

City	Name of the initiative	Description	Domain	Type of initiative	Main goals	Target practice	Period	Lead organisation(s) (name)	Lead organization(s) (type)	Type of funding institution(s)	Participatory process	Source
Bellinzona	Awareness actions	Each year, PRO VELO Ticino collaborates in the organisation of various awareness-raising actions in favour of road safety, including the Rifletti (Reflect) campaign and the two Red Carpet and Giornata della Luce (Light Day) events organised as part of the Made Visible campaign. The association is also a member of the Cantonal Commission for Strade Sicure (Safe Roads), the Technical Commission and the Cycling Mobility Support Group (GRUSO).	Passenger transport	Information, communication, awareness raising and capacity building	- Increasing transport safety	Other (all bike users)	Ongoing	PRO VELO	Non-governmental organizations (NGOs) and civil society	Municipality Regional/cantonal public authority		<a href="https://www.proveloticino.ch/provelo/attivita/sensibilizzazione.html">https://www.proveloticino.ch/provelo/attivita/sensibilizzazione.html</a>
Bellinzona	Bellidea	A "smart" persuasive smartphone app, promoting bicycle, walking, and public transport instead of car use, that was co-designed by the City of Bellinzona with experts and voluntary citizens. Through the app, all trips could be automatically monitored. Every week the app verified the total trips generated by each user and assigned points based on the travel time made with sustainable means of transport. By accumulating a sufficient number of points, Bellidea users received small prizes offered by the City.	Passenger transport	Information, communication, awareness raising and capacity building	- Decarbonization - Increasing transport safety - Other (reducing vehicle traffic, reducing the environmental impact of urban mobility)	Commuting	2017-2018	City of Bellinzona	Municipality	Municipality Other: International public authority (EU)	Individual volunteers living in the region were invited to participate in workshops to co-design the content and functionality of the app, together with researchers (SUPSI), municipal officials, and local NGOs (ProVelo). Overall, bi-monthly co-designing workshops were held over the course of a year, involving about 15 'core participants' each. During the initial workshops, existing persuasive apps were tested and discussed. Subsequently, the key features of the app to be included, together with the rules underlying them, were identified by working on paper prototypes of the app (wireframes). The final meetings were designed as test-beds for the app prototype, while professional software developers translated the paper proposals into pieces of software code.	<a href="https://www.bellinzona.ch/index.php?node=959&amp;lng=1&amp;rif=080937191c">https://www.bellinzona.ch/index.php?node=959&amp;lng=1&amp;rif=080937191c</a>
Bellinzona	Bellinzona per le biciclette	Bellinzona per le biciclette represents ATA's communication initiative in the form of a proposal to the City of Bellinzona to foster a better cycling infrastructure and to adapt to modern slow mobility plans. The document offers an overview and historical background of the municipal mobility plan, highlighting its critical points, the existing needs and developing recommendations to operate a relevant modal split in favour of active mobility.	Urban logistics	Information, communication, awareness raising and capacity building	- Ensuring inclusive mobility - Improving accessibility - Increasing transport safety - Other (reducing vehicle traffic, reducing the environmental impact of urban mobility)	Other (all bike users)	2022	ATA Svizzera italiana	Non-governmental organizations (NGOs) and civil society	Municipality Regional/cantonal public authority	The report was sent to all residents after its publication.	<a href="https://www.ata.ch/fileadmin/user_upload/20_politik/Ticino_Fotos/Bellinzona_per_le_biciclette.pdf">https://www.ata.ch/fileadmin/user_upload/20_politik/Ticino_Fotos/Bellinzona_per_le_biciclette.pdf</a>
Bellinzona	Bicycle Mobility Plan	The goal of Bellinzona's Bicycle Mobility Plan (PMC) is to double the modal share of cycling in the total number of trips in the municipality from the current 3.2% to 6.4% in 2040. To achieve this, the city has identified 67 measures to increase cycling's appealing and safety and to be implemented in stages over the next 15 years, including the construction of new cycle paths and footpaths, new cycle lanes and roads, new moderate-speed roads and various other traffic management measures.	Urban logistics	Infrastructure	- Improving accessibility - Increasing transport safety	Other (all bike users)	2023 - 2040	City of Bellinzona	Municipality	Municipality		<a href="https://www.bellinzona.ch/index.php?node=1216&amp;lng=1&amp;MasterId=g1_34101&amp;rif=900942cb95">https://www.bellinzona.ch/index.php?node=1216&amp;lng=1&amp;MasterId=g1_34101&amp;rif=900942cb95</a>
Bellinzona	Bicycles repairing	Every year, the Department of the Territory offers a free bicycle repair day dedicated to all cyclists, in particular the Slow up participants. During the course of the day, organised in collaboration with Publibike Lugano, it is possible to carry out simple, uncomplicated repairs or adjustments on bicycles such as regulating handlebars and pedals, oiling chains, etc. Spare parts are not provided by the event organisers, and need to be brought by the bicycle owner.	Passenger transport	Maintenance and service	- Tackling mobility poverty (or, more broadly, inequalities) - Ensuring inclusive mobility - Promoting just urban development	Other (all bike users)	Ongoing	Cantone (Dipartimento Istituzioni)	Regional/cantonal public authority	Regional/cantonal public authority	People can bring their own bicycles, the staff is very flexible in individual repairs	<a href="https://www4.ti.ch/dt/cosafacciamo/avvenimenti/2024/giornata-dedicata-alle-riparazioni-gratuite-delle-biciclette">https://www4.ti.ch/dt/cosafacciamo/avvenimenti/2024/giornata-dedicata-alle-riparazioni-gratuite-delle-biciclette</a>
Bellinzona	Bike to work	Bike to work is a corporate health promotion initiative that encourages sustainable mobility for staff employees and strengthen their team spirit during the months of May and June. To participate, employees should ride their bike to go to work on as many days as possible, and they have the chance to win different prizes. It is Swiss initiative that, in Bellinzona, has seen the participation of Cantonal employees for 2 years.	Passenger transport	Information, communication, awareness raising and capacity building	- Improving health - Decarbonization - Ensuring inclusive mobility - Promoting just urban development	Commuting	2005 - today (May - June)	PRO VELO	Non-governmental organizations (NGOs) and civil society	Business and industry (companies)	The participatory process and communication is within the responsibility of each company. Team challenges are often organized with prizes.	<a href="https://www.biketowork.ch/it">https://www.biketowork.ch/it</a>
Bellinzona	Bikecoin	Bikecoin is an app-based initiative targeting workers, offered by a private company (Mobalt) to other companies/organizations (B2B business model), who pay a fee to enter the "corporate mobility program". It offers the possibility of creating a competition between company departments, of winning individual and cash rewards (vouchers). The City of Bellinzona is among the organizations involved in the program.	Passenger transport	Pricing	- Ensuring inclusive mobility - Other (reducing vehicle traffic, reducing the environmental impact of urban mobility)	Commuting	2015 - today	Mobitrends	Private company	Business and industry (companies)		<a href="https://www.mobalt.ch/bikecoin">https://www.mobalt.ch/bikecoin</a>
Bellinzona	Bike's maintenance	"Manutenzione della bicicletta" (Italian for "Bike's maintenance") is a technical course open to kids and adults organized on a full day. It offers a practical introduction to bicycle maintenance from a road safety perspective. It was initially organized and run by PRO VELO, later integrated into the Canton's adult courses. Beginners and juniors can attend in the morning, while advanced users are welcome in the afternoon (the instructor is Claudio Brenni from Velafrica).	Passenger transport	Maintenance and service	- Tackling mobility poverty (or, more broadly, inequalities) - Promoting just urban development	Other (all bike users)	2014 - today	PRO VELO	Non-governmental organizations (NGOs) and civil society	Municipality Non-governmental organizations (NGOs) and civil society	Participants to the course can ask for specific topics to be covered during the lessons and are asked to bring their own bikes.	<a href="https://www.proveloticino.ch/provelo/attivita/Corsi/corsi-di-meccanica.html">https://www.proveloticino.ch/provelo/attivita/Corsi/corsi-di-meccanica.html</a>
Bellinzona	BikeSchool	Carried out during school hours, designed and funded by the municipality, BikeSchool aims to train last year elementary school kids in a playful way so that they feel confident in reaching their middle school safely and independently the year after. The lessons are through by Swiss Cycling certified staff and provided by Bike Port. (Different training from that of the Cantonal Police, which is dedicated to grade 4 and 5 elementary school children by addressing road safety, signals, etc.).	Passenger transport	Maintenance and service	- Improving accessibility - Increasing transport safety - Improving health	School commuting	2017 - 2019	City of Bellinzona, School	Municipality	Municipality	Informative involvement of schoolkids' parents, mediated through the school, ATA, or parent assemblies and committees.	<a href="https://www.bike-port.ch/BikeSchool-c7358e00">https://www.bike-port.ch/BikeSchool-c7358e00</a>
Bellinzona	Cargobike	Two municipal cargo bikes are available at the BikePort, though they are infrequently used. The BikePort, thanks to an agreement with the federal train company (SBB), is conveniently located on platform 1 at Bellinzona station to facilitate easy modal interchange. Additionally, Bellinzona is collaborating with TCS to place four more cargo bikes in public areas throughout the city.	Passenger transport	Infrastructure	- Improving accessibility	Other (all bike users)	Ongoing	BikePort, TCS	Private company, regional/cantonal public authority	Municipality		<a href="https://www.bike-port.ch/CargoBike-d854f00">https://www.bike-port.ch/CargoBike-d854f00</a>
Bellinzona	Chi va piano, gode di più	"Those who go slow, enjoy more" is a provocative communication campaign aiming at the prevention of accidents caused by the increasing typologies of street users in the city of Bellinzona. To facilitate the respect for other road users when travelling on electric bikes and scooters in areas of the city where pedestrians are more likely to be in contact with traffic, the Cantonal Police was involved in the field starting from 2023, reminding cyclists and scooterists of the rules to follow.	Passenger transport	Information, communication, awareness raising and capacity building	- Improving accessibility - Increasing transport safety	Other (all bike users)	2023 - today	City of Bellinzona	Municipality	Municipality		<a href="https://www.bellinzona.ch/downdoc.php?id_doc=84913&amp;lng=1&amp;i=1&amp;MasterId=g1_33006&amp;rif=ee0a4d575e">https://www.bellinzona.ch/downdoc.php?id_doc=84913&amp;lng=1&amp;i=1&amp;MasterId=g1_33006&amp;rif=ee0a4d575e</a>
Bellinzona	Ciclobus	Initiative to raise awareness among kids and adults regarding the existing appropriate routes for cycling in the city. With the purpose of allowing a safe experience in company, adults are called to volunteer in accompanying elementary school and kindergarten children to their schools. Ciclobus consists of a sort of replica of the Pedibus initiative, which initiated the shared slow mobility commuting practice by walking. With Ciclobus, there is a shift towards the use of bicycles in order to offer the same chance to those living in peripheral districts.	Passenger transport	Maintenance and service	- Improving accessibility - Increasing transport safety - Improving health	School commuting	2013 - today	Bellinzona, PRO VELO, School	Municipality	Municipality Regional/cantonal public authority	Contact with parents always mediated by school, or ATA, or parent assemblies through committees.	<a href="https://www.ticinonews.ch/ticino/torna-il-ciclobus-pedolate-in-sicurezza-208344">https://www.ticinonews.ch/ticino/torna-il-ciclobus-pedolate-in-sicurezza-208344</a>
Bellinzona	Ciclofficina	Organised by the Department of Land and Mobility as a café and laboratory to support bicycle maintenance. Ciclofficina constitutes a daily workshop for bicycle repair open to all slowUp participants, but also to those who use this means of transport for everyday or leisure travel. Special attention is given to e-bikes repair, considered more difficult by cyclists, who reported not to know how to perform it themselves.	Passenger transport	Maintenance and service	- Tackling mobility poverty (or, more broadly, inequalities) - Ensuring inclusive mobility - Promoting just urban development - Increasing transport safety	Other (all bike users)	Ongoing	Velo Café	Non-governmental organizations (NGOs) and civil society	Non-governmental organizations (NGOs) and civil society		<a href="https://www.velo-cafe.cc/about">https://www.velo-cafe.cc/about</a>
