



Why is a SUMP framework useful for effective cycling advocacy?

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Velo-City Vienna, 11th June 2013

A grayscale background image showing a group of cyclists riding on a road. The cyclists are in motion, with some in the foreground and others further back, creating a sense of depth. The road has white lane markings. The overall tone is professional and active.

About

1

How to identify stakeholders to strengthen cycling advocacy within the SUMP framework

2

Example SUMP & Cycling Strategy integration
Berlin, StEP Verkehr & Radverkehrsstrategie

3

**New areas of action on cycling policy,
how to learn more**

Three stages of dealing with cycling during the last decades in Germany

1. No matter, just a toy – or just sport

>> ...ignored it.

2. Part of the problem of unsafety

>> ...regulated it (separated in to cycle paths)

3. Part of the solution in a public interest

>> ...encourage it (in order to achieve goals)

Cycling is much more than just mobility.

*"Don't ask what you
can do for cycling,
but what cycling
can do for you."* (ECF)



How to start stakeholder involvement:

Dear Regional Tourism Manager:

...more guests staying / enjoying / spending...?



Dear Parents, Teachers, ...
...more children's autonomy, less mama taxi?



Dear Public Health Association : *...time left for physical activity in the gym?*



Dear Employer:

...employees arriving fit to work?



Dear Job Center: *...poor accessibility of job without own car?*



Dear Shopkeeper:

...local buying power shifting to mall outside?



Dear Urban Developer:

...to create liveable places for face-to-face contacts?

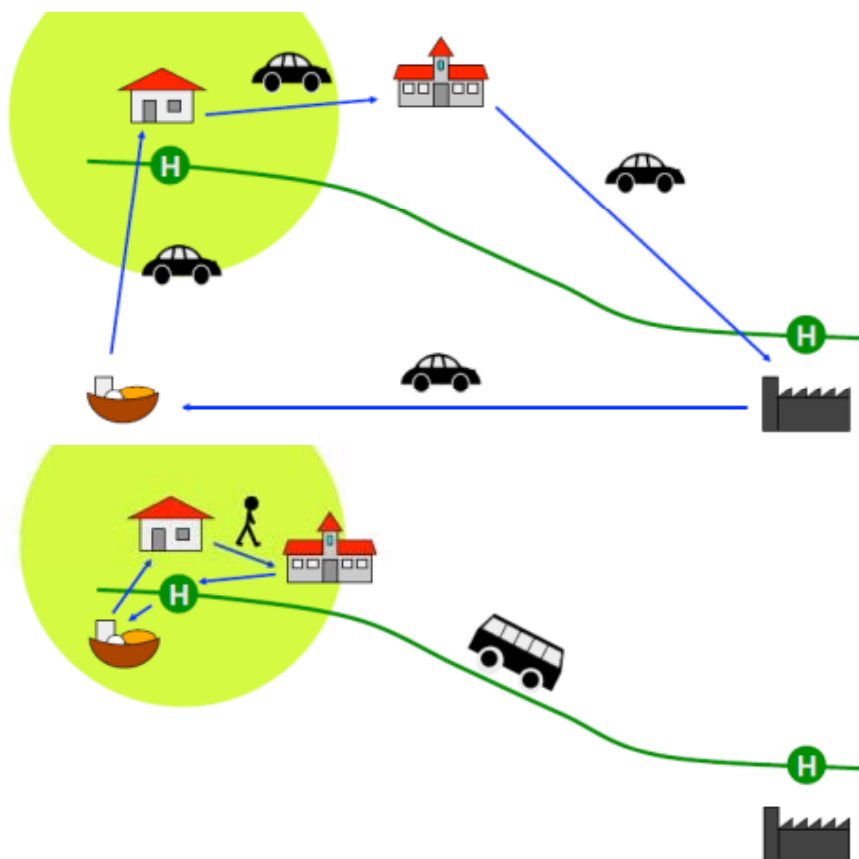


Dear Housing Administration:
...organize a quality environment, less car use?



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Dear Energy Saving Agency: *...daily zero CO2 transport in mental map?*



Dear Public Transport Authority:

...heavy work load in bus + tram during peak hour?



*1st steps: Discover district from cyclist's perspective
...establish a strong team, having a good time together*



1st steps: Asking the users for their specific needs *...learning from their daily mobility expertise*



*1st steps: A local coalition of stakeholders
in favour of their own city district, village, town
...starting „bicycle accessibility marketing“!*



1st steps: Starting cycling policy: *...visible signs of acceptance: „cyclists welcome“*

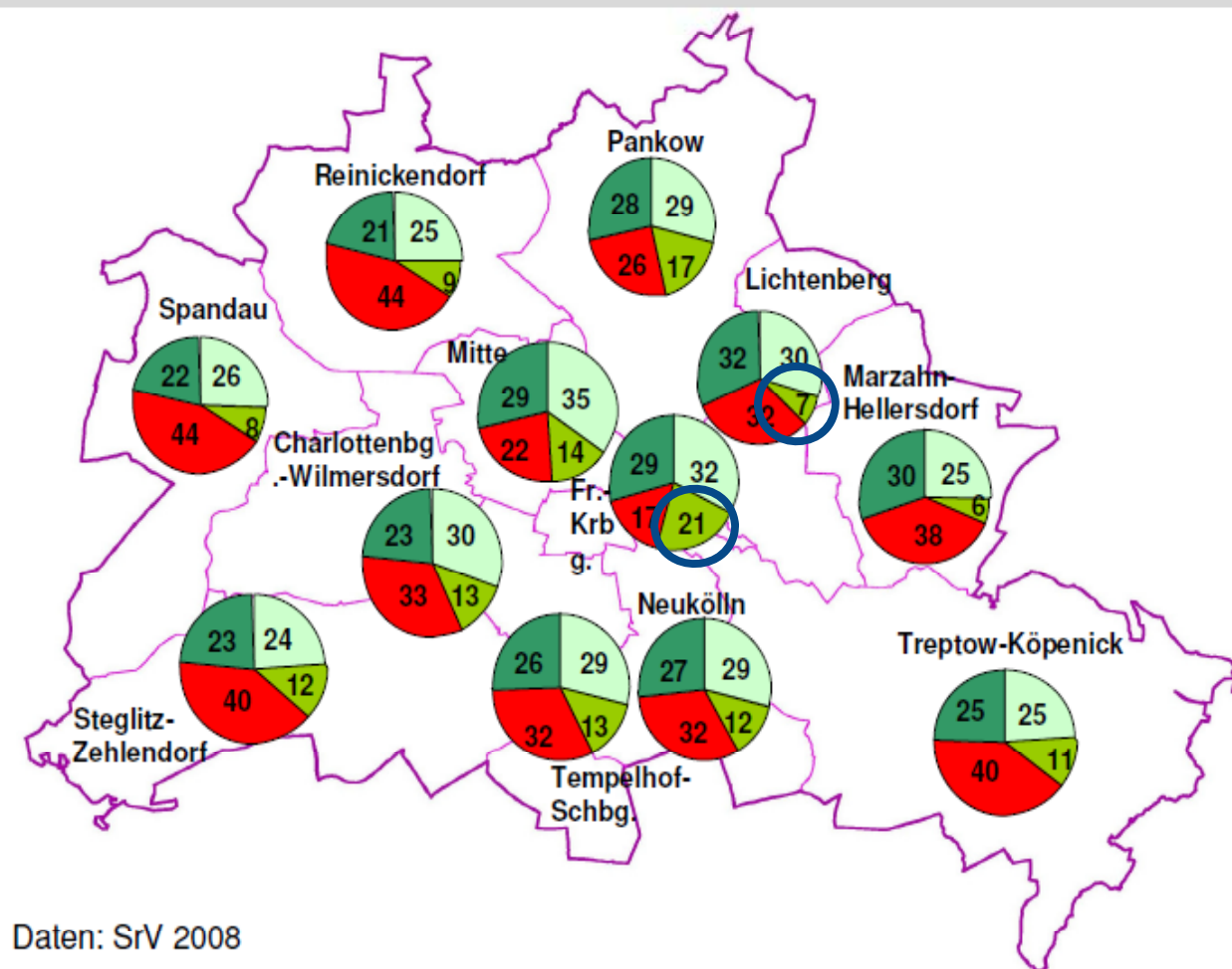
Not necessarily costly action:

- Signposting of calm routes (and one-way-streets opened both ways for cyclists)
- Bicycle parkings at shops
- Visibility at intersections



Berlin “Urban Transportation Development Plan” 2011 (“StEP Verkehr” - example SUMP in Germany)





ÖPNV gesamt (%)
 Zu Fuß (%)
 Fahrrad (%)
 MIV gesamt (%)

