

CYCLING ROUTES

IN KUJAWSKO-POMORSKIE REGION



Action Plan

2020-2027

VERSION 2.0

General information

The aim of the ECO-CICLE project is to improve local and regional policies for promoting cycling tourism in areas of high nature value. The idea is based on similarities and potential existing in the regions taking part in the project.

The following project activities have been carried out:

- setting up a European network of local and regional administrations to promote cycling tourism,
- exchange of experiences, good practices, ideas and know-how regarding cycling tourism,
- developing bicycle tourism as the best way to promote sustainable development in environmentally valuable areas,
- transferring the model of sustainable mobility to less urbanized areas,
- environmental protection and sustainable use of resources for the economic development of less competitive areas,
- improving the capacity of public authorities to manage a sustainable mobility model.

Kujawsko-Pomorskie Region is heading to development of bicycle tourist routes program, including an audit of the Vistula Bicycle Route and planned EuroVelo routes, embracing the optimal use of the natural potential of these areas to improve their economic development. The program will involve the identification of currently unused linear bicycle routes and the creation of loop-shaped routes preferred by tourists.

Project:ECO-CICLE (01.06.2018 - 1.06.2022)

Partner organisation:Kujawsko-PomorskieRegion (Poland)

Other project partners: County Council of Huelva (LP), Aufbauwerk Region Leipzig GmbH, RDA of Northern Primorska Ltd Nova Gorica, Basilicata Region, Regional Ministry of Environment and Spatial Planning, European Cyclists' Federation asbl.

Contact person:Rafal Modrzewski

email address: r.modrzewski@kujawsko-pomorskie.pl

phone number: +48 56 6218487

Policy context

The Action Plan aims to impact:	<input checked="" type="checkbox"/>	Investment for Growth and Jobs programme
	<input type="checkbox"/>	European Territorial Cooperation programme
	<input checked="" type="checkbox"/>	Other regional development policy instrument

Name of the policy instrument addressed:

1. **Regional Operational Programme for Kujawsko-Pomorskie Region 2014-2020** (indicated in the AP)
Priority Axis 4 "Environmentally friendly region"
Action 4.5 "Environmental protection",
Specific objective 5 "Enhanced mechanism of biodiversity protection in the region"

Objective 5 embraces the development and improvement of mobility sustainable development of the

environmentally valuable areas. Realization of the investment priority will improve preservation of the natural areas through maintaining of biodiversity and at the same time enhancing of regional and local potential based on natural resources.

2. Regional Operational Programme for Kujawsko-Pomorskie Region 2021-2027 (under preparation)

Policy Objective 5. - Europe closer to citizens

Priority axis 5. Using the region's potential in territorial development

Area „Tourism” - tourist and recreation infrastructure, tourist routes and routes, creation of local brands and tourist products.

Existing policy instrument does not guarantee that local institutions participate in project implementation when they lack their own contribution capacity in terms of financial resources and other inputs. Therefore the Action Plan proposed should also influence the policy so as to facilitate the financial assembling of contributions to be provided by those local government bodies interested in accessing the policy instrument in order to develop a sustainable infrastructure.

3. Regional Development Strategy of Kujawsko-Pomorskie Region 2020-2030

As a result of the project implementation, the provisions of the new Development Strategy for the Kujawsko-Pomorskie Region until 2030 - Acceleration Strategy 2030+ have been added, concerning the need for further development of bicycle roads together with the necessary accompanying infrastructure, important for making available the environmental and cultural values (endogenous potentials), constituting the infrastructure strengthening the tourist attractiveness of a given area, as well as important for meeting the recreational needs of the local community.

Part I – INTRODUCTION

The Flagship Route – the main assumptions

The aim of designing and building the tourist flagship route is to present the main regional and local assets as well as to create free and wide access to the main tourist attractions. The investment and implementation process is a long-term activity, depending on the length of the route. When we are building an interregional trail, this period becomes much longer.

Generally, the route is designed both for local cyclists and for visitors wishing to explore e.g. the landscapes and historical monuments in the area. The biggest cities along the trail usually have the most important tourist attractions and form a backbone on the cycling route in the area. In many cases the main axis of the route may be a landscape element like a river or a valley.

One of the ways to plan the flagship route is to base it on existing bicycle routes, often marked out at different times. The route is supposed to be the most important axis of cycling tourism which joins numerous existing bicycle paths, connecting other adjacent areas, and forming a coherent system. When the route runs near railway stations, it is ideal both for long rides with bicycle bags, and for short outings out of town. The essence of planning similar routes is to connect cycling and public transport and promote cycling as a sustainable mode of transport and sustainable tourism, which might be a real opportunity for the real areas to break out of their situation.

Marking out a bicycle route often requires the involvement of many stakeholders. The route usually passes through the territory of several municipalities, which should be taken into account while (spatially) planning, budget forecasts as well as private lands, protected areas, or other areas that require additional permissions and arrangements with relevant managers (e.g. water management units). In order to better coordinate such activities, an agreement should be established between self-governments and key

institutions, including e.g. NGOs. The key element is making a commitment of funds to be spent on implementation, investment continuity, and maintenance, as well as joint promotion of the route and related tourist products. The lack of planning in delineating bicycle routes leads to unnecessary chaos and bad competition between tourist destinations, and evokes conflicting emotions. Sometimes it is worth introducing difficult changes. However it is necessary to prepare for negotiations and the reconciliation of often conflicting interests.

Regarding the technical standards of the route, the trail should be able to be overcome by most amateur cyclists. This does not mean that the entire route should be a paved bicycle road, with a slight land elevation, or be separated from car traffic. European Cycling Federation guidelines for the construction of European trails (Eurovelo) will be helpful in determining the optimal parameters and standards of major bicycle routes, and help to upgrade the route in the future.

Finally, we must not forget to promote the trail properly to attract both tourists from other regions as well as foreign visitors. It is important to use the integrated information and communication technologies which are essential elements of success in a process of promotion in a tourism sector. The route visualization elements (signs, application, materials) should be unified and meet a similar standard along the entire length of the flagship route.

Variants of Investment Implementation:

The plan hereunder presents the assumptions for the construction of selected sections of bicycle roads in the region. The realization of the investment will depend on many factors. Most of the investments are not possible to be carried out without the support of external funds, including European Union funds. The guidelines for the call for proposals impose specific obligations on applicants. The model of conducting the investment also depends on these guidelines. At the current phase, we can assume two options:

- 1) First option - "design and build" - where the development of project documentation together with the construction of the route will be carried out after receiving external funding within the same investment task;
- 2) Option 2 - "build" - the investment will be carried out from external funds and the project documentation together with permits and decisions necessary to start the investment will be completed before the project starts.