Bellinzona	Città della bicicletta	Italian for "Bicycle City": it is part of the Cantonal Action Program (PAC), a document developed by the city of Bellinzona to define its future development directions, methods and stages. Existing master plans (PR) include the "Bellinzona bicycle city (M2)." It targets challenges related to the cycling mobility plan, the digitisation of cycling routes, the promotion of active mobility and bike sharing and the creation of mountain bike routes.	Urban logistics	Infrastructure	- Improving accessibility - Increasing transport safety - Other (reducing vehicle traffic, reducing the environmental impact of urban mobility)	Other (all bike users)	2021	City of Bellinzona	Municipality	Municipality		<a href="https://pac.bellinzona.ch/images/pac/20200925_Documento_attuale_pagina%20doppia_ridotto.pdf">https://pac.bellinzona.ch/images/pac/20200925_Documento_attuale_pagina%20doppia_ridotto.pdf</a>
Bellinzona	Cortesia	Cortesia, Italian word for "courtesy", is an awareness-raising initiative to promote mutual coexistence among different active mobility street users. The 8 points developed by ATA touch upon the mutual respect between cyclists and pedestrians, the correct behaviour for cyclists in the presence of sidewalks, crosswalks, bottlenecks, elderly and children or dogs on the street, the moderation of speed when riding an e-bike, and the right assistance in case of accidents.	Passenger transport	Information, communication, awareness raising and capacity building	- Ensuring inclusive mobility	Other (all bike users)	2021 - today	ATA, PRO VELO	Non-governmental organizations (NGOs) and civil society	Regional/cantonal public authority		<a href="https://www.proveloticino.ch/provelo/attivita/%C2%ABCortesia%C2%BB-tra-ciclisti-e-pedoni.html">https://www.proveloticino.ch/provelo/attivita/%C2%ABCortesia%C2%BB-tra-ciclisti-e-pedoni.html</a>



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Bellinzona	Critical Mass	Critical Mass is an international independent initiative aiming at protesting in a pacific way for the unfair space taken by cars in the streets. The general idea is to take back the streets even just for a day, fighting traffic pollution and car culture, while actively showing the public how the city would be more liveable without cars. The event also brings forward the themes of climate justice, socialization, and accessibility.	Urban logistics	Information, communication, awareness raising and capacity building	- Improving accessibility - Increasing transport safety	Other (all bike users)	2003 - today	Civil society (no organisation)	-	Non-governmental organizations (NGOs) and civil society		<a href="https://criticalmass-ti.wixsite.com/home/il-nostro-obiettivo">https://criticalmass-ti.wixsite.com/home/il-nostro-obiettivo</a>
Bellinzona	Flash-mob and sit-in	A planned initiative involved temporarily occupying a congested street in the Saleggi neighbourhood with sofas and armchairs for a sit-in demonstration, conveying the message that "the street is for everyone, not just for cars and bikers." Although the municipality spearheaded this idea, it lacked support from the ATA and was ultimately not implemented. This scenario presents an interesting case study of municipal efforts to repurpose urban spaces.	Urban logistics	Information, communication, awareness raising and capacity building	- Ensuring inclusive mobility	Other (all bike users)	2020	City of Bellinzona	Municipality	Municipality		<a href="https://www.laregione.ch/cantone/bellinzonese/1455536/flash-mob-bici-sella-sabato">https://www.laregione.ch/cantone/bellinzonese/1455536/flash-mob-bici-sella-sabato</a>
Bellinzona	Love is on the road	One-day event promoted by PRO VELO to stimulate road safety awareness and encourage responsible driving and fair road behaviour. At the event, multiple demonstrations and testing of e-bicycles are offered, together with virtual reality and crash simulators, and safe driving courses. The simulators allow to experience 4 different problematic situations in first person, from either the cyclists or the driver's point of view.	Passenger transport	Information, communication, awareness raising and capacity building	- Increasing transport safety	Other (all bike users)	Ongoing	Sezione Circolazione, PRO VELO, ATA, Al Volante Mai, Virtual Reality Learning GmbH	Regional/cantonal public authority Non-governmental organizations (NGOs) and civil society	Regional/cantonal public authority		<a href="https://loveisontheroad.ch/it/#">https://loveisontheroad.ch/it/#</a>
Bellinzona	Municipal incentives	For about 10 years, the City of Bellinzona has provided financial incentives to its citizens for the purchase of e-bikes. The available monetary premium corresponded to 700 CHF per resident (approximately 720 euros). The yearly funds were generally over by the beginning of February, meaning that the initiative entailed a speculative mechanism: for this reason, the municipality adopted other methods of e-bikes incentives and disrupted the financial ones.	Passenger transport	Pricing	- Ensuring inclusive mobility - Improving accessibility - Other (reducing vehicle traffic, reducing the environmental impact of urban mobility)	Other (all bike users)	Until 2019	City of Bellinzona	Municipality	Municipality		<a href="https://www.bellinzona.ch/downdoc.php?id_doc=74832&amp;lng=1&amp;i=1&amp;rif=10b0893230">https://www.bellinzona.ch/downdoc.php?id_doc=74832&amp;lng=1&amp;i=1&amp;rif=10b0893230</a>
Bellinzona	Open doors	The Traffic Section of the Department of Institutions opens the doors of its "home" in Camorino to the entire population. This offers the opportunity to discover and learn about the activities carried out by the Section and to find out about road safety, thanks to the participation of the many partners who have been contributing for years to the wide-ranging and varied awareness-raising and prevention campaign Safe roads.	Passenger transport	Information, communication, awareness raising and capacity building	Promoting just urban development	Other (all bike users)	2024	PRO VELO, Camorino Traffic section	Regional/cantonal public authority Non-governmental organizations (NGOs) and civil society	Regional/cantonal public authority		<a href="https://www.proveloticino.ch/provelo/eventi/2024/Porte-aperte-all-Ufficio-cantonale-della-circolazione.html">https://www.proveloticino.ch/provelo/eventi/2024/Porte-aperte-all-Ufficio-cantonale-della-circolazione.html</a>
Bellinzona	Repair Cafes	Sponsored by the Consumers' Association of Italian Switzerland (ACSI), the Repair Cafés organise repair workshops, where objects can be restored or repurposed for the benefit of the environment and the wallet. Professionals are always present during the workshops to help in the repairs, give advice and creative solutions, and formulating a quote. The available professionals are specialised in different sectors, including bike repairs.	Passenger transport	Maintenance and service	- Tackling mobility poverty (or, more broadly, inequalities) - Ensuring inclusive mobility - Promoting just urban development	Other (all bike users)	Ongoing	ACSI	Non-governmental organizations (NGOs) and civil society	Non-governmental organizations (NGOs) and civil society		<a href="https://www.repair-cafe.ch/it/">https://www.repair-cafe.ch/it/</a>
Bellinzona	Ricicletta	Ricicletta was a workshop that involved citizen action in 2015. It gave job seekers the opportunity to renovate donated bikes that were otherwise supposed to be thrown away. The City of Bellinzona then distributed 25 of the repaired bicycles for free to those residents interested in using them. This initiative was also complemented by a one-year monitoring of the cycling practice and investigated how the material incentive could entail any increase in active mobility.	Passenger transport	Maintenance and service	- Tackling mobility poverty (or, more broadly, inequalities) - Ensuring inclusive mobility	Other (bike repair)	2015	SOS Ticino	Non-governmental organizations (NGOs) and civil society	Non-governmental organizations (NGOs) and civil society		<a href="http://www.sos-ti.ch/ri-cicletta-.html">http://www.sos-ti.ch/ri-cicletta-.html</a>
Bellinzona	Riguardami	Communication campaign to promote coexistence between walkers and bikers and their fair behaviour. Riguardami operates through panels on cycle-pedestrian tracks to spread the knowledge around the most important and correct 4 acts to perform when cycling and walking in shared paths, through posters, vignettes and roll ups distributed in schools and other public spaces, and through its symbol directly painted on the tracks as a reminder for the users.	Passenger transport	Information, communication, awareness raising and capacity building	- Ensuring inclusive mobility	Other (all bike users)	2022 - today	Cantone, PRO VELO, ATA	Regional/cantonal public authority Non-governmental organizations (NGOs) and civil society	Regional/cantonal public authority		<a href="https://www4.ti.ch/dt/dstm/sm/temi/riguardami/home">https://www4.ti.ch/dt/dstm/sm/temi/riguardami/home</a>
Bellinzona	slowUp Ticino	Yearly event taking place in different locations in Switzerland with the general aim of "living a car-free day". In the Ticino region, slowUp has been organised for the past 12 years in a 50km track between Locarno and Bellinzona, closing the street to cars and other motorized vehicles and opening them to bikes, rollers and other slow mobility modes. This year, slowUp has seen the participation of well over 35'000 people.	Urban logistics	Information, communication, awareness raising and capacity building	- Improving accessibility - Increasing transport safety - Improving health	Other (all bike users)	2012 - today	slowUp	Non-governmental organizations (NGOs) and civil society	Private companies		<a href="https://www.slowup.ch/ticino/it.html">https://www.slowup.ch/ticino/it.html</a>
Bellinzona	Strade sicure	The programme "Safe Roads", launched in 2002, raises awareness and supports road safety projects, as well as training and promoting safer and more cautious driving. It cooperates with organisations active in this field, coordinating their action with Cantonal one. It supports numerous prevention campaigns aimed at all citizens, with the aim of making road traffic safer, and promotes road safety education for all modes of transport.	Passenger transport	Information, communication, awareness raising and capacity building	- Increasing transport safety	Other (all bike users)	2002-2024	Canton Ticino	Regional/cantonal public authority	Regional/cantonal public authority		<a href="https://www4.ti.ch/di/strade-sicure/home">https://www4.ti.ch/di/strade-sicure/home</a>
Bellinzona	Velostation	A covered and video-monitored bicycle parking area at the Bellinzona SBB train station. This space was designed and created by the municipality: the opening in March 2019 of the first Velostation in the canton of Ticino complements the offer of what the city considers the capital's sustainable mobility hub. It provides a safe place to leave bicycles, lockers to safely store personal things, as well as cabins to change outfit. BikePort takes care of its field services.	Urban logistics	Infrastructure	- Improving accessibility	Commuting	2019 - today	City of Bellinzona	Municipality	Municipality Regional/cantonal public authority		<a href="https://www.bellinzona.ch/index.php?node=1049&amp;lng=1&amp;rif=5a6763eab0">https://www.bellinzona.ch/index.php?node=1049&amp;lng=1&amp;rif=5a6763eab0</a>
Bristol	(Sustainable) Urban Freight Project	Through a series of trials, the project aims to enable goods and services to be delivered with fewer detrimental effects on the environment whilst supporting the growth of businesses. The first trials focused on the use of e-cargo bikes - a year long trial that saw e-cargo bikes used for deliveries instead of vans by a number of local institutions, including Bristol Royal Infirmary (BRI), The University of the West of England and Bath Spa University.  The West of England Combined Authority invested £920,000 in the scheme, which ran from June 2022 to June 2023.	Urban Logistics	Pricing Maintenance and service	Sustainability	Freight Transport	June 2022 - June 2023	West of England Combined Authority	Regional Public Authority	Regional Public Authority		<a href="https://www.westofengland-ca.gov.uk/what-we-do/transport/future-transport-zone/sustainable-urban-freight/">https://www.westofengland-ca.gov.uk/what-we-do/transport/future-transport-zone/sustainable-urban-freight/</a>