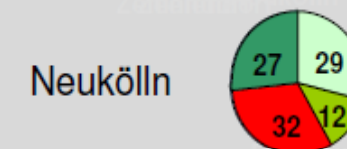
Public Transport

Walking

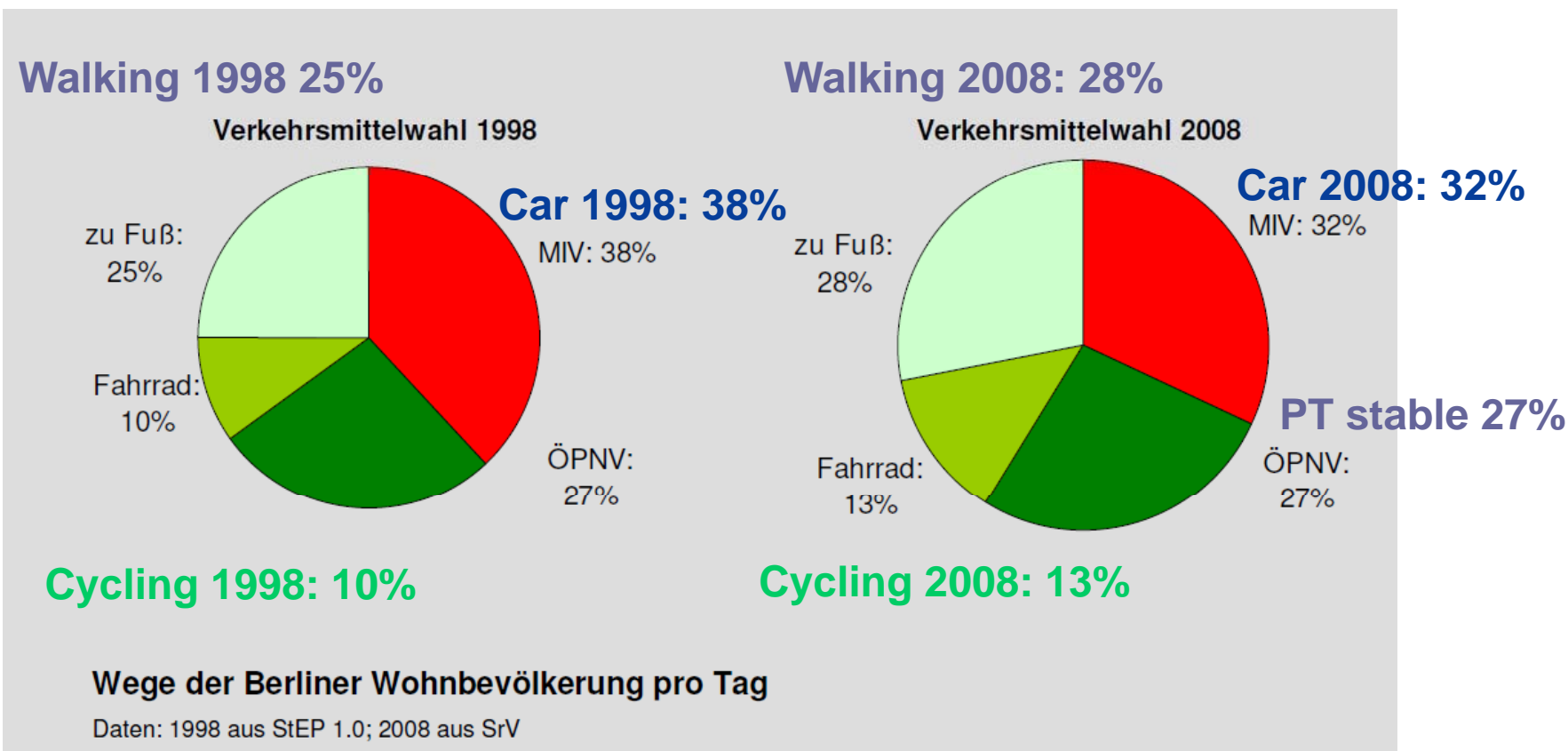
Cycling

Car use

In Berlin

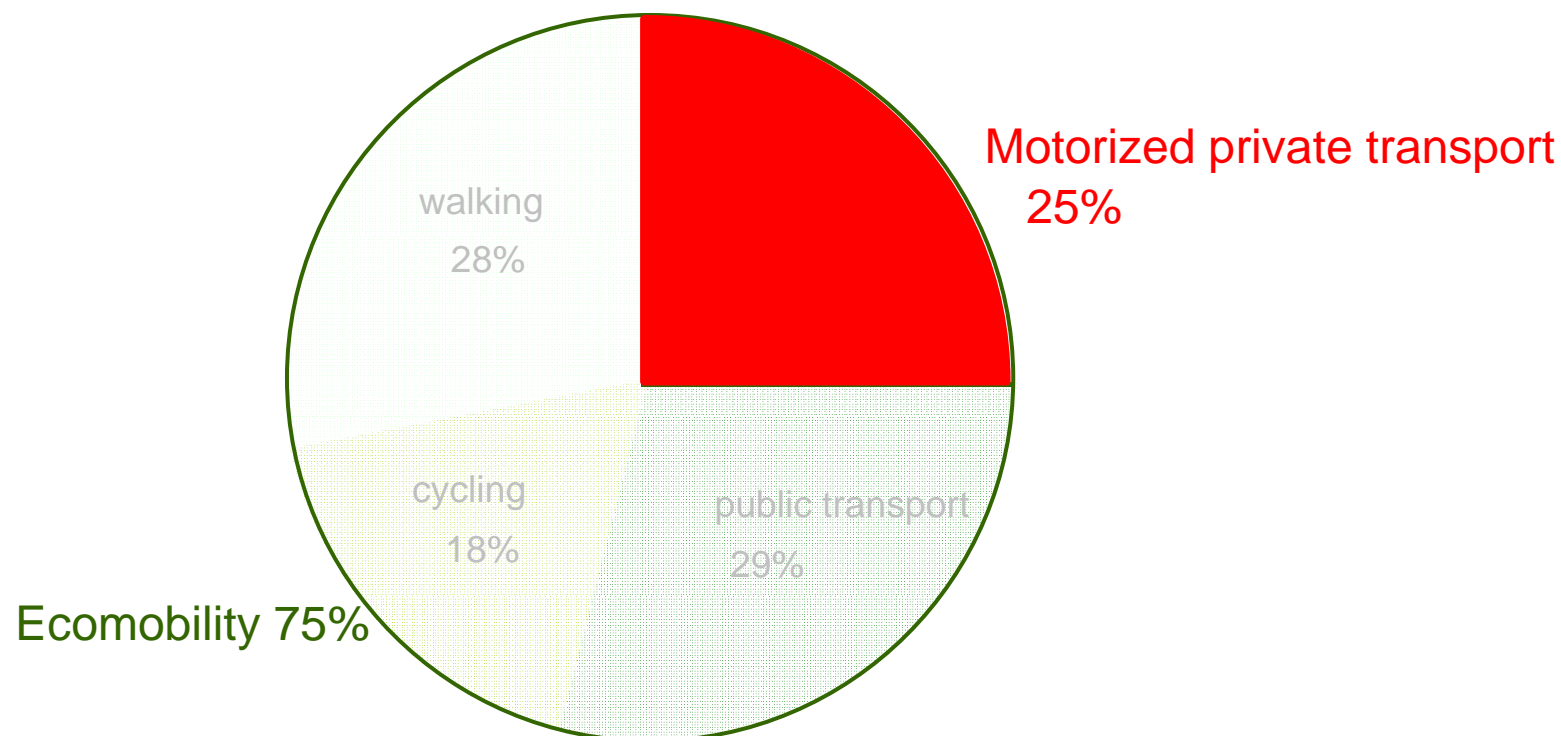


Modal split of Berlin's inhabitants 1998 - 2008



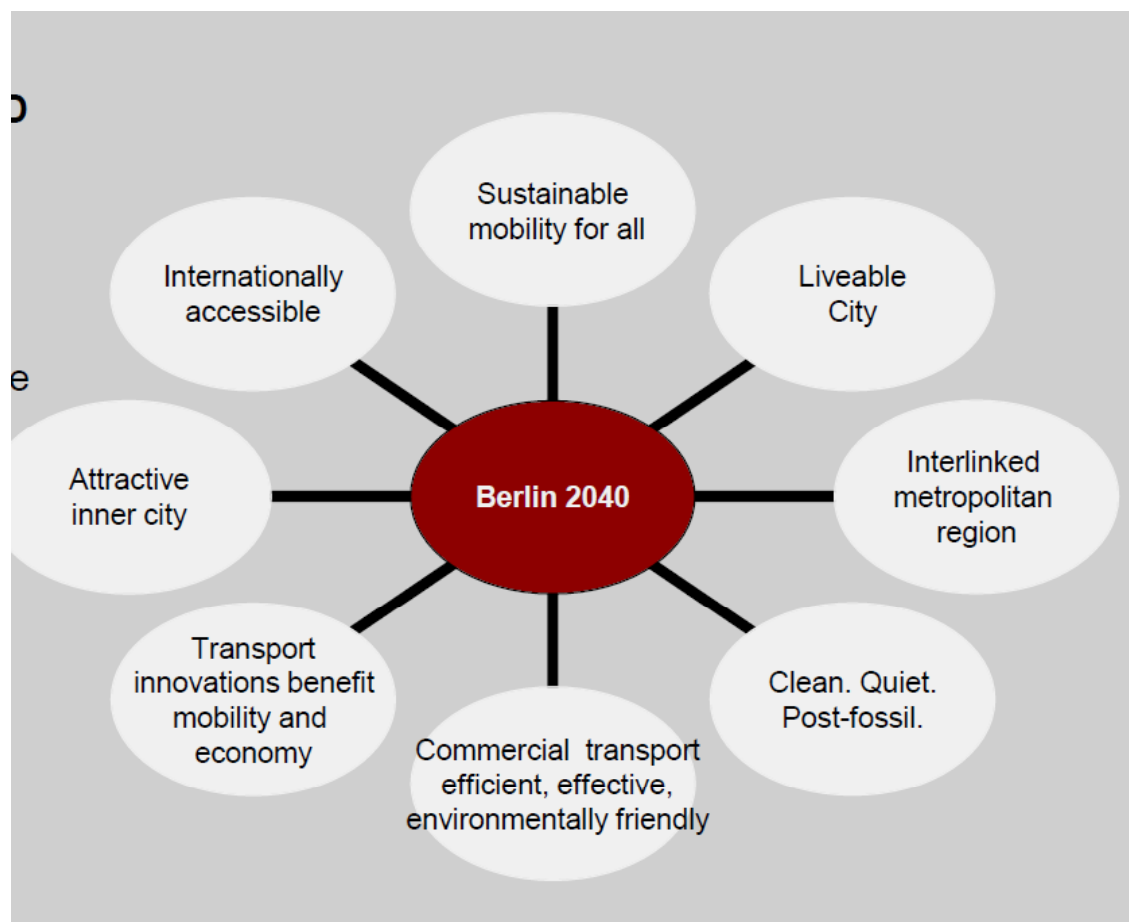
More modal shift — a key policy goal

modal share in 2025
StEP Verkehr objectives



Objectives

- **Building on the Mission Statement in the first StEP Verkehr**
 - with new innovations
- **Interface to other policy/structural fields**
 - own policy making role
- **Ideals and Vision**
 - and integrating necessities
- **Instruments**
