



Alliance for Cycling
Agreement of June 23, 2016

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Preamble

Cycling is becoming an ever more important aspect of everyday traffic in Hamburg. The Alliance partners welcome and promote this development for several reasons: Cycling is practical, quick, economical and flexible. This makes it the ideal means of transport for short and medium distances, and it can be combined with other means of transport effectively. People who reach their destination by bicycle instead of by car also reduce the pressure on parking facilities. Additionally, more and more citizens and business owners are turning to bicycles and cargo bikes.

A positive environment for cycling as a means of transport contributes to the solution of many current and future challenges for traffic policy and for society in general. Society benefits. Cyclists have a healthier lifestyle and reduce the cost of health care. Cycling improves social participation and the family-friendliness of the city. A high share of cycling as a proportion of the total traffic volume reduces the motor vehicle traffic burden on inner city and residential areas. Furthermore, journeys undertaken by bike rather than with individual motor vehicles boost climate protection, air quality and noise reduction. In the global competition for residents and highly qualified personnel, a cycle-friendly environment is an indicator of a city's liveability. A sustainable cycle traffic system is therefore an increasingly important factor for an urban location.

The partners in the Alliance for Cycling thus ascribe great importance to cycling as a component of a modern transport system. They have set themselves the goal of developing Hamburg into a cycle-friendly city. This includes a well-developed cycling infrastructure, safely usable all year round and ideally also suited for pedelecs and cargo bikes, along with a comprehensive range of services and information. Commuters from the surrounding area also need good conditions. Comfortable and safe bike parking should be available throughout Hamburg – ideally also for pedelecs and cargo bikes. A characteristic feature of a cycle-friendly city is a traffic culture based on mutual consideration and respect. Cyclists feel accepted and welcome as equally entitled road users. At the same time, cyclists must avoid conflict with other road users and behave in a level-headed and accommodating way. This applies in particular to interaction with pedestrian traffic. Particularly in view of the fact that bikes are becoming faster and need more space, a clearer separation of pedestrian and cycle traffic is a fundamental aim. More people need to be won over to using bikes in order to increase the cycling rate as a proportion of overall traffic volume to something approaching 25%. The partners are working together to make the Alliance effective and to provide constructive, solution-based support in achieving the agreed targets.

This being the case, the participating authorities and companies have agreed to the following measures and approaches in the areas of infrastructure, service and communication:

I. Bicycle traffic as a system – infrastructure, service and communication

I.1 Extending the Veloroutes – the city-wide network

I.1.1 General

Hamburg's Veloroute network concept encompasses 14 city-wide routes with a total length of approx. 280 km. This network crosses borough and suburban boundaries and bundles everyday cycle traffic, wherever possible, on low-traffic routes, connecting inner city and suburban residential areas with suburban centres and the downtown area. The routes form the basic framework for the city's entire cycle path network and are at the same time the backbone of the borough networks. Expanding them is essential in order to increase bicycle use for all distance classes, thereby making progress towards a 25% share for cycling in the modal split.

Veloroutes must be safe, rapid and convenient all year round and at all times of day. Wherever possible, they will be expanded according to consistent and unified principles to be able to deal with a large volume of cycling traffic along the route and at junctions. Cycle path signage is consistent and in line with a nationally applicable standard. The aim is to make the routes as direct as possible, in attractive scenic or urban settings, whilst at the same time ensuring social control.

The routes often pass through the network of secondary roads and side streets, and, to some extent, through green areas and rural areas. Hamburg's existing urban geography (star-shaped, with streets all heading for the centre) means, however, that it is not always possible to avoid busy, major thoroughfares. In such cases, cycle traffic normally needs to be routed separately (cycle tracks, cycle lanes, advisory cycle lanes).

The Veloroutes are for the most part already usable. Their condition is in part, however, not suited to the needs of cycling traffic. Cycling facilities along the routes are frequently outdated. Action is required, in particular in cycling facilities alongside roads, in independent cycle paths in green areas and rural areas, and in relation to numerous junctions. The junctions are, from a cycling perspective, often inconvenient and associated with long waiting periods. Capacity problems arrive at peak periods in busy locations. There are also, however, many sections where no action is required.

Routes that pass through green and rural areas can be very attractive in terms of the envisaged increase in cycling rate, but they also demand expedient arrangements relating to traffic safety, lighting, cleaning and winter clearance if the goal of being a "cycle-friendly city" is to be achieved.

In addition to the Veloroutes there are 14 Leisure Routes. Hamburg is also located at the intersection of several interregional long-distance cycle routes.

I.1.2 Current situation and target

The Alliance partners have set themselves the target of completing and modernising the Veloroute network by the end of the 21st legislative period in the year 2020. The Veloroute network also includes attractive opportunities to cross the Norderelbe in the area of the New Elbe Bridge and the Old Elbe Tunnel.