Bristol	Better By Bike	Better By Bike is the official cycling website for the four local authorities in the West of England, including Bristol City Council. It aims to encourage individuals to cycle more through the provision of a loan bikes schemes, infrastructure projects, local cycling news, cycle journey planner and cycling maps, free cycle training sessions with an instructor, and information on bike repair/specialist shops, how to choose a bike and upcoming events.	Passenger transport	Pricing Information, communication, awareness raising and capacity building	Improving health	Commuting Leisure mobility	September 2009 - today	Bristol City Council  Bath & NE Somerset Council  North Somerset Council  South Gloucestershire Council	Regional Public Authority	Regional Public Authority		<a href="https://betterbybike.info/">https://betterbybike.info/</a>
Bristol	Bikes Beyond Bars	The Bike Beyond Bars project involves taking donations of broken and unwanted bikes to secure workshops held inside local prisons. Prisoners are taught the skills to completely refurbish them, and earn a City & Guilds cycle mechanics qualification. For many, this will be their first qualification. The men gain employable skills, self-belief and a sense of hope – the keys to a crime-free future.	Passenger transport	Non-transport interventions	Employable skills	Other - bike repair	Ongoing	Life Cycle	Charity	Other Family founded grant-maker (Garfield Weston Foundation) Non-departmental public body (National Lottery Community		<a href="https://www.lifecycle.org.uk/charitable-projects/bikes-beyond-bars">https://www.lifecycle.org.uk/charitable-projects/bikes-beyond-bars</a>
Bristol	Bikes Beyond Borders	Refugees and asylum seekers in Bristol and Derby are provided with a free bike, lock and lights. This simple gift enables some of the most marginalised and vulnerable people to access legal appointments, activities and services. This helps them to build connections and settle in their new community. The scheme works with the British Red Cross, Derby Refugee Solidarity and Derby Refugee Advice Centre.	Passenger transport	Pricing	Tackling mobility poverty	Leisure mobility	Ongoing	Life Cycle	Charity	Other Family founded grant-maker (Garfield Weston Foundation) Non-departmental public body (National Lottery Community		<a href="https://www.lifecycle.org.uk/charitable-projects/bikes-beyond-borders">https://www.lifecycle.org.uk/charitable-projects/bikes-beyond-borders</a>



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Bristol	Borrow a Bike Scheme	Part of the Better By Bike website offering. It allows the public to try out an electric, foldable or hybrid model bike without charge (a deposit is required, however, to ensure the bike is returned in good condition - typically £250 for an e-bike and £100 for hybrid/folding). Individuals are loaned a hybrid or folding bike for up to 1 month, or an electric bike for up to 2 weeks. The idea behind the scheme is to offer the opportunity to try cycling without the need to invest immediately.	Passenger transport	Pricing	Health/ Fitness	Commuting Leisure mobility	2020 - Present	Bristol City Council  Bath & NE Somerset Council  North Somerset Council  South Gloucestershire Council	Regional Public Authority	Regional Public Authority		<a href="https://betterbybike.info/schemes-and-initiatives/borrow-a-bike-scheme/">https://betterbybike.info/schemes-and-initiatives/borrow-a-bike-scheme/</a>
Bristol	Bristol Cargo Bikes for Businesses	The project aims to support businesses to switch to sustainable delivery methods by providing subsidies to businesses that switch to using cargo bikes to receive or deliver their freight. They also offer free consultancy to help businesses make informed decisions about how they can integrate cargo bikes into their supply chain, helping to save time and money, improve local air quality and congestion, and reduce carbon emissions.	Urban Logistics	Pricing	Sustainability	Freight Transport	February 2024 - Spring 2025	Bristol City Centre BID  Redcliffe & Temple BID  Bristol City Council	BID = Business Improvement District = defined geographical area where business rate payers agree to pay a levy into a fund for a fixed period. Specific agreed initiatives are then delivered to improve the area for businesses.	Businesses		<a href="https://bristolcitycentrebid.co.uk/projects/bristol-cargo-bikes-for-business/">https://bristolcitycentrebid.co.uk/projects/bristol-cargo-bikes-for-business/</a>
Bristol	Cycling & Walking Bugbears	Bristol City Council sought to address the bugbears encountered by people when travelling around the city. These are the issues that make cycling and walking less enjoyable for people (such as missing signs, restrictive barriers, etc.) which make a journey more inconvenient. 4004 people engaged with the website and 1783 bugbear sites were pinpointed. The project formed part of Cycle Ambition Fund 2 programme.	Passenger transport	Information, communication, awareness raising and capacity building	Other - understand the issues	Other - cycling experiences	2016	West of England Combined Authority	Regional Public Authority	National Public Authority		<a href="https://travelwest.info/projects/cycle-ambition-fund-bristol-cycling-walking-bugbears/">https://travelwest.info/projects/cycle-ambition-fund-bristol-cycling-walking-bugbears/</a>
Bristol	East West Route	The East West route links the city centre to the Bristol and Bath Railway Path. The project involved upgrading three parts of the route: Baldwin Street, Bond Street South and Old Market, and Castle Park. The work included smoothing out cobbled sections to create a more even surface for cyclists. The project was part of the works planned utilising the Cycle Ambition Fund.	Passenger transport	Infrastructure	Accessibility Safety	Commuting School commuting Leisure mobility Freight transport	2016-2017	West of England Combined Authority	Regional Public Authority	National Public Authority		<a href="https://travelwest.info/projects/cycle-ambition-fund-bristol-east-west-route/">https://travelwest.info/projects/cycle-ambition-fund-bristol-east-west-route/</a>
Bristol	Easton Safer Streets	Easton Safer Streets project was developed by the community and Bristol City Council over two years in order to make streets safer and more attractive to walk and cycle in. Key features of the scheme included: speed cushions to slow vehicular speeds, one-way roads to reduce vehicular conflict at pinch points, street closures, footway widening and crossing improvements, and double yellow lines to improve visibility at junctions. The project formed part of the Cycle Ambition Fund programme.	Passenger transport	Infrastructure	Safety	Commuting School commuting Leisure mobility Freight transport	Complete (dates unsure)	Bristol City Council	Regional Public Authority	Regional Public Authority (Bristol City Council) National Public Authority		<a href="https://travelwest.info/projects/cycle-ambition-fund-easton-safer-streets/">https://travelwest.info/projects/cycle-ambition-fund-easton-safer-streets/</a>
Bristol	E-Cargo Bikes Trial	The scheme is open to sole traders, SMEs, charities, and voluntary sector organisations based in Bristol. It is designed to help them decide if an e-cargo bike is the right choice for their business. E-cargo bikes can be loaned out for between one and three months and the council arranges all the accessories and maintenance. A small admin fee is required, together with a refundable deposit of £200. All organisations borrowing a bike will be given two hours of free training, provided by a Lifecycle bike instructor, covering the level 2 and 3 cycling course. Different types of e-cargo bikes are available, including a range of styles, storage capacities and seating options, depending on what is needed.	Passenger transport	Pricing Information, communication, awareness raising and capacity building	Sustainability	Other - Business-related trips	September 2023 - today	Bristol City Council	Regional Public Authority	Regional Public Authority		<a href="https://www.bristol.gov.uk/residents/streets-travel/trial-e-cargo-bikes-where-you-work">https://www.bristol.gov.uk/residents/streets-travel/trial-e-cargo-bikes-where-you-work</a>
Bristol	Filwood Quietway	New route linking Filwood Broadway and Hengrove to the City Centre, giving communities in South Bristol a proper, healthier alternative for transport. Work includes: new segregated cycle route implemented on Whitehouse Street, with increased planting and an upgraded footway, and widening of cycle paths as well as small new sections at Victoria Park and Northern Slopes. The project formed part of the Cycle Ambition Fund programme.	Passenger transport	Infrastructure	Accessibility Safety	Commuting School commuting Leisure mobility Freight transport	Complete (dates unsure)	West of England Combined Authority	Regional Public Authority	National Public Authority		<a href="https://travelwest.info/projects/cycle-ambition-fund-filwood-quietway/">https://travelwest.info/projects/cycle-ambition-fund-filwood-quietway/</a>
Bristol	Frome Greenway Link	A segregated traffic-free link along Blackberry Hill completing a key route in the North Fringe of the City. Work to improve the existing route section between Stoke Park and Frome Terrace as well as provision of an improved route along Blackberry Hill. The project formed part of a valuable link between the Frome Greenway and the Bristol-Bath Railway Path and helped improve connections to housing, shops and the UWE Glenside Campus. The project formed part of the Cycle Ambition Fund programme.	Passenger transport	Infrastructure	Accessibility Safety	Commuting School commuting Leisure mobility Freight transport	Complete (dates unsure)	West of England Combined Authority	Regional Public Authority	National Public Authority		<a href="https://travelwest.info/projects/cycle-ambition-fund-frome-greenway-link/">https://travelwest.info/projects/cycle-ambition-fund-frome-greenway-link/</a>
Bristol	Malago Greenway	The project sought to improve facilities to make this route quiet, safe and enjoyable. Understanding of the issues was achieved through in-perso conversations with existing users as well as individuals leaving comments on an online interactive map. The top six concerns were: unsafe (fear of crime); barriers; lighting; crossings; cycle path needed and dangerous (road safety). The project formed part of the Cycle Ambition Fund programme.	Passenger transport	Infrastructure	Safety Health	Commuting School commuting Leisure mobility Freight transport	2016-2018	West of England Combined Authority	Regional Public Authority	National Public Authority	Asked existing users of path to suggest improvements - both online and in-person	<a href="https://travelwest.info/projects/malago-greenway/">https://travelwest.info/projects/malago-greenway/</a>
Bristol	North to South Route	The North South Route links Broadmead to Cumberland Road and South Bristol. The project, part of the Cycle Ambition fund, sought to improve facilities for pedestrians and cyclists to make the route a safe and enjoyable route providing people with a better, healthier, alternative for transport. The project formed part of the plan for £19m allocated for projects from 2015 to 2018 in the Bristol area from additional funding from the UK government to upgrade walking and cycling routes across the city.	Passenger transport	Infrastructure	Health Accessibility Safety	Commuting School commuting Leisure mobility Freight transport	2017-2018	West of England Combined Authority	Regional Public Authority	National Public Authority		<a href="https://travelwest.info/projects/cycle-ambition-fund-bristol-north-to-south-route/">https://travelwest.info/projects/cycle-ambition-fund-bristol-north-to-south-route/</a>
Bristol	On-Street Bike Hangars	Installation of secure bike hangars parking onto residential streets to encourage everyone to cycle more often. Bike hangars are covered, lockable and secure pods which sit on the road. They take up about the same amount of space as a parked car and can hold 6 bikes securely. They are a safe and cheap alternative for people who lack space in their homes to store their bikes. There is a small annual rental charge to hire a space in a bike hangar, part of a membership renewable each year.	Passenger transport	Infrastructure	Tackling mobility inequalities	Other - Bike storage at home	2016-2019	West of England Combined Authority	Regional Public Authority	National Public Authority		<a href="https://travelwest.info/projects/cycle-ambition-fund-bristol-on-street-bike-hangars/">https://travelwest.info/projects/cycle-ambition-fund-bristol-on-street-bike-hangars/</a>
Bristol	Over 55s Group	Group rides for over 55s to help combat loneliness. Short Rides are generally 2 to 3 hours long including a stop at a cafe. They make use of traffic-free cycle paths & quiet roads and the ride goes at a gentle pace. Longer Rides go further afield at a brisker pace, generally between 4 & 6 hours depending on the route - there is a break for lunch/snack at a pub or café. The Beginners/Returners Rides, as with all the rides, are led by a qualified cycling instructor & ride leader. The route is on a traffic free cycle path and no more than 5 miles. Loan bikes are available for these rides. The beginner rides can be combined with free one to one training.	Passenger transport	Non-transport interventions	Mental well-being Physical health	Leisure mobility	2017 - today	Life Cycle	Charity	Other Family founded grant-maker (Garfield Weston Foundation) Non-departmental public body (National Lottery Community		<a href="https://www.lifecycle.org.uk/charitable-projects/over-55s-group">https://www.lifecycle.org.uk/charitable-projects/over-55s-group</a>