 - and supporting understanding and communication
- **Ambitious**
 - but realistic



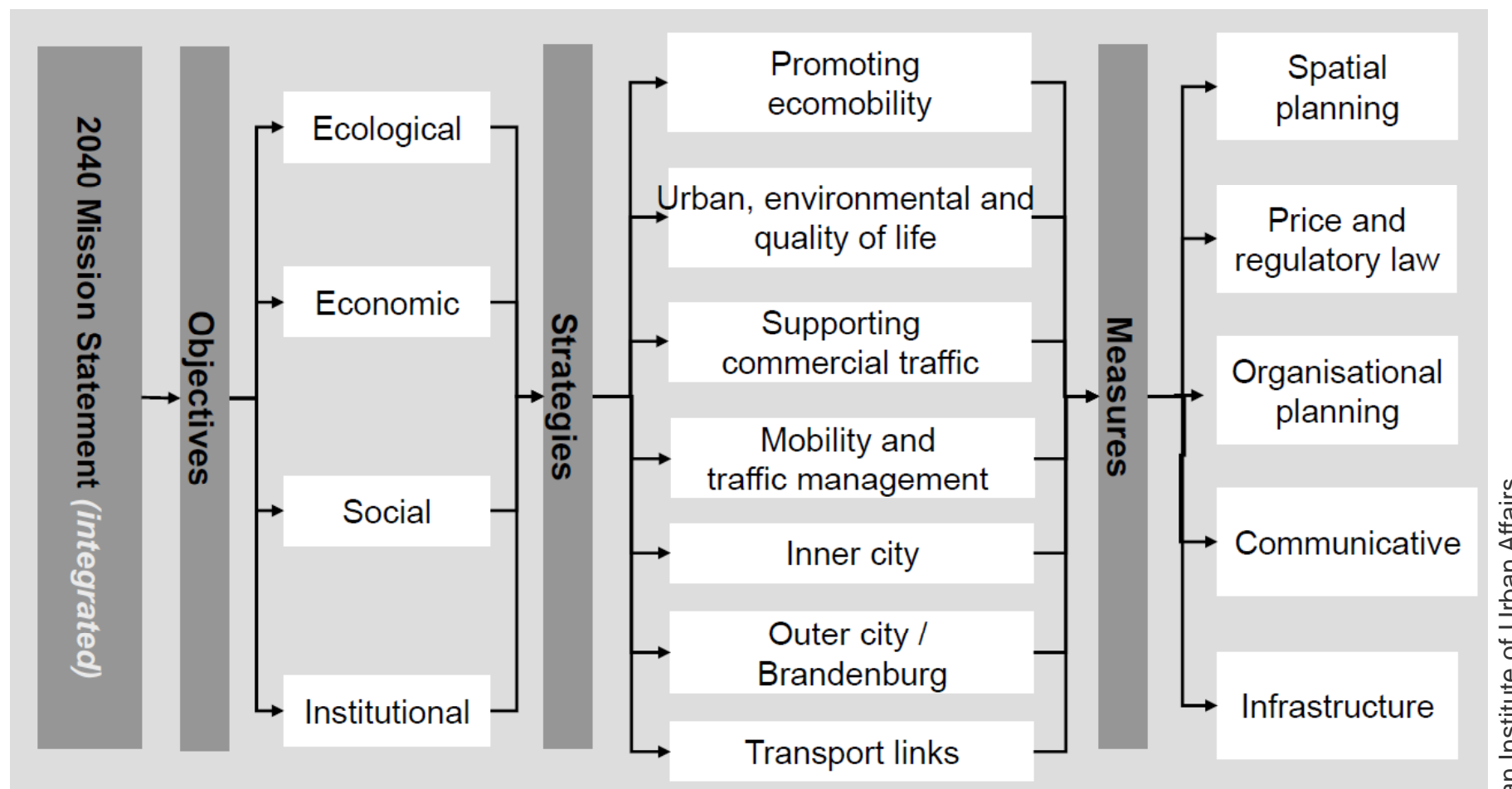
Objectives

- **Lessons learnt from first StEP Verkehr** →
- **Long-term overall goals** →
 - Energy
 - Climate protection
 - Services of general interest
- **Guidelines of neighbouring policy fields** →
 - Urban development
 - Environment
 - Business and industry
- **Framework conditions** →
 - Population
 - Spatial structure
 - Funding

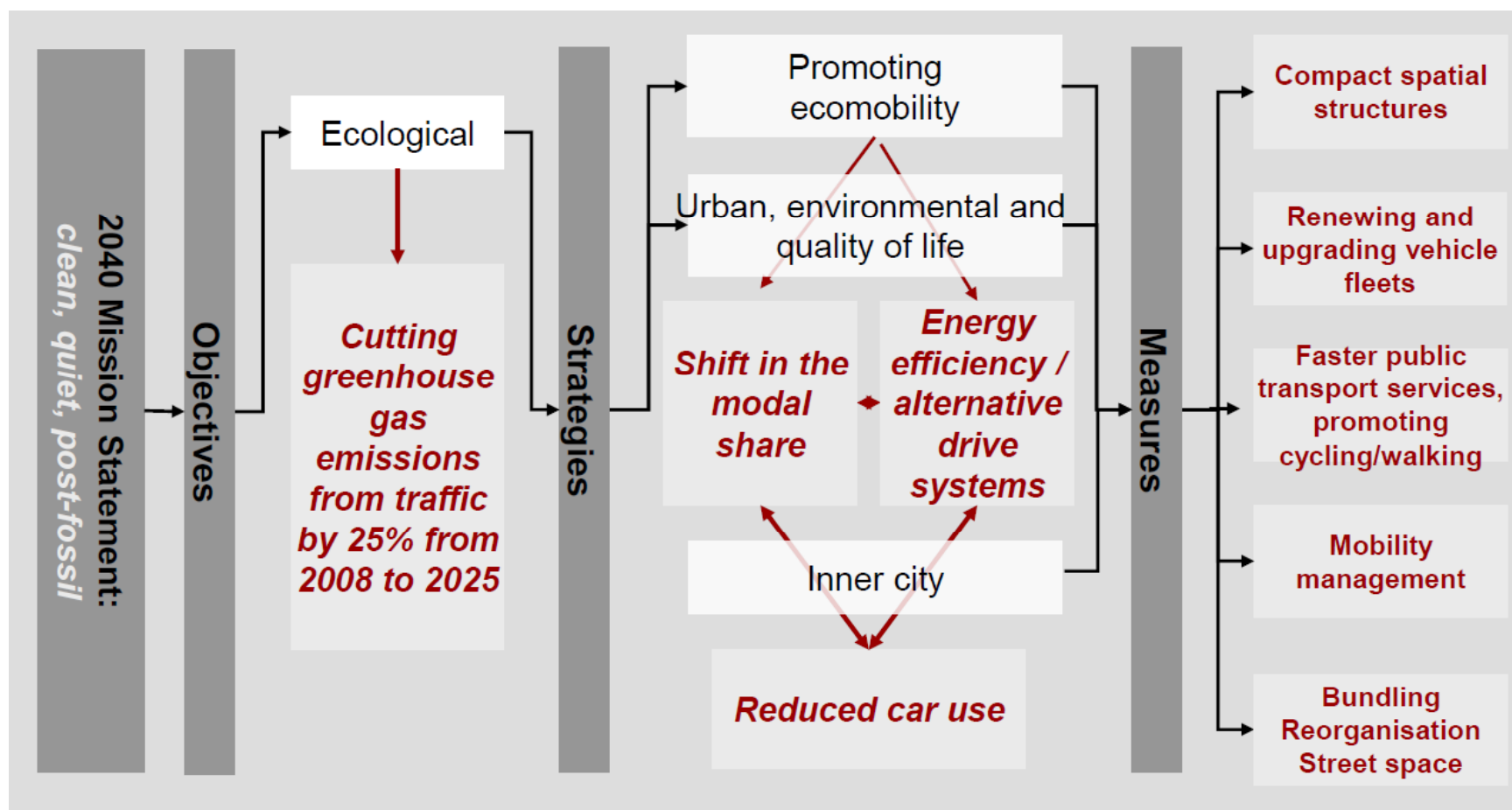
Impact on transportation and
room for manoeuvre



Mission Statement – Objectives – Strategies – Measures...



