

EDINBURGH • GLASGOW

Velo-city
2001



partnership for change

conference

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17-21 September 2001

www.velo-city2001.org

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Photos:

EICC, front cover; bottom half, page 5;
Edinburgh & Lothians Tourist Board

SECC, front cover; all on page 4; cellist, page 13;
Greater Glasgow & Clyde Valley Tourist Board

Why Velo-city?

- **The Velo-city series of cycle planning conferences celebrates its 21st birthday this year – a real ‘coming of age’.**

When it was launched in 1980, and with the European Cyclists' Federation (ECF) guiding it, Velo-city quickly became the world's premier conference for people interested in the part cycling can play in town planning, transport reform and civil engineering. Velo-city has played an active part in the debate on these issues, and has introduced new themes that are becoming increasingly important.

This year's conference, being held in Scotland in September, will again broaden the horizons; indeed, Velo-city has never been just for people involved in transport. This year, it certainly is not. Cycling is central to issues such as health, tourism and children's mobility. Velo-city 2001's exciting agenda reflects that. In Europe and beyond, the bicycle is being increasingly recognised as a valuable means of tackling congestion, pollution and other global problems. With the European Union now launching its transport vision for the next ten years, what better time than now for opinion formers, policy makers and technicians to come together to discuss the future role of the bicycle and share best practice?

Velo-city 2001 will appeal to government and non-government agencies alike, and the programme promises a balanced and absorbing mix of information and debate.



True enough, Velo-city has been hosted in the past by two cities, but this year's event allows delegates the chance to cycle between the host cities on the middle day of the event. Your visit to Scotland will be made additionally attractive as you will be able to witness, at first-hand, how two long-established cities go about overcoming the obstacles, and taking advantage of the opportunities, to make cycling more and more popular.

Last year's conference, Velo-Mondial 2000, was an outstanding success, bringing together people involved in cycling world-wide. Velo-city 2001 will build on that success, and will also assess the progress towards the Velo-Mondial objectives. If the energy and enthusiasm behind the selected papers is anything to go by, the Velo-city 2001 conference will be an important staging post on the way towards a bright future. I look forward to meeting you at what promises to be an inspiring and enjoyable event.

Olly Hatch, Velo-city series director

Programme Committee



Track 1 **Andy Clarke** Association of Pedestrian and Bicycle Professionals, USA
Don Mathew Cyclists' Touring Club, UK



Track 2 **Paul Osborne** Sustrans, UK
Viera Stupáková Kostitras, Slovakia



Track 3 **Lynn Sloman** Transport 2000, UK
Richard Williams City of Edinburgh Council, Scotland



Track 4 **Stuart Knowles** Fife Council, Scotland
Jean-François Pronovost Vélo Quebec, Canada



Track 5 **Avril Blamey** Health Promotion Policy Unit, University of Glasgow, Scotland
Francesca Racioppi World Health Organisation, Italy

Fred Offen Department of Transport, Environment and the Regions, UK (Chair)

Tom Godefrooij Dutch Cyclists' Union, The Netherlands (Vice-chair)

Ursula Lehner-Lierz Transport Consultant, Switzerland

Olly Hatch Velo-city Director, UK





Erl Wilkie Glasgow City Council, Scotland

Ian Maxwell SPOKES, Scotland

Conference timetable

see following pages for details

		morning	afternoon	evening
EDINBURGH	Sunday 16	Pre-conference events	Registration	Social event
	Monday 17	Plenary + sub-plenaries	Workshops	Gala evening
	Tuesday 18	Plenary + sub-plenaries	Workshops + Plenary	Cycle rides
Wednesday 19		Cycle ride Edinburgh to Glasgow or train transfer		Cycle rides
GLASGOW	Thursday 20	Plenary + sub-plenaries	Workshops	Event ceilidh
	Friday 21	Workshops	Workshops + Plenary	Free evening
	Saturday 22	Post conference events		

Key:	Plenary 	Introductory Sub-Plenary 	Sub-Plenary 	Workshop 
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Why Velo-city 2001?

- The evidence has been staring us in the face for the last couple of months: a record number of ideas for conference papers from a record number of countries proves that Velo-city 2001 is taking the cycle planning world by storm.

The conference is really taking shape rapidly. Imaginations have been captured. By the end of last year, the numbers were over 300 abstracts of possible conference papers from a staggering 41 countries. With the conference now looming, Velo-city 2001 promises to be one of the most exciting since the Velo-city series was launched in 1980.



A cutting edge agenda that brings cycling together on a width of issues, has resulted in Velo-city 2001 becoming a conference that cannot be missed. There are five conference 'tracks': Tourism and Economy, Children and Mobility; Health and Well Being, Environment and Land Use; and Sustainable Transport and Planning. Every one a winner.

Back in 1980, Scotland was yet to actively promote the bike as a viable alternative to the car. But, thanks partly to the excellent work of cycle campaign groups, cycling is now very much a part of the political and planning landscape. I should know. Employed as a full-time cycling officer with the City of Glasgow Council, I have seen dedicated cycle facilities, once rare, become commonplace.

Scotland – birthplace of the inventor of the bicycle, Kirkpatrick MacMillan – is falling in love with the bicycle again. And Scotland cannot wait to be inspired further by the work being done elsewhere in the world. Velo-city 2001 is a chance for us to learn from you, for you to learn from us and for all to learn from each other.

And I can't think of any places more pleasant for us to share our expertise and our passions than Edinburgh and Glasgow, Scotland's two main cities, who are co-hosting Velo-city 2001.

Do sign up as a delegate.

See you in Scotland.

Erl Wilkie, Velo-city 2001 conference director

Scotland

- **Easy to get to, friendly people once there.** Relax by Loch Lomond, be inspired by Stirling Castle, climb Ben Nevis, visit a whisky distillery in Speyside, play golf at St Andrews, marvel at the magnificent scenery of the Cairngorm and Glencoe mountain ranges, tune in to a heritage of tartan and Highland dancing, try spotting the 'Loch Ness Monster', do a recitation at the Alloway birthplace of poet Robert Burns, take a ferry to the romantic isles of Mull, Skye, Islay and beyond.



Glasgow

- **Scotland's industrial heart, once beating to the sound of ship building, now a thriving communications and electronics centre.**

Grid-patterned city centre becoming increasingly bicycle-friendly. Was UK City of Architecture and Design 1999 and 1990 European City of Culture. Places to visit? Museum of Scottish Football at Hampden Park, Burrell Art Collection, Museum of Transport, the Buchanan Galleries and Princes Square shopping malls, the Lighthouse architecture and design centre, Hunterian Art Gallery, Kelvingrove Art Gallery and Museum, Gallery of Modern Art, Glasgow Science Centre and the 100 metre-high Glasgow Tower. Served by two international airports, Glasgow International eight miles (13km) and Glasgow Prestwick 30 miles (48km), and major road and rail links. The Glasgow leg of the conference (20 and 21 September) is being held at the Scottish Exhibition and Conference Centre, plus the Moat House Hotel, adjacent to it.



Glasgow ————— Edinburgh



Visit www.velo-city2001.org/accomm for more information on travelling to and within Scotland.

There are several excellent web portals dedicated to Scotland. Try any of the following (in alphabetical order):

www.aboutscotland.com

www.icscotland.co.uk

www.rampantscotland.com

www.scotland.com

www.scotland.org

www.scotland-info.co.uk

www.scotlandonline.com

www.scotsman.com

www.visitscotland.com

For Edinburgh only, try www.edinburgh.org for Glasgow only, try www.seeglasgow.org

Edinburgh



● Scotland's capital and home to the newly re-convened Scottish Parliament.