Bristol	Southmead Quietway	A quiet on-road route from Southmead Hospital to 'The Arches' on Zetland Road. Sections included: Wellington Hill West which involved upgrading the zebra crossing to a parallel pedestrian and cyclist crossing and introducing a raised table to address vehicle speeds; Cairns Road featuring a parallel pedestrian and cyclist crossing with a contraflow cycle lane and the Kingsholm Road – Southmead Hospital Entrance. The project formed part of the Cycle Ambition Fund programme.	Passenger transport	Infrastructure	Accessibility Safety	Commuting School commuting Leisure mobility Freight transport	Complete (dates unsure)	West of England Combined Authority	Regional Public Authority	National Public Authority		<a href="https://travelwest.info/projects/cycle-ambition-fund-southmead-quietway/">https://travelwest.info/projects/cycle-ambition-fund-southmead-quietway/</a>
Bristol	Two's Company	Tandem bicycles are piloted by a volunteer 'front rider', with a visually-impaired and/or disabled 'back rider' at the rear. Together, they head out on quiet cycle paths, exploring the countryside around Bristol on an annual programme of group rides. Riders range from age 8 – 80+. Many are visually impaired but those with a range of disabilities including Cerebral Palsy, Global Developmental Delay and Autism are also catered for. Two's Company is a powerful way to help those who can't ride independently to experience the joys of cycling.	Passenger transport	Information, communication, awareness raising and capacity building	Public health Community well-being	Leisure mobility	2007 - today	Life Cycle	Charity	Other Family founded grant-maker (Garfield Weston Foundation) Non-departmental public body (National Lottery Community		<a href="https://www.lifecycle.org.uk/charitable-projects/twos-company">https://www.lifecycle.org.uk/charitable-projects/twos-company</a>



City	Name of the initiative	Description	Domain	Type of initiative	Main goals	Target practice	Period	Lead organisation(s) (name)	Lead organization(s) (type)	Type of funding institution(s)	Participatory process	Source
Bristol	Wheels to Work	Helps people overcome barriers to travelling to work, training and skills opportunities. Bristol residents over the age of 16 are eligible for (1) a £150 discount from the marked price of refurbished bikes, and a free lock and a set of lights; (2) up to £80 off a bike service; and (3) a free bike maintenance training course. To be eligible, the individual need to be either actively seeking work or within one month of starting a new job/ training course/ work placement/ apprenticeship.	Passenger transport	Pricing Information, communication, awareness raising and capacity building	Accesibility	Commuting	2014 - today	West of England Combined Authority	Regional Public Authority	National Public Authority and Regional Public Authority (Department for Transport and the West of England Partnership)		<a href="https://travelwest.info/wheels-to-work-west/">https://travelwest.info/wheels-to-work-west/</a>
Bristol	Youth Project	Provision of open-access bike activity sessions at adventure playgrounds in Bristol neighbourhoods with high deprivation. Young people typically aged 5-15 join every week to learn new skills, get active and have fun together. They are given the freedom to try what appeals to them, from basic bike maintenance to cycling games, bike decoration and cycle skills. The project works with four community adventure playgrounds and projects: The Vench in Lockleaze, The Ranch in Southmead, Felix Road Adventure Playground and BS14 Youth Club	Passenger transport	Information, communication, awareness raising and capacity building	Health Skills	Leisure mobility	Ongoing	Life Cycle	Charity	Other Family founded grant-maker (Garfield Weston Foundation) Non-departmental public body (National Lottery Community Fund)		<a href="https://www.lifecycle.org.uk/charitable-projects/youth-project">https://www.lifecycle.org.uk/charitable-projects/youth-project</a>
Graz	Auto:Frei:Tag / Car:Free:Day	"Car:Free:Day" is a citizens' initiative aiming for a car-free Graz, focusing on sustainable and safe traffic concepts to gradually reduce motorized traffic in Graz. They propose a shift from two-lane roadways to single lanes and creating bicycle highways. Their vision is the democratic design of streets involving occupation actions (which have already taken place 7th times in Graz), with an exchange of locals and passers in order to jointly demand the change of space in terms of a car-free city.	Passenger transport	Information, communication, awareness raising and capacity building	Mitigating climate change (decarbonization); Increasing transport safety; Improving health; Promoting just urban development	Other: Sustainable mobility system	2022 - today	Auto:Frei:Tag / Car:Free:Day	Civil society	Civil society	The main aim of the citizens' initiative is to encourage residents to get involved, with representatives of the City of Graz, companies and experts also being included in the participatory activities. The focus hereby lies on the organization and active participation in the road blockade events in order to discuss alternative mobility solutions with both residents and passers-by.	<a href="https://www.autofreitag.at/">https://www.autofreitag.at/</a>
Graz	Car Fasting	"Car fasting" in Graz is an initiative organized by the Association for the Promotion of Churchly Environmental Work of the Catholic and Evangelical Church. During the fasting period, people consciously give up driving and rethink their mobility. The aim is to secure a livable future for coming generations. Alternatives such as cycling, transportation, buses and trains are encouraged. The action emphasizes the benefits for the environment, health and personal well-being.	Passenger transport	Information, communication, awareness raising and capacity building	Mitigating climate change (decarbonization); Improving health	Commuting School commuting Leisure mobility	2000 - today	Verein zur Förderung kirchlicher Umweltarbeit der Katholischen & Evangelischen Kirche Österreichs / Association for the Promotion of Churchly Environmental Work of the Catholic and Evangelical Church	non-governmental organizations (NGOs) and civil society	non-governmental organizations (NGOs) and civil society	The activities within the framework of Autofasten in Graz take place in cooperation with other stakeholders such as the City of Graz, the climate protection initiative klimaaktiv and other organizations, whereby the design and participation for individual projects can vary, for example in the join-in activities for schools or the Autofasten competition involving companies. In general, citizens can participate in the campaign by registering and joining in.	<a href="https://www.autofasten.at/">https://www.autofasten.at/</a>
Graz	Critical Mass	"Critical Mass" is a monthly meeting of cyclists who take their place on the road together and cycle leisurely through the city. There are no prerequisites for active participation, but the focus is on equality and creativity, as the rides are framed by freak bikes, disguises and music. For example, on 27 October 2023, around 111 people took part in an 8.8 km tour in Graz. The campaign aims to promote acceptance of cyclists in road traffic, sufficient space and mindfulness for cyclists.	Passenger transport	Information, communication, awareness raising and capacity building	Promoting just urban development	Commuting	2007 - today	Civil society (no organisation)	Civil society	Civil society	The participatory activities take place in all phases of the monthly bicycle demos and are open to all interested individuals of all ages and from all social backgrounds. Participants are actively involved, for example they can make suggestions for the route to be taken and ensure that traffic rules are followed during the ride to ensure the event runs smoothly.	<a href="https://nachhaltig-in-graz.at/critical-mass-graz/">https://nachhaltig-in-graz.at/critical-mass-graz/</a>
Graz	Funding Cargo Bikes	The acquisition of cargo bikes is subsidized by the Environmental Agency of the City of Graz. The project aims to promote active and emission-free mobility. According to the guidelines, the non-repayable grants are awarded to companies, house-sharing communities – but for at least three households – or associations for cargo bikes. A maximum of 50 % of the purchase costs, but no more than 1,000 € per bike, is subsidized. Since 2011, more than 500 people (status 2021) have benefited from the funding.	Passenger transport Urban logistics	Pricing	Improving accessibility;	Commuting Freight mobility	2011 - today	Stadt Graz / City of Graz	Municipality	Municipality		<a href="https://www.graz.at/cms/beitrag/10175977/7882683/">https://www.graz.at/cms/beitrag/10175977/7882683/</a>
Graz	Kidical Mass	"Kidical Mass" is a joint cycling demonstration (for the 7th time in Graz on 4th May 2024). At the events, participants, including families with children, cycle peacefully through the city, thereby setting a signal for a child-, family- and climate-friendly transport policy. The demands include child-friendly infrastructure design such as wide cycle paths and appropriate sightlines at intersections, car-free zones in front of schools and suitable cycle playgrounds.	Passenger transport	Information, communication, awareness raising and capacity building	Promoting just urban development	School commuting Leisure mobility	2019 - today	Civil society (no organisation)	Civil society	Civil society	Participation in cycling demonstrations on fixed dates throughout the year is open to everyone and is aimed in particular at children and young people, parents and people travelling by bike in general. Active members of the MoVe IT and Radlobby initiatives and other people interested are involved in the organization and realization of the events.	<a href="https://www.kidicalmass.at/startseite">https://www.kidicalmass.at/startseite</a>
Graz	Kinderbüro / Children's Office	The association "children's office" is an Austrian advocacy organization for children and young people until 14 years, focusing on children's rights. In collaboration with MoVe IT and Radlobby, they developed suggestions for bicycle mobility in Graz to improve road safety for children and children's cycling skills. Their demands include cycle playgrounds for learning and practicing cycling skills and the introduction of the BiciBus, where pupils cycle to school together with cycle guides along a predefined route.	Passenger transport	Maintenance and service Information, communication, awareness raising and capacity building	Improving accessibility; Increasing transport safety; Ensuring inclusive mobility	School commuting Leisure mobility	founding in 1998	Verein Kinderbüro® – Die Lobby für Menschen bis 14 / Association Children's Office® - The lobby for people up to 14	Non-governmental organizations (NGOs) and civil society	Non-governmental organizations (NGOs) and civil society	Various opportunities such as workshops, surveys and discussion rounds are offered by the Graz Children's Office to involve children and young people as the main target group, interested citizens and other initiatives for mobility issues. For example, the BiciBus is made possible by the participation of schools, employees of the Graz Children's Office and members of the bicycle lobby so that pupils can take part.	<a href="https://www.kinderbuero.at/neuigkeit/anregungen-zur-kindermobiliaet-in-graz-sicher-aktiv-mobil-von-kindheit-an/">https://www.kinderbuero.at/neuigkeit/anregungen-zur-kindermobiliaet-in-graz-sicher-aktiv-mobil-von-kindheit-an/</a>
Graz	LaRa Graz	"LaRa" is a cargo bike hire system in Graz, financed by the city, promoting the use of cargo bikes as a climate-friendly transport option. It is available free of charge for all residents, with local businesses and bike dealers serving as hire stations. By the end of 2021, 25 cargo bikes were in use, with 12,971 hours on the road across 850 rentals (status 2022). The project was expanded to Austria, with the slogan "LaRa goes Austria", and is designed for various types of bikes, including cargo bikes.	Passenger transport	Maintenance and service	Mitigating climate change (decarbonization); Improving accessibility; Tackling mobility poverty; Ensuring inclusive mobility	Commuting Freight transport	2014 - today	Stadt Graz / City of Graz	Municipality	Municipality		<a href="https://radverteiler.at/">https://radverteiler.at/</a>