... for example: matter of CO₂ reduction (and cycling policy)



Targets 2025 in Berlin's Cycling Strategy (adopted 2013)

- **Modal share:**
from 18% to 20% of all trips; modal shift from car use.
- **Longer bicycle trips:**
average trip length from 3,7 km to 4,6 km
- **Interlinks with Public Transport:**
combined trips from 3% to 5% of all cycle trips
- **Traffic safety:**
reduction of killed cyclists by 40%, injured by 30%
- **Adequate funding:**
 - reshape of street space an efficient measure
 - need for 5 € / inhab. annually for implementation,
(according to analyses in NRVP 2020, nat. strategy)
 - expectation to achieve this volume in infrastructure
budget step-by-step until 2017



>> attend lecture from Burkhard Horn (Berlin Senate Dep.) on Friday 10:15
*“Overrun by Success: What Strategies Do We Need to
 Deal with Large Amounts of Cyclists in Our Cities?”*

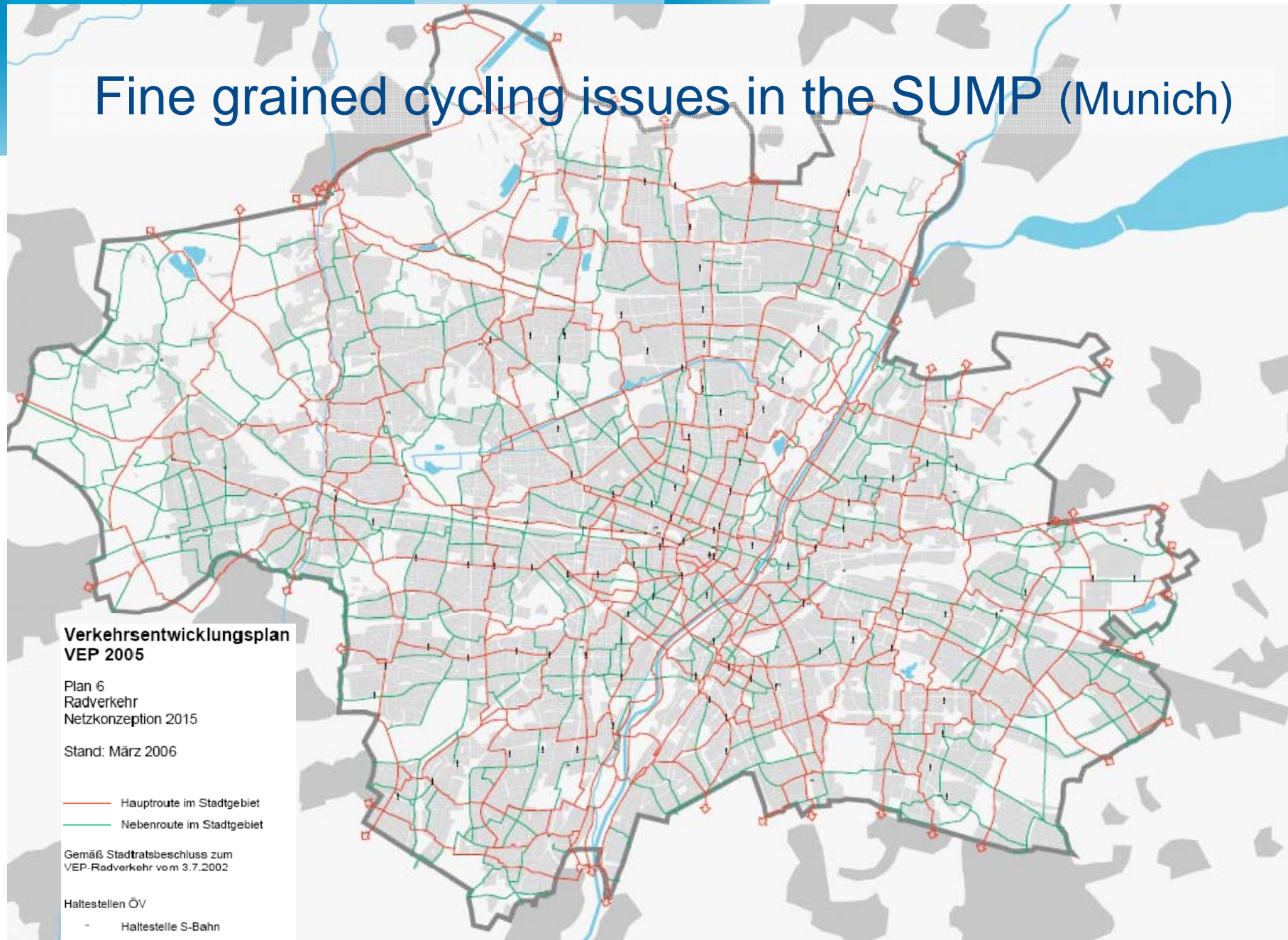
Consultation of Berlin's new Cycling Strategy

The Cycling Council:

- Administration
 - Experts of the Transport Division of the Senats Department for Urban Development
 - Department of Education
 - Transport Management Berlin
 - Administration of Boroughs
 - Federal State of Brandenburg
- Interist Groups/NGOs (Selection)
 - German Cyclists Organisation
 - Ecological Transport Organisation
 - Friends of the Earth
- Others (Selection)
 - Police
 - Public Transport Operators (BVG, S-Bahn)
 - Scientific Community (DIW, Difu)
- External Moderation



Fine grained cycling issues in the SUMP (Munich)



VERKEHR
2025
BREMEN
BEWEGEN!



SORTIEREN: MEIST DISKUTIERT

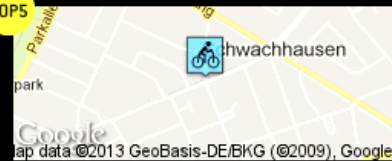
NEUESTE BEITRÄGE

Bremen: early public consultation
on www.bremenbewegen.de

Suche...

1533 Beiträge

TOP5



Oliver Brandt meint:

Wachmannstraße/Ecke Carl-Schurz-Straße:
Die neue Bedarfsampel ist ein absolutes
Sicherheitsplus für Fußgänger, besonders

♥ 353
⚡ 80
✎ 40

TOP5

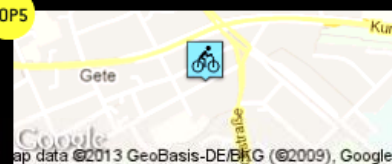


Jürgen Müller meint:

Fuß- und Radweg von Arbergen entlang der
Bahn HB – Hannover über die in der Karte
m.E. falsch als "Hemslinger Weg"

♥ 255
⚡ 93
✎ 64

TOP5

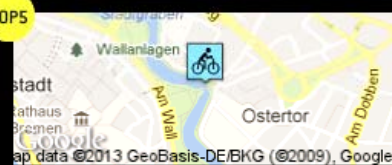


Eva meint:

*An der Gete muss zur Fahrradstraße
werden*
Die Straße "an der Gete" hat im hinteren

♥ 138
⚡ 10
✎ 7

TOP5

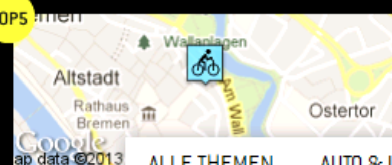


Stefan meint:

Auf der Brücke über den Wallgraben kommt
es häufig zu "Beinaheunfällen" zwischen
sehr schnell fahrenden Radfahrern und

♥ 174
⚡ 64
✎ 21

TOP5



Christian meint:

Bischofsnael:
Jeden Morgen muss ich aufpassen wenn

♥ 140
⚡ 23
✎ 12

ALLE THEMEN

AUTO & LKW

BUS & BAHN

FUSS & RAD

SONSTIGES

IHRE MEINUNG

DAS WURDE BISHER GESAGT

LISTE

KARTE

WARUM MITMACHEN?