Home also to one of the United Kingdom's most active and biggest cycling campaigning groups, SPOKES. Served by an international airport seven miles (11km) from the city centre, an ocean liner port and major road and rail links. A city rich in architectural splendour, notably the medieval Old Town strung along a ridge between the iconic Edinburgh Castle and the Palace of Holyrood House and the Georgian New Town, the Scottish Enlightenment in stone. A city with a thriving port life, in Leith, where the former Royal Yacht, Britannia, is now berthed. Other places to visit? The Royal Museum (presenting the world to Scotland) and the Museum of Scotland (presenting Scotland to the world), the Dynamic Earth history of evolution exhibition, The National Gallery of Modern Art and the nearby Dean Gallery and Arthur's Seat – a mountain in the city. The Edinburgh leg of the conference (17 and 18 September) is being held at the Edinburgh International Conference Centre.



- Listed below are just some of the high-level Plenary speakers who will set the scene for Velo-city 2001 in the Plenary sessions attended by all delegates. Further names will be included in the final programme available at registration.

Monday

- Ms Sarah Boyack, Minister of Transport, Scottish Executive
- Alderman Frank Köhler, City of Amsterdam, The Netherlands

Tuesday

- Ms Margot Wallström, European Union Commissioner for the Environment
- Mr Abdulah M Omar, Minister of Transport, Republic of South Africa
- Winner of the Falco Lecture Prize

Thursday

- Dr. Richard Killingsworth, Advisor to US Government on Health & Transport matters
- Dr. Harry Burns, Director of Greater Glasgow Health Board
- Ms Francesca Racioppi, Transport Programme WHO European Centre for Environment and Health, Rome

Friday

- Mrs Isabelle Durant, Belgian Minister of Transport, and President of the European Union Council of Transport Ministers
- Lord Macdonald of Tradeston, Minister of Transport UK Parliament
- Prof. David Begg, Chair of the UK Commission for Integrated Transport (CfIT)

The following pages list the contributions to sub-plenaries and workshops within each of the five track areas.

Sub-Plenary sessions involve four or five speakers covering aspects of a core topic within a track. Workshop groups are smaller, with more time allowed in each session for discussion of the two or three papers. Posters will be displayed throughout the conference, with sessions held in parallel with workshops allowing discussion of the work presented on each poster.

SUB PLENARIES

Benchmarking

SPT1A

Bypad: A Benchmarking Instrument for Local Cycling Policy
Mr Tim Asperges, Langzaam Verkeer vzw, Belgium

Benchmarking Cycling in Edinburgh & Glasgow
Mr Allan Maclean, Glasgow City Council
– Mr Matthew Simpson, City of Edinburgh Council

Application of Quality Management to Cycling Policy
Mr Tony Russell, CTC, UK

Benchmarking European National Cycle Policies
Yves Mathieu – OGM, Brussels, Belgium

Cycling Within an Integrated Transport Policy

SPT1B

UK Cycling and Policy Development

Mr Andrew Wybrow, DETR, UK – Mr Adam Rennie, Scottish Executive, UK – City of Edinburgh Council, Executive Member for Transport, UK – Councillor Walter Maclellan, Glasgow City Council, UK

Sustainability – The Way Forward

SPT1C

The Relevance of Climate Change to the Future of Cycling
Dr. Mayer Hillman, Policy Studies Institute, UK

Interactive Mastersession 2001: The Future is Riding a Bicycle

Mr Jeffrey Olson, Trailblazer, USA

Requirement for Global Urban Politics to Reduce Automobile Circulation

Mr Jean-François Wolff, cadr67, France

Planning for the Future

Mr Hep Monatzeder, Deputy Mayor, City of Munich, Germany

Cycling: A Way Forward

Prof. Gizelle Xavier, Brazil

Sustain

WORKSHOPS

National/Regional Cycling Strategies(1) T1A

Brazil Research of Bicycle Use and the New Cycling Manual

Mr Antonio Mattosmiranda, Independent Consultant, Brazil

Sweden's strategy for more and Safer Cycle Traffic

Mr Jonas Ansgariusson, Swedish National Road Administration, Sweden

National/Regional Cycling Strategies(2) T1B

Development Strategy of Cycling in the Czech Republic

Mr Jaroslav Martinek, Centrum dopravního výzkumu, Czech Republic

Promoting Cycling in Florianópolis

– South Region of Brazil

Prof Giselle Xavier, State University of Santa Catarina, Brazil

Professional Development T1C

Training for Professionals to Improve Provision for Pedestrians and Cyclists

Mr Hugh McClintock, University of Nottingham, UK

How to Improve the Implementation of Research Results Into Practice

Ms Annika Nilsson, Department of Technology and Society, Sweden

Cycle Audit and Cycle Review T1D

Cycle Audit and Review: An Overview of Progress in the UK and Other Countries

Dr David Graham Davies, David Davies Associates, UK

Cycle Review

– An Improved Methodology and Computer Tool

Mr Jon Toy, Arup Transport Planning, UK

The Application of Cycle Review Procedures

Mr Thomas O' Reilly, Dublin Transportation Office, Eire

User Inputs to Cycle Provision T1E

The Cycle Balance, First Results and Effects

Mr Frank Borgman, Dutch Cyclists' Union, The Netherlands

Traffic Inspections

Mr Bo Dellensten, CYKELFRÅMJAANDET, Sweden

Marikina Bikeways Project

Ms Mary Catherine Sta. Ana, Firefly Brigade, The Philippines

A Tale of Two Cities T1F

A Tale of Two Cities

– Network Development (Glasgow/Edinburgh)

Donald MacKinven, Glasgow City Council – Barry Cross, Edinburgh City Council – and responses from Go-Bike! and SPOKES, UK

City Networks

- Cycling as Part of Transport Mix T1G

Development of Bicycle Traffic Infrastructure in Vilnius

Mrs Marija Burinskiene, Vilnius Gediminas Technical University, Lithuania

The Town of Montpellier

– The Development of a Cycling Policy

Mr Christophe Morales, Mairie De Montpellier, France

The Emergence of Indigenous Modes of Transport in an Urban Area: A Case Study of Metro Manila

Ms Nori Palarca, National Forum Group Philippines, The Philippines

Cities in Change T1H

Apart From Infrastructure, What Else We Should Consider to Get More Effective Results

Mr Manel Villalante, TMB (Metropolitan Transports of Barcelona), Spain

Cycle Strategy for Dublin

Mr Michael Aherne, Dublin Transportation Office, Eire

City Success Stories T1I

Munich, a Bicycle-Friendly City Offering an Integrated System of Bicycle Infrastructure, Service and Public Relations Work

Mr Hep Monatzeder, Deputy Mayor, City of Munich, Germany

Denmark's Leading Cycling Lab

Mr Henrik Lumholdt, Parks and Roads Administration, Denmark

Cycling in Integrated Transport – Policy & Practice Experience T1J

Integrated Traffic Policy With a Main Role for Cycling

Mr Willem Mulder, Municipality of Apeldoorn, The Netherlands

Association Bicycle – Friendly Cities of Nr-W

Mr Peter London, Ministry of Economic Affairs, Energy and Transport Nordrhein-Westfalen (Nr-W), Germany

Effective Campaigning(1) T1K

Cycling in Nikolaev (Ukraine)

Mr Anton Polovenko, NRA 'EcoVeloRukh', Ukraine

What a Photography Contest Can Do for Promoting the Bicycle? Barcelona's Case Study

Miss Diana Gonzalez, Amics de la Bici, Spain

SPOKES: 25 Years of Campaigning

Ms Julia Hubset, SPOKES the Lothian Cycle Campaign, UK



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morning				
lunchtime				
afternoon				

INTRODUCTORY SUB-PLenary

This track will be introduced by the two programme committee members responsible for this track: Don Mathew and Andy Clarke, followed by discussion

- The Dutch city of Amsterdam may be the first place everyone thinks about when talking about high levels of cycling, but there are other cities with hillier terrain and less temperate climates with just as impressive rates of cycle use.

With the United Kingdom government having pledged to quadruple bike use by 2012, delegates attending the Sustainable Transport and Planning section of Velo-city 2001 will be able to see how that target might be achieved, by looking at the experiences of not just Amsterdam, but elsewhere on the continent.

