

BYPAD



*BYPAD Audit of the cycling policy of the City of Poznań, Poland.
Audit report and quality plan – summary*



BYPAD
BICYCLE POLICY AUDIT

BYPAD Audit of the cycling policy of the City of Poznań, Poland

Summary

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Poznań 2015

Introduction

P**OZNAŃ** numbering 545,000 inhabitants, is the fifth largest city in Poland and the eighth largest in terms of area (262 square kilometres). The extent of the administrative borders of Poznań on east-west axis is approx. 24 km, and on the north-south axis approx. 23 km. Poznań is a large academic centre and at its 27 universities there are more than 120 thousand students (3/4 from outside of Poznań). The population is well educated, and unemployment is among the lowest in Poland.

The city, along with the district of Poznań and neighbouring municipalities: Oborniki, Skoki, Szamotuly and Srem, creates Poznań Agglomeration inhabited by about 1 million people. The process of gradual depopulation for neighbouring municipalities is taking place in the city.

The city is located in the central western part of the country, on the way between Warsaw (300 km) and Berlin (about 270 km) and it is well communicated with both by rail and main roads.

Warta river flows through the city, and its length within the city borders is nearly 19 km. The river divides the city into the western and eastern part. Over Warta there are 7 road and 3 railway bridges. Within the city there are also a few lakes and green areas ring system in the form of wedges extending from the centre to the periphery.

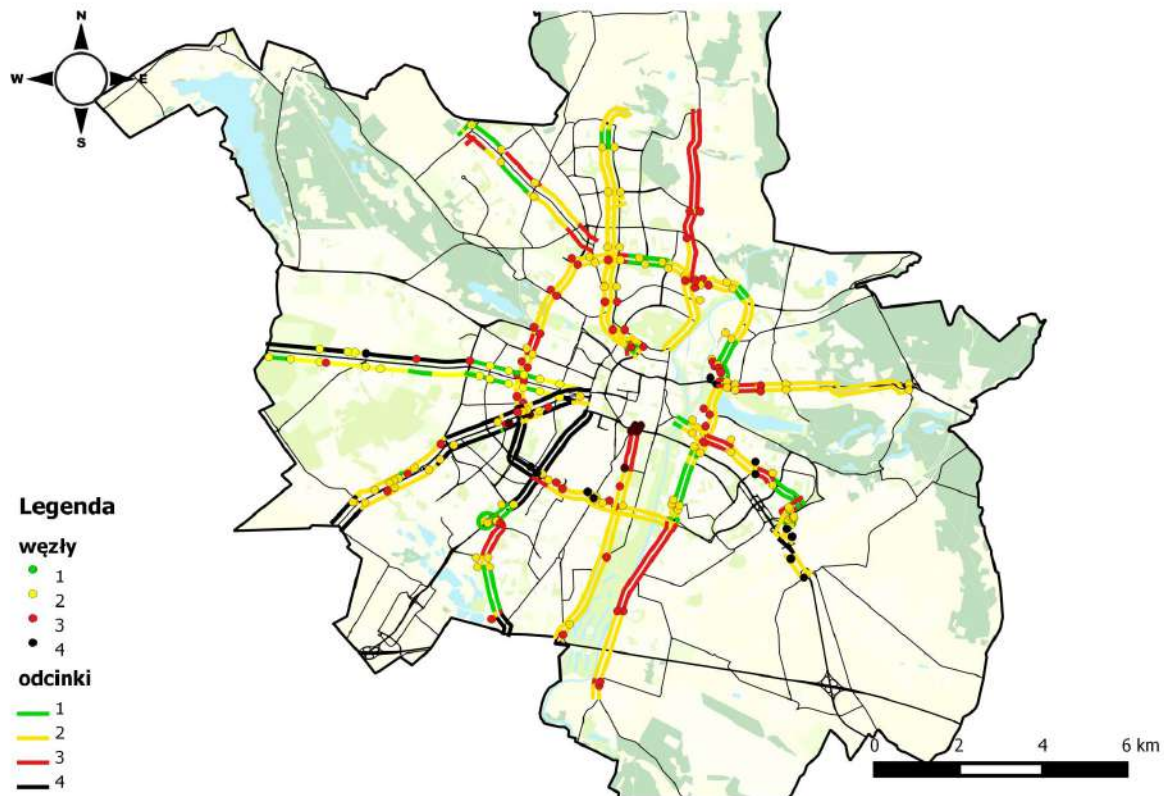
Although the city has one of the best in Poland developed mass transport systems, car ownership rate is as high as 578 cars per 1000 inhabitants. The share of vehicle traffic in Poznań is more than 50%. The pace of travel by car is among the lowest in the country due to traffic jams.