The general rules and guidelines of the competitions will indicate whether it is possible to obtain funding to develop competition documentation and/or to carry out the investment itself. It is crucial for the beneficiary, which is the Regional Self-Government, since its budget needs are very high. Therefore, in Action Plan we adopt variants in carrying out the planned investment. The choice of a particular variant at this stage is very difficult.

ACTION 1: TORUŃ-CIECHOCINEK CYCLING ROUTE**1. The background**

The total length of bicycle paths in the Kujawsko-Pomorskie Region is over 1000 km and constitutes over 8% of all bicycle paths in the country. Only with funds from the Regional Operational Programme for K-PR in the years 2007-2020, were nearly 500 km of bicycle paths constructed in the region. The self-government authorities of the province are trying to ensure that the bicycle paths are connected to long trails running through several municipalities. The idea of connecting the planned bicycle route to the already existing road for cyclists is one of the conditions for receiving support from the ROP.

Despite dynamically developing infrastructure and amenities in communication for cyclists, the development of bicycle tourism, including access to areas of high natural and cultural value, still remains a challenge. It should be highlighted that the current operational programme offers very limited possibilities of financing tourist infrastructure, and therefore there is a need to look for new solutions and inspirations, which are undoubtedly provided by interregional cooperation.

The Eco-Cicle project was a developmental impulse to create a bicycle policy in the Kujawsko-Pomorskie Region. In the first phase of the project, a detailed map of the bicycle infrastructure of the Kujawsko-Pomorskie Region was developed, which made it possible to evaluate *inter alia* the spatial layout of the infrastructure, its cohesion, and its accessibility to places attractive for tourists. The project required collecting and processing a large amount of data acquired from local government bodies. The map will be used to effectively plan the network of bicycle routes in the region. Finally, the map will be published on the regional geoportal, which is accessible to the employees of municipalities, offices, residents as well as all other interested persons.

The next step was to identify the good practices of the Eco-Cicle project and to verify the development plans for the region based on the experience of foreign partners of the project. Representatives of K-PR took part in the following study visits:

1. Huelva (Spain), October 2018
2. Potenza (Italy), November 2019

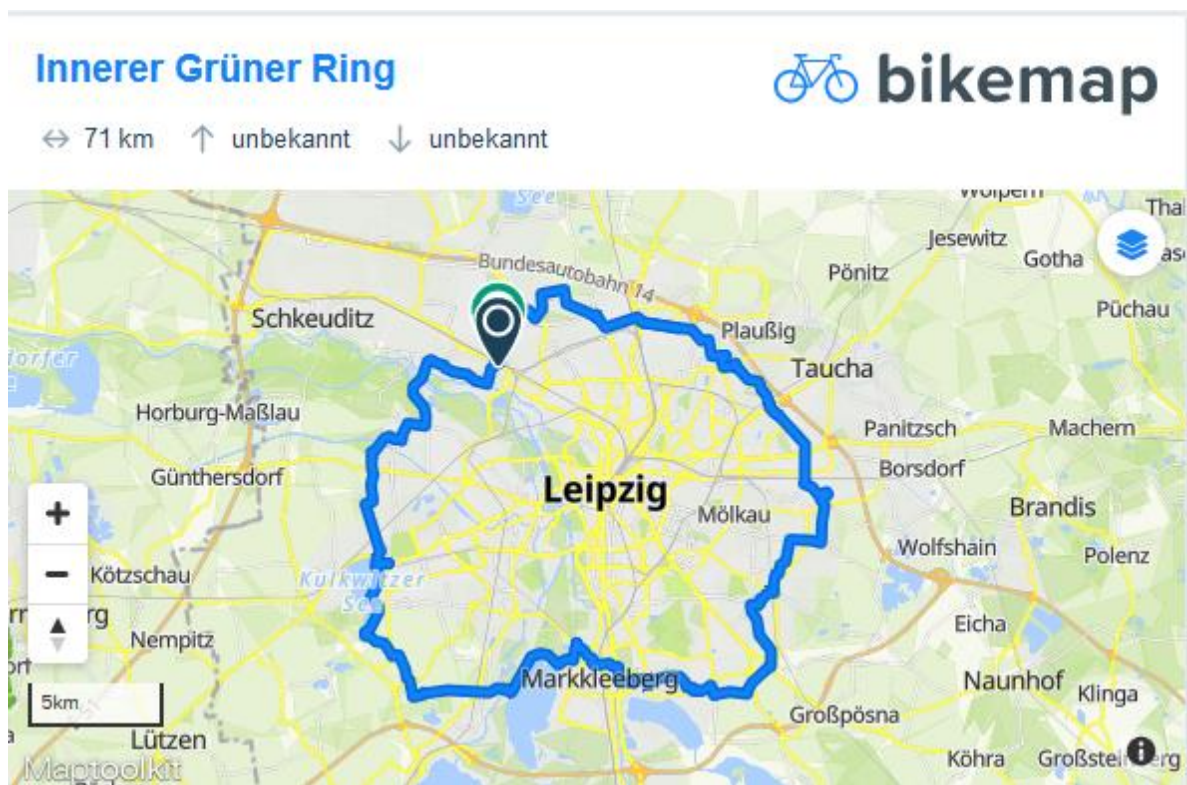
Moreover, in April 2019 a meeting of the project partners was held in Toruń (Poland). The participants in the meeting were *inter alia* project partners and representatives of the European Cyclists' Federation. The above mentioned meeting was combined with a study visit, during which a discussion group was organized of representatives of Polish regions within the framework of the Bicycle Mobility Team at the Convention of Polish Marshals. The result of this meeting was to establish the Cycling Mobility Team at the Convention of Marshals of Regions as a contact centre for the ECF in Poland. The participants in the meeting were acquainted with the largest bicycle routes in Poland (Pomorskie Region, Zachodniopomorskie Region, Eastern Poland). They also had the opportunity to cycle on a fragment of the Vistula Cycling Route. The Bicycle Mobility Team at the Convention of Marshals of all regions consists of representatives of the Marshal Offices of all Polish Regions. The Team was established in 2017 by virtue of the Position of the Convention of Regional Marshals. The team is a consultative and advisory forum of the Convention of Marshals. The team is intended to exchange information and experience, and develop common projects reflecting the positions of the Marshal's Convention. The Kujawsko-Pomorskie Region has been involved in the work of the Team by

organising *inter alia* a meeting of Team members with Eco-Cicle project partners in Toruń.

