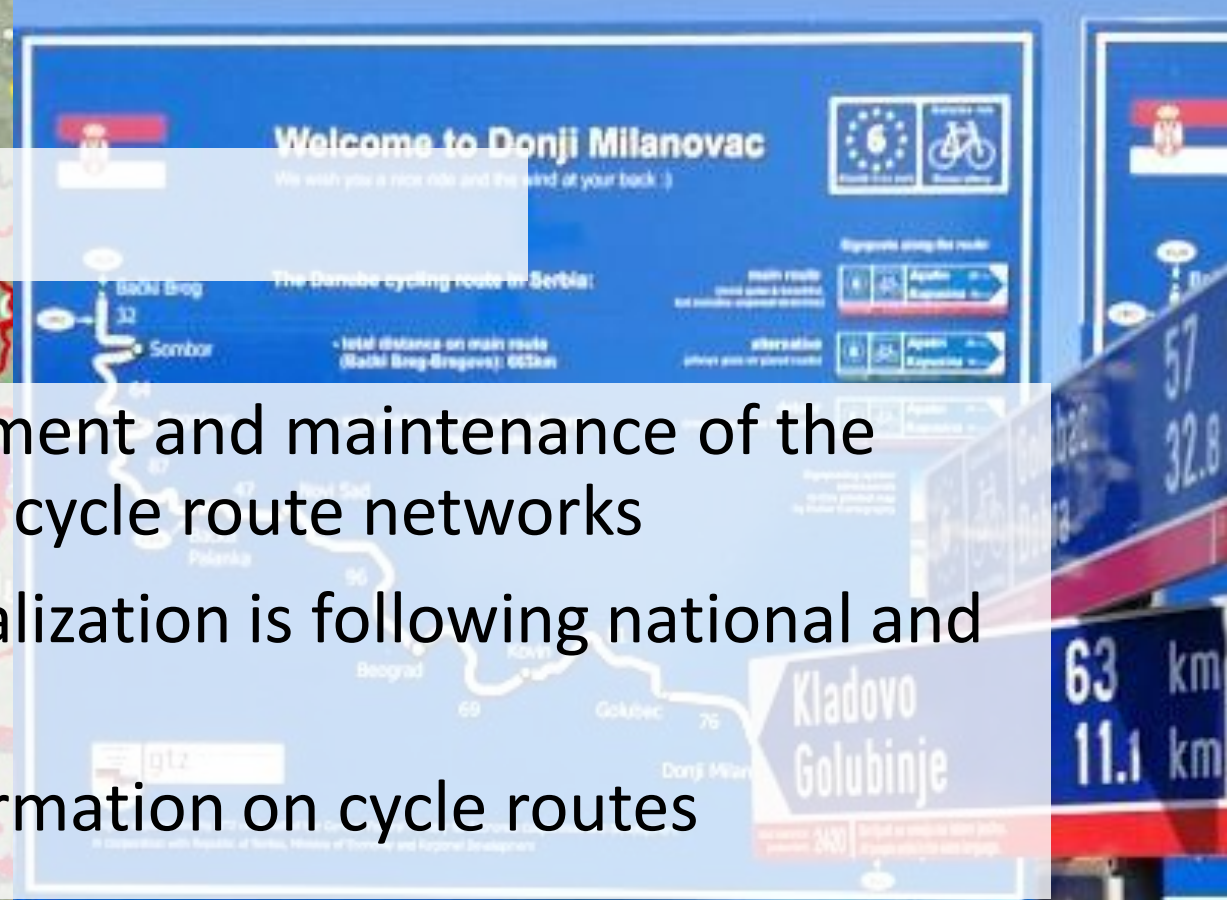
- Develop (and/or update) and implement a national cycling plan
- Form and maintain continuous cooperation of strong (national) cycling working groups and appoint a national cycling officer
- Support the implementation of the Danube Cycling Strategy by installing a Danube Cycling Working Group

# Know-how exchange and training

- Establish knowledge centres for the training of professionals and enhancement of skills on national level and support the work of transnational knowledge centers
- Provide meeting and exchange formats on new developments in the promotion of cycling
- Establish training and education programmes for cycling in the Danube region

# Cycle route networks

- Coordinate the definition, establishment and maintenance of the DanuVelo Network and the national cycle route networks
- Ensure that implementation of signalization is following national and European standards
- Provide qualitative and reliable information on cycle routes







## Cycling friendly regulations

- Implement cycling friendly standards and regulations

dám  
respekt

# Cycling culture

- Launch campaigns to promote cycling for daily commuting and leisure purposes
- Promote cycling by using role models
- Support training offers to enable various target groups to develop cycling skills

We don't need to love  
each other, respect is  
enough!



# Financing

- Elaborate national cycling investment plans
- Set up funding schemes to support local or regional authorities
- Access funds on international level to generate additional budgets for the promotion of cycling (EU Recovery and Resilience Plans, CEF TEN-T etc.)

A hand holding a magnifying glass over a document, with wooden blocks spelling 'TAX' in the foreground.

# Incentives

- Introduce fiscal incentives for cycling
- Provide communities, companies and consumers with financial support for the purchase of bicycles

# Data

- Provide adequate and reliable statistical data for monitoring the level of cycling



## Go beyond

- Push cycling tourism in the Danube region forward
- Linking public transport with cycling



## Future

- **Invite other countries of the Danube region** to implement the necessary actions
- **Share experience** and know-how with other countries willing to promote cycling
- **Integrate relevant parts of the Danube Cycling Strategy** into the strategic documents of the Danube Region (e.g. EUSDR Action Plan)
- **Provide data/information about DanuVelo network** and the Catalogue of Infrastructure standards in the Danube region for the work in the UN ECE expert group on cycling infrastructure
- **Continue cooperation** in THE PEP Partnership Active Mobility
- Launch/join initiatives for new cooperation projects focussing on important topic (e.g. Cycling and public transport, cycle tourism)

# Contact



REPUBLIC OF SLOVENIA  
MINISTRY OF INFRASTRUCTURE

**Gregor Steklačič**

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<https://www.interreg-danube.eu/approved-projects/danube-cycle-plans>

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## DANUBE CYCLE PLANS

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

- Home
- Partners
- Library
- News and events
- Gallery
- Newsletters
- Outputs, methodologies and guidelines
- Promotion Materials
- Final Conference

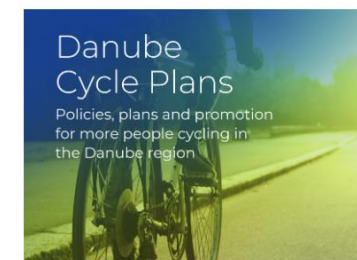


Photo: © Lofilola / Depositphotos.com

Cycling has become more and more popular in recent years. However, conditions for cycling in the Danube region differ a lot. Some countries already have significant share of its population cycling, whereas in other countries the importance of cycling for transport, health, environment and/or the economy is barely recognized so far. Cycling is often treated as a side topic - in transport policies as well as for most official professional education where future planners, etc. don't get sufficient training on cycling. Cycling infrastructure development especially at national and transnational level lacks coordinated planning, funding and implementation

**Start date**  
01-07-2020

**End date**  
31-12-2022

**Budget in Euro**  
Overall: 1682760.75  
ERDF Contribution: 1291787.05  
IPA Contribution: 138559.56  
ENI Contribution: 0

**Call number**  
Call 3  
**Priority**  
Better connected and energy responsible Danube region

**Specific objective**  
Support environmentally-friendly and safe transport systems and balanced accessibility of urban and rural areas