Don Mathew, co-chair of the Sustainable Transport and Planning track at Velo-city 2001: "In Amsterdam, 29 per cent of all journeys are done by bike, but in the Danish capital of Copenhagen, it is 30 per cent, in the German city of Munich it is 15 per cent, in Switzerland it is 15 per cent and in Finland the rate is also massive. Flat terrain and good weather encourages cycle use, but they are not absolutely necessary."

Mathew is a policy adviser to the CTC (formerly known as the Cyclists' Touring Club), Sustrans and various transport lobbying and advocacy groups. He adds: "We received an enormous number of submissions for conference papers, reflecting just how integral cycling has become in the worldwide debate about how to create sustainable transport systems. The timing couldn't be better in having a Sustainable Transport and Planning track at Velo-city 2001, because it can advise on how cycling targets in the UK and elsewhere can be achieved."



Streets filled with cyclists – an achievable target?
Photo: Oliver Brookes

able Transport and Planning

Effective Campaigning(2)

The Belgian Bicycle Council, a Unique Lobbyist in Europe
Mr Stijn Vancuyck, Bicycle Council, Belgium

The Ctc's Right to Ride Network – Making Volunteers 'Professional'
Mrs Cherry Allan, CTC, UK

Go Bike: Past Successes and Future Plans
Ms Marion Hersh, Go-Bike!: Strathclyde Cycle Campaign, UK

Marketing

From the Cradle to the Grave – A Cycling Plan for Life
Mr Adrian Lord, Babtie Group, UK

Marketing the National Cycling Strategy
Dr Marcus Jones, AEA Technology, UK

Social Inclusion

Promoting Cycling to the Wider Community – Experiences So Far
Ms Paula Smith, London Cycling Campaign, UK

The Afribike Project
Mr Louis de Waal, Pedal Power Foundation of South Africa, South Africa

Cycling and Social Inclusion: Making Cycling More Relevant
Mr Jake Elster, Centre for Analysis of Social Exclusion, UK

Strategic Partnerships

Mainstreaming Bicycle Advocacy
Ms Gayle Cummins, Texas Bicycle Coalition, USA

T1L

ETRA: How European Retailers Work at Sustainable Development
Mrs Annick Roetyncq, ETRA, Belgium

Technical Advice

Why the Most Ambitious Project of Cycle Route in Latin America is a Failure
Mr German Nuñez, Bicycle Friends Foundation, Colombia

Providing Technical Assistance for Bicycle Planning in Cities in Colombia, South Africa and the Philippines
Mr. Jeroen Buis, Interface for Cycling Expertise, The Netherlands

Green Transport Plans

Nottingham City Hospitals Commuter Initiatives
Mr Andrew Teer, Nottingham City Hospital, UK

Individual and Corporate Change: The Impact of Green Travel Schemes on Cycling to Work
Dr Paul Rosen, SAISU, UK

Cycle Parking

Bicycle Parking, a New Approach
Ms Hillie Talens, CROW, The Netherlands

Bicycle Parking in City Areas
Mr Johan Diepens, Diepens en Okkema, The Netherlands

Economic analysis

Macaw – A UK Aid to Calculating the Economic Benefits of More Walking and Cycling
Mr Howard Boyd, Babtie Group, UK

Economic Analysis of Bicycling
Mr Roelof Wittink, I-Ce, The Netherlands

T1N

T10

Attitudes influencing cycling policies T1T

We All Hate Cyclists! Drivers' Attitudes to Cyclists
Mr Wayne Duerden, DETR, UK

Cycling in Vienna – Differences in Attitudes Between Cyclists and Politicians
Mr Ralf Risser, Factum OHG, Austria

Longtime Survey on Bicycle Use
Dipl.-Ing. Manfred HÖNIG, City of Graz, Austria

Attitudes Towards Bicycle Transport Policy in a Long-Term Analysis
Mr Gerd Sammer, Institute for Transport Studies, Austria

Local Cycling Policies

Benchmarking Cycling in Small Swiss Towns & Villages
Mr Philippe Gasser, Roland Ribi & Associés SA, Switzerland

Successful Implementation of Local Cycling Policies in Great Britain – What Does it Depend On, How Can It be Improved?

Ms Philine Gaffron, Transport Research Institute, Napier University, UK

Land Use

Nmvs and Buses – A Symbiotic Solution for Core City Congestion; Case Study: Chandini Chowk
Ms Anvita Anand, Transportation Research and Injury Prevention Program, India

Workbikes: The Ideal Vehicle for Local Logistics
Mr Andrea Casalotti, ZERO, UK

Bicycles As a Mass Transit System?
Mr Maganya Jeffrey, Intermediate Technology Development Group East Africa, Kenya

T1P

T1Q

T1R

T1S

T1U

T1V

Track 2



morning
afternoon

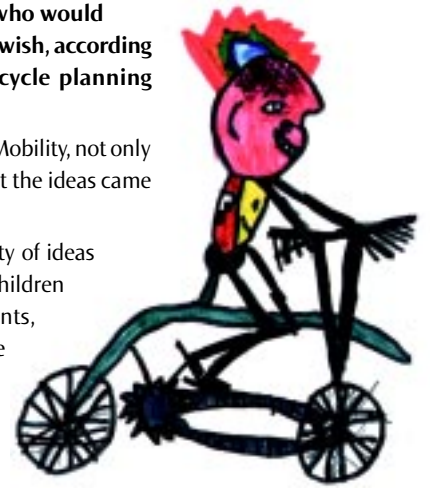
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- Making sure today's young cyclists become tomorrow's adults who would rather cycle than travel by car has been shown to be a worldwide wish, according to the response to a call for papers at this year's Velo-city cycle planning conference.

Following a request for papers on the specific theme of Children and Mobility, not only was there a large response from prospective conference speakers, but the ideas came flooding in from all corners of the globe.

"Like everyone else, I was very impressed by the quantity and quality of ideas being suggested by prospective speakers," said Paul Osborne, the Children and Mobility track chair. "There are speakers from four continents, including teachers, cycle campaigners, road safety experts, a software designer and a motoring organisation. The programme reveals speakers and papers from every continent. Many of the speakers are women, bringing a fresh perspective to Velo-city."

Osborne is head of the Safe Routes to Schools project. It is promoted by Sustrans, the civil engineering charity that last year launched the National Cycle Network, consisting of over 5,000 miles (8,045 km) of dedicated cycle route throughout the UK. "There is a very practical flavour to the Children and Mobility track sessions. Every paper is full of ideas for delegates to try to implement back home."



Drawing to illustrate cycle route leaflet for children
Drawing: Bruno Bradbury Davison, Sciennes Primary School, Edinburgh, UK

INTRODUCTORY SUB-PLenary

This track will be introduced by the two programme committee members responsible for this track: Paul Osborne and Viera Stupáková, followed by discussion

Children and Mobility

SUB PLENARIES

School Travel Plans/ Schools Travel Advisory Group **SPT2A**

Kesgrave High School, a Case Study in Cycling To and From School

Mr Brian Hawkins, Kesgrave High School, UK

Sun – Saving Energy By Using Mobility Management in Schools

Mrs. Doris Baeumer, ILS, Germany

Safe Routes to Schools: A Grass Roots Approach

Mr Michael Jones, Alta Consulting, USA

The Role of the Voluntary Sector in Promoting Walking and Cycling to School

Mr Paul Osborne, Sustrans, UK

Development of School Travel Plans in Scotland

Mr Jonathan Moore, The Scottish Executive, UK

Work of the School Travel Advisory Group in England

Mr Richard Bird, DETR, UK

Finding New Cyclists **SPT2B**

Using the Internet to Help Children and Young People

Make a Difference on Transport Issues

Mr Tim Gill, Young TransNet, UK

Bike to School

Ms Kasama Panswad, Thailand Cycling Club, Thailand

Cycling – Fun and Fuel for the Whole Family

Ms Lone Granzow, Center for Mobility & Miljø, Denmark

B-Day

Mr Robert Boivin, Maison des cyclistes, Canada

WORKSHOPS

Engaging Schools and Young People **T2A**

Educating the Advocates of the Future

Mr Erik Hermann, Greater Portland Council of Governments, USA

Watch the Girls Ride By- Addressing the Cycling Gender Imbalance in Schools

Miss Tanya Nash, City and County of Swansea, UK

Engaging Parents & Wider Communities **T2B**

Getting Children Cycling: "Bimbibici" in Italy

Mrs Antonella Gaviani, FIAB – Federazione Italiana Amici della Bicicletta, Italy

SALSA – Creating Safer Routes to Leisure

Mr Paul Hyman, London Borough of Ealing, UK

The Role of Models of Behavioural Change in School Travel Plans: Targeting, Identifying and Influencing Buyers & Consumers