The position and shape of the city can be considered relatively friendly to cyclists. Elevation and drops in the area are small. The shape of the city might cause trouble for less experienced cyclists in only few parts of the city. Poznań's climate creates favourable conditions for cycling. Winters are mild, summer is not too hot, moderate winds prevail and precipitation is among the lowest in Poland.

Bicycle Communication

Poznań as well as other large Polish cities today does not use the communication potential which is contained in bicycle traffic. The share of bicycle traffic here amounting to about 4.5% is significantly lower (about three times lower) than in some cities of Eastern Germany, with very similar conditions, where it goes up to several percent.

The reason for this is transport policy carried out from the beginning of the 90s of the twentieth century (after the change of regime), which unlike e.g. in East German cities has performed mainly on expanding and repairing the road network – that is, improving the conditions of vehicle traffic. Despite the existence of appropriate entries in planning documents, which since 1999 have been defining the city's transport policy as balanced, the bicycle has not been seen by the authorities as a full measure of everyday communication. Due to this fact, bicycle infrastructure mainly arose only in places where there were terrain reserves, not there where it would be most needed. The vast majority of the investment connected with cycling was created on the occasion of repairs of streets and investments related to vehicle traffic. As a result, the current system of cycling routes in Poznań is a collection of random parts that are just trying to create a system. Therefore, the most important barrier to cycling in Poznań is a lack of consistency of routing system. The largest accumulation of significant barriers to the bicycle traffic occurs in the area of the city centre.



Map illustrating the current friendliness major target system of cycling routes, distinguishing between opposite directions. Green colour - good conditions to move by bike, yellow - conditions sufficient, red - conditions mediocre, black - no conditions. Dot - road hub, line - section of the road. Map founded in 2015 as a result of field survey routes made by local NGO Sekcja Rowerzystów Miejskich on the needs of Social report on cycling policy in Poznań.

A serious problem is the lack of security of cyclists on the streets of Poznań, where cars reach high speed. Polish drivers' driving culture unfortunately is still far from standards present in other EU countries. There's a social acceptance for speeding. The method of arrangement of streets (e.g. wide lanes) promotes fast driving. There is very little effective infrastructure solutions to speed reduction because implementing them is connected with public resistance.

As a result, a large part of cycling (where there are no separate facilities) takes place on side-walks, which in accordance with applicable law is illegal. We also have to deal with the over-representation of participation of cyclists in road accidents, according to their participation in the traffic.

The quality of the existing infrastructure leaves a lot to wish for, which includes a lot of shortcomings typical for infrastructure emerging in the last two decades in Polish. There are problems such as: bad geometry, awful surface, protruding kerbs, barriers to the gauge, discontinuities of the course, location generating delays or non-intuitive solutions. One can even say that Poznań stands out in this area to the disadvantage relatively to other cities and there is greater than elsewhere number of examples of bad practice here.

The total length of infrastructure facilities for cyclists in Poznań is approximately 184 km, which in relation to the total length of roads in the city is only about 17.5%, with a separate infrastructure such as roads only for bicycles is 14%. The target system of bicycle routes principal only 14.32% of the length has good or very good conditions for cycling. On the 51.14% of the total route of cycling conditions were defined as merely adequate. For 16.55% of the length of routes prevail mediocre conditions for cycling, and the remaining 18.00% is the route where in general there are no conditions to move around by bicycle.



Map of cycling infrastructure in Poznań made on the basis of social inventory made in the first quarter of 2015 years by local NGO Sekcja Rowerzystów Miejskich on the needs of Social report on cycling policy in Poznań. Red line – cycle track, orange line – shared-use path, blue line – other facilities, purple line – contraflow bike lane, green line – bike lane.