EIN DIALOG IN VIER RUNDEN

TERMINE DER BÜRGERFÖREN

FRAGEN UND ANTWÖRTEN

SPIELREGELN

*„Your know-how, your ideas –
draft with us the new SUMP!“*

„Here it goes wrong, here well“:

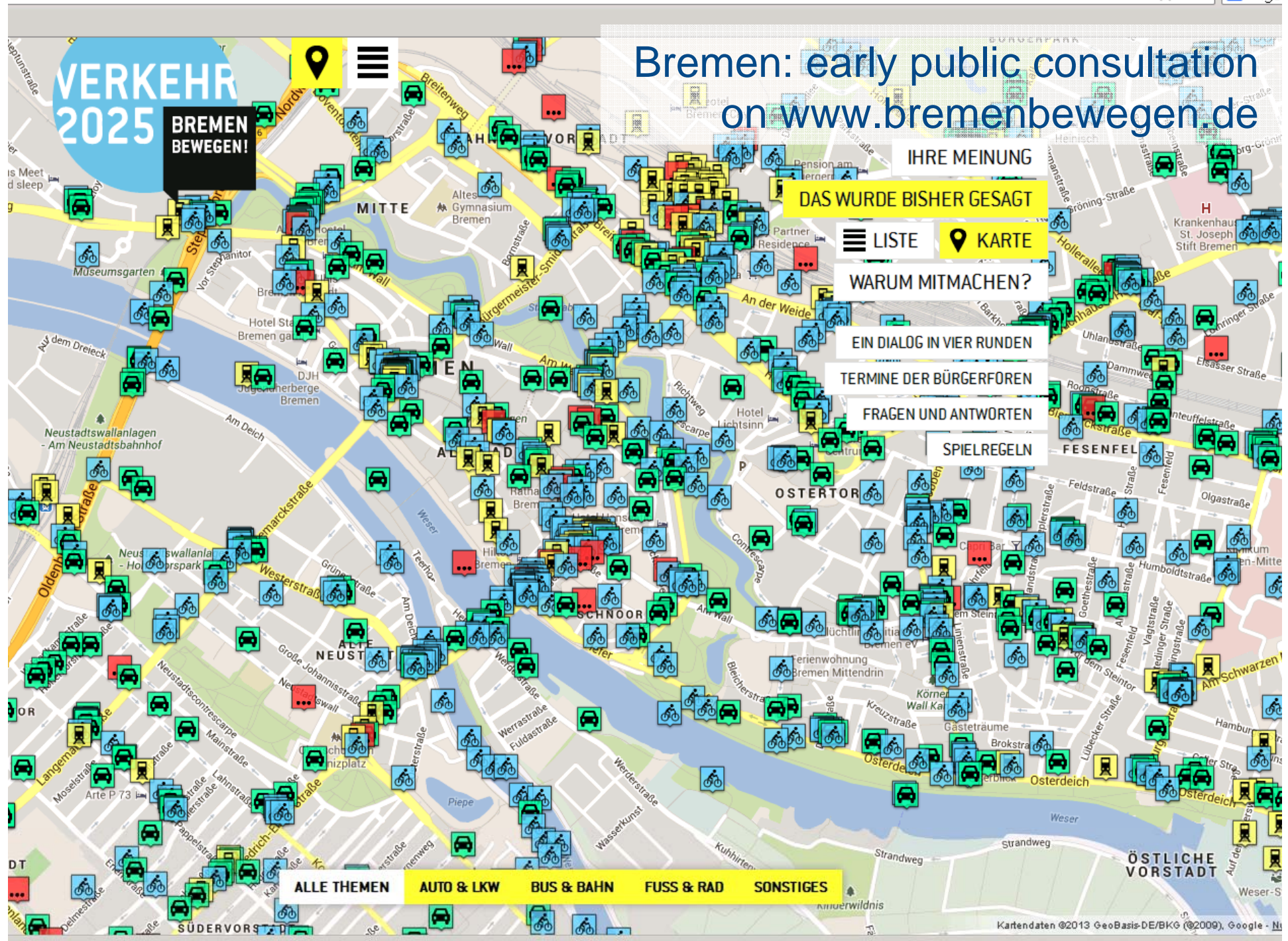
4,241 inputs

9,567 comments

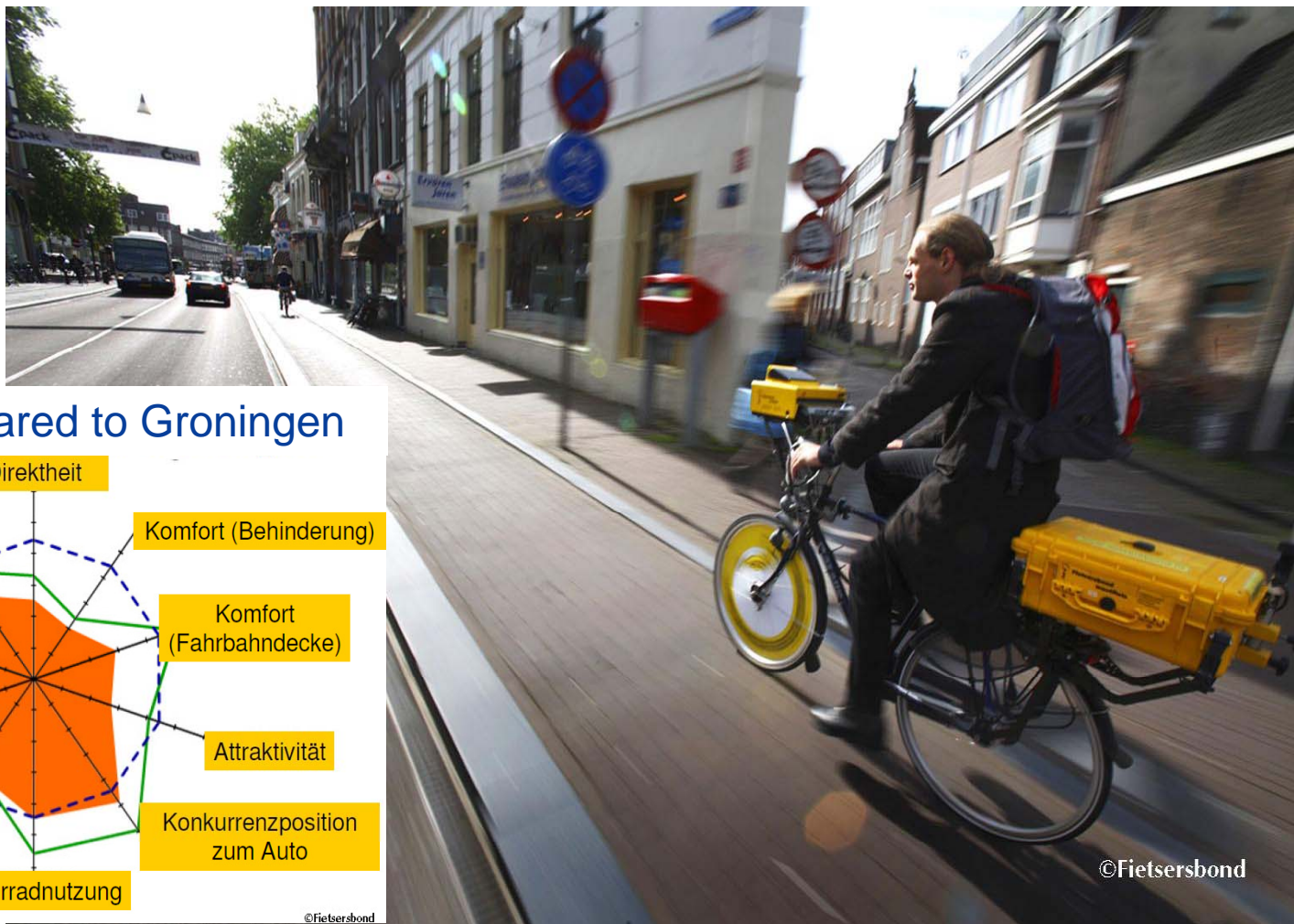
66,971 pro voting

39,084 con voting

Bremen: early public consultation on www.bremenbewegen.de



Monitoring: „Bicycle Balance“ by test rides (fietsersbond, NL)



Utrecht compared to Groningen

„Bicycle Balance“ by regular users' satisfaction survey (City of Copenhagen)

	1996	1998	2000	2002	2004	2006	2008
CPH as a city for cyclists 🚲🚲🚲🚲🚲🚲🚲🚲🚲	7	8	8	8	8	8	9
Cyclist sense of safety 🚲🚲🚲🚲🚲	6	6	6	6	6	5	5
Amount of cycle tracks 🚲🚲🚲🚲🚲🚲	6	6	7	6	6	6	6
Cycle track width 🚲🚲🚲🚲	7	7	6	5	5	5	4
Condition of cycle tracks 🚲🚲🚲🚲🚲	5	5	4	5	5	5	5
Condition of roads 🚲🚲🚲	2	3	2	3	3	3	3
Bicycle parking generally 🚲🚲🚲	4	3	4	3	3	3	3
Combining cycling and public transport 🚲🚲🚲🚲🚲	5	4	5	5	5	6	5