Approximately 80 km of the total network of around 280 km are already complete. For the remaining approx. 200 km, inspection is necessary in order to define in detail what work needs to be carried out. A survey and definitive statement as to which individual Veloroute sections still have to be finished is to be presented with the Senate Statement on the Citizens' Initiative *Drs. 21/898 "Hamburg wird Fahrradstadt"* ("Hamburg is to become a cycle-friendly city"). This will provide the opportunity to add further cycle traffic axes and to further optimise the path of planned routes. The planned Veloroute network can be found in Figure 1.

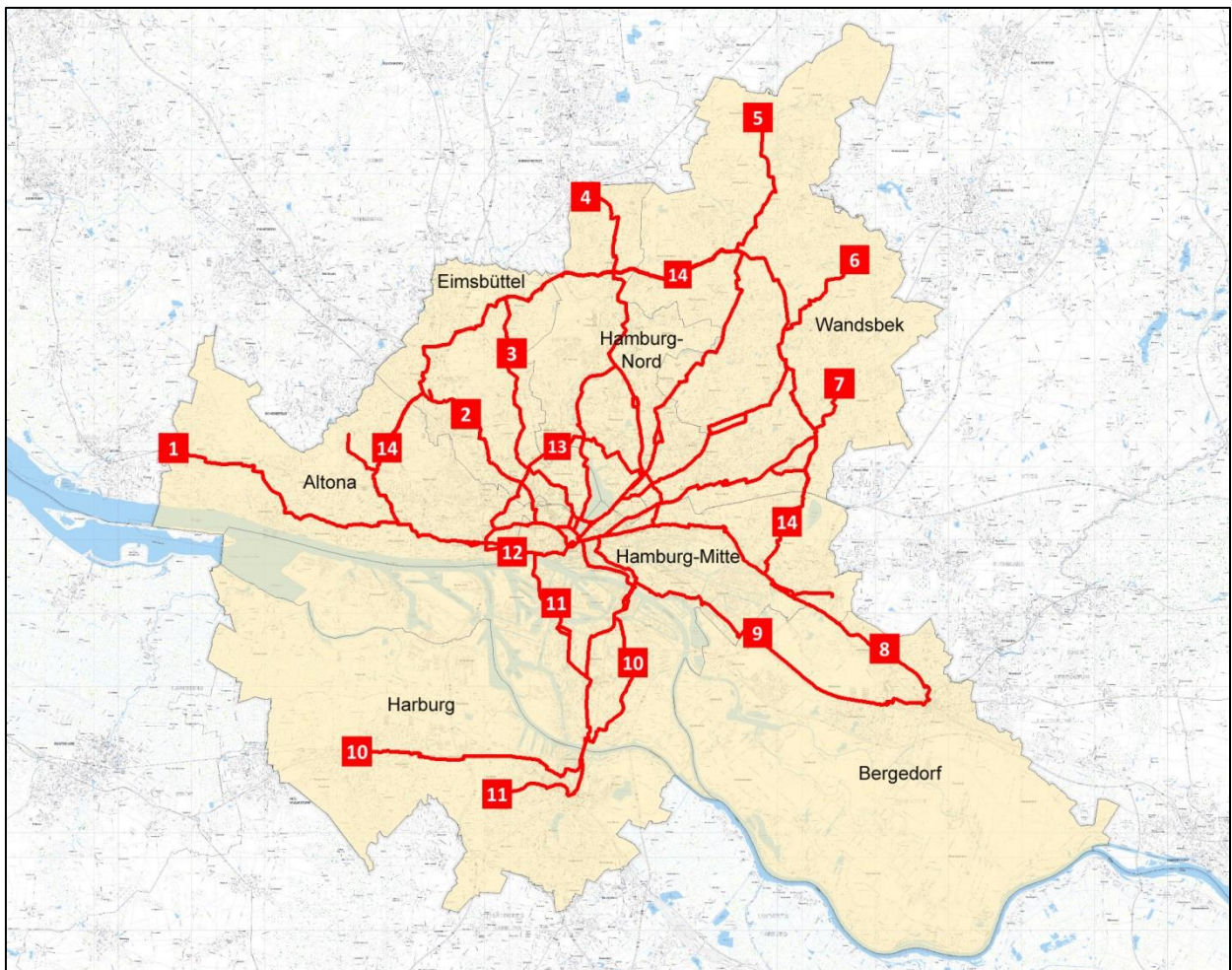


Figure 1: Planned Veloroute network

The Veloroutes can be broken down into a large number of sections, for which various authorities are responsible (borough offices, BWVI, Hamburg Port Authority, HafenCity Hamburg GmbH).

I.1.3 Implementation process

In order to guarantee efficient implementation and a largely consistent standard, the implementation process is to proceed according to a special model (see Figure 2). The core element is a central Project Steering Officer, with whose help a substantial contribution to the creation of the necessary working capacity is to be achieved. There shall be no change to the original assignment of client and principal functions and duties. The Project Steering Officer shall monitor the implementation process, including both timing and financial controlling, taking responsibility, on behalf of the respective project manager, for the preparation of planning and construction tender documents for the individual routes along with the organisation, preparation and follow-up for appointments. Furthermore, the Project Steering Officer shall undertake continuous updating of the relevant information, thereby covering a major portion of the reporting to be provided to the Cycling Coordinator (see II.6). Details, including cost controlling, will be finalised in the course of the performance specification for the Project Steering Officer by LSBG, on behalf of BWVI and in consultation with the borough offices.