Graz	Mobility Lab	The "Mobility Lab", an urban mobility laboratory, supported mobility innovations in the greater Graz area. Out of 86 project ideas submitted, 33 received support from the lab, and 19 were finalized during the project period. One notable project was the "Cycle network study for the core agglomeration of Graz", which included the planning of cycle lanes along commuter routes, thereby making an important contribution to the political decision to launch a cycling campaign in the greater Graz area.	Passenger transport Urban logistics	Information, communication, awareness raising and capacity building	Promoting just urban development	Commuting Leisure mobility	2017-2021	Holding Graz - Kommunale Dienstleistungen GmbH / Holding Graz - Municipal Services Ltd.	Municipality	National public authority		<a href="http://mobility-lab.at/">http://mobility-lab.at/</a>
Graz	MoVe IT	As a non-party campaign, "MoVe IT" (association for mobility and transport in transformation) is committed to an ecologically and socially inclusive sustainable mobility system in the greater area of Graz, with local transport policy demands prioritizing active forms of mobility such as cycling. MoVe IT is meanwhile recognized in Graz as a stakeholder and dialogue partner in citizen participation processes. Among other things, its proposals have contributed to the release of 100 million € for cycling by the City of Graz and the Province of Styria by 2030.	Passenger transport	Regulations Information, communication, awareness raising and capacity building	Mitigation climate change (decarbonization); Improving health; Ensuring inclusive mobility; Promoting just urban development	Commuting School commuting Leisure mobility Freight transport	since November 2018 events / founding association in April 2019	MoVe IT - Verein für Mobilität und Verkehr in Transformation / MoVe IT - Association for Mobility and Transport in Transformation	Non-governmental organizations (NGOs) and civil society	Non-governmental organizations (NGOs) and civil society; Business and industry; Civil society	The activities of MoVe IT involve various stakeholders, including citizens of Graz as key players, local authorities, companies, organizations and research institutions. For example, citizens, experts and decision-makers are brought together in the implementation of workshops and discussion rounds, data is collected from citizens in the online survey on mobility in Graz and polls for the planning of mobility projects are actively organized with planners, city representatives and residents.	<a href="https://mobilitaetsprojekte.vcoe.at/move-it-graz-mobilitt-und-verkehr-in-transformation-2021?oder1=218&amp;oder2=66">https://mobilitaetsprojekte.vcoe.at/move-it-graz-mobilitt-und-verkehr-in-transformation-2021?oder1=218&amp;oder2=66</a>
Graz	Österreich radelt / Austria cycles	The "Austria cycles" initiative, launched for the 6th time in March 2024, aims to motivate more people in Austria to cycle and to increase the cycling mode share. Participants can enter their cycling kilometres online or use the "Austria cycles" app. The prize draw requires only 100 km. Groups can also organize themselves to participate, such as if they are a part of an association, a municipality, a school or an employer. As of April 2024, about 100 people from the city of Graz have participated, cycling almost 20,000 km.	Passenger transport	Information, communication, awareness raising and capacity building Pricing	Mitigating climate change (decarbonization)	Commuting School commuting Leisure mobility	2019 - today	Österreichische Energieagentur / Austrian Energy Agency	National public authority	Regional public authority; national public authority	Participation in the initiative is aimed at anyone who enjoys cycling and wants to do something for the environment. Access to the online platform or use of the app is all that is required for collecting kilometres, networking and sharing successes with other cyclists, exchanging points for rewards and taking part in competitions.	<a href="https://www.radelt.at/">https://www.radelt.at/</a>
Graz	Radlobby / Bike Lobby	The non-party association "Bike Lobby ARGUS Styria" represents the interests of cyclists and aims to promote non-motorised transport. In order to make cycling more attractive, it promotes a cycle-friendly climate and the improvement of infrastructure. The cycling lobby engages in close dialogue with the cycling officers of the city of Graz and critically monitors construction projects for cycling facilities. Its tasks also include various awareness-raising campaigns and effective publicity events.	Passenger transport	Maintenance and service Information, communication, awareness raising and capacity building	Mitigating climate change (decarbonization); Improving accessibility; Increasing transport safety	Commuting School commuting Leisure mobility	2013 - today	Radlobby ARGUS Steiermark / Bike Lobby ARGUS Styria	Non-governmental organizations (NGOs) and civil society	Civil society	To actively represent the interests of cyclists in Graz, the cycling lobby focuses on various ways of involving members, citizens without club membership and other organisations. Events and workshops are realized to enable an adequate exchange and participation. In addition, petitions are organized in which individuals can take part.	<a href="https://www.radlobby.at/steiermark">https://www.radlobby.at/steiermark</a>



City	Name of the initiative	Description	Domain	Type of initiative	Main goals	Target practice	Period	Lead organisation(s) (name)	Lead organization(s) (type)	Type of funding institution(s)	Participatory process	Source
Graz	VCOE	"VCOE – Mobility with Future" is a non-profit organization focused on sustainable transport systems that are socially just, ecologically compatible and economically efficient. Its work is knowledge-based and solution-oriented, supporting climate targets. Its tasks include data preparation, public relations, networking with politicians, administrators, experts, companies, and interest groups, organizing specialist events, and organizing an annual mobility award for sustainable transport in Austria.	Passenger transport Urban logistics	Information, communication, awareness raising and capacity building	Mitigating climate change (decarbonization); Promoting just urban development	Commuting School commuting Leisure mobility Freight transport	1988 - today	VCÖ - Mobilität mit Zukunft / VCOE - Mobility with Future	Non-governmental organizations (NGOs) and civil society	Civil society	All interested individuals and organisations can participate in the VCOE's participatory activities, including the members themselves, decision-makers, experts, citizens, NGOs and the media. In addition to information offerings such as newsletters and events, workshops and discussion forums are also organized for various stakeholders, surveys and petitions are carried out targeting citizens and individual activities such as participation through an online map tool for traffic matters are developed for the general public.	<a href="https://vcoe.at/">https://vcoe.at/</a>
Graz	Zentrum für aktive Mobilität / Centre for Active Mobility	The "Centre for Active Mobility" is a new inter-university institution of the University of Graz and Graz University of Technology to promote active and sustainable mobility. It combines expertise in innovation research, sustainability, climate and transformation research, system sciences and transport modelling. The interdisciplinary collaboration between researchers, students and interested parties aims to develop innovative and concrete solutions for a transition to sustainable transport.	Passenger transport	Information, communication, awareness raising and capacity building Non-transport interventions	Mitigating climate change (decarbonization); Promoting just urban development	Other: Active mobility	2024 - today	University of Graz; Technical University	Academia	Academia		<a href="https://activemobility.uni-graz.at/de/">https://activemobility.uni-graz.at/de/</a>
Maastricht	#21daysinthesaddlechallenge (#21dageninhetzadel challenge)	The #21daysinthesaddlechallenge (#21dageninhetzadel challenge) targeted employees (car users) of organisations in the South Limburg region, who had the opportunity to sign up for a free cycling program of 21 days. The program encourages citizens to cycle, particularly for commuting to work. Participants had the opportunity to select between normal bicycles, e-bicycles, speed pedelecs, and electric cargo bikes, and were offered accessories such as a smart bike lock connected to a phone app. Similar campaigns, such as the 7daysinthesaddlechallenge, have been launched.	Passenger transport	Information, communication, awareness raising and capacity building	Mitigating climate change (decarbonization) Improving health Improving accessibility	Commuting Leisure mobility	June - October 2023	Zuid-Limburg Bereikbaar Cycle Center Valkenburg and X-Bike BV.	Regional public authority Business and industry	Regional public authority		<a href="https://www.zuidlimburgbereikbaar.nl/de/naamenvoorwaarden-21dageninhetzadel-challenge">https://www.zuidlimburgbereikbaar.nl/de/naamenvoorwaarden-21dageninhetzadel-challenge</a>
Maastricht	#posifiets campaign	#Posifiets" is a communication campaign aimed at increasing awareness of cycling practices. The campaign focuses on cycling safety, including proper cyclist behaviour (e.g., giving space to other road users) and correct bicycle parking (e.g., using designated spaces). The initiative began in 2021 on Wyck Street in Maastricht and has since expanded to cover the entire city and other locations in the Limburg region, such as Heelen. As part of the campaign, various challenges are promoted, such as the 'bike challenge' initiated in the summer of 2021 by the student organisation Maastricht Entrepreneurs.	Passenger transport Urban logistics	Information, communication, awareness raising and capacity building	Improving accessibility Increasing transport safety	Cycling behaviour: safety & parking	April 2021 - today	Maastricht Municipal Bicycle Enforcement Team Samen Onbeperkt foundation The Dutch Cyclists' Union Maastricht Traffic Safety Group (VVGm) Velorium 2.0 Maastricht Police	Regional public authority	Municipality Regional public authority		<a href="https://www.maastrichtbereikbaar.nl/en/how-do-i-travel/i-cycle/maastricht-posifiets">https://www.maastrichtbereikbaar.nl/en/how-do-i-travel/i-cycle/maastricht-posifiets</a>
Maastricht	Beter Benutten - Maastricht Bereikbaar	Beter Benutten" (Optimising Use) is a national program aimed at reducing car travel and rush hour congestion. In Maastricht, the Maastricht Bereikbaar program managed the implementation of city and later regional mobility management measures. The Maastricht Bereikbaar program was established in 2010 to promote cycling due to several large-scale infrastructure projects in the city and region causing traffic disruptions. In 2012, MB became part of the national Better Benutten program, which lasted until 2017. Initially, the program focused solely on the city of Maastricht but expanded to include other parts of the Limburg region. Agreements were established between Maastricht Bereikbaar and multiple companies to decrease car usage and mitigate rush hour traffic by offering options such as working from home, flexible work hours, e-bike discounts, or assistance in purchasing bicycles. Fietsimpulse was developed as an umbrella project by MB for the measures and actions of biking initiatives. The initiatives under the program can be divided into (i) Try-an-E-bike, (ii) Purchase, (iii) Reward. Three subcategories explain each of these categories with examples. Similar initiatives continue to run after the Better Benutten projects, several of which are listed above.	Passenger transport	Infrastructure Maintenance and service Regulations Pricing Information, communication, awareness raising and capacity building	Mitigating climate change (decarbonization) Improving accessibility	Commuting	2012-2017	Ministry of Infrastructure and the Environmen (Ministerie van Infrastructuur en Milieu) Maastricht Bereikbaar (Zuid-Limburg Bereikbaar)	National public authority Regional public authority	National public authority		<a href="https://www.zuidlimburgbereikbaar.nl/over-zuid-limburg-bereikbaar">https://www.zuidlimburgbereikbaar.nl/over-zuid-limburg-bereikbaar</a>
Maastricht	Bicycle-sharing scheme Arriva	Next to Dutch public transport OV-bikes, Arriva provides shared bikes in Maastricht accessible via associated apps (NextBike). The price depends on the duration of the trip. ZB encourages the use of shared bikes, especially for the last kilometer from parking spots on the outskirts of the city or from the train station to one's final destination.	Urban logistics	Infrastructure	(Mitigating climate change (decarbonization)) Improving accessibility	Commuting Leisure mobility	2020 - today	Arriva	Business and industry	Business and industry		<a href="https://www.maastrichtbereikbaar.nl/en/how-do-i-travel/ik-fiets/shared-bikes">https://www.maastrichtbereikbaar.nl/en/how-do-i-travel/ik-fiets/shared-bikes</a>
