



## Call for Abstracts

*Abstract topics & submission guidelines*



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City of Ljubljana



Slovenska kolesarska mreža

# Welcome to the Velo-city 2022 call for abstracts!

Following Velo-city's proud tradition of interactive and engaging presentations, we invite you to share your story, best practice, expertise, data, innovation or analysis to reflect upon this edition's conference theme and its five subthemes:

## Cycling the Change:

- Rethinking urban space
- Focus on citizens, stakeholders and community
- Policies for more cycling
- Green tourism, green economy
- Urban mobility innovation

These guidelines will provide you with all necessary information on expected abstract topics, the programme design, parallel session formats, the selection process, the timeline as well as the submission rules. Make sure you read it carefully before submitting your abstract through our online platform.

In addition to this call, Velo-city 2022 releases a separate call for abstracts for the Scientists for Cycling sessions, open to academics and researchers, that will be integrated into the VC22 conference programme. This call will open on 13 October 2021.

Should any questions arise do not hesitate to get in touch with us, we are here for you and look forward to hearing from you!

Your Velo-city 2022 Programme Team

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## ***1. Theme, subthemes and expected abstract topics***

### **Main theme: Cycling the Change**

The COVID-19 pandemic has changed the way we live and challenged our view of reality. Cycling plays a significant role in driving and maintaining the increase in active mobility beyond the crisis and in achieving our global climate goals. Cycling is the "wind of change" in urban development. It reveals itself in infrastructural redesign, the reallocation of public space and the development of new sharing concepts. It aims at building cities for people and finding innovative approaches to provide services to citizens, to bring people closer together. Cycling improves our quality of life and therefore has to be part of the "new normal".



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## Subthemes:

### Rethinking urban space

Planning cycling infrastructure or public space is just as important as implementing it. The pandemic brought new ideas, challenges and opportunities for cities. Moreover, it has shed a light on the need to give even more attention to a healthy way of living. Good cycling infrastructure must be implemented in cities, regions and across borders to connect people, to allow them to move around safely and to provide greater accessibility beyond city centres. From urban environment to cross border cycling connectivity, this theme aims to show different approaches and trigger discussions on the challenges of creating accessible, safe, clean, shared and functional spaces for people.

#### Abstract topic examples:

- Rethinking the streetscape for more active mobility
- Healthy streets
- Building the 15 minutes city
- Benefits of mixed land use and high density built environments
- Integrating safe cycling infrastructure into new infrastructure developments
- From tactical urbanism to permanent infrastructure
- Challenges and solutions to reallocate space to active mobility
- How can sensing cycling activity, big data for cycling, data collection, open data, contribute to a better planning for cycling?
- Shared space
- 20 or 30 km/h zones
- Multi-modal hubs
- Safe bike parking solutions
- Successful circulation plans
- Low traffic neighbourhoods
- Cycle highways
- School streets
- Cycling priority measures
- Sustainable urban mobility plans - SUMP
- Urban-regional cycling strategic planning
- Cycling and suburbanisation
- Cycling infrastructure in small and narrow streets
- Pedestrian zones and cycling
- Green corridors
- Adapting large infrastructure projects for cycling

## Focus on Citizens, Stakeholders and Community

People's views and responses to new solutions are important. On one hand, aligning the public opinion with expert and political perspectives can be challenging, on the other hand, ideas and suggestions from citizens, stakeholders, community and various interest groups also help decision-makers to find better solutions for all. Involving the citizen contributes to gaining support and acceptance for specific projects and measures.

### Abstract topic examples:

- Handling social networks
- Nationwide campaigns and ads to gain public acceptance
- The role of media and building media relations
- Dealing with bikelash
- Successful campaigning: what to do and what to avoid
- Gaining support for cycling in suburban areas with high car modal share
- Before and after case studies of policies, campaigns and interventions
- Crowdfunding and participatory budgeting
- Stakeholder engagement
- Authorities and activists – stronger together
- Cycling education: activities in schools, capacity building, awareness raising, behavioural change
- Social inclusion: cycling for all - children, the elderly, women, migrants, persons with reduced mobility and better access to opportunities
- Cycle-friendly employers and bike to work
- Breaking the cycle with cycling: The bicycle as source of empowerment
- Women in cycling
- Citizen engagement and community building

## Policies for More Cycling

The bicycle is a solution to many of the world's woes. It contributes to better health, greater accessibility, greener economies, job creation, social inclusion and a better environment. But often it is not given its deserved place in policies at all levels and their budgets. A better integration of cycling into wider transport, climate, land-use, health, social, economic and other relevant policies enables an increase in the number of cyclists and a decrease in the negative externalities of motorised road transport. The potential of cycling can still be maximized in many countries. Not only an integrated European policy framework, but also adequate funding is needed. Improving cycling with the right policy in the right context is crucial. Knowledge exchange and policy transfer happen when inspiring best practices are shared.