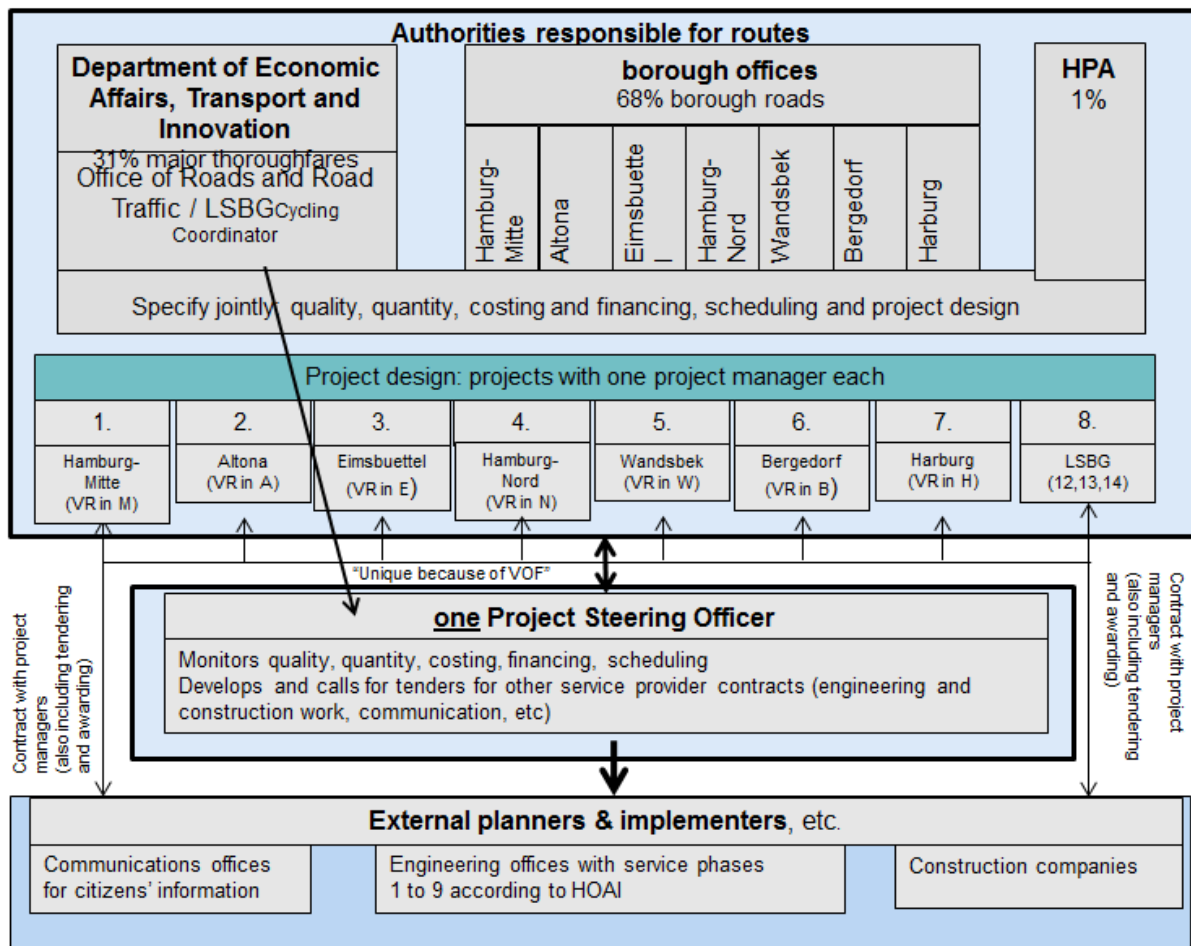


Figure 2: Model for completion of Veloroutes

The borough offices are responsible for the complete project management of the route sections within their territory, regardless of whether the sections relate to primary thoroughfares or borough-controlled streets. The borough committees will thus be integrated in the planning process. Should part of individual route sections fall within the responsibility of BWVI, LSBG

shall have the option, within a designated period, to take over the project management of these part sections. Terms are still to be determined by the parties concerned.

Notwithstanding the provisions above, LSBG shall have the project management of Veloroutes 12 (from the Old Elbe Tunnel to Max-Brauer-Allee, consisting almost entirely of major thoroughfares), 13 (inner Veloroute ring) and 14 (outer Veloroute ring). Furthermore, LSBG shall be responsible for the planning of traffic light facilities on all routes.

The Alliance partners commit to make the completion of the Veloroute network a priority and to extend it by constructing borough routes. The target is to rapidly have the entire length of the Veloroutes completed.

The usual process will apply for the planning and implementation, with the involvement in particular of the respective road authorities and other parties concerned with road traffic (e.g. fire brigade, bus operators, Bike+Ride, StadtRAD, city waste management and cleaning, etc.).

