



Call for Abstracts

Abstract submission guidelines



Abstract submission guidelines

Welcome to the Velo-city 2021 general 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 our conference theme: **'Cycle Diversity'**.

This document will provide you with all the necessary information on expected abstract topics, the programme design, parallel session formats, the selection process and 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 2021 releases a separate call for abstracts aimed at the Scientists for Cycling sessions, open to academics and researchers that will be integrated into the conference programme.

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

Your Velo-city 2021 Programme Team

Theme, subthemes and expected abstract topics

Main Theme: Cycle Diversity

Cycle diversity reveals itself in a variety of circumstances, political contexts, climates, natural or human-built environments with cyclists of all ages, backgrounds and genders, and with all types of bicycles, used for different purposes.

But diversity is above all an asset to hold and to cherish.

The more diverse cities are, the more resilient they become. Cities are living, vibrant and seductive, lasting in time, attracting the talents and people necessary for social, economic and financial sustainability. To think beyond.

We are living in challenging times which demand ambitious political action, where equity, intergenerational justice and climate concern should be ever present. We must take advantage of the diversity of cycling to address the inequalities and inequities of our cities and mitigate their effects by increasing access to bicycle use for all.

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Sub-theme 1:

Bicycle Diversity and Urban Mobility

The multitude of bikes for different uses is overwhelming: bike sharing, e-bikes, city bikes, cargo bikes for logistics, foldable bikes for intermodal trips, family bikes, bikes for people with disabilities, rickshaws, travel bikes... Where is their place in the urban mobility system and how do they fit in with micro mobility, shared vehicles, new mobility services, walking, autonomous vehicles, public transport, Mobility-as-a-Service (MaaS) solutions and other emerging options?

Keywords

intermodality, multimodality, bike sharing, cargo bikes, e-bikes, foldable bikes, family bikes, micromobility, shared mobility, autonomous vehicles, MaaS

Abstract topic examples:

- Integration of cycling with public transport: challenges and solutions
- MaaS- Mobility as a Service: Could it push for more active mobility? How does cycling and bike-sharing fit into a MaaS solution?
- Cycling and the “first and last mile”: extending the accessibility of public transport throughout metropolitan areas
- Autonomous vehicles: heaven or hell for bicycles? What regulatory framework is needed so they ensure safety and urban space regaining?
- Integrated mobility: Building and alternative to car ownership
- Mobility hubs: encouraging multimodal accessibility
- Cargo-bike sharing
- 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 Pedelects, cargo bicycles and other forms of micro-mobility
- What impact does the rise of electric scooters and other forms of micro-mobility have on cycling use and advocacy?
- The impact of motor vehicle regulations and technologies on the safety of cyclists and other road users.
- What are the latest technologies available to cyclists and on bicycles to improve or increase cycling? How will cycling fit into the Intelligent Transport Systems that will shape the future life of cyclists on the roads
- Surveys and data on the use of different types of bicycles (EPACs, speed pedelecs, cargo bicycles) and new forms of micro-mobility (e.g. e-scooters): What is the modal share? Which distances are covered? What are main trip purposes? Which groups of the population use which type of vehicle?

Sub-theme 2:

Economy and Tourism

The rise of cycle tourism, cycle logistics, local businesses and urban regeneration programs has been fast-tracked by the coronavirus crisis, also leading to changes in our approach to work organisation with increased teleworking in a reinforced digital economy. What are the economic impacts of cycling and what is the role of the bicycle industry and manufacturers? What benefits are generated and what are the externalities eliminated?