2. Good practices

Among the good practices of the partner countries available within the Eco-Cicle project, the following projects were analysed and chosen for further work on the action plan:

- 1) **Grüner-Ring - cycle routes by Grüner Ring Leipzig.** The practice suggests how to effectively plan bicycle infrastructure, connecting larger urban centres with nearby tourist attractions. An example of such action might be a plan to build a convenient and safe bicycle infrastructure between Toruń and Ciechocinek - the length of the route is approximately 23 km. The good practice is enriched by IT solutions in the form of an interactive map with technical details of the route with tourist attractions indicated.



<https://gruenerring-leipzig.de/radfahren/>

- 2) **Multimodality along Adriabike route (RRC Koper)** - The overall objective of the project is to promote the use of sustainable modes of transport along the cross-border Adriabike cycling route. The aim of the project is to implement sustainable mobility measures and reduce traffic disruption. The project objective also to reduce CO2 emissions and energy consumption in transport. Such solutions with the use of bus or water transportation can be applied on the Toruń-Ciechocinek section. Particularly interesting are the solutions for the use of water transportation (such a means of transport could be used along the Vistula River). Moreover, the experience in the field of promotion and marketing of tourist products (social media) can be used and implemented on the section of the Vistula Cycling Route.



<https://www.ita-slo.eu/en/inter-bike-ii>

- 3) **Bett+bike by ADFC (AllgemeinerDeutscherFahrrad-Club e.V.), Germany**—The institution has developed a „bett+bike” certificate which allows cyclists to easily identify bike-friendly accommodations. On the „bett+bike” website and corresponding mobile app, cycle tourists can choose among 5.800 certified hotels, guesthouses, youth hostels, nature lovers' houses, and campsites across 4.000 towns in Germany and Europe. The solutions in the above mentioned practice fit well with the assumptions of further development of the Vistula Bicycle Route and the Toruń-Ciechocinek section, which are one of the most attractive places on the whole route in the region. Having taken into account the large number of tourists and patients visiting these places as well as the growing bicycle traffic and the demand for hotel infrastructure, the tools described in the good practice will be widely used.



<https://www.bettundbike.de/>

3. Toruń-Ciechocinek Cycling Route

The new infrastructure provided in the action will contribute to the improvement of travel conditions on the Vistula Bicycle Route, which linked Toruń with Ciechocinek in 2014, thanks to the funds from ROP WK-P 2007-2013. The created tourist route, however, does not currently create favourable conditions for all bicycle users on this section. The planned action will require the involvement of a number of stakeholders: representatives of local governmental units, social organizations, companies that will be interested in the creation and maintenance of the route. The concept of marking out the Vistula Bicycle Route in the Region was established in 2010. It was developed by the Association of the Friends of the Lower Vistula River to the order of the regional self-government. Thanks to the ROP funds, the route, which is about 467 km long, could be marked. Within the framework of the project a tourist guide was also developed and bicycle rallies were organized in four largest towns of the region lying on the trail. More than 5000 cyclists took part in the rallies. This made us aware of the great need to develop infrastructure dedicated to cyclists.

Owing to the Eco-Cicle project funds, we were able to make a plan for the development of bicycle tourism, which we based on the longest and probably the most famous route in the region- the Vistula Bicycle Route.

One of the main activities within the Eco-Cicle project was to order an audit of the Vistula Bicycle Route. The audit included an evaluation of the key quantitative and qualitative parameters of the Vistula Cycling Route in the region. The route was evaluated, *inter alia* in terms of cyclists' safety due to car traffic, as well as the quality and possibility of cycling on the surface, and signposting as well as the attractiveness of the route. The

route signposting was also analysed, identifying places where it needs to be improved or supplemented. Local visions of proposed alternative routes and corrections were also conducted. The work of the auditors was not the only source for the proposed route changes. The audit was also based on consultations with local communities along the route. The auditors analysed the proposals for changes on the route submitted by local government bodies. Preliminary results of the audit were verified by external experts and by a group of employees of the local government of the region: representatives of the Department of Sport and Tourism, Department of Strategic Planning and Regional Development, Department of Road Infrastructure, and the Kujawsko-Pomorskie Office of Spatial and Regional Planning. The collected feedback made it possible to prepare a repair and development plan for the Vistula Cycling Route in the region.

The Vistula Cycling Route audit opened up the way for further work on the implementation of solutions - the development of the Action Plan. One of the main conclusions from the Vistula Cycling Route audit is to bring the route nearer to the Vistula River, which will increase the attractiveness of the route. There is a possibility to use floodbanks on some fragments of the route. The auditors suggested that the modernization of the VCR on the section of Torun - Ciechocinek should become a model example of the activities of the province's self-government in the field of bicycle tourism development. From over 20 kilometers of the route between these cities, as much as 10 kilometers can be led on the crown of the embankment. This will undoubtedly increase the attractiveness of the route and create a safe bicycle route, distant from car traffic.

The connection of the two cities Torun and Ciechocinek by bicycle route will allow residents to communicate safely and tourists will be able to take advantage of the offer to visit these attractive places on a bike. Additionally, a bicycle trail in a good standard will increase the attractiveness of the entire regional section of the Vistula Bicycle Route. Torun is the focal point of this activity and a tourist centre in the region. The city, which is an important academic and cultural centre, has about 200 thousand inhabitants. The bicycle infrastructure in the city is becoming more and more developed. Among others, two main bicycle routes, running through forest and rural areas, "leave" the city. They do not lead, however, to significant centres. Nevertheless, they are used by many cyclists, who mainly start their journey in Torun and return to it. Located nearby Ciechocinek is a famous health resort in Poland. The town is visited by about 130 thousand patients and 480 thousand tourists annually. It is famous for its unique brine graduation towers. The brine flowing through the graduation towers creates a microclimate, which has a beneficial effect on our health. Around the graduation towers walk and rest patients, tourists and residents.

All activities undertaken by the local government of the region in the field of bicycle tourism were possible thanks to the support from the European Union. Continuation of these activities and creation of a professional bicycle tourism product on a regional scale, attractive for tourists, will not be possible without support from European Union funds.



City of Torun, photo R. Modrzewski

4. Activities within the framework of the planned project Toruń-Ciechocinek Cycling Route

PLANNING PHASE (2019-2022)

The main undertakings carried out within the framework of the "ECO-CICLE" project allowed to identify the needs of the region in terms of creating a friendly infrastructure for cyclists. The project initiated closer cooperation between the local government of the Kujawsko-Pomorskie Region and other local governments (mainly municipalities), as well as with other public institutions (State Forests, State Water Management Polish Waters, etc.). We identified the main key stakeholders of future projects related to the construction of new bicycle routes, including the one to connect Torun with Ciechocinek.