Projects already underway to develop the Veloroutes will not be affected by the process model.

For information on resources see II.7.

I.2 Other infrastructure measures

I.2.1 General

The Alliance partners have set themselves the target of increasing the level of construction, refurbishment and dedication of cycling facilities within the Hamburg urban area to 50 km per year. This target is primarily to be achieved by expanding the Veloroutes. A further important contribution will be made by borough routes and cycling facilities along busy roads.

Cycling shall be regularly taken into account in the planning of new road construction and of construction work on existing roads. Taking normal deliberative processes into account, as a minimum, generally acknowledged engineering principles and rules are to be applied, as expressed in applicable technical codes, in particular the “Empfehlungen für Radverkehrsanlagen” (ERA, “Recommendations for Cycling Facilities”) published by the Forschungsgesellschaft für Strassen- und Verkehrswesen (FGSV, “Research Association for Roads and Traffic”)¹.

Cycle path routes are to be implemented that facilitate safe, rapid and convenient travel. Wherever sensible and possible, cycle lanes or advisory cycle lanes are to be used. Other necessary cycle tracks are to be refurbished, i.e. structurally repaired and adapted to current requirements in terms of markings, breadth and surface. Cycle tracks no longer needed are to be decommissioned (e.g. to provide more space for pedestrian traffic, or, in 30 km/h zones, where cycle traffic inherently shares motor vehicle lanes, or where necessary for clear traffic routing or road safety). The basis for evaluating and choosing the type of cycle route on each street shall be the results of the Cycle Path Check (“Radweg-Check”) to be conducted by BWVI

¹ The ERA is to come into effect in Hamburg as part of the new regulatory codes for road administration (“ReStra”).

in agreement with the borough offices (see document DRS 20/13138). Until the Cycle Path Check results are available, planning offices are to base their choice of route type on the volume and nature of motor vehicle traffic in conjunction with the maximum permissible speed on the respective road (see ERA). Usage conflicts with pedestrian traffic are to be reduced.

Creating an attractive, safe option for cycling, for example by moving cycling traffic from secondary areas to the main carriageway, also results in more comfort, safety and, often, space for pedestrian traffic. The promotion of cycling traffic is frequently also a promotion of pedestrian traffic.

Particular attention shall be paid in the planning process to the provision of sufficient cycle parking capacity at indicated junctions.

The reallocation of road space can necessitate the reduction of parking space for motor vehicles and, in some cases, the felling of trees. Where the felling of trees is unavoidable, the loss is to be compensated for with the planting of new or replacement trees. In the expansion and/or establishment of cycle tracks, suitable sites for tree planting should therefore, as far as possible, be already identified in the planning phase.

The establishment of cycling facilities that fulfil the requirements may necessitate the acquisition of land. This represents an obstacle at the present time due to lack of resources and lengthy processes. The responsible authorities need to assist in making the land acquisition process more practicable.

The authorities responsible and the BSW shall confer and reach agreement in advance when planning cycling facilities in funding areas of the RISE programme for integrated urban district development and provide one another with the information needed to evaluate and incorporate potential synergies, funding possibilities and mutual requirements. The RISE offices in the borough councils and at BSW/WSB are at all times to be involved in coordination and negotiation.

The cycle track obligation (RWB) is only to be mandated in accordance with the Road Traffic Licensing Regulations (StVO, "Strassenverkehrs-Zulassungs-Ordnung") where necessary for reasons of road safety. Similarly, further one-way streets will be opened up to cycling traffic in the opposite direction where the legal framework allows. In the subordinate network, in particular on Veloroutes and borough routes, cycling streets will increasingly be established wherever traffic conditions allow.

Where substantial changes occur for road users, (e.g. when advisory cycle lanes and cycle lanes are implemented), police and the Hamburg State Agency for Traffic (LBV, "Landesbetrieb Verkehr") shall increase monitoring activities in order to ensure the change of behaviour necessary for smooth operation.

I.2.2 Borough cycle routes – the suburban network

Borough cycle routes at a suburb and district level constitute a further important element in the cycling infrastructure.

The borough offices have already produced, or commenced working on, concepts for the routes in their respective boroughs or in individual suburbs. Such concepts are already in place for the boroughs of Hamburg-Mitte (suburbs of Billstedt/Horn and Wilhelmsburg), Altona, Eimsbüttel, Hamburg-Nord, Wandsbek and Harburg; the concept for Bergedorf is currently being produced. These concepts consolidate the Veloroute network, which crosses borough boundaries, at a borough and suburb level. They thereby make an important contribution to opening up the network at a neighbourhood level. The target for the implementation of the borough cycle route concepts is to make an appreciable contribution to the extension of the infrastructure by 50 km per year within the Hamburg urban area. Borough committees are integrated in this process.

I.2.3 Express cycle paths

In order to create a viable cycling option for commuters, opening up greater distances for cycle traffic, now easy to cover with pedelecs, a network of express cycle paths is to be developed in conjunction with the regional authorities in the Hamburg Metropolitan Region (MRH) during the 21st legislative period and implemented in the subsequent legislative period.