Maastricht	Bike school projects for refugees and foreign speaking residents	Refugee Project Maastricht (RPM) biking project teaches refugees the practice of biking including information on traffic safety and rules. RPM's bike project is done in collaboration with Maastricht Municipality.  Similar bicycle school projects have been carried out in Maastricht, such as the initiative 'Participate in Maastricht', which focuses on the inclusion of the youth from low-income or foreign-speaking backgrounds in sports and cultural activities.	Passenger transport	Information, communication, awareness raising and capacity building	Ensuring inclusive mobility Promoting just urban development	Cycling training	2018 and 2022	Refugee Project Maastricht (RPM) Maastricht municipal entities: Kaleidoscope and Maastricht Sport	Non-governmental organizations (NGOs) and civil society Municipality	Non-governmental organizations (NGOs) and civil society Municipality	During the years the bike school was operational, it was run by volunteers. The organiser of the bicycling school, The Refugee Project Maastricht (RPM), is a volunteer-led organization that connects refugees, residents, and international students.	<a href="https://www.thuisinmaastricht.nl/actueel/verhaal/fietslessen-voor-anderstalige-jongeren-uit-maastricht">https://www.thuisinmaastricht.nl/actueel/verhaal/fietslessen-voor-anderstalige-jongeren-uit-maastricht</a>
Maastricht	De Groene Loper and A2 Tunnel	The city of Maastricht was once divided by the international A2 motorway, which was built in the late 1950s and stretches from the Belgian border to Amsterdam. In 2004, a tunnel project commenced to relocate motor traffic of the A2 underground as part of a large-scale transformation of the area in Maastricht affected by the motorway. The project, known as De Groene Loper (The Green Carpet), was selected in 2009 to repurpose the freed space above ground for green interventions, pedestrian and cycling traffic. The Green Carpet is a six-meter-wide boulevard linking the eastern and western parts of the city. The tunnel project was completed in 2016, while the redevelopment of the above-ground area is still ongoing and expected to be completed by 2026.	Urban logistics	Infrastructure	Improving accessibility Increasing transport safety Improving health	Commuting Leisure mobility Use of public space	2003-2026.	Partnership between Rijkswaterstaat (Ministry of Infrastructure and Water Management), Province of Limburg, the municipalities of Maastricht and Meerssen.	Municipality Regional public authority National public authority	Municipality Regional public authority National public authority		<a href="https://www.rijkswaterstaat.nl/wegen/wegenoverzicht/a2/koning-willem-alexandertunnel-a2-n2">https://www.rijkswaterstaat.nl/wegen/wegenoverzicht/a2/koning-willem-alexandertunnel-a2-n2</a>
Maastricht	Discover the e-bike (Ontdek de e-bike)	Discover the e-bike (Ontdek de e-bike), an initiative by Maastricht Bereikbaar (now Zuid-Limburg Bereikbaar), offers the opportunity to try an e-bike free of charge for fourteen days. This initiative is part of the Every Movement Counts (Elke beweging telt) campaign, which also includes the car course The New Driving (Het Nieuwe Rijden). The campaign focusses on sustainable and smart travel by encouraging people to choose alternative modes of transportation (e-bikes) for commuting, rather than relying solely on cars.	Passenger transport	Information, communication, awareness raising and capacity building	Mitigating climate change (decarbonization) Improving accessibility	Commuting	July - August 2019	Maastricht Bereikbaar (Zuid-Limburg Bereikbaar)	Regional public authority	Municipality Regional public authority		<a href="https://www.limburger.nl/cnt/dmf20190709_00113863">https://www.limburger.nl/cnt/dmf20190709_00113863</a>
Maastricht	E-bike trial at train station: The NS OV e-bike	A one-year trial period of public e-bikes was launched by the Dutch railway company NS in the summer of 2022. In Maastricht, thirty public (OV) e-bikes were offered at the central train station from January 2023. The trial focuses on whether e-bikes meet the needs of train passengers. Since the trial, the OV e-bikes have continued to be provided at the central train station in Maastricht.	Passenger transport	Infrastructure	Mitigating climate change (decarbonization) Improving accessibility	Commuting Leisure mobility	2023-2024	Dutch railway company NS	National public authority	National public authority		<a href="https://www.maastrichtbereikbaar.nl/en/how-do-i-travel/ik-fiets/shared-bikes">https://www.maastrichtbereikbaar.nl/en/how-do-i-travel/ik-fiets/shared-bikes</a>
Maastricht	Fast cycling route including bicycle bridge	The Sittard-Maastricht fast cycling route, also known as F2, runs parallel to the A2 motorway and is the first bicycling route in South Limburg. The F2 is currently under construction and will span a total length of 23 km. Parts of the route are completed, such as the section between Beek and Meerssen, which includes the construction of a curved bicycle bridge in Beek, near Maastricht-Aachen Airport. Other bicycle routes are currently being developed or are in the pipeline and will connect to the F2. These routes connect cities and villages and are recognizable by markings such as red asphalt.	Urban logistics	Infrastructure	Mitigating climate change (decarbonization) Improving accessibility Increasing transport safety Improving health	Commuting Leisure mobility	2018 - today	A collaborative between the Province of Limburg, Zuid-Limburg Bereikbaar and municipalities along the route (Beek, Stein, Meerssen, Maastricht and Sittard-Geleen). The fast-bicycling route is connected to the Tour de Force network, and is part of the Mobility Vision of the South Limburg.	National public authority Regional public authority Municipality	Regional public authority	During the preparations for the construction of the cycling route F2, local inhabitants were given the opportunity to express and share their opinions about the project through consultation meetings (walk-in meetings). These meetings were organised to ensure community involvement and gather feedback from the residents. Specifically, consultation meetings for the part of the bicycle route in inner Maastricht (along Meerssenerweg) took place in April 2022 and June 2023.	<a href="https://www.zuidlimburgbereikbaar.nl/aan-de-slag/met-hinder-en-bereikbaarheid/doorfietsroute-sittard-maastricht">https://www.zuidlimburgbereikbaar.nl/aan-de-slag/met-hinder-en-bereikbaarheid/doorfietsroute-sittard-maastricht</a>



City	Name of the initiative	Description	Domain	Type of initiative	Main goals	Target practice	Period	Lead organisation(s) (name)	Lead organization(s) (type)	Type of funding institution(s)	Participatory process	Source
Maastricht	Fietsbank	Fietsbank (bicycle bank) is an initiative run by volunteers who repairs or recycles abandoned and defective bicycles. The initiative focuses especially on students of UM, who can drop off their bicycles at designated points near the UM faculties. In collaboration with Maastricht Municipality, UM and Kringloop Zuid (a charity organization), Fietsbank collects and repairs/recycles the dropped-off bicycles. The repaired bicycles can be purchased by people with limited financial resources, and the bicycles that cannot be repaired are recycled.	Urban logistics	Infrastructure Pricing Maintenance and service	Tackling mobility poverty (or, more broadly, inequalities) Ensuring inclusive mobility	Repair bicycles Recycle bicycles	2012 - today	Fietsbank (the project lead) in cooperation with Kringloop Zuid and the Municipality of Maastricht	Non-governmental organizations (NGOs) and civil society Municipality	Municipality	Fietsbank is a non-profit organisation. Volunteers in the Fietsbank workshops repair and recycle abandoned bicycles or bicycles delivered by the residents of Maastricht to designated drop-off zones.	<a href="https://www.maastrichtbereikbaar.nl/en/news/bicycle-bank-picks-hundreds-redundant-bikes-um">https://www.maastrichtbereikbaar.nl/en/news/bicycle-bank-picks-hundreds-redundant-bikes-um</a>
Maastricht	Lekker Anders Dag	The initiative Lekker Anders Dag (Nice Different Day) encourages school children, their parents and school employees to travel to school differently on specific days or weeks per year. By making the journey to school a special trip for the children, the aim is to change travel behavior, reduce traffic congestion, and ensure safer traffic around the school. The initiative takes place in several Dutch cities, including Maastricht. In Maastricht, the initiative is part of the Bicycle Action Plan for the city, which focuses on promoting cycling.	Passenger transport	Information, communication, awareness raising and capacity building	Change mobility practice Increasing transport safety	School commuting	2022	In Maastricht, the initiative was facilitated by Maastricht Municipality and collaborating schools: Talentuin and The John F. Kennedy School	Municipality Schools in Maastricht	Civil society	For the planning of Lekker Anders Dag (LAD) event days, the LAD Team gives parents the opportunity to provide input through online questionnaires and conversations. They are also in contact with schoolteachers, school management and the municipality.	<a href="https://www.lekkerandersdag.nl/het-idee-erachter/">https://www.lekkerandersdag.nl/het-idee-erachter/</a>
Maastricht	Purchase (part of Beter Benutten)	Between 2012 and 2017, discount promotions were offered by MB in collaboration with South Limburg bicycle providers. In cooperation with these providers, joint discount campaigns were initiated, allowing citizens to buy cheaper bikes through vouchers and other incentives. The target group was especially participants of other the MB programmes, and part of the strategy for the purchase program was to link it to the try-an-e-bike and reward programs.	Passenger transport	Information, communication, awareness raising and capacity building	Improving health Improving accessibility	Commuting Leisure mobility	2012-2017	Maastricht-Bereikbaar (Zuid-Limburg Bereikbaar)	Regional public authority	Municipality		<a href="https://www.verkeerskunde.nl/Uploads/2018/9/20180630---Eindevaluatie-Fietsimpuls-MB---def.pdf">https://www.verkeerskunde.nl/Uploads/2018/9/20180630---Eindevaluatie-Fietsimpuls-MB---def.pdf</a>
Maastricht	Reward for cycling (part of Beter Benutten) - Example: Burn Fat Not Fuel (BFNF)	Between 2012 and 2017, various reward programs were initiated to motivate cycling. MB (ZB) launched a pilot program called Burn Fat Not Fuel (BFNF) in 2013 aimed at encouraging change in mobility practices through the use of e-bikes (and smart travel). The pilot project assessed the effectiveness of rewarding participants for travelling with bicycles instead of cars. Participants received a reward of 10 cents per kilometre travelled when using an e-bike. GPS devices were installed on the bicycles to track the distance travelled. The use of a BFNF app ensured financial compensation and provided feedback, such as feedback on health, cost savings and CO2 emissions. Twenty car users participated in the program. Another reward initiative promoted by MB aimed at students instead of employees. The project aimed to incentivise students to use bicycles instead of public transport during rush hour. The initiative builds upon previous pilot initiatives and aims for behavioural change in mobility among participants. The reward amount is determined by the distance travelled, and participants will use the TimesUp app to register their trips. Similar initiative was carried out in the city Zwolle.	Passenger transport	Information, communication, awareness raising and capacity building Pricing	Improving health Improving accessibility	Commuting	2013-2016	Maastricht Bereikbaar (Zuid-Limburg Bereikbaar)	Regional public authority	Municipality		<a href="https://www.fietsen123.nl/fietsnieuws/maastricht-burn-fat-not-fuel">https://www.fietsen123.nl/fietsnieuws/maastricht-burn-fat-not-fuel</a>
Maastricht	Subsidised e-Cargo Bikes	For a test period of six months, the transport authority Maastricht Bereikbaar (now Zuid-Limburg Bereikbaar) provided businesses with the opportunity to try e-cargo bikes for free. Companies were given the chance to lease e-cargo bikes with full reimbursement (up to 4,000 €), pending certain criteria. One of the requirements was that the e-cargo bike replaced trips typically made by trucks or vans. The e-cargo bike can be used for purposes such as parcel distribution, picking up or delivering products for retailers. This initiative was implemented in several Dutch cities besides Maastricht, including Amsterdam, Utrecht, and Amersfoort.	Urban logistics	Infrastructure Pricing	Mitigating climate change (decarbonization) Improving accessibility	Freight transport (Parcel delivery)	July 2017 - March 2018	Maastricht Bereikbaar (Zuid-Limburg Bereikbaar)	Regional public authority	Regional public authority		<a href="https://www.rippi.bike/en/rippi-18-subsidised-e-cargo-bikes-in-maastricht/">https://www.rippi.bike/en/rippi-18-subsidised-e-cargo-bikes-in-maastricht/</a>