Within the planning phase we can distinguish the following stages:

1) Analysis of the possibilities of developing bicycle routes in the Kujawsko-Pomorskie Region.

This analysis was accomplished within the framework of the main activities of the ECO-CICLE project: the audit of the Vistula Bicycle Route and the concept of delineating the international EuroVelo bicycle routes No. 2 and 9 in the Kujawsko-Pomorskie Region. The Vistula Cycling Route is the longest and one of the most recognizable bicycle routes in the region. It is also the main axis of the routes in the region. The concept of the EuroVelo routes has set out other two crucial trails of international importance. WTR audit was developed in 2019, the concept of EuroVelo routes was developed at the turn of 2019 and 2020. The key activity was the WTR audit. It was the WTR that became the inspiration for planning the new route between Torun and Ciechocinek. During the audit not only the course of the WTR was checked, but also many thousands of kilometres of other roads were identified, some of which could become an alternative to improving the WTR course.

2) Input to the Regional Development Strategy of Kujawsko-Pomorskie Region 2020-2030

In December 2019, on the basis of a resolution of Kujawsko-Pomorskie Regional Parliament, the Development Strategy for the Kujawsko-Pomorskie Region until 2030 - Acceleration Strategy 2030+ was proceeded, thus starting a broad consultation process. In the assumptions for the Strategy, its main objective, expressing the political priorities of conducting development as: "Effective education; Healthy, active and prosperous society; Competitive economy; Available space and clean environment; Cohesive and safe region" was adopted.

Among the key elements building the competitive advantage of the region, the health resorts, including those located in Ciechocinek, were listed as a tool to use the opportunity of being one of the national leaders in the field of health resort treatment. The objective "Competitive economy" includes among others "Development of tourism". Within the framework of the objective "Available space and clean environment", the arrangements related to the quality of the region's space, concerning the state of the environment and the nature of its development, were made. This objective is to be achieved, inter alia, through the implementation of tasks in the field of "transport infrastructure". The need for further development of bicycle roads together with the necessary accompanying infrastructure is recognized. The subject of this operational objective is the infrastructure for the use of bicycles for transport purposes - commuting to work, school, and other daily necessary needs. Undoubtedly, such a role can be served by the bicycle route between Torun and Ciechocinek. The infrastructure for the use of bicycles for recreational purposes and as an element of building tourist potential is also the subject of the Strategy's findings - in a separate operational purpose of making local natural and cultural values available. Another group of findings under the objective "Accessible space and clean environment" are the arrangements for use for stimulating development, endogenous potentials. The most important categories of endogenous potentials are: the presence of health resorts - i.e. the growth of specialised health activities based on mineral water, the presence of natural and cultural values which are key elements in the development of tourist activities, etc. The consultations of the draft Strategy were completed in September 2020.

3) Analysis of potential funding resources of (ROP 2014-2020; 2021-2027).

As indicated in the previous paragraphs of the Action Plan, the implementation of investments in tourist routes from ROP 2014-2020 funds was very difficult. Therefore, at the planning stage of the new ROP for 2021-2027 many efforts have been taken in order to make the construction of such routes possible. Without support from EU funds their creation is impossible. The Department of Sport and Tourism in the Marshal's Office of Kujawsko-Pomorskie Region attended the meeting in 2019 with the ROP Managing Authority, including the Department responsible for planning the new program and we proposed tasks that could be implemented in the new programming period. Among them were tourist bicycle routes, investments in active tourism, development of tourist products, development of tourist infrastructure based on endogenous resources of the region.

4) Planning of financing for the construction of bicycle infrastructure in ROP 2021-2027.

The proposals of tasks mentioned above have become the subject of analysis by the Department responsible for the preparation of the new ROP for 2021-2027. The proposals of tasks were included in the plans of the new ROP. They are a continuation of the assumptions to the Regional Strategy. In reference to the main objective: "Accessible space and clean environment" the following project proposals were submitted to ROP 2021-2027:

- Construction, extension and modernization of infrastructure favourable to active tourism - the project assumes construction, extension and modernization of infrastructure favourable to active tourism based on endogenous resources of the region (cultural, natural, including forest etc.);
- Construction of tourist bicycle paths - the project assumes construction of tourist bicycle paths connecting the main centers of the region with areas of tourist and cultural value, with particular emphasis on the Vistula Bicycle Route, International Roads EuroVelo 2 and Euro Velo 9.

5) Audit of the Vistula Cycling Route.

Conducted in 2019 as part of the ECO-CICLE project, the Audit of Vistula Cycling Route in the Kujawsko-Pomorskie Region showed the possibilities of route development and indicated the essential investment needs, including those from the premium plan, which will result in the creation of an attractive tourist product.

The Audit was carried out by specialists, at the request of the local government of the region, covering the entire route on bikes. The route was evaluated in terms of: the quality and passability of the route, signposting, the safety of cyclists considering the car traffic, as well as tourist attractions. There were also local visions of proposed alternative routes conducted which resulted in proposals of the route corrections. The activities were preceded by an analysis of the proposed route changes presented by the local authorities. The audit was verified by independent experts on bicycle tourism and by a team of regional government employees (from the departments: The audit was verified by independent experts in the field of bicycle tourism and by a team of employees of the province's local government (from the departments of: Sports and Tourism, Strategic Planning and Economic Development, Road Infrastructure, as well as from the Kujawsko-Pomorskie Office of Spatial and Regional Planning). The audit contractors also proposed a number of authorial changes to the route, aimed at improving its quality, safety and attractiveness.

The main recommendations of the audit were

- increasing the exposure of the route to the Vistula;
- creating waterfons of towns and villages in the Vistula valley;
- development, implementation and control of unified standards of building bicycleroutes.

The audit of the VCR revealed that the area of the town of Ciechocinek is the place where the route near the Vistula River Valley can be mapped out. For this purpose, it is possible to use a fragment of an anti-flood embankment and build on it a convenient bicycleroute of approximately 10 km. The town could become, at the same time, one of the waterfons towns on the Vistula River, where attractive promenades on the river could be constructed. The majority of the proposed activities, however, require ambitious investments, which can only be implemented in the future with EU ornational funding, as well as with the cooperation of local authorities

6) Selection of priority areas for intervention.

These areas were properly analysed within the WTR audit and the EuroVeloroute concept. Nevertheless, this does not exhaust the possibilities of this action. The areas of intervention were the subject of consultation with key stakeholders of new, planned projects, which will be described in the following points of the AP.

7) Conducting of the field visions.