Within the Hamburg urban area, the establishment of independent, intersection-free express cycle paths stretching for several kilometres is only possible in exceptional situations, as the area is for the most part built-up; standards for “urban express cycle paths” therefore still need to be defined.

I.2.4 Cycle parking

An important prerequisite for the independent and flexible use of bicycles in everyday and leisure traffic is the availability of secure, convenient cycle parking close to the cyclists' destinations. When roadworks are undertaken, wherever it is sensible and possible, cycle parking facilities (as a rule, bike racks) should be a mandatory element of the traffic planning. Possibilities for cycle parking close to home should also be improved, particularly in suburbs with high population density. For major events, parked cycle traffic should also be taken into account in accordance with needs. Furthermore, good parking conditions for pedelecs and cargo bikes need to be created in Hamburg. This is particularly the case for sporting events, including football league games and other spectator-intensive sporting events. For the integration of bicycles with public transport in the context of Bike+Ride facilities, see I.3.2.

I.3 Service and communication

For the purposes of integrated systematic promotion of cycling, in addition to infrastructural measures, there is a need to develop and implement measures in the areas of service and communication. Cycling will thus become an integral element of networked mobility in Hamburg.

I.3.1 Winter surface clearance and cleaning the cycle path network

Cycling should be possible, safe and convenient year-round in Hamburg. Stadtreinigung Hamburg (the city's waste management and cleaning service) has been providing winter surface clearance for cycle traffic on a defined core network for five years now, creating the best possible conditions for cycling even during wintry weather. This core network was extended by 40 km to a length of approx. 200 km for the winter of 2015/2016. It is to be extended further, step-by-step, over the coming years, with priority given to suitable, high-traffic routes along the existing and planned Veloroutes. The clearance of autumn leaves is also to be improved, particularly along the Veloroutes, in order to enhance the year-round usability of the routes.

I.3.2 Accelerated implementation of the Bike+Ride development concept

The Bike+Ride (B+R) development concept (document DRS 20/14485) forms the foundation for the sustainable construction, modification and expansion of cycle parking facilities in the vicinity of rapid transit stations. By the year 2025, the number of B+R parking places is to be increased to approx. 28,000. Park+Ride-Betriebsgesellschaft mbH (P+R GmbH) is the company responsible for the planning, construction and operation of the facilities. B+R facilities currently operated by the borough offices and located in the vicinity of rapid transit stations are being taken over, step-by-step, by P+R GmbH. P+R GmbH shall accelerate the planning and implementation of B+R facilities, with the support of BWVI and the borough offices. The borough offices shall assist P+R GmbH in the search for suitable locations for parking facilities and prioritise the processing of P+R GmbH's applications for special usage permits for existing and new facilities. Until such time as special use permits are issued to P+R GmbH, the borough offices shall continue to be completely responsible for the planning, construction and operation of existing borough facilities.

Within the framework of the extension of Bike+Ride, the deployment of charging facilities for pedelecs will also be trialled. Furthermore, cycle stations and/or enclosed cycle parking garages will also be created, in particular at long-distance railway stations. One example is already in existence at the Bergedorf railway station. BWVI shall evaluate the essential prerequisites here and initiate the next steps.

I.3.3 Further development of the StadtRAD system

StadtRAD Hamburg was established in 2009. This successful public bicycle hire system is at the forefront of the sector within Germany and Europe. StadtRAD makes an important contribution to sustainable mobility in Hamburg. The Senate's target for the 21st legislative

period, to expand StadtRAD by a further 70 stations, has already been achieved. Some 2,500 bicycles are available to residents at more than 200 stations. Cooperative agreements with companies may result in more stations coming online before the end of the operating agreement with DB Rent GmbH. BWVI shall prepare and conduct the new tendering process for the operating agreement in such a way that the bicycle hire system can continue to be operated successfully after 01 January, 2019. The new tendering process should optionally also include an expansion to cover pedelecs, cargo bikes and child seats.

I.3.4 Communication campaign for cycling

Cycling is becoming an ever more important aspect of everyday traffic in Hamburg. A communications campaign shall further encourage Hamburg residents to see the bicycle as a natural means of everyday and leisure transport. Cycling is a fast, modern, flexible, healthy and economical way to move from place to place. Cycle and pedestrian traffic enliven a city, promote quality of life and protect the environment and the climate. A lively cycling culture is part of modern, future-oriented urban development. In order for more residents to simply mount their bikes and ride, cyclists need to feel welcome in the city and enjoy riding. There needs to be an increase in the mutual acceptance and considerate behaviour of all road users, promoting a positive traffic climate in Hamburg. The campaign shall address various target groups. The campaign will support the ongoing infrastructure projects and provide positive, emotional stimuli for the expansion of a cycle-friendly mobility culture in Hamburg. One result may be the development of an “umbrella brand” for cycling in Hamburg.