Despite a long, reaching times of inter-war tradition of developing a system of cycling, Poznań is not in terms of development of cycling a leader compared to other Polish cities. One can even say that as a result of long-term governing of former President of the City (ruled until 2014), who did not hide his reluctance to cyclists, Poznań is lagging behind compared to the best bicycle Polish cities – Gdańsk, Wrocław and Krakow. There is less high quality infrastructure here, as well as modern, low-cost solutions as bicycle lanes, locks at crossroads or admission of cycling “upstream”.

Hope to change for the better was given after the last local elections, after which the pace of pro-cycling changes clearly accelerated. Poznań as the only one of major Polish cities, has a President, who uses a bicycle on daily basis. Practising cyclist is also one of the President’s Deputies who is responsible for inter alia transport issues. The office has hired a high-class specialist of cycling development. Omnipotent before pro-vehicle thinking in the local government appears to wane. However, the biggest hope for changes are currently introduced changes in the structures of the city council, which should make the city’s cycling policy more effective. One of the manifestations of this process is agreeing to the BYPAD audit.

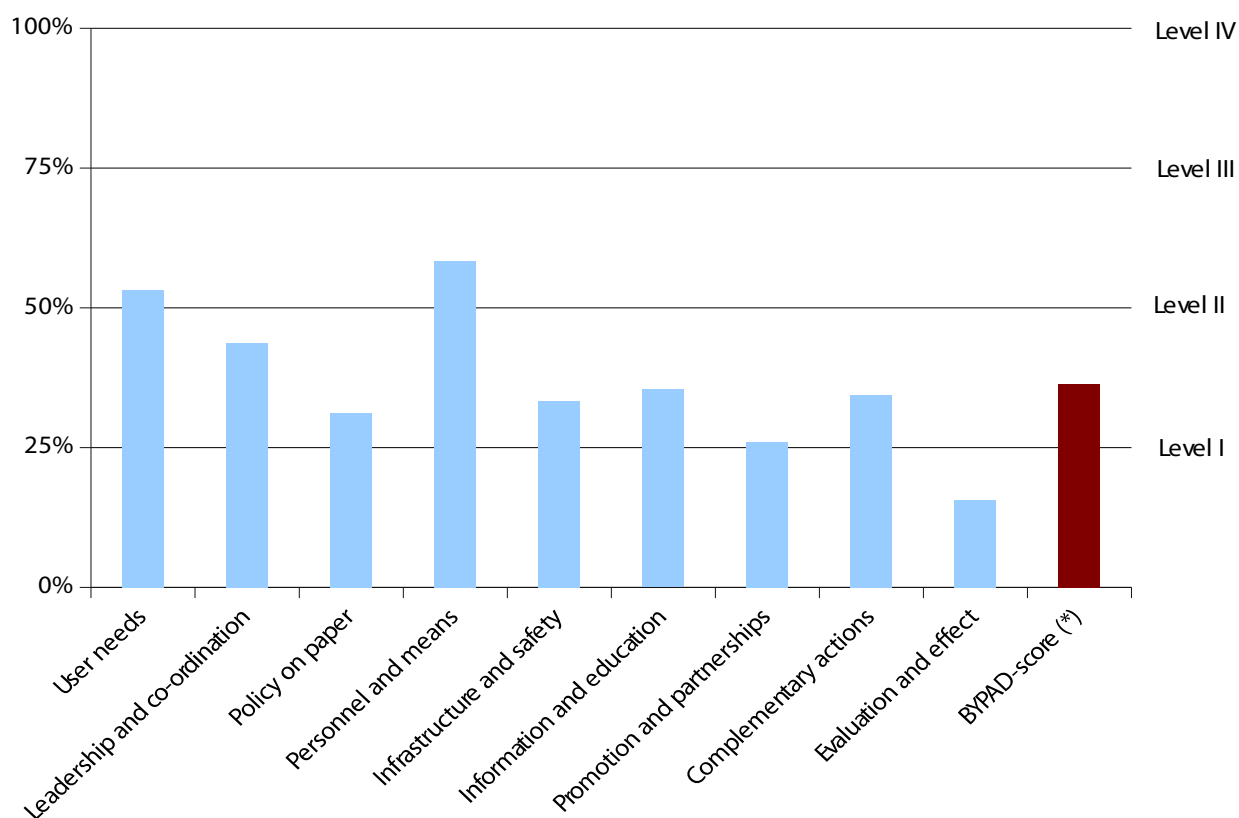
The cycling policy of the city of Poznań was assessed according to the following BYPAD ladder of development:

Level 0: (nearly) no activities	< 25 %
Level 1: ad-hoc oriented	≥ 25 to < 50 %
Level 2: isolated approach	≥ 50 to < 75 %
Level 3: system oriented	≥ 75 to < 100 %
Level 4: integrated approach	100 %

Results

BYPAD score: 36,5 %

Poznań cycling policy has been classified by the BYPAD study between Level 1 ("ad-hoc approach") and 2 ("isolated approach"). This means that it undergoes from phase of arbitrary actions to phase in which activities are planned, but the policy is still a draft, non-integrated with other aspects of transport policy.



Question		BYPAD score	%
User needs			
Question 1	How does the city / agglomeration find out the real needs of the users ?	2,00	50,0%
Question 2	How are user(group)s involved in the cycling policy?	2,25	56,3%
Module 1		2,13	53,1%
Leadership and co-ordination			
Question 3	What impact do key individuals (both officials and politicians) have within the decision-making process concerning cycling?	2,50	62,5%
Question 4	What committees or working groups exist?	1,50	37,5%
Question 5	How is the cycling policy communicated to decision makers?	1,00	25,0%
Question 6	How is co-ordination and communication between the different municipalities in the urban agglomeration organised?	2,00	50,0%
Module 2		1,75	43,8%
Policy on paper			
Question 7	What is the content of the local cycling policy?	1,50	37,5%
Question 8	How does the city authority make sure that the measures proposed in the policy plan are completed in reality?	1,00	25,0%
Module 3		1,25	31,3%
Personnel and means			
Question 9	How is the financing of the cycling policy safeguarded?	2,50	62,5%
Question 10	By whom is the cycling policy prepared and implemented?	2,50	62,5%
Question 11	What is being done to improve the topic-related knowledge and skills of the staff dealing with cycling?	2,00	50,0%
Module 4		2,33	58,3%
Infrastructure and safety			
Question 12	How extensive is the existing bicycle route network and what is its quality?	1,50	37,5%
Question 13	To what extent have crossroads with car traffic and physical barriers been overcome?	0,75	18,8%
Question 14	How is the maintenance of the cycling infrastructure organised?	1,75	43,8%
Question 15	What is being done to improve safety for bicycle users?	0,50	12,5%
Question 16	What is being done to optimise the combination of public transport and cycling?	1,50	37,5%
Question 17	What is being done to improve bicycle parking and to prevent bicycle theft?	2,00	50,0%
Module 5		1,33	33,3%

Information and education

Question 18	How are the citizens informed about the cycling policy?	1,75	43,8%
Question 19	What is being done concerning education and cycle training?	1,00	25,0%
Question 20	What is being done to help cyclists to know where they are going (or to give cyclists clear directions)?	1,50	37,5%
Module 6		1,42	35,4%

Promotion and partnerships

Question 21	What is being done to increase cycle use through awareness raising?	1,75	43,8%
Question 22	What is being done to promote cycling to work?	1,25	31,3%
Question 23	What is being done to promote cycling to school?	1,25	31,3%
Question 24	What is being done to promote shopping by bike?	1,75	43,8%
Question 25	What initiatives are taken to encourage life-long cycle use?	0,00	0,0%
Question 26	How are the positive health effects from cycling used to support cycling policy?	0,25	6,3%
Module 7		1,04	26,0%

Complementary actions

Question 27	What is being done to curb car use (traffic circulation, parking management)?	1,75	43,8%
Question 28	In what way is the current land use planning supporting the cycling policy ?	1,00	25,0%
Module 8		1,38	34,4%

Evaluation and effect

Question 29	How is data on bicycle use monitored and used?	1,00	25,0%
Question 30	How does the municipality collect and use safety-related data?	0,25	6,3%
Module 9		0,63	15,6%
BYPAD-score*		1,46	36,5%
<i>Unweighted BYPAD-score</i>		1,47	36%

* The overall BYPAD-score gives an indication of the quality of the actual cycling policy of the town. For calculating the overall BYPAD-score there must be given a weighting factor to each module. This way the action modules are getting a higher weight. The planning modules count for 35%, the action modules for 60% and the evaluation module for 5%.