The field visions were necessary to be conducted within the framework of WTR audit and EuroVelodelineation concept. The further field visions also concerned the planned new route between Torun and Ciechocinek and were closely related to the consultation meetings with the project stakeholders, indicated hereunder.

The following project stakeholders from the region were identified:

- City of Toruń
- Wielka Nieszawka Municipality
- Aleksandrów Kujawski Municipality
- City of Ciechocinek
- State Forests (Gniewkowo Forest Inspectorate)
- State Water Management Company Polish Waters, Waterways Management Board in Toruń

As part of the preparations for the concept development of the bicycleroute between Torun and Ciechocinek the meetings with representatives of local authorities were arranged.

At the end of 2019 a meeting with representatives of the Polish Water Management Board in Toruń was held. Polish Waters Management Board manages riverside areas, including floodbanks. During these meetings the conditions for the implementation of the investment were discussed together with the formal and legal requirements arising from the water law.

On 27th January 2020 a meeting with the City Mayor of Ciechocinek was held, during which the plans of the region's self-government to build a new bicycleroute were outlined. The mayor presented the city's investment plans, which may broaden and enrich the planned project.

The next meeting took place in March 5th 2020 with the Director of the Gniewkowo Forest District, representing the State Forests. Moreover, a study visit to the area administered by the forest inspectorate was organized. The Forest Inspectorate is adjacent to the city of Torun. We talked about the possibilities of building a new bicycleroute friendly to family tourism. The area of the forest inspectorate is one of the most difficult in terms of building a bicycle friendly infrastructure.

At the turn of winter and spring, all meetings were significantly limited due to sanitary restrictions. We resumed meetings with representatives of local authorities during the summer. In August we met with the Head of Wielka Nieszawka Commune and with the Head of Aleksandrów Kujawski Commune. All representatives of local authorities and state institutions expressed their will to cooperate and participate in the project. During the meetings we gained a lot of information important for the future investment plans.

8) Development of a concept for the Toruń - Ciechocinek bicycle route.

All previous activities influenced the possibility of developing the concept of the Toruń - Ciechocinek bicycle route. Thanks to the WTR audit we got to know the strengths and weaknesses of the area, where we plan to lead a new route. The consultations as well as individual meetings with stakeholders which were carried out during the WTR audit, proved to be very needed.

All the information obtained was used to develop the concept of the route between Toruń and Ciechocinek, which can be defined by the first, complete planning document developed at this stage. It is a starting point for further work on the project. The works on the development of the concept began in the fourth quarter of 2019 (18th December 2019). The Director of Kujawsko-Pomorskie Spatial and Regional Planning in Włocławek presented to the Regional Management Board the preliminary assumptions:

- Concept of bicycle roads Toruń - Ciechocinek
- The concept of bicycle paths in the area of Włocławski reservoir.

The above-mentioned meeting started intensive works on developing a complete concept of routes which were completed in the fourth quarter of 2020.

9) Taking into account the challenges for the development of bicycle paths in the region and the planned key infrastructure projects in the strategy of regional development.

Having organised the workshops with the participation of numerous representatives of tourist circles from the Kujawsko-Pomorskie Region, the self-government of the region also obtained valuable information and once again became convinced of the need to create good quality bicycle routes as attractive tourist products. The workshop, which took place on 4 March 2020, was organized as part of the preparation of the Development Strategy for the Kujawsko-Pomorskie Region until 2030 - The 2030+ Acceleration Plan. The event was organized by the Department of Sport and Tourism and the Department of Strategic Planning and Economic Development. About 70 people took part in the event *alter alia* the representatives of public institutions, non-governmental organizations and entrepreneurs. The conclusions from the workshops were used to formulate initial assumptions for a new strategy for the development of the regional bicycle policy of the local government of Kujawsko-Pomorskie Region.

10) Promotional activities.

The activities undertaken within the ECO-CICLE project were presented at the Final Conference summing up the project on 28 July 2020. The conference took place in the headquarters of the Regional Development Agency in Toruń. The meeting was attended by representatives of local government units, State Forests, Polish Water Management and General Directorate of National Roads and Motorways. Due to pandemic restrictions, there was also the possibility to take part in the on-line meeting as the whole conference was broadcast on the Internet. The conference was accompanied by a bicycle ride from Toruń to Ciechocinek which allowed the representatives of public institutions to get directly acquainted with the plans of creating a bicycle route and the challenges facing people responsible for creating bicycle policy.

As a part of promotional activities, we plan to organize a meeting presenting the developed concept of the Torun - Ciechocinek bicycle route with the participation of project stakeholders.

The final stage of the planning phase will be signing a letter of intent with the project stakeholders. We can identify key stakeholders, which are local government units: City of Toruń, Wielka Nieszawka Commune, Aleksandrów Kujawski Commune, Ciechocinek Commune, Aleksandrowski County. Depending on the project implementation model, it will be the future project partners or each of the units will be an independent project implementer. Further stakeholders are national level institutions, representatives of government administration: State Forests (Gniewkowo Forest Inspectorate), State Water Management Polish Waters (Regional Water Management Board in Gdansk, Torun Water Basin Management). The current conditions are not favourable to the organization of meetings. We assume that the meeting presenting the concept of the route and signing the letter of intent will take place in the second or third quarter of 2021.

Promotion of the idea of building a bicycle road connecting Torun and Ciechocinek assumes activities on the Internet through a regional portal on "bicycle issues". The portal will be the result of activities and conclusions resulting from the conferences as well as the consultations of the bicycle environment carried out under the Eco-Cicle project. Moreover, all documents and materials which were created during the audit of the Vistula Bicycle Route and the audit of potential routes of Eurovelo 2 and 9 in the Kujawsko-Pomorskie Province will be available.

11) Transition phase

The implementation of the 2nd Phase largely depends on the possibility of obtaining funding from external resources and the conditions of the call for proposals for funding. At this stage we plan to prepare the initial assumptions of the project together with the model of its implementation (selection of the leader and partners of the project, definition of the tasks of individual parties) and initially define the scope of the project documentation together with the formal requirements of obtaining approvals and administrative permits.

IMPLEMENTATION PHASE (2022-2027)

- 1) Making up a decision to implement the project together with the model of the cooperation project implementation and the role of the partners.
- 2) The implementation of a number of preparatory activities within the planning phase will allow to make a decision on the project implementation. The decision will have a legal form which is the resolution of the Regional Management Board. The decision will also indicate the model of project implementation. The document accompanying the decision will be a partnership agreement, signed by the leader and partners of the project (in case of the partnership model). The implementation of the project will also be possible without a partnership agreement (in the case of individual implementation of projects by each local government unit from the route area). In both cases, it is necessary for all parties to

adopt assumptions or standards of conducting the investment in order to ensure complementarity of the investment in all areas.