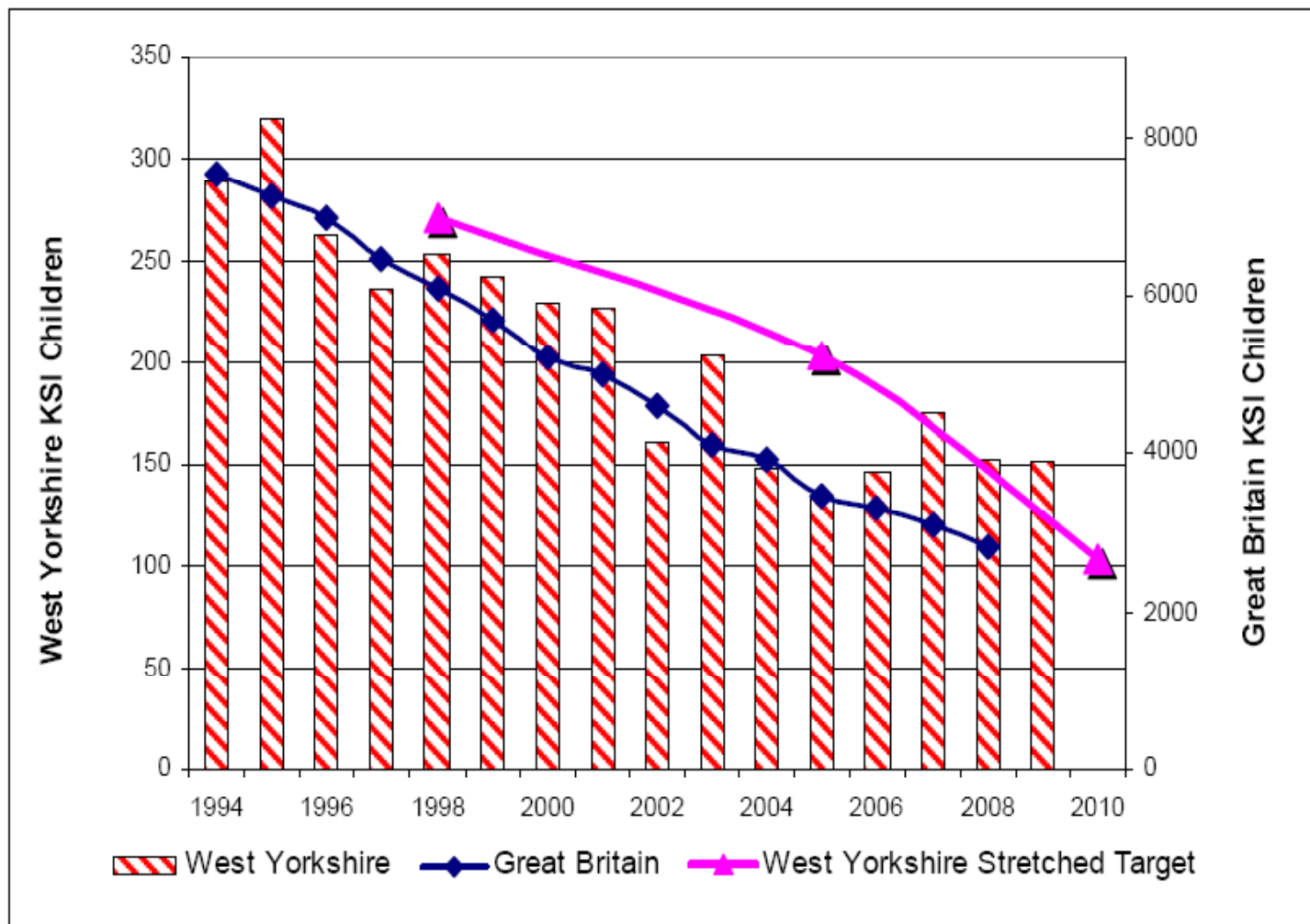


Figure 5.2 West Yorkshire KSI Child casualties with 2010 target

Indicator „severely injured / killed children“ in LTP 1 and LTP2 period

Transparency of public expenditures

Grenoble, PDU (SUMP) & Cycling strategy



Some first big „non infrastructure“ projects

Funding from NRVP and international emission trading at ca. 1 Mio. €/ a

- 100 companies' advice in Mobility Management („effizient mobil“)
- „Cycling Capital Munich“ campaign
- Zero CO2 by active mobility („Kopf an, Motor aus“: „Turn brain on; engine off“)
- Tendering of bike sharing in Hamburg
- Many other middle size „NRVP projects“...



Keeping the potential by sound infrastructure

- Quick and easy travel on bike lanes, cheaper than build cycle paths
- Adequate space at intersections
- Safe self-explanatory design
- Enforcement, no car parking on it
- Designed after new guidelines („ERA 2010“)



Peaceful together in the square („Shared Space“)

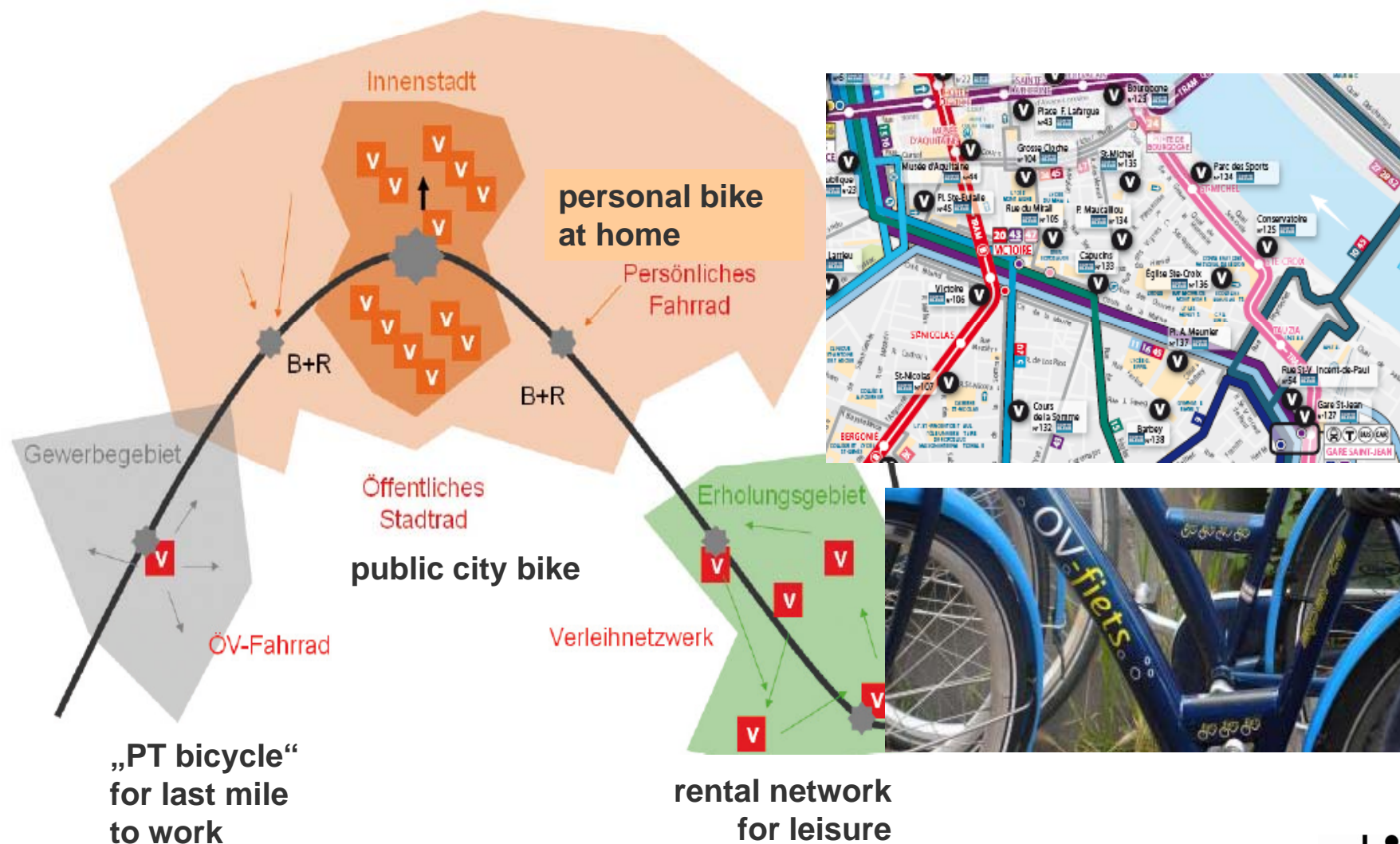
Metz (FR), Duisburg (DE), London (UK), Baar (CH)