This shall have no bearing on the press and public relations work of the Alliance partners relating to construction projects and other projects (cf. II.2). Sensible points of contact, referencing the communication and image campaign, however, should be used. From 2016, the Traffic Safety Forum (“Forum Verkehrssicherheit”), now under the management of LBV, will continue the elements relating to cycling safety that have already been established and coordinate them with the planned communication campaign.

Cycling is also to be established as an issue in schools. School leadership, pupils and parents are to be made more aware of cycle-based mobility, with measures including building blocks for classroom instruction. Furthermore, in collaboration with Hamburg’s community of driving instructors, the subject is to receive more attention, within the scope of existing leeway in terms of focus, in the training and examination of new driving instructors and also of learner drivers.

I.3.5 Enhancement of “Melde-Michel” for cycling issues

Residents should be able to report problems in the cycling network and parking facilities directly to the responsible offices. The aim is to offer a suitable internet platform for this. It should be possible for notification of faults to be passed directly to the correct contact person, regardless of business hours, and at no cost to the user. Hamburg already has “Melde-Michel”, a general platform for reporting faults in public infrastructure. This is a good and suitable basis for the integration of cycling-related issues, offering residents a central address for notification of problems. The “Melde-Michel” platform shall be enhanced accordingly.

I.3.6 Installation of counting posts for cycle traffic in every borough

Important cycling thoroughfares in every borough in Hamburg are to be equipped with permanent automatic counting posts that display the volume of cycling traffic, over the year and for the day, in real time. The visible display will increase the presence of cycle traffic at these locations and create an awareness of the growing significance of cycling in Hamburg. It will underline the contribution made by each individual cyclist that is countered, confirming and motivating their efforts and communicating a sense of a cycling community. Furthermore, the data thus acquired can be used for monitoring the development of cycle traffic (comparison of annual figures) and to gain insights into cycle traffic.

II. Implementation

II.1 Alliance partners

The Alliance partners are the borough offices Hamburg-Mitte, Altona, Eimsbüttel, Hamburg-Nord, Wandsbek, Bergedorf and Harburg, the Senate Chancellery, the Ministry of Economic Affairs, Transport and Innovation, the Ministry of the Interior and Sport, the Ministry of Urban Development and Housing, the Ministry of Environment and Energy, the Hamburg State Agency for Roads, Bridges and Waterways, the Hamburg Port Authority, HafenCity Hamburg GmbH, Park+Ride Betriebsgesellschaft mbH, Stadtreinigung Hamburg AoeR and the Hamburg State Agency for Traffic.

All Alliance partners are fully committed to the implementation their targets and projects. In order to ensure city-wide coordination, the following cooperation structures shall be used:

II.2 Participatory processes

Project-related communication and information with residents, affected parties, politicians and interest groups is to be highly valued by all participants.

In particular where public interest has already been articulated, where there is a connection with other planning processes in the suburb in question, where there is a significant retail or commercial presence, where there is a parking shortage, or where there are many trees in a confined street space, and serious conflict may therefore arise, the public should be involved. Borough committees shall work to solve potential conflict in a targeted and constructive way that supports the goals of the Alliance. The nature of involvement of the public depends on the local situation, the concerns in question, and the groups of people involved.

The Alliance partners agree that borough committees play an important role in planning for the development of an improved cycling infrastructure. Concepts to enhance the cycle traffic system and measures to develop the infrastructure are to be presented and discussed in borough committees, with input to be received in the form of information and changes. The participative involvement of borough committees and of public agencies in infrastructure measures shall take place in line with established practice. The competent authority of borough committees remains unaffected.

II.3 Programme of Work

Definite implementation steps, details and specifications for all necessary measures in the fields of infrastructure, service and communication are to be found in the Programme of Work to be compiled by the Cycling Workshop Working Group (see II.4.3). The offices and agencies represented in the Cycling Workshop Working Group shall implement the Programme of Work in their respective areas of responsibility.

The Borough Offices and BWVI shall reach annual agreements on the infrastructure measures within the respective borough areas. These agreements will encompass the structural

provisioning of the Veloroutes, regardless of whether the routes run along major thoroughfares or borough roads, and, where justified, of borough routes and other cycle path routes. The annual agreements shall be a binding element of the Alliance for Cycling. The Borough Office shall ensure the participation of the borough committees. See also II.7 (Resources).

The other bodies and organisations responsible for implementation shall also conclude appropriate agreements with BWVI.

II.4 Committees

II.4.1 Cycling Workshop

The inter-agency Cycling Workshop, under the leadership of BGM I, discusses detailed, outstanding projects and agrees on the strategic approach to be taken to expand the position of cycling as part of an integrated urban development and transport policy.

Participants include, in particular, decision-makers from Hamburg government agencies and public companies.

Preparation and follow-up, both organisational and in content matters, is the remit of SK assisted by BWVI. The Cycling Workshop meets, in the rule, once a year.

II.4.2 Cycling Workshop Steering Committee

The inter-agency Cycling Workshop Steering Committee, under the leadership of the Secretary of State for Transport at BWVI, discusses the Programme of Work and fundamental questions relating to cycling in Hamburg.