3) Developing project documentation.

The development of technical documentation of the project with a division into individual tasks.

Due to the scope of work and a large number of land managers, after which the implementation of the investment is planned, it is reasonable to carry it out in several stages:

- Development of technical standards of conducting the investment based on Eurovelo standards;
- development of technical documentation for the construction of roads for bicycles, pedestrian roads and adaptation of existing bitumen roads;
- development of documentation of route marking and construction of small architecture.

The abovementioned elaborations will be carried out by individual participants of the project, depending on the division of tasks based on the decision to carry out the project and based on the model of project management.

4) Obtaining approvals and permissions necessary to implement the investment.

This stage requires the preparation of technical documentation and applications for obtaining approvals and permits necessary to carry out the investment. Their scope will be initially developed during the last stage of the Planning Phase. Currently, we can distinguish the following areas in the scope of obtaining approvals and permits which are the following: road law, construction law, water law and environmental law.

Building a bicycle route.

Construction of a bicycle road between Torun and Ciechocinek with a division into activities:

- a) sections in categories "bicycle road",
- b) episodes in terms of "pedestrianization",
- c) "adaptation of existing bituminous roads",
- d) construction of signs and "small architecture".

Project promotions.

Promotional activities will be carried out through the website, social media and organised events for tourists and residents. The model of activities will depend on external factors and individual arrangements of the units implementing the project.

5. Summary of the planned project Toruń-Ciechocinek Cycling Route:

The length of the route will be approximately 23 km. The "starting point" of the route is the area of the main railway station - Torun Główny (parking lot) - from where it is possible to get to the centre of Torun in the course of the Vistula Bicycle Route or the Torun-Włocławek bicycle route. The "Ending point" of the route is planned on the area of the bus stop in Ciechocinek - the assumed possibility of return to Torun during the summer season with buses adapted to carry bikes. It is also assumed that the railroad connection between Torun and Ciechocinek will be reactivated, and perhaps also that people and bikes will be transported by water with a unit adapted to changing navigation conditions on the Vistula River. The project would be

designed for the following segments of bicycle tourism: family tourism, weekend tourism, and expedition tourism. The bicycle road could also be used by patients of health resorts in Ciechocinek.

The road should meet the national requirements for bicycle routes with the possibility of qualifying it to the EuroVelo route standards.

Identified cultural resources present on the route:

- Torun: Kujawska St. - Main Railway Station building from the 19th century, Railway Tradition Chamber located in the building after the former post office; TKh49-5564 steam engine in front of the Main Station; Railway Fort (one of 15 in Torun) built in the 19th century; Evangelical cemetery from the 18th century;
- Brzoza gm. WielkaNieszawka - Evangelical cemetery from the XIX century;
- The village of AleksandrówKujawski - Roman Catholic Church of the Sacred Heart of Jesus from the beginning of the 20th century; in the 18th century Dutch settlers were brought to the village;
- The Tażyna River, a left tributary of the Vistula River during the partitions, was the border between the Prussian and Russian partition;
- Ciechocinek - a complex of three brine graduation towers from the 19th century; the Spa Park was established in the 19th century.

Numerous natural resources have been identified, including, first of all: the Natura 2000 area, Kępa Bazarowa Nature Reserve, and the Ciechocinek Saltwater Reserve.

In addition to the construction of a bicycle road, it is planned to build an accompanying infrastructure in the form of: route signposting, signposting of tourist attractions, resting places, parking lots.



Fig.1. The map showing the course of the VCR in the Kujawsko-Pomorskie Region and proposals for the modification of bicycle routes resulting from the audit. Blue arrows mark the section of the Toruń - Ciechocinek route running along the left bank of the Vistula River.

6. Players involved

- 1) Self-Government of Kujawsko-Pomorskie Region as an initiator of activities, planned project leader;
- 2) Other local government bodies - project partners: the City of Toruń, the City of Ciechocinek, Wielka Nieszawka Commune, Aleksandrów Kujawski Commune;
- 3) other public institutions (planned project partners): State Forests and their organizational units, public roads management, State Water Management Polish Waters;
- 4) social organizations: tourist, bicycle, municipal (as subjects of social consultations, advisers).

The regional self-government plays a crucial role in the project. Having been the initiator of the undertaken activities and having the human and material resources to undertake the actions within the project. It can also act as a project leader. However, these activities require support from local government units and other public entities, through which the route is planned. The realization of the project depends on financial support from European Union funds.

At the preparatory stage, representatives of the local government bodies of the region undertook the following activities: elaboration of a preliminary concept of the course of the Toruń - Ciechocinek bicycle road, conducted the field visits and preliminary talks with some stakeholders. The director of the Office of Spatial and Regional Planning presented the preliminary concept of the route at the session of the Regional Board. The decision of the Board was to order the continuation of the undertaken activities. In the works on the new

ROP WK-P for 2021-2027 we try to take into account the construction of bicycle routes based on the endogenous resources in the region.

7. Timeframe

PHASE	ENTITY ENGAGED	TIMEFRAME
Planning phase		2019-2022
The analysis of possible development of bicycle routes in the Kujawsko-Pomorskie Region	The organizer: Regional Self-Government of Kujawsko-Pomorskie Region, Participants: Kujawsko-Pomorskie Office of Spatial and Regional Planning, audit and concept contractor for EuroVelo routes, local government units through which the WTR and EV are led	II trimester 2019 – I trimester 2020
Changes in the Regional Development Strategy of Kujawsko-Pomorskie Region 2020-2030	The organizer: Regional Self-Government of Kujawsko-Pomorskie Region, Public-private sector entities and individuals participating in the consultations	I-III trimester 2020
Analysis of potential funding resources of (ROP 2014-2020; 2021-2027).	Regional Self-Government of Kujawsko-Pomorskie Region, Departments responsible for ECO-CICLE project implementation	IV trimester 2019 – III trimester 2021
Financial planning for construction of bicycle infrastructure in ROP 2021-2027	Regional Self-Government of Kujawsko-Pomorskie Region, Departments responsible for ECO-CICLE project implementation, Department responsible for preparing the new ROP for 2021-2027	IV trimester 2019 – IV trimester 2021
The audit of Vistula Bicycle Route	Regional Self-Government of Kujawsko-Pomorskie Region auditing company, cycling tourism experts, local government, Kujawsko-Pomorskie Office of Spatial and Regional Planning	II – III trimester 2019
Selection of priority areas for intervention	Regional Self-Government of Kujawsko-Pomorskie Region	IV trimester 2019 – IV trimester 2021
Conducting study visits	Regional Self-Government of Kujawsko-Pomorskie Region, Kujawsko-Pomorskie Office of Spatial and Regional Planning, local government units through which the WTR is led	II trimester 2019 – IV trimester 2020
Conducting consultation meetings with stakeholders	Regional Self-Government of Kujawsko-Pomorskie Region, Kujawsko-Pomorskie Office of Spatial and Regional Planning, local	I trimester 2019 – II trimester 2021