Mr Daniel Johnson, City of York Council, UK

Classroom Activities **T2C**

Safe Routes to School Software

Mr Douglas Cross, MapIT Limited, UK

Back to Grass Routes: Young People Champion Green Travel Plans in RAC's Schools Challenge

Ms Rachel Rice, RAC Motoring Services, UK

What is a Quality Route to School? **T2D**

More Cycling to School

Mrs Janneke Zomervrucht, 3VO – National traffic safety organisation, The Netherlands

Assessing a Child's Ability to Walk Or Cycle Safely:

A Barometer for Community Wellness

Ms Lauren Marchetti, UNC Highway Safety Research Center, USA

Surveys and Strategies **T2E**

Pilot Programme of Site Specific Advice for Schools Developing Green Travel Plans

Dr Jo Cleary, Cleary Hughes Associates, UK

Cycling to Schools: Findings of Pupil Interviews

Mr Markus Mailer, University of Technology Vienna, Austria

Cycling to Schools: A Clearly Defined Objective!

M. Laurent Mercat, ALTERMODAL, France

Case Studies(1) **T2F**

Evington 'Safer Routes' Project

Ms Sally Killips, Leicester City Council, UK

Safe Routes to Schools in the USA

Ms. Debbie Hubsmith, Marin County Bicycle Coalition, USA

Case Studies(2) **T2G**

Safe Routes Give Healthy Cycling Children

Mr Troels Andersen, Parks and Roads Administration, Denmark

Bikes, Cars, Kids, Kiwi-Kilts and Skid-Lids

Ms Victoria Lawson, Christchurch City Council, New Zealand

Projet "Alternativement Vôtre" Les Déplacements Scolaires : Le Vélo, Une Alternative À La Voiture?

David Djigauri, Grenoble-Alpes Métropole, France

Child Cyclist Training **T2H**

Cycling Courses of Ig Velo Switzerland

Ms Kaethi Diethelm, IG Velo beider Basel, Switzerland

The Effectiveness of Child Cyclist Training

Mr Kevin Clinton, The Royal Society for the Prevention of Accidents, UK

Why High Quality Cyclist Training is Essential for Cycling Promotion and How it Can Be Delivered

Mr Ken Spence, City of York Council, UK



- A radical review of street design is the driving force behind many of the submissions to a section of the Velo-city 2001 conference programme looking at Environment and Land Use.

“The most interesting thing about this part of Velo-city 2001 is the re-thinking of street design and the space we live,” said Lynn Sloman, who is the chair of the Environment and Land Use track at the conference. “We are getting submissions that ask fundamental questions about what a street is; for example, arguing that cycling and pedestrian needs should be part of the initial design of a street, not tacked on as an afterthought. Streets have a social function as well as a transport function.”

Sloman is assistant director of one of the UK's best-known environmental lobbying groups, Transport 2000. She adds: “Re-thinking street design means think people, think community, think children playing. With all that fantastic space in front of our homes, is handing it over for cars to go up and down the best we can come up with?”

As well as looking at examples of car-free housing developments in the likes of Cologne in Germany and Edinburgh in Scotland, the Environment and Land Use track will also seek to broaden horizons on how bikes can combine with other forms of transport. Not just trains - commonly cited - but buses and light rail systems too.



Salford 1962
Photo: Shirley Baker

INTRODUCTORY SUB-PLenary

This track will be introduced by the two programme committee members responsible for this track: Lynn Sloman and Richard Williams, followed by discussion

Environment & Land Use

WORKSHOPS

Spatial Planning

T3A

Promoting Cycle Use to Counteract Urban Sprawl

Mr. Paul C. Pfaffenbichler, Institut fuer Verkehrsplanung und Verkehrstechnik, TU Wien, Austria

Is Your Town Moving in the Right Direction?—How to Measure Bike Competitiveness

Mr Par Envall, Trivector Traffic AB, Sweden

Low-Energy Designing of a New Housing Estate, a Stimulus for the Bicycle

Mr Syb Tjepkema, Diepens en Okkema, The Netherlands

Calmer Streets

T3B

Reconciling People, Places & Transport

Mr Ben Hamilton-Baillie, Harvard University, USA

Putting Cycling on the Transport Map...A 'Collision' Between Traffic and Urban Design?

Mr Michael Yeates, Cyclists Urban Speedlimit Taskforce, Australia

Economic Development

T3C

Cycling: An Appropriate Response to an Economic Crisis

Ms Tatenda Mbara, University of Zimbabwe, Zimbabwe

Bicycles & Bikeways – The Way Out for Poor Countries

Mr Joaquin Caraballo, IFRTD Latin America Reg. Forum, Panama

Sharing Road Space

T3D

New Possibilities of Cycle Management – Evaluation Results

Mr Roland Weber, Federal Highway Research Institute, Germany

Bicycles in Bus Lanes? Should They Really Be There?

Mr Neil Guthrie, Institute for Transport Studies, UK

Integrating Cycle Facilities With Bus Shelters in Delhi

Mr Sandeep Gandhi, Transportation Research and Injury Prevention Program, India

Bikes and Public Transport

T3E

Bikes With Buses and Other Intermodal Opportunities

Mr Dave Holladay, Transportation Management Solutions, UK

Trains and Bicycles in Italy

Mr Luigi Riccardi, FIAB, Italy

Bikes on Light Rail: Mind the Gap in Provision

Mr Richard Smith, Sustrans North, UK

Routes to Stations etc

T3F

The Bikerail Journey: Techniques and Devices for Breaking Down Barriers and Promoting Multi-Modal Travel

Ms Rose Ades, bikerail, UK

Safe Routes to Stations

Mr Nick Farthing, Sustrans, UK

Cycle Centres/Cycle Stations

T3G

Cycling Centre in the Railway Station Building Saved From Demolition

Ms Maria Somodi, Foundation for Railway Traffic in Rakoskert, Hungary

Building a National Bikestation Network in the United States

Mr. Mark Shandrow, Bikestation Coalition, USA

Trip Analysis

T3H

Trip Analysis of Odenseners

Mr Søren Underlien Jensen, Danish Transport Research Institute, Denmark

The Role of Cycling in Mode Chains

Mr Peter van der Waerden, Eindhoven University of Technology, The Netherlands

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SUB PLENARIES

Car-free development

SPT3A

Spatial Analysis of Bicycle Accident Data: Implications for Traffic Calming

Dr. Karl Kim, University of Hawaii, USA

The New Approach to Traffic Planning, Road Network and Street Design

Mr Per Wramborg, Swedish National Road Administration, Sweden

The Rocky Road to Carfree Housing

Jan Scheurer, Institute for Sustainability and Technology Policy (ISTP), Australia

Free City Bike As a Subscriber System and Part of a Transportation Chain

Mr Mangor Eikeland, Municipality of Sandnes, Norway

'Car Free' Development: Can Vancouver's Model of a Sustainable Community Lead the Way?

Mr. John Irwin, University of British Columbia, Canada

Track 4



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lunchtime				
afternoon				

- By the time he takes the chair of the conference theme devoted to Tourism and the Economy, Stuart Knowles will have helped officially open a 6,000km cycle route connecting countries bordering the North Sea.

Knowles is head of the Scottish section of the North Sea Cycle Route, which holds the distinction of being the last of twelve trans-European cycle routes to be identified but the first to have been completed.