Results per module

I. User needs

2,13 = 53,1 % – Level 2: isolated approach

Poznań now has the access to a part of the relevant data needed to determine the needs, preferences and expectations of current and potential cyclists (in the form of test results from 2013, conducted for the needs of Poznań Agglomeration Transport Plan). In order to characterize the situation in Poznań in terms of public participation in the cycling policy it should be stated that there are two strongly divergent poles in assessing this issue. On the one hand, Poznań as a city has advanced as for Polish realities practice of consulting operations of the city's office with its residents, on the other hand, there was a 'constructive' sharp antagonism between the office and cyclists' organizations, which stood in the way of the positive use of the potential of partnership cooperation between the parties. Local organizations represent a high level of knowledge, but the potential that lies dormant in the intersectoral cooperation was not used. Improvement and appreciable change in attitude came after the change of the President of the city last year. Still, there is a lack of effective, systemic solutions in this regard.

II. Leadership + coordination

1,75=43,8% – Level 1: ad-hoc oriented

The potential of political leadership for the implementation of cycling policy in Poznań has been the best in Poland for a year. Two very important and recognized local politicians declare themselves as people who use a bike for daily commuting to work.

There is worse situation in the field of executive apparatus, that would be able to pursue more advanced cycling policy. In the whole office there is only one person responsible for the activities related to this. Their attachment to the serial position in the Department of Transport and Green, is not conducive for them in order to be the coordinator of the whole cycling policy in the city. Moreover, there is a number of different urban units, which carry out investments connected with cycling. The most important of them - Urban Roads Board is ongoing reorganization of structures, which gives hope to create new positions dedicated to bike affairs.

A significant barrier to effective pro-cycling operations may be common practice in taking decisions at the office, which is led by the default (informal) priority for vehicle traffic when making decisions, e.g. in the issue of division of space. The problem can also be a historical antagonism between the officials and the employee side and the pro-vehicle views of the officials.

The strong side of Poznań is that it already has seeds of cycling agglomeration policy and uses EU funds for this purpose.

III. Policy on paper

1,25= 31,3% – Level 1: ad-hoc oriented

Poznań has a strategic document related to transport policy, which defines the city's policy as balanced. The expansion of cycling is included in the purposes of this policy. It is worse with more detailed strategy for the development of cycling, as well as action plans in the short and medium term. The document, which so far was in force in Poznań lost its validity with the end of 2015 and the new one has not yet been prepared.

There is also the concept of bike routes that despite some imperfections, contains the system and vision of development of cycling communication in terms of agglomeration.

IV. Personnel + means

2,33=58,3% – Level 2: isolated approach

The current Poznań human resources, responsible for implementing the cycling policy is one hired specialist in the Department of Transport and Green space. Moreover, in the office, in a completely different organizational unit – the Board of Public Transport Authority, there are two people involved in the implementation of the project Poznań public bicycle and in subordinate Board of Urban Roads there is another person who, not being formally entitled to it, dealt with the cycling investment and has in this respect some experience and competence. These people do not make the team.

The specificity of Poznań is that bike projects, regardless their scale are exclusively produced outside the office, in the context of external orders for design offices. This practice for smaller projects unnecessarily lengthens the preparatory process.

These resources will most likely not meet the challenge which would be to implement in Poznań more advanced models of cycling policy. This is indicated by practice known from other, more advanced in this field urban centres in the country where several people are responsible for implementing cycling policy now.

The dynamic growth rate of the budget for cycling in recent years gives grounds for optimism on progress in implementing cycling policy, although it is not precisely planned for the coming years.

V. Infrastructure + Safety

1,33=33,3% – Level 1: ad-hoc oriented

Cycling conditions in Poznań are not currently easy. The city currently has no coherent system of cycling communication. Very many important points in the city do not have any facilities for cyclists. The quality of the existing infrastructure is very varied, but the majority of infrastructure does not meet even minimum standards. Rapid improvement of the situation is possible only in with an increase of expenditures on infrastructure and investment realization in priority places.