	government units through which the WTR is led	
The concept of the bicycle route development between Toruń and Ciechocinek	Regional Self-Government of Kujawsko-Pomorskie Region, Kujawsko-Pomorskie Office of Spatial and Regional Planning,	IV trimester 2019 – IV trimester 2020
Taking into account the challenges for the development of bicycle paths in the region and the planned key infrastructure projects in the strategy of regional development	Regional Self-Government of Kujawsko-Pomorskie Region	I trimester 2020 – III trimester 2021
Promotional activities - Conferences and bicycle rallies organisation on the sections of the route planned for modernization	Regional Self-Government of Kujawsko-Pomorskie Region, local self-governments	III trimester 2020 – III trimester 2021
Etappprzejścia	Regional Self-Government of Kujawsko-Pomorskie Region	IV trimester 2021 – II trimester 2022
Implementation phase		2022-2027
Decision making to accomplish the project with a model of its implementation; establishing a partnership	Regional Self-Government of Kujawsko-Pomorskie Region, project partners	III trimester 2022
Development of project documentation	Regional Self-Government of Kujawsko-Pomorskie Region, project company, project partners	III – IV trimester 2022
Obtaining the relevant approvals and permits	Regional Self-Government of Kujawsko-Pomorskie Region, an investor, project partners	IV trimester 2022 – I trimester 2023
The construction of a bicycle route	Regional Self-Government of Kujawsko-Pomorskie Region, an investor, project partners	I trimester 2023 – IV trimester 2027
Project promotion and effect monitoring	Regional Self-Government of Kujawsko-Pomorskie Region contractor, project partners	IV trimester 2022 – IV trimester 2027

8. **Costs** (if relevant)

At this stage it is possible to generally estimate the costs of building a bicycle road between Toruń and Ciechocinek: 10 million PLN net (about 2.3 million EUR net).

Other costs are difficult to estimate at this moment, including: development of project documentation, land purchase, land lease, project promotion.

The implementation of the project depends on the support financed by the European Union and the involvement of local government budgets.

9. **Funding sources**(if relevant):

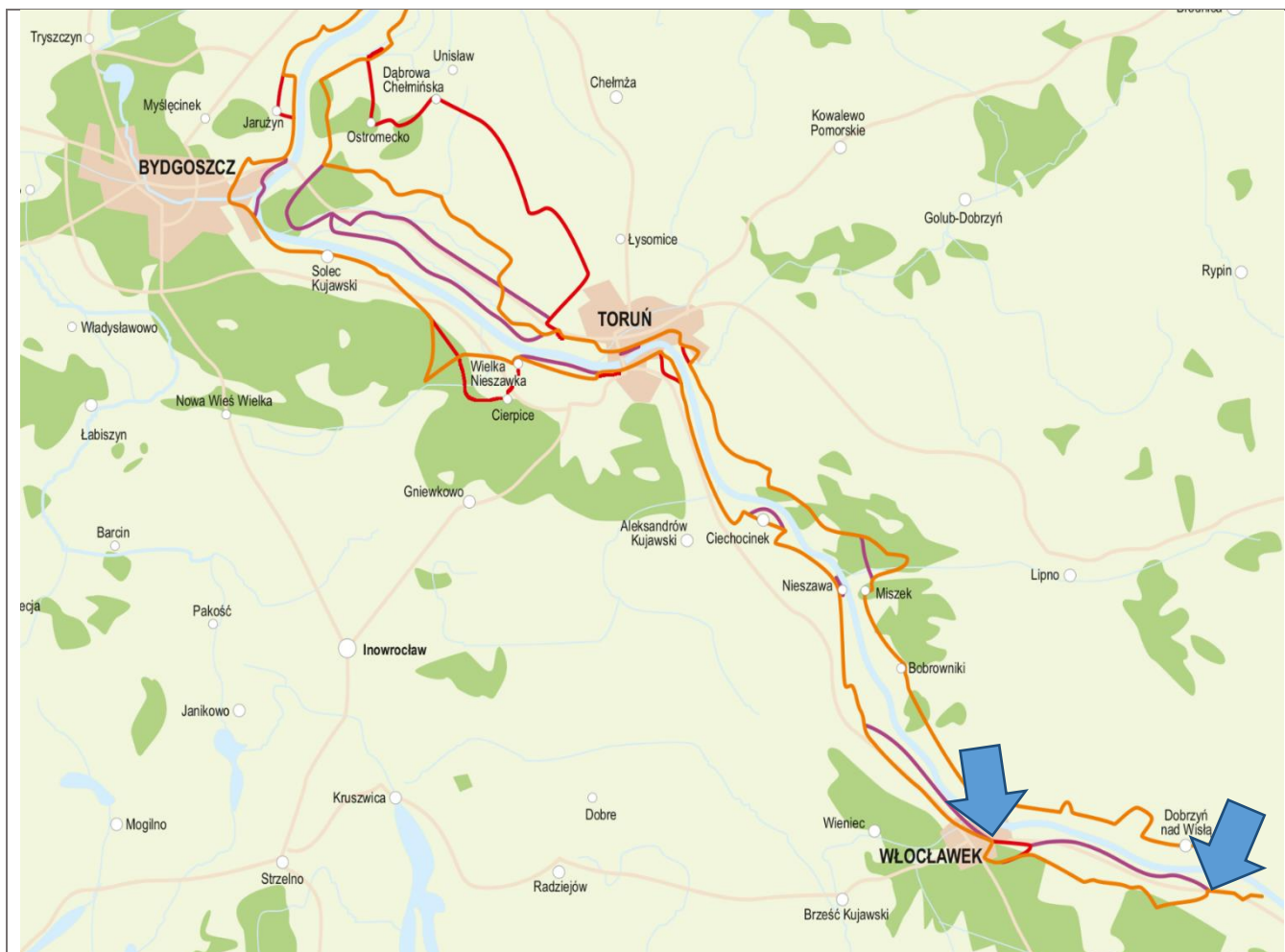
- Interreg Europa – initial analyses
- ERDF RPO WKP 2014-2020
- ERDF RPO WKP 2021-2027
- RECOVERY AND RESILIENCE FACILITY – RRF
- Other sources

ACTION 2: CYCLING ROUTE IN THE AREA OF WŁOCLAWEK RESERVOIR

1. The background

The second action concerns another area identified in the Vistula Cycling Route audit as the one requiring intervention and constituting, at the same time, a great potential for bicycle tourism development in the region - it is the creation of a bicycle route in the area of Włocławek Reservoir.