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## Abstract topic examples:

- Intermodality – bikes on public transport
- Parking policies (on-street, off-street; cars and bicycles)
- 30 km/h policies
- Balanced fiscal policies for sustainable mobility: congestion charging, company car taxation, and other instruments
- Integrating EuroVelo and cycling in the TEN-T network
- Implementing the Rail Passengers' Rights Regulation
- Target setting for cycling in cities, going beyond non-binding targets
- Incentivizing cycling
- The safety of cycling infrastructure
- Bike theft prevention policies and measures
- Bike-sharing and micromobility policies and governance
- Cycling and climate and emission reduction policies (to unlock budgets for cycling, among other)
- Do sustainable urban mobility plans (SUMP) deliver for cycling?
- Funding opportunities: is quick change in a few years possible?
- National cycling policies - how are they contributing to more and better cycling?
- Road Infrastructure Safety Management (RISM), Road Safety Audits
- Strategic documents on cycling - at national, regional and local level
- Policies to prioritise walking, cycling and public transport
- Cross-policy implementation with a multidisciplinary approach where education, health, land use and mobility policies are integrated (on urban and regional level)
- Economic analysis and tools to indicate health and economic benefits of cycling
- The role of promotion agencies (regional development agencies) in policy cooperation at regional and local level
- EU policy, why not communicating more directly with cities rather than states
- Cycling incentives and reward schemes
- Land use and transport planning integration
- Legal frameworks for better cycling conditions
- Examples of permanent funding in budget laws

## Green Tourism, Green Economy

In a green economy, growth in employment and income are driven by investment into carbon- and pollution-reducing economic activities that enhance energy and resource efficiency. How does cycling contribute to the economy and job creation? Cycle Tourism is rising again – how can we boost and sustain this trend? Despite the fact that tourism has been affected by the COVID-19 epidemic, the impact of cycle tourism on the economy should not be overlooked. This subtheme intends to position cycling as a key for the transition towards a greener economy and more sustainable tourism.



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City of Ljubljana



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### Abstract topic examples:

- Intermodality (bike/train/bus/coach/boat/ferry)
- Economic impact of the cycling industry
- Job creation in cycling
- Figures and facts (jobs, growth, local jobs, return for investment, benefits in terms of health cost cuts, emission cuts etc) for better cycling advocacy
- Monitoring the usage of touristic cycle routes
- Cycle friendly service schemes in tourism
- Growth of e-bikes for cycle tourism
- Measuring the economic impact of cycling tourism
- The angle of how investing in green tourism also contributes to better rural connectivity for the local population
- Trans-European Transport Network (TEN-T) and EuroVelo
- Regional and national cycle networks
- Better data on cycling potential for creating jobs
- EuroVelo routes and their expansion
- Focused profiling of cycle tourists (e-cyclist, recreational cyclists, touring cyclists, ...) and branding of cycling destinations according to profiling
- Does cycle tourism change daily mobility?
- Role of cycling infrastructure for tourism
- Managing cycling in natural and protected areas

## Urban Mobility Innovation

When we hear about the latest innovations in urban mobility, automated vehicles, Mobility as a Service, smart cities, zero-emission technologies, and urban air mobility are on everyone's lips. They seem to lead us straight into a high-tech smart and connected urban mobility future.

How does active mobility fit into urban mobility innovation? Can technological innovation and sustainability go hand in hand? How can urban deliveries become more sustainable with cycle logistics? What role do shared modes and micromobility play? The future of urban mobility and the role of cycling are at the heart of this subtheme.

### Abstract topic examples:

- The role of technology (big data, IoT) to support cycling and sustainable mobility
- The integration of cycling in multimodal route planning apps and Mobility as a Service- MaaS
- How to encourage more active mobility through MaaS
- Collaboration with private companies and gamechangers who list cycling as one of the 2020s megatrends



Mestna občina Ljubljana  
City of Ljubljana



- Real estate developers using MaaS - no more private cars
- Is urban mobility innovation really delivering ?
- How to encourage car free living through innovation?
- The impact of car-sharing on cycling
- Cargo-bike sharing
- New business models for bikesharing & how to use MaaS as a tool for this
- Car-free living as a family – reality or utopia?
- New bike-sharing models
- Regulatory aspects of new types of vehicles such as power assisted bicycles (EPACs), Speed Pedelecs, cargo bicycles and other forms of micro-mobility
- What impact does the rise of electric scooters and other forms of micro-mobility have on bike use and advocacy?
- Cycle logistics & cycling within sustainable urban logistics plans
- Automatising cycling infrastructure quality assessment
- Innovations in (winter) maintenance of cycling infrastructure
- E-bike charging
- The role of last-mile deliveries in the urban areas
- Incentives for micro mobility and sustainable mobility innovations on regional level
- Activities of the private sector to support innovation in cycling
- Urban Vehicle Access Regulations (UVAR) and cycling
- Cycle logistics and platforms for transfer from trucks to cargo bikes
- Zero emission technologies - will they reduce traffic or not?
- Do new technologies help us respond to old problems or create new ones?
- Urban air mobility and cycling
- Can automated vehicles lead to more cycling?

## ***2. Programme design and session formats***

Velo-city 2022 Ljubljana will kick-off its conference programme on Tuesday 14 until Friday 17 June mid-day. Selected abstracts will feed into around 50 parallel sessions, that will take place in the following different formats. Parallel sessions will last 60 minutes each.