Cycling for quick access from home to the commuter railway and regional bus



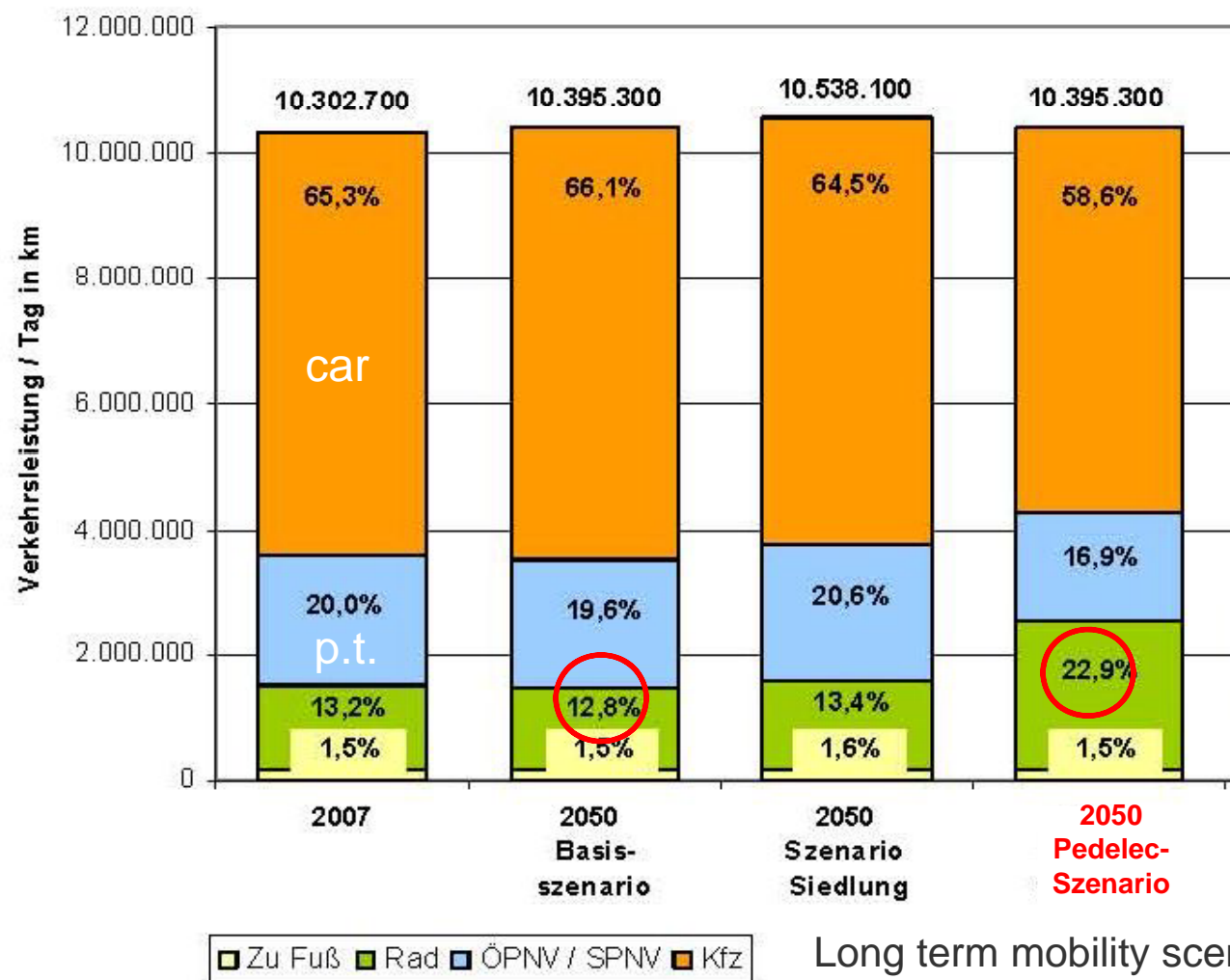
Bike Sharing (capacity restraints, lacking quality in PT?)



In future a high proportion of electric bicycles?



Pedelecs for car based in-commuters into cycling based inner-cities (like in the city of Münster)



Long term mobility scenarios for **Münster 2050**
(all **kilometers driven** within city boundaries)

„Cycling Expertise“ files on www.nrvp.de/en/cye (40 files for download, newsletter in English)

Cycling Expertise from Germany A-4/2010

Climate Protection through Cycling

Everyday traffic

In recent years the problem of worsening climate change has become indelibly embedded in the public consciousness. Abnormal and extreme weather conditions will become domestically more prevalent across the globe in the coming decades if we do not succeed in drastically reducing global emissions. What contribution can using bicycles – as zero-emissions vehicles (ZEVs) – for short-distance travel make towards achieving this aim?

When addressing climate protection, those responsible for transport policy like to point to other areas – such as industry, domestic fuel, agriculture, energy production – where they claim there is a greater need for action to reduce CO₂ emissions. In Germany the transport sector accounts for around 140 million tonnes, or about 20 %, of all annual CO₂ emissions.

While total CO₂ emissions in Germany have been declining, those caused by vehicular traffic have long been on the rise. Only since the year 2000 they fall slightly for the first time. To reach the primary aim of the German federal government's Climate Protection Programme – the reduction of CO₂ emissions by 40 % from 1990 to 2020 – annual CO₂ emissions from transport must be reduced by 40 million tonnes by the year 2020. Approximately half of the CO₂ savings necessary to achieve this aim can be achieved by reducing the specific fuel consumption of motorized vehicles. In the long term, however, restructuring (urban) transport is at least just as important – also with regard to

the growing scarcity of fossil energy sources and the lack of space in urban areas.

The current balance of CO₂ emissions arising from everyday traffic in Germany (not including holiday travel and freight transport) clearly shows the carbon footprint it leaves:

- the largest share is created by travel for work and education (64 million tonnes);
- an appreciable share is created by recreational travel (40 million tonnes);
- a reasonable share is created by travel for shopping and accommodation (29 million tonnes).

Cover image: Blue sky with bike traffic light in Berlin

Contents

- Everyday traffic 1
- How polluting are certain types of travel? 2
- Promoting cycling for short distance travel 3
- Promoting electric bicycles 4
- Traffic-reducing urban development 4

Cycling Expertise from Germany O-2/2010

Cycling in Germany

1/2010

117 / cycling
188 / walking
104 / public transport
100 / car (drivers)
95 / car (passengers)

2008

in Germany

car passengers 15
cycling 10
walking 24
public transport 43
drivers 8

modal split shares (in percent) of the various transportation Germany 2008

Contents

- Comparison of bikes to other means of transport 1
- Who travels by bike often and who seldom? 2
- What types of journeys do people take by bike? 3
- Where do people travel by bike? 3
- In what areas are bikes used? 3
- Conclusions 4
- Methodology 4

Cycling Expertise from Germany O-1/2010

Design for Cycling Facilities

many 1-1/2010

New generation of technical guidelines on street design

The new state of the art road design is not limited to the cycling issue. The new FGSV Guidelines for Design of Urban Streets (RAS 06) recommend a new methodological approach to structural design (see Cycling Expertise No. 1-2). This requires renewed effort on the part of the planners in working towards the integration and balance of all modes. In cases of doubt, and where the street lacks space, the new guidelines recommend full and planned integration of the modes within the same space in order to provide a top quality infrastructure to all forms of transport. The layout of

Cover image: Additive "safety lane" in the carway – recommended in the ERA 2010 on cycling facilities

Contents

- New generation of technical guidelines on street design 1
- Reasons for the new ERA 2010 1
- ERA 2010 – new manual on cycling facilities 2
- Research on road traffic safety – different ways to direct the cyclists 3
- ERA methodology in choosing the appropriate cycling facility 3

Cycling Expertise from Germany O-2/2010

Cycling Plan the Länder

the art in urban street design (AST and ERA)

The generation of technical guidelines had new planning approaches to street design. The guidelines were edited by the Road and Transport Planning Association (FGSV) in Germany.

In common practice to give safe priority of car traffic on main streets, the street was divided up from the centre, i. e. "from the inside outwards",

are reserved for cycling

ing demands on street

of the art in urban street design (AST and ERA) 2

nation of measures to ensure ing 2

es for quality integration and eptance 3

More integration of the modes eet space? 4

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- Evolution 1
- Responsibilities for cycling 2
- Government-Länder Joint Working 3
- portal 3
- academy 4
- Investment cycling projects 4

Contents

- mobility 1
- the Länder 2
- ation 2
- erence 3
- the Land 3
- riendly cities in 3
- erania 4
- riendly municipalities 4

introduces a more comprehensive series of bicycle user rights.

Fig. 1 Content: Developments in utilization of specific means of transport from 2002 to 2008 in Germany (total number of journeys per day); Source: BfU 2008




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A⁺AA⁻ English

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Notepad

- >> [Call for transport research \(FP7\)](#)
- >> [EC Conference on White Paper](#)

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European transport sector must be ambitious to meet targets

News



Real-time London bus information now available anytime and anywhere (UK)

The largest and most advanced bus information system in the UK has been launched in London, providing up-to-the-minute travel information to passengers online, on a smart phone, via SMS message and at bus stops.

>> [go to News section](#)

Case Studies



Public transport starter packs for new employees and students in Brno, Czech Republic

KORDIS JMK (public transport operator for the South Moravian Region) prepared a new activity aimed at university students and new employees. New students and staff have been informed about how to use public transport in Brno and Southern Moravia for travelling to work and school.

>> [go to Case Study section](#)

Videos



Bicycle training for children in real traffic condition

Transport education usually is carried out in a protected area.

Article / Interview of the month

Evaluate Eltis and win!



Events

21. - 25. Nov. 2011
[Air Pollution](#)

Tools

MEDIATE - Stakeholder involvement tool

Services

- >> [EU Legislation and Policy](#)
- >> [EU Funding](#)

Thank you
for your attention.

Questions?

Your own experiences on a
quality plan and process?



