

# **Velo-city 2023**

## **General Call for Abstracts**



**Priority topics & submission guidelines**

## **Welcome to the Velo-city 2023 call for abstracts!**

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

### **Leading the transition**

- **Strong leadership for action**
- **Redefining public space**
- **Working together towards equitable environments**
- **Creating mobility systems of the future now**
- **Towards climate neutral economies**

These guidelines will provide you with all necessary information on priority 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 2023 (VC23) releases a separate call for abstracts for academic sessions, curated by the ECF Scientists for Cycling network, open to academics and researchers, that will be integrated into the VC23 conference programme.

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 2023 Programme Team

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## ***1. Main theme, subthemes and priority abstract topics***

### **Leading the Transition**

The fundamental question about how we want to live in the future has become unavoidable. How should our children grow up and experience the world? For years the world has been falling from one crisis to the next: the global economic crisis, the banking sector crisis, the Covid-19 pandemic, the energy supply crisis and above all the climate crisis that endangers the very fundamentals of our existence.

All these issues are significantly linked to the transport sector as 25% of CO<sub>2</sub> emissions come from transport, most of this from private motor vehicle use. We need to understand how and why we need to urgently change! Cycling and other sustainable modes are key to reducing CO<sub>2</sub> emissions and the dependence on fossil fuels for a

better environment and quality of life. The design of our future mobility systems and the fair allocation of public space are crucial for the sustainable development of our societies. We need societies that will manage resources efficiently and be resilient enough to overcome future crises. Growth alone should not be an end in itself and the well-being of people has to be at the centre of all community action. There is also a broader social justice dimension as poorer communities are more likely to live in cities with lower air quality, with more transport safety risk, next to big roads separating them from amenities. Prioritising transport systems for cycling rather than for heavy privatised motor traffic means democratising the transport sector and making mobility accessible to all.

The good news is: Change is happening. People-centred and climate-friendly mobility systems are being implemented all over the world, but many influential stakeholders resist and challenge any attempts to give back space to people at the expense of private cars. Now is the time to push the transition in the right direction and take the necessary steps for a more equitable and sustainable planet, one that is able to cater for the needs of generations yet to be born.

The bicycle is a simple solution to the world's most complicated problems. We need breakthrough decisions for strong policies and planning practices, a fair redefinition of public space, trusting collaboration amongst all stakeholders, integrated future mobility systems and green economic prosperity.

Let's lead this transition together!

## Subthemes:

### Strong leadership for action

#### Lead to the future

Every successful idea needs people to drive it forward, idea generators who recognize the opportunities of the future, planners who turn ideas into projects and strong personalities who lead the way with courage and enthusiasm.

How can societies, decision-makers, administrations and companies be convinced of the mobility transition towards more cycling and active mobility? How do we get political decision makers on board and how much can be achieved in one election cycle? How can strong leadership empower people to act for change? And what does it look like?

**This subtheme will address the importance of ambitious, forward-thinking, and brave leadership across the transport sector and beyond. We are looking for visionary leaders at all levels who are not afraid to listen, take action and change minds.**

#### Priority topics

We strongly welcome abstracts on the following priority topics that we would like to see in the conference programme:

- Governance, policy objectives and structures (How to structure our organisations and set common goals)

- Shared vision and mindset (How to get everyone on board including the media)
- Diversity in leadership and decision-making (How to be more inclusive for all genders and backgrounds)
- Leadership culture to build strong teams
- Knowledge exchange and policy transfer

## **Redefining public space**

### **Think ahead**

Urban and regional planning are at a turning point. For decades, public space has been dominated by fossil-fuel vehicles and a tightly meshed road network geared for driving.

The focus is now on land use justice, sustainability, health, climate resilience and livable cities: urban planning is undergoing a paradigm shift!

Success indicators such as the happiness of people show the need to put citizens and their demands for quality of life, open space, health and mobility at the centre of urban planning.

**This subtheme will focus on rethinking the streetscape and building the infrastructure that will lead to more cycling!**

### **Priority topics**

We strongly welcome abstracts on these priority topics that we would like to see in the conference programme:

- Reallocating space for sustainable transport infrastructure
- Laws and regulatory frameworks - enablers or barriers for change (public space uses, micromobility, innovation)
- Car parking vs. Cycling
- Initiating change through tactical urbanism
- Measures and policies to reduce private car traffic

## **Working together towards equitable environments**

### **Change the mindset**

Over decades, people have gradually accepted the almost complete takeover of public space by car traffic. Cycling and walking have been marginalised, children can no longer play on the streets, and open public spaces are few and far between.

Yet it is precisely the views of local people, their everyday experiences, their living environment and their needs that provide the framework for decisions and political action.

The transition to sustainable active mobility is also a tool to foster social justice. Promoting a transport system for powerful motorised private vehicles will lock-in social and economic injustice – cycling provides a key to unlock it.

**This subtheme will show the power of collaboration between citizens, advocates, public authorities and all stakeholders on the way towards more inclusive, healthy, and equitable environments.**

### **Priority topics**

We strongly welcome abstracts on these priority topics that we would like to see in the conference programme:

- Citizen initiatives: From consultation to fruitful cooperation
- How to work with the loud minority? Creating truly inclusive participatory processes
- Equity at the centre of urban planning (inclusive policies and plans)
- Fighting transport poverty (from cities to rural areas)
- New and transferable approaches to empower children - Education tools for more active mobility

## **Creating mobility systems of the future now**

### **Act consistently**

Innovation, new mobility options and the claim for more liveable cities are both an opportunity and a challenge for decision-makers.