A similarly rapid turnaround in fortunes is expected of cycle tourism. "Of all the issues at Velo-city 2001, cycle tourism is among the most recent," begins Knowles, who is the transportation, policy and planning manager for the Scottish local authority of Fife.

"But even though it is in its infancy, cycle tourism will soon become a major economic factor because of the way it can create jobs in a bottom-up way that is sustainable. Cycle tourism has the capacity to regenerate local economies at a scale that individuals can understand and benefit from."

A triumph for local authorities working together, the North Sea Cycle Route is at the international end of the route-construction spectrum. Knowles will be chairing sessions that will be looking at what all cycle routes - big or small - need to do to pull in tourist traffic. Visit www.northsea-cycle.com



Cycle sculptures are a feature of the 5,000 mile UK National Cycle Network created by Sustrans
Photo: Sustrans/Kai

Tourism and Economy

INTRODUCTORY SUB-PLenary

This track will be introduced by the two programme committee members responsible for this track: Stuart Knowles and Jean-François Pronovost, followed by discussion

SUB PLENARIES

National Cycle Network/ North Sea Route/Fife routes

SPT4A

The Economic Impact of the North Sea Cycle Route

Mr Les Lumsdon, Manchester Metropolitan University, UK

Implementing the Strategy: Developing the Cycle Network

Mrs Andrea Partridge, formerly Kingdom of Fife Millennium Cycle Ways, UK

The North Sea Cycle Route – An International Project

Mrs Eli Viten, North Sea Cycle Route Project Secretariat, Norway

Riding the North Sea Route: Shetland to Aberdeen

Mr Brian Curtis, CTC, UK

Marketing & Promotion of the North Sea Cycle Route

Jens Malte Nielsen, Turist Gruppen Vest Jylland, Denmark

North Sea Cycle Route Through Scotland

Ms Grace Nicol, Sustrans, UK

WORKSHOPS

Counts/Surveys

T4A

Automatic Permanent Counting of Bicycle Traffic Along the Danube Cycle Path

Dr Michael Meschik, Institute for Transport Studies, Austria

The Impact of New Cycle Routes in Scotland – An Assessment of Initial Outcomes for Green Tourism

Mr Mark Hagger, Leith Management, UK

Signing

T4B

Signposting of the Cyclerroutes

Mrs Isabelle Lesens, VELO-CITY, France

Signed Cycle Routes – The Example of Nuremburg

Mr Hugo Walser, Department of Economic Affairs, City of Nuremburg, Germany

Economic Impact of Tourism

T4C

Project 'Silesia By Bicycle' as Tourism Development Factor

Dr Ferdynand Morski, Silesian Union of Municipalities and Districts, Poland

Spanish Vías Verdes Programme

Ms Carmen Aycart Luengo, Fundación de los Ferrocarriles Españoles, Spain

Impacts of Constructed Regional Bicycle Roads in Hungary on the Economy, Transport and Other Systems

Mr Kalman Pej, Msc., Tandem kft, Hungary

National routes

T4D

EuroVelo and Bicalita: International and National Cycle Networks in Italy

Mr Riccardo Gallimbeni, R&P Ricerche e Progetti, Italy

Greenways in Europe : State of Progress Report

Mr Joaquin Jiménez, European Greenways Associations, Belgium

Tourism and Trails (UK)

T4E

'...Hordes of Hurtling Cyclists!...'

Mr Roger Withers, Wye Valley Cycleway Project Partnership, UK

The Benefits to the Rural Economy of Developing Cycle Routes in East Kent

Mr Sam Webb, Spokes East Kent Cycle Campaign, UK

Development of the Celtic Trail Across South Wales

Mr David Judd, D J Transport Planning Consultancy/ Sustrans, UK

Tourism and Trails (non-UK)(1)

T4F

Cycleway Construction on a Live Railway Corridor

Mr Bill Moffat, Grafton City Council, Australia

Three Years of Pro-Cycling Lobbying in the Tricity Area – Success Or Failure?

Dr Piotr Kuropatwinski, University of Gdask, Poland

Tourism and Trails (non-UK)(2)

T4G

Rails-With-Trails: A Best Practices Report

Mr Michael Jones, Alta Consulting, USA

Partnership for a Cyclist-Friendly County in Hungary

Ms Maria Somodi, Village Tourism Associate in Kunhegyes, Hungary

The Iñones Trail

Mrs Martha Bravo-Colunga, Department of Transportation and Public Works, Puerto Rico

Cycle Tourism Benefits

T4H

Cycling Tourism: the Mad Scramble for Cycling Dollars

Mr Robert Boivin, Group Velo (Velo Quebec), Canada

Strengthening Local Economic Development through Eco-Tourism: Community-Based Infrastructure and Services Development

Mr Mac Mashiri, CSIR-Tranportek, South Africa



Common Wheel: Occupational therapy through cycle repair
Photo: Norman Armstrong

- Avril Blamey thinks one-off cycle promotion days serve a purpose. But the question she wants to see answered at the section of the Velo-city 2001 conference looking specifically at Health and Well Being is how to capture prospective cyclists in the longer term.

“We know that walking and cycling is beneficial to health, both physiologically and psychologically,” begins Blamey, who is a research fellow in the Health Promotion Policy Unit at

the University of Glasgow. “A lot of research has been carried out into, for example, the impact of cycling and physical activity on fitness levels and disease risk factors. But looking at how to bring about longer-term behaviour change is a much newer field of research.”

Blamey, who is chairing the Health and Well Being track, adds: “We know how to raise awareness and research is beginning to identify barriers to participation. A one-off cycle-to-work day is a start, but what we should be really looking at is ‘What do we do next?’. The answer includes partnership working between safety experts, engineers and health promotion specialists. But it lies also in providing support in the shape of training, buddy systems and commuter support groups, as well as good cycle networks. These are important, since the people we are considering here are likely to be either novice cyclists or cyclists returning after a long time away.”

INTRODUCTORY SUB-PLenary

This track will be introduced by the two programme committee members responsible for this track: **Avril Blamey and Francesca Racioppi**, followed by discussion

Health and Well Being

WORKSHOPS

Helmets

An Analysis of Common Causes of Injury Associated With Bicycle Accidents Among the Under Sixteens
Mrs Rachel Takriti, The Bicycle Helmet Initiative Trust, UK

Cycle Helmet Performance in the Real World
Mr John Franklin, Consultant on Cycling Skills & Safety, UK

Helmet Usage of Young Cyclists and Its Determinants
Ms Sabine Schlittmeier, ZEUS GmbH, Germany

Personal Security

A Method to Create a Foot and Cycleway Gis Network
Mr Mats Reneland, Chalmers University of Technology, Sweden

Security Considerations Along Cycle Routes
Mr Derek Harrison, Gloucestershire Constabulary, UK

Improving Security on the Glasgow to Inverness National Cycle Route
Constable Kenneth Pike, Strathclyde Police, UK

Tackling Safety Concerns

Cyclist Conspicuity and Safety
Mr Dermot McGonigle, East Renfrewshire Council, UK

Latest Methods in Computer Simulation Applied to Two-Wheeled Vehicle Accident Scenarios (Review)
Mr William McLundie, Jaguar Cars Ltd, UK

Improving Bicycles

Return of the Roadster
Mr Geoffrey Apps, UK

The European Norm for Bicycle Safety
Mr Pietro Boselli, COLIPED – COLIBI, Belgium

Addressing Gender Barriers

A Transport System for Equal Opportunity
Mr Arne Fasth, Swedish National Road Administration, Sweden

T5A

Women’s Wheel Attitudes! (Cyclists)

Ms Lynn Basford, TRL (Transport Research Laboratory), UK

Female Approaches to Cycling Citing the Case History of Comet

Ms Cosima Pilz, Austria Mobility Research, Austria

Cycle Training

Training the Public to Cycle
Mr Stuart Reid, CTC, UK

The Pathways to Success

Mr Jim Riach, Director, Scottish Cycling Development Project

Social Inclusion

Cycling As a Means of Integration and Emancipation for Foreign Women in the Netherlands
Mrs Angela van der Kloof, Centre for Foreign Women, The Netherlands

Mental Health Treatment in a Community Based Recycle-A-Bicycle Scheme

Dr Colin Guthrie, General Practitioner, Greater Glasgow Health Board, UK

Pedal Power

Miss Sybil Williams, Bro Morganning NHS Trust, UK

Cycling as Health Promotion

Bicycle: A Partner in the Struggle for Good Health and Well Being
Mr Justin Cuambo, First African Bicycle Information Office, Uganda

Cyclists in the West of Scotland, Twenty-07 Study: Who Are They and Are They Doing Enough for Health and Fitness?

