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Novi Sad Cycling Initiative, host organization of Biciklana fest 2015 held in 28-30th of August 2015 in Novi Sad, hereby presents

YOUTH CYCLING: KNOW-HOW WORKSHOPS CONCLUSIONS, OBSERVATIONS & EXPERIENCES

These conclusions are result of experience exchange and knowledge of next organizations and individuals:

- Center for environment, Banja Luka, Bosnia & Herzegovina
- Cyclists Union, Zagreb, Croatia
- Cycling club Slatina, Slatina, Croatia
- Magyar Kerékpárosklub, Budapest, Hungary
- Biciklo.me, Podgorica, Montenegro
- NaTočak, Skoplje, Macedonia
- Simon Fessard, urban development and cycling expert, Mobycon company, Netherlands
- Cyclists association Vihor MG, Bački Maglič, Serbia
- Beociklizacija, Belgrade, Serbia
- Cycling World Serbia, Belgrade, Serbia
- Bajsologija, Belgrade, Serbia
- Road Safety Center, Belgrade, Serbia
- Ivana Botić, student of pedagogy, University of Novi Sad, Serbia
- Novi Sad Cycling Initiative, Novi Sad, Serbia
- Ljubljanska kolesarska mreža, Ljubljana, Slovenia

Conclusions of this workshop are:

- Motives of cycling should be correctly recognized as they are: safety, speed and convenience
- Cyclists can be considered in general public as pedestrians that move faster than pedestrian
- We can learn about cyclists safety from Dutch „open streets“ and „kindermood“ movement, based on safety concerns



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- We should encourage society's cycling vision by shift in cycling that was made in the Netherlands in 70's and which resulted in child friendly environment
 - Don't talk about children in general: every age has it's own approach
 - Important result of cycling for kids in time: personal independence
 - Take Leuven, Belgium for an example: students made city a bike popular place (many parkings at university)
 - Parents are important since they decide many things: recognize if parents are in general protective or not (example of Dutch parents encouraging children to participate in traffic independently vs Eastern Europe parents who usually dislike the idea in general)
 - Analyze pros and cons of formal and informal cycling education
 - Knowing how to pedal and knowing how to apply the rules is not the same
 - Many different approaches: cycling education in school plans, parents, safe routes, theory with practice
 - Set of different skills is important as much as attitude
 - Planning infrastructure for the weakest extends reach
 - Winter conditions are important: plan maintenance, it also lowers costs of maintenance after
 - Main vision is safety: question remains about e-bikes?
 - Mixing all the traffic with good design – it works
 - Use trans spaces: mixed space with organic traffic flow
 - Do not blindly copy everything!
 - For working with children and youth in general, 3 things really matter: communication, action and experience
 - The most of experience comes from everyday life
 - Talk with children and recognize childrens logic
 - Make workshops about traffic and the rules
 - „If it's fun it's good“
 - Criticize the action NOT the person
 - Find some good role models
 - Parents are typically afraid of consequences, but experiences are important
 - AWARDS: be positive towards success, use good words; don't make habit out of it – use diplomas
 - Use peer to peer education
 - Educate parents: you can work together, but independent sessions sometimes work better
 - Computer apps can help, since this is computer generation: can't substitute real life experience
 - Common mistake: making large groups and having low interaction!
 - Raise the comfort zone: walking and driving are not always comfort, cycling is sometimes also challenging



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- Use competitive activities
 - Involve volunteers
 - Recognize and make different role models for different groups
 - Families on bikes show how bike friendly cities are
 - Recognize urban jungles vs bike friendly problem and address it
 - Small kids are growing to school kids and end up as young people who hate to be addressed as children!
 - All about parents – they decide!
 - School kids don't consider themselves as commuters (BMX)
 - Use pioneers, role models, examples
 - Market is important: is there enough availability of stuff for cycling?
 - Parents love to show success of their children – make photo competitions (but be aware of legal challenges!)
 - STARS Europe project as an example
 - Use games for learning and motivation – but analyze what happens when the project is over: check for sustainability
 - Public transport companies can be good for cooperation (bike friendly buses)
 - Use traffic playgrounds: they are useful, but can go wrong
 - Traffic is about how to use rules – don't play driver while learning cycling
 - Copenhagen example: actual, everyday encounters
 - Bike to school: good for parents, friends and community
 - As kids grow to teen age, they are more affected by community examples
 - With teenagers: be direct, use fashion, coolness, role-models
 - You are talking to your kind, not subculture
 - Don't use fear and never go „full retard“
 - Start education about cycling from „age zero“
 - Connect and work with scientific community
 - Analyse what is safe cyclist and safe bicycle
 - Recognize and start solving legal barriers about cycling
 - In some countries, there are mandatory helmets before age of 15 (or 16), which is a problem
 - No independent cycling before age 9 can be an obstacle in education
 - Too much regulation makes country „car friendly“ – keep it simple!
 - More regulation – more problems
 - Recognize age specific risks: 2-15: size, inexperience, herd effect; 15-18 – inexperience, herd effect, bike theft + other common risks
 - Good practice: start campaign with schools that are within walking distance
 - Involve NGO's and promote in pedestrian zones



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- Recognize different destinations by age: older they are, destination distance is increasing
 - Make joint action: slower car (police, car schools etc.), use bike bus (public transportation companies), count people not vehicles
 - Make pressure for traffic policy change: more legislative approach
 - Economy: show expenses to policy makers!
 - Start with a pilot project – one school is “bicycle school” and then spread it
 - Make competition
 - Surpass subculture to make it mainstream and target current mainstream traffic also
 - Make education process persistent about cycling
 - Take bigger share from cars, not from sidewalk
 - Good practice: festivals, workshops with schools
 - Start small, make it bigger
 - Involve authorities, don't keep it closed
 - Work also on infrastructure: what will kids use for cycling in next 20 years
 - Recognize changing habits vs building a habit
 - Mainstream recommendation: against helmets
 - Students: make a questionnaire, expected and confirmed result was: we need infrastructure!
 - Parents: aim for smart and brave!
 - Push decision makers about formal education nationwide