How can the mobility revolution succeed? How do technical innovation and sustainability go hand in hand? What measures are maybe not new, but actually working?

How do we design an integrated and sustainable mobility system? How do we offer citizens accessibility without the need to use (or even own) a car?

Measures to control private car traffic, usage and ownership need to be considered and the limited efficiencies of private electric automated vehicles need to be exposed.

This subtheme will explore which measures and tools are effective, and how new technologies and services ranging from MaaS to Cargo bike sharing will lead the way towards a sustainable mobility system!

### **Priority topics**

We strongly welcome abstracts on the following priority topics that we consider especially relevant and would like to see in the conference programme:

- Holistic micromobility approaches (governance, business models, space allocation, public tenders, market organisation)
- The importance of data (data for planning, navigation systems, Mobility as a Service, mobility apps)
- The role of cycling in the multimodal transport system (mobility hubs, intermodality, multimodal public authorities, public transport)
- Futureproof active mobility in low density areas
- Moving beyond private car ownership (company/salary cars, incentives for car ownership vs. cycling, the role of car-sharing, Mobility as a Service)

## Towards climate neutral economies

### Work green

Sustainable economic activity is only possible with investments in carbon-reducing and less polluting solutions.

What answers do active mobility and cycling offer for a sustainable economic recovery?

More cycling will make us less energy dependent, generate employment, help tackle the climate crisis and alleviate health budgets. It can play a key role in creating new green jobs in a range of diverse sectors and thus contribute significantly to the transition towards green economies.

**This subtheme will position cycling and active mobility at the core of the shift towards thriving climate-neutral economies. It will also address the role of cycling tourism in local economies.**

### Priority topics

We strongly welcome abstracts on the following priority topics that we would like to see in the conference programme:

- Bike to work
- Cycle logistics and cargo bikes
- Leveraging jobs and innovation in the cycling industry
- Cycling tourism and local sustainable development
- Climate policies: from global plans to local action

## 2. Programme design and session formats

Velo-city 2023 Leipzig will kick-off its conference programme on Tuesday 9 May until Friday 12 May mid-day. Selected abstracts will feed into around 50 parallel sessions, that will take place in the following formats. Parallel sessions will mostly last 60 minutes each.

### PANEL DISCUSSION

Panel discussion format sessions are moderated debates with about 5 experts around a given topic. Initial short input presentations of 5 minutes are given by each speaker at the beginning of the session to frame the debate. The moderated discussion with all speakers follows. At the end of the debate a Q&A session with the audience takes place.

### ROUNDTABLE DISCUSSION

For this format, the audience is seated at round tables of max 10 participants. The session is built on in-depth discussions led by a host at each table. The person hosting the table is invited to set the scene by explaining a specific problem to be discussed and to lead the discussion. After 30 minutes participants change tables. The objective of the roundtable is to elaborate a specific topic or challenge from different perspectives and to create a network of people interested in that topic.

### **FAST PEDAL TALKS**

Fast pedal talks are characterised 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.

### **MESS-UP SESSION : TALES OF DEFEAT**

This format opens space to discuss failures. Selected speakers openly discuss their professional defeats and share the lessons learned. The idea is to bring slightly more light-hearted content to the stage and at the same time to give participants a chance to see that mistakes happen – the important thing is to learn from them. Each speaker has around 5 minutes to present their story of failure and then afterwards discuss with the audience for 10 minutes.

### **LECTURES**

Lectures feature 3 to 4 presentations (12-15 minutes each). Presentations will cover a wide range of topics and are combined with a Q&A session with the audience.

### **WORKSHOP**

In a workshop format, participants actively engage and collaborate to find solutions for a concrete task. The scope can range from developing a plan, elaborating on specific infrastructure options, taking on different roles in decision-making or consultation process, etc. The format allows to create and experience. It leads to a stronger learning experience.

### **FREEWHEEL DEBATE**

This format takes a central theme/question/problem and has speakers debate *for* and *against it*. 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. A different perspective can be added by asking the speakers to switch roles at some point during the debate. This session format takes place on the Freewheel stage.

### **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 session afterwards.

### **WALKSHOP**

Physical activity increases brain capacity and creativity and therefore, a “Walkshop” is a format involving walking to one or several target points. Rather than in a seated conference room set up, participants move and walk outside (or inside the venue if the weather conditions require it). The presenter pre-defines the target points that do not have to relate to the built environment, so local expert knowledge is not a requirement

to set up a workshop. Gamification, learning, collaboration and experiencing the impact of light exercise are what attracts participants to attend the session.

### **3. Selection process & timeline**

The Velo-city 2023 Leipzig programme will be designed by a Programme Team composed of designated experts by ECF and the City of Leipzig 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 and sustainable mobility
- 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 Team 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. An International Programme Committee composed of selected experts advises the Programme Team along the process to ensure alignment with our sector's priorities.

#### **Timeline**

Abstract submission deadline: 31 Oct 2022

Abstract evaluation by the international reviewing team: 10 Nov – 30 Nov 2022

Abstract allocation during the Programme Committee meeting: 19-21 Dec 2022

Publication of the preliminary programme with session titles: 20 Jan 2023

Notification on abstract status: End of Jan 2023

Deadline for speaker confirmation and registration: 28 Feb 2023

Programme publication with speakers and sessions: End of March 2023

Deadline to submit the final presentation: 28 April 2023

Velo-city 2023 Leipzig: 9-12 May 2023



## 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 2023 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 2023 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 28 February 2023 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 725 EUR + VAT.
10. Selected speakers commit to help promoting the Velo-city 2023 Leipzig edition.

### COVID-19

With Velo-city 2023 due to take place in May 2023, 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 German Health authorities.