Maastricht	Sustainable bicycle parking	Bicycle parking with digital features is installed at street level near the central station of Maastricht on Meerssenerweg. The parking facility includes space for cargo bikes and shared bikes, and provides digital signboards so cyclists can easily locate available parking spaces from a distance. Solar panels on the canopy/rooftop power the signboards and make the facility energy-neutral. The storage facility is not intended for long-term use and cameras record the duration of bicycle parking. Bikes parked for more than 14 days will be removed and placed in a depot managed by the Municipality of Maastricht.	Urban logistics	Infrastructure	Improving health Decarbonization Ensuring inclusive mobility Promoting just urban development	Bicycle parking Bicycle rental including e-bikes and cargo bikes.	November 2022 - today	ProRail	Unlisted public company (government organisation)	National public authority		<a href="https://www.prorail.nl/nieuws/eerste-duurzame-fietseninstalling-geopend-in-maastricht">https://www.prorail.nl/nieuws/eerste-duurzame-fietseninstalling-geopend-in-maastricht</a>
Maastricht	Try an e-bike trial (part of Beter Benutten) - Example: E-bike trial from 2014	Between 2012-2017, employees at participating companies had the opportunity to try at least a one-week free e-bike trial. Various e-bikes were made available through the employer for up to three months. One of the initiatives under Try an E-bike was carried out in 2014. The temporary closure of two exits on the A2 and A79 motorways connected to Maastricht provided an opportunity to promote different mobility behaviors. As part of the BB program, MB encouraged and enticed employees of companies located near the exits, who commute by car, to either use public transport or e-bikes for one week or more.	Passenger transport	Pricing	Behavioral mobility change	Commuting	April - July 2014	Maastricht Bereikbaar (Zuid-Limburg Bereikbaar).	Regional public authority	Municipality		<a href="https://www.maakdebeweging.nl/hoereis-ik-zuid-limburg/ik-fiets/probeer-een-e-bike">https://www.maakdebeweging.nl/hoereis-ik-zuid-limburg/ik-fiets/probeer-een-e-bike</a>
Maastricht	Underground bicycle storage	A new underground bicycle park facility on Stationsstraat next to the central train station in Maastricht was opened in 2018 and is one among several new bicycle facilities in Maastricht. The underground bicycle park has space for about 2,850 bicycles, 80 'outdoor bikes' such as cargo bikes, around 130 scooters, and 100 public transport bicycles which can be rented. Cyclists and scooter users have unrestricted access to the facility 24 hours a day (parking for longer than 24 hours is not free).	Urban logistics	Infrastructure	Improving accessibility	Parking	January 2018 - today	Maastricht municipality	Municipality	Municipality Business and industry		<a href="https://www.gemeentemaastricht.nl/parken-en-verkeer/fietsen-maastricht/actieplannen-fietsen">https://www.gemeentemaastricht.nl/parken-en-verkeer/fietsen-maastricht/actieplannen-fietsen</a>
Maastricht	Visioning initiative	Driven by concerns about climate change and the pursuit of a greener future, a collaboration of citizens, entrepreneurs and students has formulated a vision plan for the city of Maastricht for a clean, accessible, and green (Schoon, bereikbaar & groen) city. The plan is aimed at the Municipality of Maastricht and includes specific measures for sustainable initiatives, such as reducing traffic pressure, car-free inner city and promoting safer cycling. The latter initiative focuses on infrastructural priorities for bicycles and providing more spaces for bicycle parking.	Urban logistics	Infrastructure Maintenance and service	Mitigating climate change (decarbonization) Increasing transport safety Improving health Promoting just urban development	Commuting Leisure mobility	2019-2025	Residents' Platform on Traffic and the Environment (Bewonersplatform Verkeer en Milieu), Business Associations Student for Climate. See list at page 34 in Vision report.	Business and industry Academia (Student groups) Civil society	Municipality (potentially)	The team behind the vision plan is a representation of residents, entrepreneurs, and students in Maastricht, under the name BOS consultation. The BOS consultation aims to collectively establish an integral vision and provide answers to several challenges related to sustainability that the city faces. Participation is a key element in such endeavour. They thus explain about the potential implementation process of the vision plan: “The Maastricht municipality will take the lead, with final responsibility for implementation, monitoring and enforcement. We, residents, entrepreneurs, students and the organisations that belong to us, want to participate [...] Our goal is to achieve a clean, liveable and accessible Maastricht in which residents, entrepreneurs and students actively participate and behave in an environmentally conscious manner” (Bewonersplatform Verkeer en Milieu, Ondernemersverenigingen en Students for Climate, 2019, p. 3, Tans.)	<a href="https://cmmaastricht.nl/wp-content/uploads/2019/11/WEBVERSIE_-_Maastricht-een-schone-bereikbare-stad.pdf">https://cmmaastricht.nl/wp-content/uploads/2019/11/WEBVERSIE_-_Maastricht-een-schone-bereikbare-stad.pdf</a>
Poznań	Fyrtel	Fyrtel is a platform where customers can conveniently purchase from a variety of local producers and have their orders delivered directly to their doorsteps. Operating in Poznań (and in the past also in Wrocław, Warsaw, and Berlin), their objective is to highlight the importance of supporting local businesses in today's economy, as they believe that local products offer significant value and contribute to the economic and social well-being of our cities. By prioritizing quality, freshness, and passion, their goal is to make purchasing from local suppliers the norm rather than the exception. They also prioritize eco-friendly delivery methods, with over 84% of their deliveries being conducted via cargo bikes to ensure efficient and safe distribution of local orders. Furthermore, they operate based on fair trade principles, where their partners benefit from low commissions and couriers receive fair compensation. Through connecting local businesses and buyers, they aim to create a community of conscious consumers and suppliers.	Urban logistics	Maintenance and service	Mitigating climate change	Other – local delivery	April 2020 - today	Fyrtel	Business and industry	Business and industry	--	<a href="https://fyrtel.market/about">https://fyrtel.market/about</a> and <a href="#">ITEM project interview December 2023</a>

City	Name of the initiative	Description	Domain	Type of initiative	Main goals	Target practice	Period	Lead organisation(s) (name)	Lead organization(s) (type)	Type of funding institution(s)	Participatory process	Source
Poznań	Greening Regional Freight Transport in Fuas (GRETA)	The GRETA project aims to decarbonize the last mile of freight transport by utilizing zero-emission vehicles such as cargo bikes. The project partners are reorganizing urban spaces to enhance efficiency in freight deliveries. Specifically, the GRETA project is focused on developing and implementing micro-hubs that can serve both as pickup points for packages by couriers using cargo bikes and – in the future – as sending points for packages by residents. Pilot actions in the cities of Maribor, Reggio Emilia, Verona, Poznań, and Budapest (with the Berlin MOF as an observer) have the potential for rapid implementation as temporary measures utilizing existing city infrastructure. GRETA provides capacity building, strategy development, action plans, and tools for public authorities, businesses, and relevant organizations to ensure financial, environmental, and social sustainability post-project completion.	Urban logistics	Infrastructure	Mitigating climate change	Freight transport	April 2023 - March 2026	City of Poznań Łukasiewicz – Poznań Institute of technology	Academia	European Regional Development Fund (ERDF) (80%)	The project partners include the Poznań City Office and the delivery company GLS. The latter has declared support in the stage of developing the entire solution, and will also facilitate, as part of the pilot, the handling of GLS customers' parcels using a micro-hub and cargo bikes in a designated area of Poznań. Couriers will work for the courier company but will ride cargo bikes purchased as part of a European Union program.	<a href="https://www.interreg-central.eu/projects/greta/?tab=home">https://www.interreg-central.eu/projects/greta/?tab=home</a>
Poznań	Hazay	Hazay is a Polish company based in Poznań that specializes in the production and sale of two-wheeled electric cargo bikes. In addition to sales, Hazay also operates cargo bike rental services in three Polish cities (Poznań, Szczecin, and Wrocław). The company's founders have developed two models of cargo bikes: Hazay Family and Hazay Buddy. The first is intended for private use, while the second is optimized for courier work. Furthermore, the company is involved in creating software designed to optimize routes and – complementarily – to provide real-time estimates of battery range depending on factors such as load weight. Both applications are integrated with the sensor system installed on the company's bike.	Urban logistics	Maintenance and service	Mitigating climate change (decarbonization) Increasing transport safety Improving health	Commuting Freight transport	2020 - today	Hazay	Buisness and industry	Buisness and industry	NO	<a href="https://hazaybikes.com/pl/">https://hazaybikes.com/pl/</a>
Poznań	Hop and Go	The municipality aims to establish micro-mobility points/hubs in Poznań, where operators of e-scooters and electric bicycles would leave their vehicles for rent, and users would leave the vehicles after their ride. In the initial phase, this solution in Poznań will cover only the downtown area. Electromobility hubs, marked as "Hop and go" points, will be primarily designated where the city's bike rental stations (PRM) used to be located. As it is known, Poznań recently withdrew from the city bike system due to a significant decrease in rental numbers. The ZDM (Municipal Road Authority) conducted an inventory of existing PRM stations and analyzed the possibility of transforming them into "Hop and go" points. A project for marking the zones with vertical and horizontal signs has been developed. The next step is the implementation phase of the project. Tender documents are to be ready in April, and a tender for the designation, marking, and equipping of ""Hop and go"" points will be announced in May. Initially, there will be 268 such points, equipped with 500 racks for bicycles or e-scooters and properly marked.	Passenger transport	Infrastructure	Improving accessibility Mitigating climate change Increasing transport safety	Commuting Leisure mobility	September 2023 - today	Roads department of Poznań (ZDM Poznań)	Municipality	Municipality	-	<a href="https://www.poznan.pl/mim/smartcity/in_foteka,1202/hop-and-go-miejsca-dla-hulajnog,200024.html">https://www.poznan.pl/mim/smartcity/in_foteka,1202/hop-and-go-miejsca-dla-hulajnog,200024.html</a>
Poznań	Plan Zrównoważonej Mobilności Miejskiej dla Miasta Poznania  (Sustainable Urban Mobility Plan for the City of Poznań)	The Sustainable Urban Mobility Plan (SUMP) for the City of Poznań is a comprehensive document that defines the city's strategy for the development and transformation of issues related to all aspects of mobility - both individual and freight. The document replaces the previous plan adopted in 1999. The plan covers six areas: Safety and Traffic Management, Pedestrian and Bicycle Traffic, Environment and Space, Public Transport, Car Transport, Modern Technologies. The SUMP comprehensively addresses issues related to urban mobility, as well as partially addressing spatial planning, such as the location of residential areas, environmental protection, and social aspects. The scope of the SUMP's impact is not limited solely to the administrative boundaries of the city but, due to its connections with neighboring municipalities within the functional area, it will influence mobility throughout the entire metropolitan area, particularly in terms of travel to and from Poznań.	Passenger transport Urban logistics	Infrastructure Mainance and service Regulations Pricing Information, communication, awareness raising and capacity building Non-transport interventions	Mitigating climate change  Improving accessibility  Increasing transport safety  Improving health  Tackling mobility poverty (or, more broadly, inequalities)  Ensuring inclusive mobility  Promoting just urban development	Commuting School commuting Leisure mobility Freight transport	Voted on July 6th 2021	Poznań Municipality	Municipality	Municipaliaty	The creation of the plan was preceded by three stages of social consultations involving both residents and representatives of various groups, including: city officials, representatives of neighborhood councils in Poznań, representatives of social organizations dealing with urban policy, representatives of institutions representing the interests of specific social groups, such as seniors, youth, students, people with disabilities, children, and adolescents. During the conducted consultations in all stages, a total of over 330 people (over 60 children) participated. Nearly 230 opinions were collected through a consultation form and email.	<a href="https://www.poznan.pl/mim/komunikacja/_p,47184,60593.html">https://www.poznan.pl/mim/komunikacja/_p,47184,60593.html</a>