The current level of bicycle traffic is possible only because most cyclists move on many routes in an illegal manner, on side-walks. The sensible and realistic safety for cyclists in the city is not satisfactory. The

number of traffic incidents involving cyclists is rapidly increasing, but the number of accidents with the most dangerous consequences is falling down.

VI. Information + Education

1,42=35,4% – Level 1: ad-hoc oriented

The activities of the city are limited to informing the media of completed investments, as well as issuing leaflets informing on how to use contra flow lanes in Poznań. A little more activity is associated with the cycling movement in the context of sport, recreation and tourism. The city patronizes tourist events, every year tourist guide "Rowerem po Poznaniu" is published.

Educating cyclists, mainly in projects carried out in schools, is based on activities of local NGOs. The extent and scale of the impact of civic initiatives are adequate for modest budget which they have for these purposes, which is modest compared to the needs. The Authority does not finance such activities. A large amount of educational activities is carried out by local police, but the quality is criticized by cycling NGOs.

VII. Promotion + Partnerships

1,04=26,0% – Level 1: ad-hoc oriented

The current actions of the city on the promotion of cycling and building partnerships around the cycling policy do not have any systemic nature. They are no more than random sequences of actions, actions carried out in a completely uncoordinated way by different entities. The leaders are here, as in the case of the module VI NGOs, organizing several times a year mass events. The only repeated and systematic action on the initiative of the office is the annual celebration of the European Car Free Day.

VIII. Complementary Actions

1,38=34,4% – Level 1: ad-hoc oriented

Despite clearly defined in the documents of sustainable development of transport policy the city is currently not realizing effective policy aimed at reducing the vehicle traffic. Vehicle priority is visible in Poznań in the use of existing technology solutions. It is very difficult to find in Poznań implementations giving space to cycling traffic at the cost of space previously dedicated to cars. The deployment of 30 km/h zones meets high resistance.

A measurable effect of previous actions of the authorities is the constant increase in the number of cars registered in the city (in 2013 there were up to 554.3 per 1000 inhabitants). Some hope to change the course of the current transport policy is expected with the change of government after the recent local elections, however, it is facing a great challenge in terms of changing already established priorities of decision-making.

An important potential draft supplementary for other activities of the local cycling policy is a system of Poznań City Bike, currently numbering 443 bikes at 37 stations. However, so far due to mistakes made, it still did not achieve the success compared to other Polish cities, where running bike stations has caused a surge in cycling.

IX. Evaluation + effects

0,63=15,6% - Level 0: (nearly) no activities

The quantity and quality of data on cycling in Poznań hardly can be regarded as sufficient to allow the operation of efficient and effective cycling policy. There are, general traffic studies from the analyses carried out in 2013 for the development of Agglomeration Transport Plan, but they are not sufficiently detailed. Since the current streams of cycling are not known, it is very difficult to assess the impact of the investments. There is therefore no reliable point of reference for conducting evaluations of operations.

Moderately effective is the cooperation between the Office of the City of Poznań and the Municipal Police Headquarters in the use of data on accidents to improve hazardous locations. Dialogue of police with local cycling organizations that independently analyse data on accidents is missing. This prevents the use of the substantive potential of the organization and rapprochement of positions and opinions e.g. in terms of conducting desired by cyclists preventive measures or initiating cooperation in the education cycle.

Fields of action for the future cycling policy of the City of Poznań

User needs

Appointment of the Board of cycling which will include officials, representatives of non-governmental organizations (users) and experts.

February 2016

Creation of a web platform dedicated to cycling policy for publication and consultation of vision, ideas, concepts, projects (ultimately the generalized system of consulting projects).

March 2016

Start of system for receiving comments and interventions equipped with categories allowing the filing of information, tracking history and status change notification until settlement of the matter, with the mapping system (e.g. SeeClickFix, an additional category of "bike matters" in the general system of intervention).

December 2016

Leadership + coordination

The Political Declaration of cycling policy implementation in the years 2016-2018

February 2016

Appointment of a coordinator of cycling policy, the creation of the cycling section in the office and the designation in other departments and boards people responsible for the implementation of certain aspects of cycling policy.