### **Session formats:**

#### **LECTURES**

Lectures feature three to four presentations (12-15 minutes each). The presentations will cover a wide range of topics and are combined with questions and answer sessions.



Mestna občina Ljubljana  
City of Ljubljana



Slovenska kolesarska mreža

## PANEL DISCUSSION

Panel discussions are moderated debates among 4-5 experts around a given topic. Optional short input presentations of 5 minutes can be given by the panellists at the beginning of the session to frame the debate. The audience should be encouraged to contribute to the debate.

## FAST PEDAL TALKS

Fast pedal talks are characterized by a presentation style in which 20 slides with mainly pictures are shown for 20 seconds each (total of 6 minutes and 40 seconds). This format keeps presentations concise and fast-paced, allowing for a lot of new ideas to be presented in a short period of time.

## ROUND TABLE DISCUSSIONS

For this format, the audience is seated at round tables of max 10 persons and the session is built on in-depth discussions led at each table by a different speaker. The speaker hosting the table will give a short introductory presentation and lead the discussion with the participants at their table on the topic at hand. After 30 minutes participants will change tables.

## MASTER CLASSES

Master classes are given by an expert on a particular discipline or subject. The presenter and the audience can go deeper into the subject of their interest on a more personal level.

## SPEAKER'S CORNER DEBATE

This format takes a central theme or question and has speakers debate for and against. At the outset, the participants are polled to measure their opinion on the topic. Following the debate, they are polled again to see how many are now in favour or against. An additional perspective can be added by asking the speakers to switch roles at some point during the debate.

## STORYTELLING

Storytelling sessions invite maximum 3 speakers to tell stories that help illustrate or enhance themes in the conference tracks. They should reflect the authentic experience of an individual, a team, or a community, but be told like a traditional story. The narrative should contain a beginning, middle, and end, characters and themes that hold interest, like adversity and triumph. Stories should be about 15 minutes long, with time for Q&A afterwards.



Mestna občina Ljubljana  
City of Ljubljana



### 3. Selection process & timeline

The Velo-city 2022 Ljubljana programme will be designed by a Programme Committee composed of experts from ECF and the City of Ljubljana based on the evaluation of the abstracts performed by an international experts reviewing team according to their area of expertise. Every abstract is evaluated and rated by at least three different persons according to the following criteria:

- Promotion of cycling
- Level of innovation and originality
- Prospect of transferability
- Alignment with the conference theme/subtheme

Abstracts focusing on actions and policies of practical value, with results and/or effects which can be measured are encouraged.

After the review, the Programme Committee will build sessions on the topics around the conference theme and sub-themes. Selected abstracts will be assigned to relevant sessions paying particular attention to geographical and gender balance to represent the diversity of the sector.

### Timeline

Opening of the call for abstracts: 30 Sep 2021

Abstract submission deadline: 5 Nov 2021

Abstract evaluation by the international reviewing team: 29 Nov - 17 Dec 2021

Abstract selection during the Programme Committee meeting: 19 - 21 Jan 2022

Publication of the preliminary programme with session titles: 14 Feb 2022

Notification on abstract status: End of Feb 2021

Deadline for speaker confirmation and registration: 21 March 2022

Programme publication with speakers and sessions: Mid-April 2022

Deadline to submit the final presentation: 30 May 2022

Velo-city 2022 Ljubljana: 14 – 17 June 2022



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City of Ljubljana



## 4. Submission rules

Applications for abstracts must comply with the following rules:

1. Please consult the **themes and sub-themes** to ensure the relevance of the abstract and choose the most relevant one applicable to your abstract.
2. Be aware that **only one person per abstract will be able to present** and be granted with the speakers' ticket rate.
3. A selected speaker is not allowed to designate a substitute in case he/she is not available. It is up to the Velo-city Programme Committee to make such a decision if relevant.
4. Abstract Format:
  - a. The **abstract title** should be limited to 20 words (this will not be included in word count).
  - b. The maximum word count is 300 **words**, written in **English**.
  - c. Do not include tables or pictures.
  - d. The decision on the session format will be confirmed by the Velo-city Programme Committee who is tasked to design the programme with the submitted abstracts.
5. **Submission:** Abstracts must be submitted through the Velo-city 2022 website.
6. **Acceptance of abstracts** into the conference program will be based on the evaluation by the international experts reviewing team and the Velo-city 2022 Programme Committee.
7. Speakers will receive a notification on the evaluation of their respective abstracts via the email specified during the abstract submission.
8. Speakers of the accepted abstracts will be required to confirm their attendance and finalize their registration by the 21 March 2022 prior to their final inclusion in the conference program.
9. The Velo-city organisers do not cover travel and accommodation costs but speakers do enjoy a premium registration fee of 650 EUR, which is a 25 % price reduction on the regular price.
10. Selected speakers commit to help promoting the Velo-city 2022 Ljubljana edition.

### COVID-19

With Velo-city 2022 due to take place in June 2022, the Velo-city Team stays positive and plans ahead for an unforgettable in-person conference. We do want to assure you that all sanitary measures will be in place as requested by the Slovenian Health authorities.



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