Professor Nanette Mutrie, University of Glasgow, UK

A Cyclist Map Handed Out by Your Physician

Mr Claude Morel, Division de la Voirie, Switzerland

T5A

T5C

T5D

T5E

T5F

T5G

T5H

	Edinburgh		Glasgow	
	17	18	20	21
morning				
afternoon				

SUB PLENARIES

Safety Matters

Cycling and Health: Physical Activity, Social Inequalities, and Transport

Dr Harry Rutter, Oxfordshire Health Authority, UK

Women and Cycling – Determinants and Deterrents

Ms Contessa Hajnikitas, Cycle Planning, Australia

Cycling for Health

Dr Gejza Legen, Association of Healthy Cities of Slovakia, Slovakia

Transport and Public Health Policy: Where Bicycling Fits In

Mr Bill Wilkinson, Natl Center for Bicycling & Walking, USA

All People Including Children Should Have the Right to Use Bicycles When They Want

Ms Khadouja Mellouli, Women For Sustainable Development, Tunisia

SPT5A

What's On

Conference Events

All social events are free but require to be booked

Social Programme for Delegates and their Partners (see booking form)

Welcome Reception Sunday 16 September

Held in Edinburgh City Chambers, from 1830hours. The first of three major conference social events, this is the chance to meet other delegates. Drinks and canapés. Dress: Informal.

Evening at the Royal Museum Monday 17 September

National Museums of Scotland, Chambers Street, Edinburgh, from 1930hours. An impressive example of Victorian engineering, the old part of the museum is an excellent setting for the second major social event of the conference. Dress: Informal.

Conference Ceilidh Thursday 20 September

Old Fruit Market, Glasgow, from 1930hours. Dance the night away at the final major social event of the conference. An evening of traditional Scottish dancing, hosted by the Lord Provost of Glasgow. Dress: Informal.

Falco Lecture Prize

The winner of a twelve hundred pound sterling (1,700 Euros) essay writing prize will be announced during Velo-city 2001, the cycling-based subject of the annual Falco Lecture Prize having been revealed at last year's Velo-city conference, Velo-Mondial. Now in its ninth year, this year's competition – sponsored by Falco, a Dutch company that manufactures parking and street furniture – invited essays of between 2,500 and 3,000 words on a question close to the heart of the Velo-city 2001 agenda: "Today's young people lead much less active lives than ever before, so creating a future generation of unhealthy adults. Challenge." Following the deliberations of an international panel of judges, the winning entry will be delivered as a lecture at Velo-city 2001.

Taking the Cycling Message to Schools

Twelve-to-fifteen year-old pupils from seven schools in Scotland will be presenting their ideas for making cycling safer and fun, that are being turned into reality thanks to sponsorship from The Royal Bank of Scotland and Sustrans. On Thursday, September 20th (am), delegates will hear of their projects, which include cycle days, mass rides, poster campaigns and an ingenious e-marketing scheme.

Tour Programme for Partners of Delegates (see booking form)

Capital Highlights Tour Monday 17 September, 0930-1200hours.

A walking tour taking in Edinburgh Castle, the Royal Mile and other historic attractions. Price: £13.50.

Guided Hill Walking Monday 17 September, 1400-1700hours.

Easy-grade hill walk across the Pentlands, south of Edinburgh. Price: £18

St Andrews: University Town and Home of Golf

Tuesday 18 September, 0930-1700hours.

St Andrews is the seat of Scotland's oldest university and was the venue for golf's 2000 Open Championship. The tour will also take in magnificent views of the Forth Rail Bridge, a stop at Falkland Palace – a favourite hunting home of Mary, Queen of Scots – and a visit to Fife's famous fishing villages. Price: £34

To the Art of Glasgow Thursday 20 September, 0930-1230hours.

The work of artist Charles Rennie Mackintosh is the focus of this tour of some of Glasgow's most important art galleries and museums, including the Kelvingrove and the Hunterian. Price £12

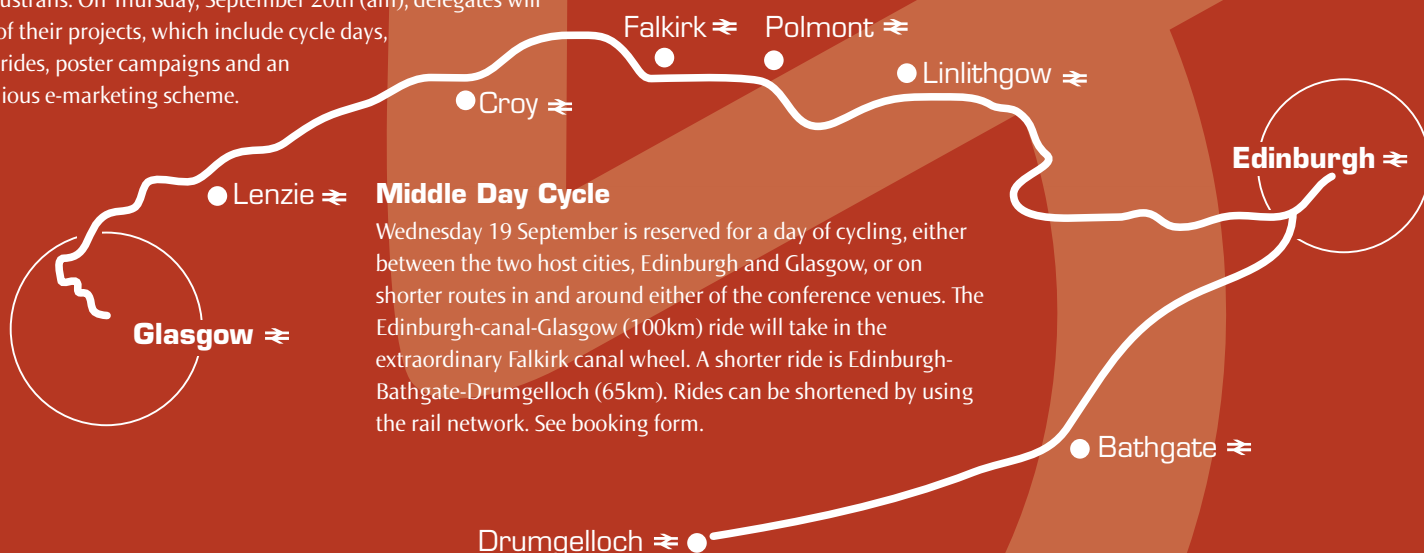
Glens, Lochs and Whisky Friday 21 September, 0930-1500hours.

Visit picture postcard Scotland, with a trip to Loch Lomond followed by a tour of Glengoyne whisky distillery. Price: £32

* Please note: All prices are per person in £ sterling and include VAT. Meals are not included. A subway ticket needs to be purchased during the To the Art of Glasgow tour. All tours are subject to demand and the organisers reserve the right to cancel tours that are insufficiently taken up.

Evening Cycle Rides

Guided early evening cycle rides on 18 & 19 September will be led by members of SPOKES and GO Bike! in Edinburgh and Glasgow.



What's On

Before and After Velo-city 2001

Culture Vulture

Velo-city 2001 minus a few weeks: Just over two weeks before Velo-city 2001, lovers of books, dance, comedy, film, music, theatre and other arts will have converged from around the world on Edinburgh for the renowned, annual Edinburgh Festival, featuring over half a dozen individual festivals, hundreds of shows and thousands of performers, and which takes place this year between early August and the beginning of September.