February 2016

Appointment of the Board of cycling which will include officials, representatives of non-governmental organizations (users) and experts.

February 2016

Institutionalization of cooperation with neighbouring municipalities through the signing of a declaration on cycling standards and system collaboration.

December 2016

Policy on paper

Creation of the Cycling Program for the years 2016-2022 defining the objectives, directions of activities, tools and methods of evaluation.

October 2016

Implementation of the concept of cycling routes - updating the concept of cycling routes for the city (with the division of the main and collective routes, including the aspect of co-modality), including planning the organization of cycling in the city centre (inside the first frame).

September 2016

Preparation of operating - investment program for the period 2016-2022 (under the Cycling Program for the period 2016-2022), based on the results of the European Cycling Challenge in May ,and manual simultaneous examination of traffic in May 2016. Presentation of the Program to the City Council (routes, schedule, pricing) in October 2016 to have a budget for 2017 correlated with the project.

October 2016

Public submitting of annual reports on the implementation of cycling policy.

January/February 2016, 2017

Personnel + means

Appoint a coordinator of cycling policy, the creation of the cycling section in the office and the designation in other departments and boards people responsible for the implementation of certain aspects of cycling policy.

February 2016

Taking into account in the multi-annual financial forecast the cycling budget adapted to the agreed Cycling Programme 2016-2022 at least 6 million in 2017 and 6 million in 2018.

October 2016, 2017

Infrastructure + safety

Preparation of operating investment program for the period of 2016-2022 (under the Cycling Program for the period of 2016-2022) based on the results of the European Cycling Challenge in May and manual simultaneous examination of traffic in May 2016. Presentation of the Program to the City Council (routes, schedule, pricing) in October 2016 to have a budget for 2017 correlated with the project. The program should bring the city as close to 100% as possible to sources and destinations accessible by bike by 2022.

October 2016

- The introduction of 30 km/h zones and contraflow traffic in the centre - stage II-IV (initial form).
- The introduction of contraflow traffic in Grunwald and Lazarz.
- The introduction of contraflow traffic on several other streets in other neighbourhoods (previously selected 17 streets).
- Implementation of a package of small amendments of existing infrastructure.
- Designing 30km/h zones for all other phases of introduction of traffic in the centre.
- Designing a bicycle route in Grunwaldzka and Bukowska Street (from Szylinga to Roosevelta, with an adequate connection to Grunwaldzka Street).
- Designing 30km/h zones (Stage V to XII), contraflow traffic on Wilda and other city streets.

December 2016

<ul style="list-style-type: none"> • Designing Głogowska Street (from Roosevelta Street to Ściegiennego). • Introduction of 30km/h zone (Stage V to XII), contraflow traffic on Wilda and other city streets. • Execution of the main routes designed in 2016. • Designing a bicycle route in Dolna Wilda Street (from Zwłazka to Królów Jadwiga Street), Warszawska Street, Wyszynskiego and Estkowskiego (from Krańcowa to Garbary). 	December 2017
Implementation of the plan to improve the quality of existing infrastructure and the elimination of restrictions for cycling traffic on main routes (using the test of cycle routes taken by the Section of City Cyclists in social report on cycling policy).	December 2017
Creation and implementation of a plan of liquidation of hazardous locations based on data from accidents involving cyclists. Correcting the five worst in terms of safety of cyclists crossroads.	December 2017
Putting up the inverted U type racks with at least 100 peripheral bus stops (up to 20 meters from the stop), at all important interchanges tram loops. With the latter ones, installation of roofing.	June 2017
Compliance with established rules concerning the carriage of bicycles in public communication (according to the rules of ZTM), training bus and tram drivers, changes of regulations.	June 2016
Ensuring the connection of eastern and western parts of the city with the upper hall of the railway station with the possibility to park the bike in the parking lot located behind the station hall.	June 2018
Developing detailed recommendations on providing access to bus stops and transport of bicycles in Poznań Metropolitan Railway and reconciling this with the operator. December 2016.	December 2016
The construction of parking program: enabling giving proposals by the inhabitants for the location of racks, e.g. inverted U in the city, installation at least 300 racks per year from the general budget of the city.	June 2016, 2017, 2018
Start of the program ("Safe bike") – action and awareness campaign to popularize knowledge about safe bike parking, mounting of type of racks, educating developers, traders and users.	June 2016
Preparation of recommended by the office closed and guarded parking lots that could be installed in backyards, at workplaces, schools, the largest communication hubs. Financing / co-financing of 5 implementations.	December 2016

Suggesting to the police a joint program aimed at increasing safety near schools, in the 30km/h zones, following speed limits, increased speed controls on major routes, implementation of technical solutions (e.g. narrowing lanes).