Members are the responsible decision-makers from the Alliance partners. The actual participants may vary from meeting to meeting depending on the issues being discussed. The Cycling Workshop Steering Committee may form project groups with various focal areas. The Cycling Workshop Steering Committee and the project groups meet as occasion requires.

Preparation and follow-up, both organisational and in content matters, is the remit of BWVI.

II.4.3 Cycling Workshop Working Group

The inter-agency Cycling Workshop Working Group, under the leadership of the Cycling Coordinator, determines and prioritises the precise steps and milestones necessary for the achievement of the Alliance's goals in a Programme of Work (see II.3).

The Cycling Workshop Working Group briefs the Cycling Workshop Steering Committee, advises about potential obstacles and submits suggested solutions.

Members are the responsible personnel from the Alliance partners at the operational level. The actual participants may vary as occasion requires. The Cycling Workshop Working Group may establish specialist groups with various focal areas.

Preparation and follow-up, both organisational and in content matters, is the remit of BWVI.

II.4.4 Cycling Forum

The Cycling Forum, under the leadership of the Secretary of State for Transport at BWVI, is made up of representatives from government agencies, politics, and associations. Mobility associations are involved. In particular, the Cycling Forum manages the revision of the Cycling Action Plan. The Cycling Action Plan indicates, amongst other things, how the development of Hamburg into a cycle-friendly city contributes to the achievement of other plans and programmes of the Senate and/or interactions with such plans and programmes (e.g. 1st update of the Air Quality Plan for Hamburg, Noise Action Plan Hamburg 2013 – Level 2, Hamburg Climate Plan, Mobility Programme 2013). The improvement of cycling infrastructure is also significant for regional development strategies in Hamburg. Furthermore, the promotion of cycling is also an element in the ten-year strategy “HAMBURGmachtSPORT”, adopted by the Senate in 2012.

The Cycling Forum also consults on goals and measures for individual areas of activity in the cycle traffic system.

Preparation and follow-up, both organisational and in content matters, is the remit of BWVI.

II.5 Conflict resolution

Wherever possible, conflicts are resolved at the specialist level.

Planning negotiations for individual infrastructural measures to promote cycling take place separately with the responsible offices and agencies (Borough Offices, LSBG, BWVI, BIS, etc.). The aim is to resolve conflicts at the specialist level wherever possible. Based on the Senate’s goal to make Hamburg a cycle-friendly city, all participants are eager to resolve conflicts that may arise rapidly and objectively.

As a first step in resolving conflicts between participants at a working level, relating to planning negotiations for individual infrastructure measures, the respective supervisors are to be brought into the discussion. Within the Borough Offices, the first point of contact in this context is the leadership of the departments for economic affairs, construction and the environment along with the Borough Office Directors.

Should no resolution be found at this stage, any participant in the process may call upon the Cycling Coordinator to clarify the conflict. A *Cycling Coordination Team* shall be established for this purpose. The Coordination Team shall serve to constructively and objectively resolve conflicts in a regulated process in a way that supports the goals of the Alliance. The Coordination Team shall meet, together with process participants, as occasion requires.

Whoever has called for coordination shall prepare a statement of the facts of the case and report on the conflict. The aim is to achieve a consensual decision.

The Cycling Coordinator may make use of direct access to the executive leadership of BWVI, BUE, BSW (incl. OD), BIS and the Directors of the Borough Offices, along with direct access to the Borough Councils and committees. Specialist authorities and Borough Offices are obliged to provide information to the Cycling Coordinator as required with relation to the Cycling Coordinator's tasks. In matters of fundamental importance, the Cycling Coordinator has direct access to the Governing Mayor (cf. document DRS 21/1502).

Should it not be possible to reach an agreement, an attempt shall be made to achieve agreement on a consensual decision on the part of the respective participants at the inter-agency Cycling Workshop Steering Committee. The Cycling Coordinator shall prepare a statement of the facts of the case and report on the conflict.

Insofar as an agreement remains impossible at this level, the Senate Commission for Urban Development and Housing Construction shall decide. For such consultations, the Senate Commission shall be extended to include the Senator responsible for BIS (Ministry of the Interior and Sport).

Should conflicts arise in the process of implementing other measures, the conflict resolution model described shall apply as appropriate.

II.6 Reporting

In accordance with document DRS 21/1502, the Cycling Coordinator shall issue an annual report to the BWVI executive leadership, presenting the key figures on the development of cycle traffic and the cycling infrastructure, along with a detailed progress report every two years. Specialist authorities and Borough Offices are obliged to provide information to the Cycling Coordinator as required with relation to the Cycling Coordinator's tasks.

Specifically, the Borough Offices, LSBG, HPA and HCH shall provide the Cycling Coordinator with quarterly and annual overviews of those measures in the cycle network which have been completed in the previous months and/or year, are currently in progress, or are planned; the information provided shall cover the type, length and location of each cycling facility and shall identify whether each facility is part of the Veloroute network. The Cycling Coordinator shall be assisted in this by the Project Steering Officer (see I.1.3), who continuously updates information relevant to Veloroute development and makes this information available, in a manner appropriate to the respective requirements, to the planning and construction offices and to BWVI.