This year, the Edinburgh Fringe takes place between 5 and 27 August (www.edfringe.com), while the Edinburgh International Festival takes place between 12 August and 1 September (www.eif.co.uk).

The North Sea Cycle Route

Velo-city 2001 minus as long as it takes: This is for delegates wishing to arrive by bike, having cycled anything up to two or three hundred miles beforehand. Whether starting your route by the ferry terminus at Hull or the ferry terminus in Newcastle, there are dedicated cycle routes that can take you all or part of the way to Edinburgh where Velo-city 2001 begins. And there is always the railway to fall back on if the cycling becomes too much. Hull to York uses the White Rose Cycle Route and The Three Rivers Cycle Route extend to Newcastle. The Coast & Castle Cycle Route connects Newcastle with Edinburgh. Contact Sustrans +44 (0)117 929 0888 for details of route maps. Visit www.northsea-cycle.com For rail information, www.gner.co.uk

Safe Routes to Schools in York

Velo-city 2001 minus two days: On Friday 14 September, delegates have the opportunity to visit the city of York, home to one of the UK's most advanced projects to make cycling to school safe and fun for children. Bike tours in small groups will be led by Sustrans, the UK civil engineering charity behind the 5,000-mile National Cycle Network and Safe Routes to Schools. From 1130-1730hours. Lunch, presentations, information and bike hire is included in the registration fee which is £59.75 (£50 plus VAT). 80 places are available. Advance booking required – see booking form. For further details of the bike tours please contact schools@sustrans.org.uk For accommodation information, contact York Tourist Board on +44 (0)1904 621 756 or www.york-tourism.co.uk



Area 52 Bike Shed, York, UK
Photo: Julia Bayne

Join Pedal for Scotland

Velo-city minus one day: On Sunday 16 September the day before Velo-city 2001 begins, delegates are welcome to join hundreds of Scots who will be taking part in a mass participation cycle ride from Glasgow to Edinburgh, called Pedal for Scotland, and raising money for charity at the same time. Organised by the Scottish Cycling Development Project and the CTC. For registration details, tick box on booking form or telephone +44 (0)131 657 4393 or visit www.pedalforscotland.co.uk The cost is £15 and includes free transport to the event and a t-shirt. Delegates are reminded that, to take part in Pedal for Scotland, they need to take responsibility for their accommodation and bike hire needs on Saturday.



Rob Roy Country

Velo-city 2001 plus one day: On Saturday 22 September, be a guest of Stirling Council and the Loch Lomond and Trossachs interim committee for Scotland's first National Park. 65km cycle ride (mostly off-road) through Highland and historic scenery. Maximum number of participants: 55. Price of £15 (payable on the day) covers bike hire, lunch and transport from and to Glasgow. Details, Chris Calvey +44 (0)1389 722600 or e-mail chris.calvey@lochlomond-trossachs-npa.org Please note, this is an independent event requiring participants to take charge of their own accommodation needs on 22 September.

The Kingdom of Fife Tour

Velo-city 2001 plus one day: On Saturday 22 September, be a guest of Fife Council, one of the most go-ahead of Scottish local authorities when it comes to providing dedicated cycle routes. Bikes provided by the host, combination of country park and coastal route cycling. Maximum number of participants: 16. For contact details, Sharon Rice-Jones +44 (0)1592 413109. Price and transport details upon application. Please note, this is an independent event requiring participants to take charge of their own accommodation needs on 22 September.

Bute Cycling Festival

Velo-city 2001 plus one-three days: Between Friday evening 21 September and Monday 24 September, be a guest of the Bute Wheelers' Cycling Club, organisers of a cycling festival on the isle of Bute, off the Firth of Clyde. All sorts of cycling available, from racing to gentle coastal roads, plus Viking history, fascinating geology and wonderful hospitality. Telephone Tony Edwards +44 (0)1700 500 602, e-mail robbcycles@hotmail.com www.isle-of-bute.com/robbcycles Please note, this is an independent event requiring participants to take charge of their own accommodation, travel and bike needs during the festival. Telephone +44 (0)1700 502151

European Car Free Day

With perfect timing, the end of Velo-city 2001 coincides with European Car Free Day – In town, without my car! Further information from Environmental Transport Association www.eta.co.uk/main.htm or www.22September.org

Conference Information

A delegate information pack will be provided on arrival to Velo-city 2001.

Here is information you need before then.

VELO MONDIAL

A LOCAL SOLUTION TO GLOBAL ISSUES

The extent of progress on a set of targets endorsed by delegates at the last Velo-city conference, held last year in the Dutch city of Amsterdam, is to be reported at Velo-city 2001.

Delegates at last year's Velo-Mondial conference in Holland agreed to the 'Amsterdam Declaration', which, among things, seeks an increase in the number of countries with a national cycling policy. The targets are being taken forward by a re-formulated organisation called Velo-Mondial, partly using the name of the Amsterdam event, and partly because the name encapsulates the organisation's main aim of promoting and implementing the take-up of 'cycling master planning' all over the world.

The target to increase the number of countries with national cycle policies is making significant progress thanks to an European Commission-funded benchmarking project, called 'NATCYP'. This sets out to both compare and contrast existing policies, and bring together, for the first time, transport planners working at a national level. It is hoped that this project will not only provide useful comparisons, but that it will also allow planners, policy-makers and politicians to see the benefits of these policies. This in turn should lead to a greater take-up of pro-cycle policies at local, regional and national levels.

Velo-Mondial have also been busy working on practical projects that are closely linked to national cycling master plans including carbon dioxide emissions and the environment, the economy of developing and other nations, the health and well being of people, and mobility. Velo-Mondial is looking for support to develop further the model of Cycling Master Planning through the use of benchmarking, base-lining, target-setting, and certified auditing of the results. The results of its work will be reported at a major Velo-Mondial event, which is expected to be held in Africa or Asia in 2006.

For more information on the organisation, visit www.velomondial.net or telephone Pascal J.W. van den Noort, executive officer, on + 31 (0)20 627 0675.

ACCOMMODATION (see booking form)



Accommodation to suit all tastes and budgets has been organised by Velo-city 2001. All you need do is

choose which general type of accommodation you require and Velo-city 2001 will do the rest. Please note that the prices shown are only guaranteed for bookings made before 1 July. Bookings made afterwards are subject to unforeseen changes in price. Since accommodation will be also booked on a first-come, first-served basis, the advice is to book early. Prices are per room, per night and include VAT.

University accommodation in Edinburgh and Glasgow costs between £27 and £39 for a single room (with full Scottish breakfast). **Only Edinburgh University accommodation must be paid in advance along with the registration fee.** All other accommodation should be paid when you attend the conference.

Band A hotel accommodation is a luxurious four or five star, costing between £145 and £168 for a single room.

Band B hotel accommodation is a comfortable three or four star, costing between £90 and £110 for a single room.

Band C hotel accommodation is a clean, efficient and modern two star, costing between £49.95 and £59.50.

For more details of the individual hotels and university residences being offered as conference accommodation, visit www.velo-city2001.org/accomm

A limited number of places are available for visiting cycle activists to stay in the homes of Scottish cycling activists. Tick the relevant box on the booking form.

Alternatively, organise your own accommodation via the tourist boards serving Edinburgh and Glasgow: Edinburgh and Lothians Tourist Board +44 (0)131 473 3800 www.edinburgh.org; Greater Glasgow and Clyde Valley Tourist Board +44 (0)141 556 4030 www.seeglasgow.org

BIKE HIRE (see booking form)



For cycle hire before and after the conference, contact Edinburgh Cycle Hire +44 (0)131 556 5560

www.cyclescotland.co.uk

CONFERENCE LANGUAGE



The official language of the conference is English. All plenary sessions and some sub-plenary and workshop sessions will have simultaneous interpretations in French and German. Informal assistance will be also available in some other languages.