January 2016–
June 2018

Information + Education

Development of education and information campaign for drivers to coexist with cycling traffic.

June 2017

Implementation of a long-term information project by the office (e.g. "Poznań Cycling Campaign" with own logo) that would document in one place all the activities of cycling policy. The adoption of an internal document developed jointly by the Press Office and WTiZ and the working name "information policy" that would envisage introducing of the topic of cycling transport to the information of all office units.

June 2016

Creation of sub-page on www.Poznań.pl informing about the most important realizations of cycling policy.

June 2016

Co-financing every year at least two mass cycling events to encourage cycling in the city and building a positive image of urban cycling (type: Biker Festival, Great Bicycle Ride, Car Free Day).

June
2016, 2017, 2018

Designing and implementing (steps in subsequent years) a comprehensive educational program designed to increase bicycle commuting to schools.

September 2016

Implementation of adult education program, including academics (such as Bicycle Riding High School) containing a practical study of cycling on the route chosen by the participant

April 2017

Updating of the cycling map of Poznań, constantly electronic version, every 2 years paper version, creating mobile phone application with a current map and route planning module.

December 2016,
2017

Development information system for cyclists, which would be a part of Poznań SIM. Marking commuting routes to stations, main tourist attractions. If there are 80-100% continuous cycling routes, marking them using accepted standards.

August 2017

Implementation of a system informing about traffic jams in bicycle traffic.

Promotion + partnerships

Poznań Cycling Campaign (PCC) - the planning and implementation (in phases stretched over the subsequent years) professional campaign to promote cycling, aimed at different target groups: students, employers, drivers, retired. The campaign should be based on the benefits of cycling and be preceded by studies on focus groups.

June 2016–
June 2018

Launching a promotional and educational program for schools.	September 2016
Promoting parking standards recommended by the office, the implementation of model parking at the offices (action type: Office friendly for cyclists).	June 2017
Development of a program to encourage stores and malls to promote among customers cycling journey (promotion of good practices).	June 2016
Introducing the topic of cycling to promotional plans and programs implemented by other departments, e.g. the department of health and social affairs – disease prevention through the promotion of an active lifestyle.	October 2016

Complementary Actions

Conducting of an inventory of 30km/h zones, being the basis of the plan expanding the zone within the second frame and settlements.	December 2017
Drafting of parking policy implementation project increasing access of other means of transport for public spaces, primarily: sorting out the issue of parking, the absolute enforcement of rules and ultimately a reduction of parking spaces in areas of the greatest space conflict.	December 2017
In connection with the planned expansion of the network of public bike, choosing optimal locations with the participation of society and experts.	June 2016
The creation of the concept of comprehensive facilities for cycling in the city, which will form part of the Cycling Program (creation of elements of such a system).	December 2016

Evaluation + effects

Installation of 5 -10 inductive loops (or other solutions) counting bicycle traffic on the major routes and bottlenecks (bridges over the railway tracks, bridges on Warta)	2016-2017
Installation of at least one meter counting cyclists with a public display	April 2017
Ordering the annual counts of cyclists at major crossroads and at random in the planned construction of cycling infrastructure places, in the spring and summer months, in the morning and afternoon hours, taking into account gender, age and place of the cyclist (side-walk, street).	May 2016, 2017, 2018

Planning Cycling Council and the Security Committee meetings at the ZDM which will examine (once a year) data about incidents and accidents involving cyclists, identification of the most dangerous places and recommendations for changes to improve safety (from changes of the traffic signing by the traffic organization to “hard” infrastructural changes), evaluation of the implemented changes.	April 2016
Evaluation and update of cycling standards infrastructure.	June 2018
Consideration of the next cycling policy audit BYPAD.	June 2018