Keywords

cycle tourism, EuroVelo, travel behaviour, cycle logistics, teleworking, digital economy, bike commute, home office, recovery funds, bikeconomy, incentives, benefits of cycling

Abstract topic examples:

- Analysis of the rise and the importance of the bicycle industry
- Decarbonization of the bicycle industry
- Bikes for urban deliveries: a game-changer for urban logistics?
- Cycling and the local shop economy
- Socio-economic benefits of cycling – local, national, European studies
- COVID19-induced changes to travel behaviour
- Is teleworking part of the solution for more sustainable travel behaviour?
- Data on cycle tourism and its economic impact
- Job creation in different sectors of the cycling economy – manufacturing, tourism, cyclelogistics, also taking into account social aspects (working conditions etc.)
- Economic effects of bicycle infrastructure installed during the coronavirus crisis
- Developing high quality cycling tourism products (infrastructure, marketing, services)
- How can cycling tourism contribute to day-to-day cycling?
- Addressing the challenges of tourism: overtourism and seasonality
- How can businesses benefit from the boom in cycling tourism?
- Bike & Train: Facilitating sustainable tourism through Europe

Sub-theme 3:

Reshaping Cities and Politics

The current cycling boom sheds light on the unequal street space allocation in our cities and calls for better infrastructure to allow safe cycling for all. From cycleways, cycle-pedestrian bridges, bicycle parking, bike share systems to data collection and monitoring, we need policies to encourage more cycling, strengthen the cycling sector and redesign cities for good. Building the 15 minute city at a human scale with tactical urbanism and quick, effective pop-up solutions.

Keywords

infrastructure, rethinking mobility, human scale cities, pop-up bike lanes, tactical urbanism, street space reallocation, bike counters, data-driven decision making, data monitoring, road safety

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 on active mobility
- Integrating safe cycling infrastructure into new urban 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? What are the opportunities for using big data and data science approaches, what sort of data should be collected and what are their limitations?
- Integrating elements of cycling infrastructure into projects on trans-European transport networks (TEN-T) – Best practice examples, bad examples, large scale analyses
- Cycling data: Is the COVID cycling boom sustainable?

Sub-theme 4:

Community Building, Co-creation and Inclusion

The diversity of social responses and opportunities that cycling provides to current urban and regional challenges, for better inclusion and people's empowerment, is remarkable. The role of grassroots movements and cyclists' advocates to build community programmes related to bike to school or to work, walkability, sports initiatives, gender issues, culture and the fight for social equality is key.

Main keywords

social inclusion, equity, empowerment, bike to school, bike to work, community building, co-creation

Abstract topic examples:

- Mobility in early ages
- Social inclusion and accessibility to opportunities
- Cycle-friendly employers
- Before and after case studies of policies, campaigns and interventions (e.g., cycling infrastructures, bike-sharing, education in schools, etc) and methods of measuring change
- Breaking the cycle with cycling: The bicycle as source of empowerment
- Women in cycling

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Sub-theme 5:

Health and Climate Resilience

The coronavirus crisis has hit our lives forcing us to see, in a crystal-clear way, the impact our current mobility model has on health, environment, equality and safety. The impact of climate change is even greater... The bicycle is key to build up resilience, break wicked travel behaviour patterns and fight for healthier lifestyles and better air quality.

Main keywords

climate resilience, climate change, covid-19 impact, air quality, health, travel behaviour, travel patterns, active mobility, noise pollution, recovery

Abstract topic examples:

- How can cycling contribute to decarbonise the transport system? What concrete evidence through studies, reports, projects do we have?
- What role does cycling play in climate strategies at international/ EU, national, regional and local level? (National Energy and Climate Plans, national climate acts/ laws, National Determined Contributions/ NDCs at UN level, etc.).
- Is the climate emergency a gateway drug to put cycling higher on the political agenda?
- What campaigns have worked to position cycling as an instrument to address the climate emergency?
- How are cyclists and cycling infrastructure taken into account in the Road Infrastructure Safety Management (RISM) procedures? What are your experiences or proposals to include cyclists' safety in curricula and training materials for road safety auditors?
- Adverse impact of air pollution on health, including during the corona virus crisis
- The effect of noise pollution on citizens
- Lessons learned from the COVID19 lockdown period for better health
- Benefits of cycling on mental and physical health

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Programme design and session formats

Velo-city 2021 Lisboa will kick-off its conference programme on Tuesday 1 June in the morning, with a wide variety of events until Friday 4 June mid-day. Selected abstracts will feed into around 50 parallel sessions, that will take place in the following different formats.