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Ref	Description	Base	2006/07	2007/08	2008/09	2009/10	Target	On Track?
M1	Access to Hospitals	89.5%	78%	75.4%	70.2%	71.3%	89.5%	
M2	Bus Punctuality	87%	82.6%	85.7%	88.5%	85%	95%	
M3	Satisfaction with local bus services *	54%	66.4%	(7.21)	(7.63)	(7.69)	59%	
M4	Overall Cycling Trips	100	104	111	115	122	110	
M5	Person Journey Time	4'03"	4'07"	4'06"	3'56"		4'20	
M6	Peak Period Traffic Flows (Index)							
	Bradford	100	102	96	94	98	103	
	Halifax	100	99	102	101	98	103	
	Huddersfield	100	101	104	97	99	103	
	Leeds	100	99	97	95	96	103	
	Wakefield	100	100	104	101	100	103	
M7	Car Mode share to school	30.6%	30.6%	30.5%	29.8%	28.9%	30.6%	
M8	PT Patronage (millions)	199.1	196.9	192.6	195.0	184.3	209.0	
M9	Total KSI	1,484	1,140	1,132	1,091	973	890	
M10	Child KSI	272	147	175	152	151	136	
M11	Total slight casualties	11,391	9,474	8,850	8,337	8,238	9642	
M12	NO ₂ in Leeds AQMA (Index)	100	91	94	87	85	90	
M13	Change in Area Wide Traffic (Index)	100	100	100.3	97.9	97.8	105	
M14	Maintenance on PRN *	36%	10% (9.68%)	(4.49%)	(4.5%)	(5.02%)	27% (9%)	
M15	Maintenance on classified non PRN *	13%	17% (16.9%)	(7.74%)	(7.9%)	(6.6%)	5% (13%)	
M16	Maintenance on unclassified roads *	16%	18.3% (18.3%)	(15.8%)	(12.66%)	(12.41%)	9% (13.5%)	
M17	Maintenance on footways	24%	21%	19%	14.78%	11.9%	14%	

* New Data source – revised target and trajectory needed

Table 8.1 Progress Towards Mandatory LTP2 Targets

Country:	Legally Defined	National Guidance	Plans in Place	Sustainability objective?	Full Public involvement?	Linked with finance	Political support?
Belgium (Flanders)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
France	Yes	Yes	Yes	Yes	?	Yes	?
Germany	No	Under discussion	Yes	No	?	Yes	No
Italy	Yes	Yes	Some	?	?	No	?
Netherlands	Yes	Yes	Yes	Most	Yes	Yes	Yes
Norway	Yes	Yes	Yes	?	No	Yes	Yes
UK (*)	Yes	Yes	Yes	?	Yes	Yes	?

Countries with a well-established transport planning framework (combined with a legal definition and/or national guidance on SUMPs)

Quelle: State-of-the-Art Report zu SUMP in Europa (August 2011 in ELTISplus)

Diversity of „cycling cultures“ in Europe

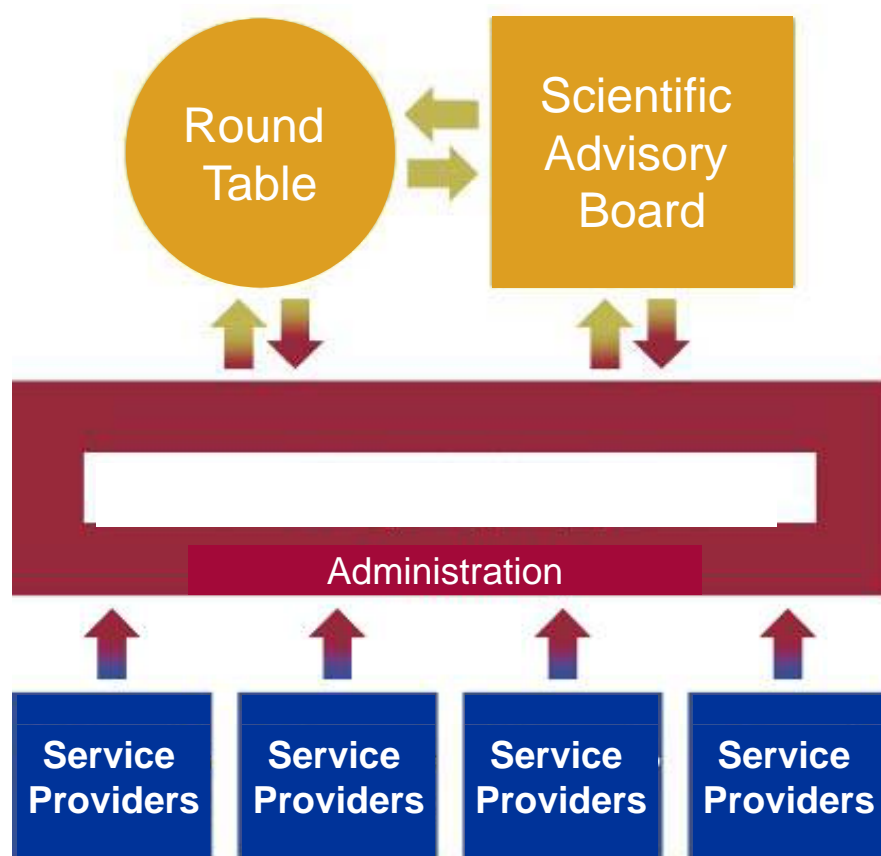
...but the users' needs are the same



Our vision: Cycling is fun in Europe



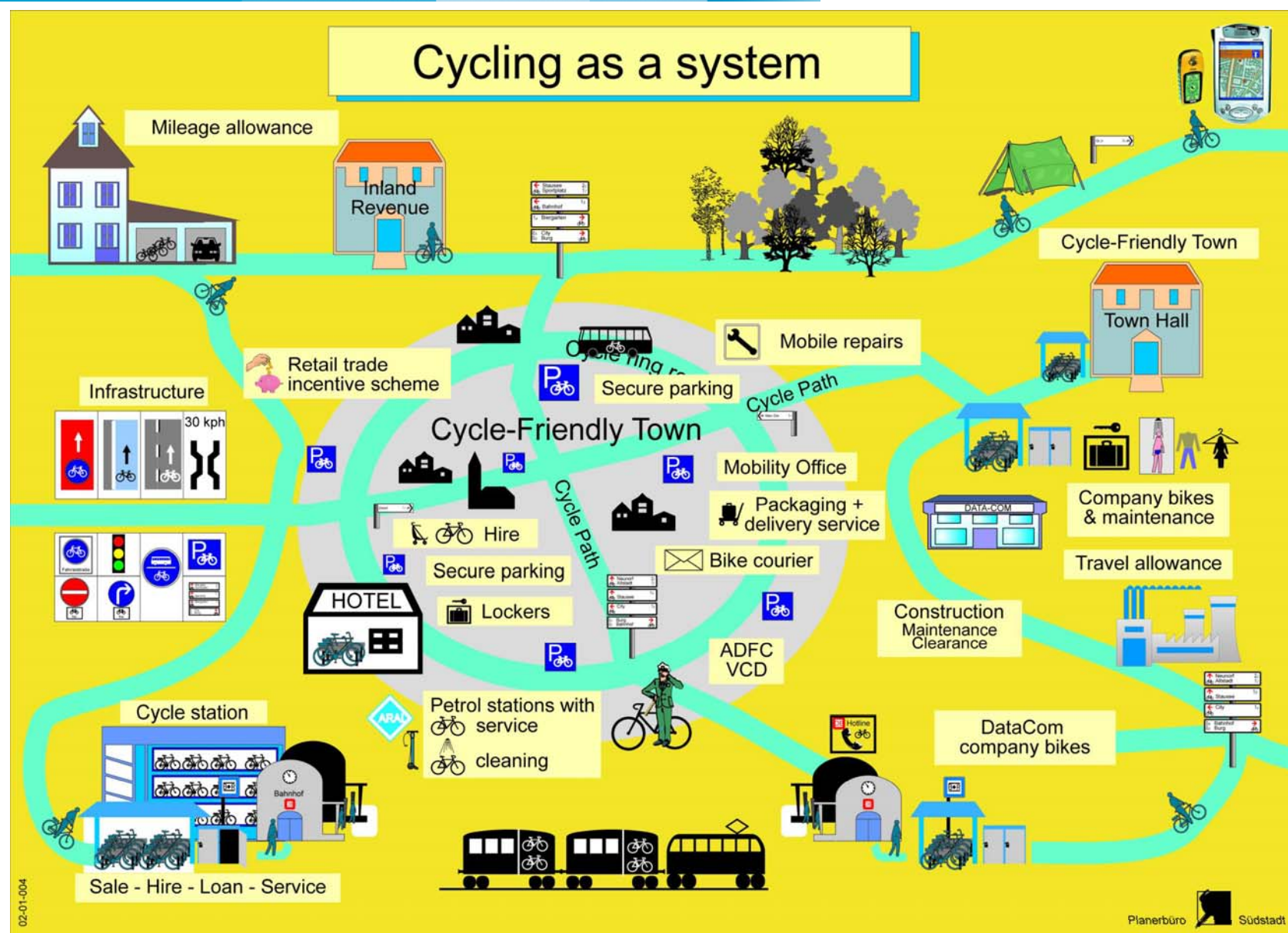
StEP Verkehr - Consultative Planning Process



Round Table:

- Administration (Project Group)
- Scientific Advisory Board
- Parliamentary Fractions
- Districts (Building Departments)
- Transport Providers
- Alliances (environment, Agenda 21, bicycle, car...)
- Associations (Industry, Trade, Unions, etc.)
- Special Interests (urban development, children, parents, etc.)

+ External Moderator



Source: German National Cycling Plan 2002-2012

Car free events Europe wide public awareness and health promotion



Adopted by German Federal Government in late 2012: New National Cycling Plan 2020

- **Cycling modal share to rise from 10% to 15% of all trips in Germany in year 2020**
- Bicycle parking capacity, multimodality
- Pedelecs, cycle highways
- Focus also on rural mobility
- *But an overall mobility strategy on the national level still lacking...*

450 suggestions on nat. cycling strategy from cycling experts during cycling policy conference in 2011