Poznań	Poznań Cargo Bike Festival	The Poland Cargo Bike Festival is an annual event that has been held since 2015, rotating to a different city in Poland each year. Its primary goal is to foster connections within the cargo bike community, including manufacturers, sellers, suppliers, and users, while also promoting cargo bikes among the residents of the host city. The 2021 edition was held in Poznań. The program featured meetings focusing on travel and general cycling topics, bike presentations, tours and inspections of Poznań's cycling infrastructure, and discussions on various cargo bike applications and related themes. These included the use of cargo bikes in business, cycle logistics, the last mile problem, cargo mobility within the French context, and their role in families with children. The highlights of the festival were the cargo bike rides through Poznań's streets and the cargo bike races. Additionally, a special session of the Parliamentary Group for Bicycle Transport, titled "National and Local Cargo Mobility Policies" took place during the festival. The Poznań Bicycle Association hosted the event in Poznań.	Passenger transport Urban logistics	Information, communication, awareness raising and capacity building	Increasing transport safety Mitigating climate change (decarbonization)	Commuting Freight transport	10-12 September 2021	Rowerowy Poznań	Non-governmental organizations (NGOs) and civil society	Unknown	The festival program is crafted by the hosting organization of the city where the event will be held. Specialists focusing on various aspects of cargo bikes in Poland are invited to contribute to the festival's creation. Furthermore, representatives of the Parliamentary Group for Bicycle Transport, addressing 'National and Local Policies on Cargo Mobility,' a working body of the Sejm (lower chamber of the Polish parliament), attended the Poznań festival, engaging with its participants.	<a href="https://www.facebook.com/CargoBikeFestPL">https://www.facebook.com/CargoBikeFestPL</a> <a href="https://rowerowypoznan.pl/zgloszenia-program-wskazowki-poznan-cargo-bike-festival-2021-vii-ogolnopolski-zlot-rowerow-towarowych/">https://rowerowypoznan.pl/zgloszenia-program-wskazowki-poznan-cargo-bike-festival-2021-vii-ogolnopolski-zlot-rowerow-towarowych/</a>
Poznań	Poznań CityLab	Poznań CityLab is a project that grew out of the Smart City idea. It was developed by the Office of Digitization and Cybersecurity of the City of Poznań. The process involved the direct engagement of several dozen individuals, including representatives from the City of Poznań, the Poznań City Council, NGOs, businesses, and academic institutions. CityLab is a platform of communication, discussion and testing new ideas. CityLab main goals are to efficiently address the needs of the city, organizations and residents by engaging broad spectrum of actors in addressing issues from key domains. The project also aims to improve communication between residents and city authorities by breaking down barriers and therefore making problem-solving faster. The CityLab team is also interested in cycling and its promotion. In this regard, CityLab employees will closely collaborate with the SPECIFIC team in Poznań. Some of the goals and roles CityLab aims to fulfill: Knowledge Hub Gathering ideas, concepts, knowledge about solutions, and needs. Creating an archive of projects and concepts to build knowledge bank serving as a source of information about the city, ongoing and past projects, processes, resources, and tools. Innovation Lab: Filtering knowledge, verifying ideas and solutions. This means that the role of the Poznań CityLab team should be to collect and verify ideas and solutions to choose the best ones, as well as to support processes aimed at testing and implementing solutions. Ambassador: Connecting stakeholders around common projects. Represents the city externally, operates at the intersection of various stakeholders. Contact Point: Providing knowledge, inspiration, tools, and action methods. It is the main point of information for stakeholders seeking ideas or solutions that meet their selected needs	Passenger transport Urban logistics	Infrastructure Maintenance Regulations Pricing Information, communication, awareness raising and capacity building Non-transport interventions	Mitigating climate change (decarbonization) Improving accessibility Increasing transport safety Improving health Tackling mobility poverty (or, more broadly, inequalities) Ensuring inclusive mobility Promoting just urban development	Commuting School commuting Leisure mobility Freight transport	2024 – today	Poznań Municipality	Municipality	Municipaliaty	Since the initiative is very new, no direct participatory actions have taken place yet. However, the SmartCity project, from which CityLab evolved, and the creation of CityLab itself involved consultations, including with representatives from academia. The entire concept is based on the participation of various actors.	<a href="https://www.poznan.pl/mim/smartcity/poznan-citylab,p,25877,38303,71025.html">https://www.poznan.pl/mim/smartcity/poznan-citylab,p,25877,38303,71025.html</a>



City	Name of the initiative	Description	Domain	Type of initiative	Main goals	Target practice	Period	Lead organisation(s) (name)	Lead organization(s) (type)	Type of funding institution(s)	Participatory process	Source
Poznań	Poznański Rower miejski (Poznań City Bike)	Poznań City Bike (PRM) refers to the self-service bicycle rental system that operated in Poznań from 2012 to 2022. The program was operated by NextBike Polska, which also operated rental stations in several other cities in Poland. At its peak, PRM had 113 stations (since 2018), and the number of rentals reached 1.7 million (2018, March-November). In 2019, a downward trend began - the number of rentals dropped to just over a million. In 2020 and 2021, it was 528,000 and 320,000, respectively. In 2022 (until the end of October), there were 284,000 rentals, almost 25,000 fewer than in the same period in 2021. Due to this trend, city authorities decided to discontinue the program. Among the reasons cited was the overall decrease in bicycle traffic in Poznań (due in part to the Poznań Bicycle Program and infrastructure investments), which does not signify a crisis in cycling but rather the exhaustion of the PRM formula. Another reason for that exhaustion was the emergence of competition from city scooters. Residents of Poznań have switched to using their own bicycles, and for the "last mile" commutes, they now use scooters. The money that was previously allocated to city bicycles will be redirected to investments in infrastructure that benefit all cyclists. In 2022, over 7 million złoty was allocated from the city's budget to operate Poznań City Bike. In the city's financial plan for bicycle infrastructure investments in 2023, approximately 14 million złoty has been reserved. In 2022, the "bicycle" budget amounted to 8 million złoty, which means that after withdrawing PRM, the budget for infrastructure will be almost twice as large.	Passenger transport	Infrastructure Pricing	Mitigating climate change Tackling mobility poverty Ensuring inclusive mobility	Commuting School commuting Leisure mobility	2012-2022	NextBike Polska Poznań Municipality	Municipality Business	Municipality	During the operation of PRM, the following consultations were conducted: – Consultations regarding the location of new stations, – Surveys on user satisfaction with the bicycles.	<a href="https://www.poznan.pl/mim/info/news/o-statnie-dni-poznanskiego-roweru-miejskiego,192300.html">https://www.poznan.pl/mim/info/news/o-statnie-dni-poznanskiego-roweru-miejskiego,192300.html</a>
Poznań	Program Rowerowy miasta Poznania (Poznań Bike Program)	The Poznań Bike Program was a comprehensive strategy of the City Office for the years 2017-22. A similar program from 2007-2015 aimed to increase the share of cycling traffic from 2.5% to 4%. The goals of the new program included:  – Ensuring safe and convenient cycling by developing a cohesive network of main routes outlined in the Program – Achieving a 12% share of cycling trips in the modal split by 2025. – Reducing the absolute number of cycling-related incidents (while increasing cycling traffic, this would mean a significant decrease in accident risk per kilometer traveled by bike) and eliminating fatalities among cyclists.  Supporting actions to achieve these goals included ambitious infrastructural and legal changes: implementing traffic-calming zones in residential areas, organizing a bike parking system (public parking, residential parking, and parking facilities integrated with public transport), allowing contraflow cycling on one-way streets.	Passenger transport Urban logistics	Infrastructure Maintenance and service Regulations Information, communication, awareness raising and capacity building	Mitigating climate change Improving accessibility Increasing transport safety Improving health Promoting just urban development	Commuting Leisure mobility	2017-2022 (with perspective till 2025)	Poznań Municipality	Municipality	Municipaliaty Regional public authority	The program was consulted by participants of the Poznań Bicycle Council, the Department of Transportation and Parks of the City of Poznań, and the Poznań Bicycle Association.	<a href="https://www.poznan.pl/mim/rowery/-p,35473,35475.html">https://www.poznan.pl/mim/rowery/-p,35473,35475.html</a>
Poznań	Rowerowy patrol czystości (Bicycle Cleanliness Patrol)	As part of the Bicycle Cleanliness Patrol, from April to October, two employees of the Waste Management Department patrolled the streets of the Old Town in Poznań on tricycle cargo bikes. The initiative aimed to support building manager in the historic part of Poznań in maintaining cleanliness so that the most representative places in the city would not be littered. The total cost of maintaining the bicycle cleanliness patrol in 2016 was 423,540 PLN, while in 2017 it was 415,570 PLN. The Bicycle Cleanliness Patrol work was carried out by beneficiaries of the Barka Foundation, which is involved in the vocational activation of marginalized individuals. According to city officials, the patrol had a notable and positive effect on the streets. Yet, there were complaints about its low efficiency and the dust kicked up by cyclists during the hottest months, especially in dry spells. Despite the positive feedback, the patrol was put on hold due to the near-total wear and tear of both the bikes and cleaning gear. Buying new ones was deemed too pricey.	Urban logistics	Maintenance and service	Improving accessibility Tackling inequalities	Other: street maintance	2016-2017	Poznań Municipality Fundacja Barka	"Municipality NGO"	Municipality	–	<a href="https://bip.poznan.pl/public/bip/interpelacje.html?coshow&amp;noteid=NT00032936&amp;lu_id=10967&amp;id=5423">https://bip.poznan.pl/public/bip/interpelacje.html?coshow&amp;noteid=NT00032936&amp;lu_id=10967&amp;id=5423</a>
Poznań	Stowarzyszenie Rowerowy Poznań (Poznań Bicycle Association)	The Poznań Bicycle Association conducts comprehensive activities focused on transforming Poznań to enable safe and fast cycling for both everyday errands and recreational purposes. This is expressed through collaboration with local government, consultation on municipal infrastructure projects, and lobbying. However, the association's activities are much broader and include:  Adult education (City Bicycle Academy) Inclusive initiatives (Cycling for the Deaf, Cyclists for Seniors) Knowledge base building (issues related to cycling attire, cycling regulations, driver's guide, etc.) Projects in the Participatory Budget (large and small infrastructure projects, focusing on improving cycling accessibility in peripheral districts) Poznań Cycling Map (constantly updated mapping tool covering all cycling infrastructure - including contraflow lanes, bike paths, tourist routes - in Poznań)	Passenger transport Urban logistics	Information, communication, awareness raising and capacity building	Mitigating climate change Improving accessibility Increasing transport safety Promoting just urban development Ensuring inclusive mobility	Commuting Leisure mobility	1993 - today	Rowerowy Poznań	NGO	Municipality Non-governmental organizations (NGOs) and civil society European Social Fund	"Several actions undertaken by Rowerowy Poznań are consulted and co-created with the municipal administration. A good example of this would be the City of Poznań Bicycle Program and the infrastructural changes included within it. Additionally, Participatory Budget projects are created in collaboration with and in response to the needs of residents of specific districts."	<a href="https://rowerowypoznan.pl">https://rowerowypoznan.pl</a>