EXHIBITION

The conference will be accompanied by an exhibition devoted to cycling. For more details on hiring a stand at the exhibition, contact Meeting Makers on +44 (0)141 434 1500.

FINANCIAL HELP

Financial help to ensure that the conference is accessible to as many people from around the world as possible is being offered by Scotland's leading international technical and management consultants.

The Bابتie Group is providing a limited number of bursaries to prospective delegates who, without financial assistance, would be unable to attend Velo-city 2001, the aim being to guarantee representation at the conference from countries with developing or transitional economies.

The bursaries will cover conference accommodation and fees plus travel costs.

For more information, e-mail hboyd@allott.co.uk and mark your correspondence, 'Bابتie Velo-City Bursaries'. The closing date for bursary applications is 31 May and applicants will be notified whether they are successful or not by e-mail by 14 June.

More information about the Bابتie Group can be found at www.bابتie.com

REGISTRATION AND INFORMATION DESKS



Registration and information desks will be in operation in the EICC in Edinburgh 16 to 18 September and in Glasgow at the Moathouse Hotel on 20 & 21 September. Registration begins on Sunday 16 September from 1400-1800 hours, and thereafter from 0800 hours daily (except Wednesday 19 September, the Middle Day Cycle).

TECHNICAL VISITS – During the course of the Conference

There will be guided technical visits to the benchmarked cycle facilities in Edinburgh and Glasgow.

General Information

ACCESS FOR PEOPLE WITH A DISABILITY



Both conference venues have disabled access.

BANKS AND CURRENCY EXCHANGE



The currency of the United Kingdom is Pound Sterling (£). Dedicated currency exchanges can be found in the airports serving both Edinburgh and Glasgow and in the centres of both cities. Most city centre banks will be able to exchange currency, their opening hours being Monday to Friday, 0900-1700 hours. Scottish banks are permitted to issue their own notes, which are exactly equivalent in value to those issued by the Bank of England.

CLIMATE AND WEATHER



The average temperature in September in Scotland is between 8.3 and 16.1 degrees Centigrade (47 and 61 degrees Fahrenheit). September is the driest month of the year in Scotland.

CLOAKROOM AND LUGGAGE



Both conference venues have cloakroom and luggage facilities. Luggage can be transferred for you between the Edinburgh and Glasgow venues.

ELECTRICITY



The UK electricity supply is 230V AC. Sockets are fitted for square, three-pin plugs.

LIABILITY

Delegates and their guests are reminded their participation in any Velo-city 2001 or Velo-city 2001-related events is on a voluntary basis only and entirely at their own risk. The organisers can accept no responsibility in the case of an accident, injury or loss of personal belongings.

MEALS



A light buffet lunch will be provided to delegates. Vegetarian options will be provided. Please state other dietary requirements on the booking form.

MEDICAL ASSISTANCE



Accident and emergency treatment that does not involve a stay in hospital is free to anyone, irrespective of nationality. Only EU citizens are entitled to free hospital care. However, non-UK citizens from the EU should be prepared to pay at first for hospital care and then apply to their government for reimbursement.

MESSAGES



Messages for delegates may be left by telephone or fax at the following numbers:

17 and 18 September – Conference venue:
Edinburgh International Conference Centre –
www.eicc.co.uk Tel +44 (0)131 300 3000,
Fax +44 (0)131 300 3030.

20 and 21 September – Conference venue:
Scottish Exhibition and Conference Centre –
www.secc.co.uk Tel +44 (0)141 248 3000,
Fax +44 (0)141 226 3423.

PARTNERS

Guests are welcome at Velo-city 2001 and a social programme has been arranged to make their trip to Scotland as pleasant as possible (see Conference Events).

PASSPORT AND VISA REQUIREMENTS



Delegates from outside the European Community are advised to contact the British Embassy in their home country as soon as possible for details on entry requirements into the UK. Visit www.fco.gov.uk/travel

RESEARCH

Three 'compare and contrast' research projects are expected to prove big attractions to cycle planners and campaigners attending Velo-city 2001. The projects consist of 'benchmarking' studies of cycle policies between (a) different UK cities, (b) different European cities and (c) different European countries, the last of these begun very recently.

TELEPHONES AND INTERNET ACCESS



Both conference venues boast several public telephones and modem points. They are also within range of strong signals for the use of mobile telephones.

TOURIST BOARDS

The Scottish Tourist Board/Visit Scotland
+44 (0)131 332 2433 www.visitscotland.com
Edinburgh and Lothians Tourist Board
+44 (0)131 473 3600 www.edinburgh.org
Greater Glasgow and Clyde Valley Tourist Board
+44 (0)141 566 4030 www.seeglasgow.com

TRAVEL



Edinburgh and Glasgow are well served by airport, ferry, rail and road links. For more information, visit www.velo-city2001.org/accomm

Free train travel in the UK to and from the conference is available to the first 200 registered delegates.

Delegates arriving by aeroplane are advised that Edinburgh International airport is seven miles (11km) from Edinburgh city centre (regular bus service, taxi fare about £15); Glasgow International airport is eight miles (13km) from Glasgow city centre (regular bus service, taxi fare about £12); and Glasgow Prestwick airport is 30 miles (48km) from Glasgow city centre (half-hourly rail link, taxi fare £40).

TRAVEL INSURANCE

Delegates are recommended to take out travel insurance to cover the loss of any personal belongings or medical care required during their stay.

VACCINATIONS

No special vaccinations are required before entering the UK.

VALUE ADDED TAX

Where applied, at a rate of 17.5 per cent.

WEBSITES



Visit www.velo-city2001.org for up-to-date information about this year's Velo-city conference. And since the website will be constantly updated during the course of the conference, with breaking news and information, you might wish to bring your laptop with you.

If you are involved in any of these, then Velo-city 2001 is probably for you:

- Bicycle manufacture
- Bicycle retailing
- Civil engineering
- Cycle campaigning
- Education
- Green issues
- Health
- Local politics
- National politics
- Public transport
- Publishing cycle-related media
- Road safety
- Town planning
- Transport planning
- Tourism



This document is available on request in Braille, tape, **large print** and various computer formats. Please contact ITS on +44 (0)131 242 8181 and quote reference number 01033.

Un Résumé de ces informations est disponible en braille, en audiocassette, imprimé en gros caractères, ou traduit en langues minoritaires, en français ou en allemand. Veuillez contacter le service d'interprètes et de traduction au numéro +44 (0)131 242 8181 en citant le numéro de référence 01033.

Eine Kurzfassung dieser Informationen ist in den folgenden Versionen erhältlich: in Brailleschrift, auf Tonband, grossgedruckt, in Minderheitssprachen und auf Französisch und Deutsch. Bitte wenden Sie sich an den Dolmetscher – und Übersetzungsdienst unter der Nummer +44 (0)131 242 8181 und geben Sie das Aktenzeichen 01033.

Este documento esta disponible a petición en Braille, cinta, **texto grande** y varios formatos de ordenador. Por favor contacto ITS +44 (0)131 242 8181 y cita usted el numero referencia 01033.

یہ دستاویز بریل میں، آڈیو کاسیٹ، بڑے حروف میں، اور مختلف کمپیوٹر فرمیٹوں میں دستیاب ہے۔ براہ کرم ITS پر رابطہ کریں اور حوالہ نمبر 01033 فراہم کریں۔

這份資料的簡介可以要求製成盲字、錄音帶、大字、和譯成社區語言、法文和德文。請垂詢了便市議會傳譯及翻譯服務，電話+44 (0) 131 242 8181，檔案編號：01033。

ان معلومات کا خلاصہ بریل، آڈیو کاسیٹ، بڑے حروف میں، اور مختلف کمپیوٹر فرمیٹوں میں دستیاب ہے۔ براہ کرم ITS پر رابطہ کریں اور حوالہ نمبر 01033 فراہم کریں۔

Return address:
 Velo-city Conference 2001
 Conference Secretariat
 c/o Meeting Makers
 Jordanhill Campus
 76 Southbrae Drive
 Glasgow G13 1PP
 UK