The reports shall follow a standardised format and shall be issued on the 15th of January, April, July and October of the following quarter. In particular, the reports shall provide information on the completion levels of each Veloroute and borough route.

Where it is not possible to fulfil targets originating with the Alliance, the Alliance partners shall inform the Cycling Coordinator and state the reasons.

II.7 Resources

Because of their city-wide nature, BWVI shall finance the structural provisioning of the Veloroutes along with the initial provision of signage, regardless of whether the routing is on major thoroughfares or borough roads. Initially, this shall be achieved by drawing on funds made available by the Communal Investment Funding Act (KInvFG, "Kommunalinvestitionsförderungsgesetz"). Funding totalling 30 million euros has been allocated to the financing of the cycling infrastructure. According to the stipulations of KInvFG, at least 10% of the total financial investment volume must be borne locally. The own contribution of 3 million euros (=10% of the financial investment volume of 30 million euros) is to be borne by BWVI, so that the total available funding is 33 million euros.

Provided that funds available to the boroughs for cycling have been exhausted, funds from KInvFG may, where justified and subject to agreement between the Borough Offices and BWVI, also be used for the development of intersuburban borough networks and/or other important cycle path routes. The Alliance partners are agreed that the development of the Veloroute network has the highest priority, and that the expansion of intersuburban borough cycle routes and other important cycle path routes makes an important contribution to the promotion of cycling. The funding is to be targeted in particular at sensible extension to the network context and network connections. The annual agreements on infrastructure measures, to be concluded between the Borough Councils and BWVI, shall clearly specify the construction work to be completed, along with the respective costs; cf. II.3. The resource calculations listed in the annual agreements shall encompass investment and consumable funds along with human resources. The following basis of calculation is agreed:

Borough Offices shall receive 20% of the individual gross construction cost for external planning costs to implement building measures; 30% of this shall be for core borough-based principal costs (e.g.: gross construction cost 1,000,000 euros; 20% planning costs = 200,000 euros, of which 30% for human resources = 60,000 euros).

This approach enables Borough Offices to hire qualified personnel to fulfil the tasks assigned. The deployment of human resources funding is to be determined by the Borough Offices acting individually. The Borough Offices are, however, required to carry out all tasks necessary for the orderly and correct fulfillment of the measures in question.

The annual agreements are initially to be concluded until such time as the 30 million euros of KInvFG funding, along with the own contribution of 3 million euros, have been used. The funding period and the criteria for funding eligibility, as specified in KInvFG, are to be observed. Once the available funding has been fully utilised, further resources will be acquired as needed, subject to the agreement of the Hamburg state parliament.

BWVI shall finance an external engineering and/or planning office, which shall take on the responsibilities of central Project Steering Officer; this office will make a substantial contribution to providing the necessary working capacity at the Borough Offices. The central Project Steering Officer shall provide important assistance to the Borough Offices in the performance of their tasks (see I.1.3).

Further necessary investments and consumable funds and other funding exceeding that which is currently available for the purposes of the measures defined by the Alliance for Cycling shall be acquired by the responsible authorities within the framework of budget negotiations and are subject to the approval of the Hamburg state parliament. The Alliance partners agree that the creation of personnel and material capacities and work capacity and the provision of budget resources are essential prerequisites for the implementation of this agreement.

Signatories

on behalf of the Senate

Governing Mayor

.....
Olaf Scholz

Secretary of State for the Ministry of Economic Affairs,
Transport and Innovation

.....
Frank Horch

Secretary of State for the Ministry of Urban Development
and Housing

.....
Dr Dorothee Stapelfeldt

Secretary of State for the Ministry of Environment and
Energy

.....
Jens Kerstan

Secretary of State for the Ministry of the Interior and
Sport

.....
Andy Grote

on behalf of the borough offices

Director of the Hamburg-Mitte Borough Office

.....
Falko Drossmann

Director of the Altona Borough Office

.....
Dr Liane Melzer

Director of the Eimsbuettel Borough Office

.....
Dr Torsten Sevecke

Director of the Hamburg-Nord Borough Office

.....
Harald Roesler

Director of the Wandsbek Borough Office

.....
Thomas Ritzenhoff

Director of the Bergedorf Borough Office

.....
Arne Dornquast

Director of the Harburg Borough Office

.....
Thomas Voelsch

on behalf of the Borough Councils

President of the Hamburg-Mitte Borough Council

.....
Dirk Sielmann

President of the Altona Borough Council

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Dr Frank Toussaint

First Vice President of the Eimsbuettel Borough Council

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Gabriela Kuell

President of the Hamburg-Nord Borough Council

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Dagmar Wiedemann

President of the Wandsbek Borough Council

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Peter Pape

President of the Bergedorf Borough Council

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Werner Omniczynski

First Vice President of the Harburg Borough Council

.....
Robert Timmann