Session formats:

- **LECTURES**
Lectures feature three presentations (10-15 minutes each). The presentations will cover a wide range of topics and are combined with questions and answer sessions.
- **PANEL DISCUSSION**
Panel discussions are moderated debates among a maximum of 4 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
- **PECHA KUCHA**
Pecha Kucha is a presentation style in which 20 slides 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**
Round table discussions consist of in-depth discussions led at each table by a different speaker. The speaker hosting the table will give a short presentation and take the participants at their table on an in-depth discussion of 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 two 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

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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 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 10 minutes provided for Q&A afterward.

- **START-UP PITCH**

These sessions will take place during the coffee breaks and offer start-ups and small companies in their initial business stage the opportunity to present their company to the Velo-city community in a 10 minutes pitch.

Selection process & timeline

The Velo-city 2021 Lisboa programme will be designed by a Programme Committee composed of experts from ECF and Lisbon Municipality, CML, based on the evaluation of the abstracts performed by an international 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.

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Timeline

Abstract submission deadline: 20 November 2020

Extension of the abstract submission deadline: 30 November 2020

Abstract evaluation by the international reviewing team: 7-21 December 2020

Abstract selection during the Programme Committee meeting: 12-14 January 2021

Publication of the preliminary programme with session titles: late January 2021

Notification on abstract status: late January 2021

Deadline for speaker confirmation and registration to VC2021: 28 February 2021

Programme publication with information about the speakers and presentation content: March 2021

Deadline to submit the final presentation: 10 May 2021

Velo-city 2021 Lisboa: 1-4 June 2021

Submission rules

Applications for abstracts must comply with the following rules:

1. **It is not essential to** register at the conference before submitting an abstract.
2. Please consult the **themes and sub-themes** to ensure the relevance of the abstract and choose the most relevant one applicable to your abstract.
3. Be aware that only one person per abstract will be able to present and be granted with the speakers' benefits.
4. The person submitting the abstract is required to submit it in the name of the speaker.
5. 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.
6. Abstract Format:
 - a. The **abstract title** should be limited to 20 words (this will not be included in word count).

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- b. Do not include tables or pictures.
 - c. The maximum word count is 300 **words**, written in **English**.
 - d. Please do not use hyphenation to separate a word at the end of a line to start a new line. The ends of line will not necessarily match with the printing layout.
 - e. 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.
 - f. It is strongly encouraged, but optional, to add a link to a short video (max. 120 seconds) of the speaker about her/his motivation to join Velo-city.
7. **Submission:** Abstracts must be submitted through the Velo-city 2021 website.
 8. **Acceptance of abstracts** into the conference program will be based on the evaluation by the international reviewing team and the Velo-city 2021 Programme Committee.
 9. Speakers will receive a notification on the evaluation of their respective abstracts via the email specified during the abstract submission.
 10. Speakers of the accepted abstracts will be required to confirm their attendance and finalize their registration prior to their final inclusion in the conference program.
 11. The Velo-city organisers do not cover travel and accommodation costs but speakers do enjoy a premium registration fee policy in the form of a 25 % price reduction on the chosen ticket.
 12. Selected speakers commit to promoting the Velo-city 2021 Lisboa edition.

COVID-19

With Velo-city 2021 due to take place at the beginning of June 2021, the Velo-city Team stays positive and plans ahead for an unforgettable conference.

However, we do want to assure you that our number one priority is to provide a safe environment for our cycling community, which is why we are working in close contact with the Portuguese Health authorities.

Please rest assured that we are mindful of our duty of care and all appropriate sanitary, health and other measures will be taken to ensure a safe #VC21.