In the audit, the current course of the Vistula Cycling Route, far distant from the Włocławek Reservoir, was considered unattractive for tourists. A section of the current route - nearly 8 km of forest roads – is impassable or difficult to pass. The route avoids one of the most beautiful parts of the Vistula Valley, which is the Włocławek Reservoir, as well as nature reserves within the Gostynińsko-Włocławski Landscape Park. That is why it is recommended to relocate the route closer to the Vistula River, to the crown of the Włocławek Reservoir side dam, and the high attractiveness of this part of the dam, the view of the Vistula valley and the upland. Additionally, the creation of this section will directly benefit the residents of the city of Włocławek. There is a possibility of using almost 10 km of the section of the dam's crown. The VCR inspection contributed to the idea of a more complex development of the Włocławek reservoir area for the needs of bicycle tourism by building a bicycle route there with accompanying infrastructure. The route would serve the residents of Włocławek, but also the tourists coming to the town and the reservoir. Thus, it would enrich the tourist offer, especially for people practicing active tourism. There is a possibility of creating from 1 to 4 bicycle loops, 7 to 40 km long with accompanying infrastructure: stopping places and a pumptrack. The routes would run mostly in areas of natural beauty (including the Natura 2000 area) – near the Włocławek Reservoir and through the forests of the Gostyńsko-Włocławski Landscape Park, where it is possible to organize stops for cyclists in the numerous nature reserves. In case of formal obstacles to the building of a route on the crown of the dam of the reservoir, an alternative scenario is taken into account - a route at the foot of the dam, along the Zuzanka Canal adjacent to the dam. The area is comparably attractive for tourists and creates more favourable conditions for less skilled cyclists.



Rys.2. The map showing the course of the VCR in the Kujawsko-PomorskieRegion and suggestions for modification of bicycle routes resulting from the audit. The section included in the Action Plan is marked with arrows.

2. The best practices

Among the good practices of the partner countries available within the project, the following projects were analysed and used for further work on the action plan:

- 1) **Mounted cycle path along Sauer river to protect wetland (Germany)** - The 4.2-km stretch of cycle path between the towns was built in 2007/2008, including a 200-m stretch mounted on stilts in order to protect the valuable wetland underneath. This 2.50-metre-wide mounted-cycle-path construction protects the valuable fauna and flora so that the subsoil remains untouched and flooded with light. The practice presented above will be used in the planning and creation of new solutions of bicycle paths along the Włocławek Reservoir. Taking into account the landscape park located in this area as well as numerous nature reserves and monuments and direct contact with the reservoir's waters, the examples used in the above project will find application especially in wetlands or protected areas.



<https://www.outdooractive.com/en/route/bike-riding/eifel/sauer-valley-cycle-route-wasserbilligerbrueck-ettelbrueck-/1540189/#dmdtab=oax-tab7>

- 2) **Garda by Bike - cycle path around Lake Garda (Italy)**. The project launched by the Italian Ministry of Infrastructure and Logistics, envisages the construction of a 140-km cycle path around Lake Garda. The project aims to promote sustainable tourism and benefit tourism-related SMEs in the Garda area. It connects individual cities and villages that are somewhat isolated as of now and make cyclists safer by separating them from vehicular traffic. The practice will be used in the planning of bicycle paths on unfavourable areas (hills, cliffs, waterside areas). The solutions can be used to plan the course of a bicycle route along the Włocławek Reservoir, especially in sections that are difficult to access.



<https://www.garda-see.com/en/what-to-do/bike-mtb/bicycle-paths/garda-by-bike>

- 3) **Cycling through the Trees (Germany)** – The circle cycle path rising to a height of 10 metres, with a diameter of 100 m, giving cyclists and walkers a sensational 360° experience of the Bosland forest. The idea of an elevated bicycle path, from which you can see the tops of the trees or admire the views will be proposed in the project of a bicycle path by the Włocławek Reservoir. Owing to such a construction, it is possible to attract tourists and naturalists to places of great natural beauty, not affecting the environment significantly.



<http://landezine.com/index.php/2020/01/cycling-through-the-trees-by-burolandschap/>

3. Activities within the framework of the planned project entitled The Cycling route in the area of the Włocławek Reservoir.

PLANNING PHASE (2019-2022)

The main undertakings carried out within the framework of the "ECO-CICLE" project allowed to identify the needs of the region in terms of creating a friendly infrastructure for cyclists. The project initiated closer cooperation between the local government of the Kujawsko-Pomorskie Region and other local governments (mainly municipalities), as well as with other public institutions (State Forests, State Water Management Polish Waters, etc.). We identified the main stakeholders for the future projects related to the construction of new bicycle routes.

Within the planning phase we can distinguish the following stages:

1) the analysis of the possibilities of developing bicycle routes in the Kujawsko-Pomorskie Region;

This analysis was carried out within the framework of the main activities of the ECO-CICLE project: the audit of the Vistula Bicycle Route and the concept of delineating the international EuroVelo bicycle routes No. 2 and 9 in the Kujawsko-Pomorskie Region. The Vistula Route is the longest and one of the most recognizable bicycle routes in the province, it is the main axis of the routes in the region. The WTR audit was developed in 2019. The EuroVelo Route Concept has set out another two very important routes of international importance. The EuroVelo Route Concept was developed at the turn of 2019 and 2020. The key action was the WTR audit. It was the WTR that became the inspiration to plan a new bicycle route at the Włocławek Reservoir. The audit verified not only the WTR route, but also identified many thousands of

kilometers of other roads, some of which could become an alternative to improve the VCR route.

2) the analysis of potential funding resources of (ROP 2014-2020; 2021-2027);

As it is indicated in the previous paragraphs of the Action Plan, the implementation of investments in tourist routes from ROP 2014-2020 fund turned out to be very difficult. Therefore, at the planning stage of the new ROP for 2021-2027 we made efforts to make the construction of such routes possible. Without support from EU funds their creation is practically impossible. Having that in mind, The Department of Sport and Tourism took part in 2019 in meetings with the ROP Managing Authority, including the Department responsible for planning the new ROP. During the meeting the following tasks were proposed which could be implemented in the new programming period: tourist bicycle routes, investments in active tourism, development of tourist products, development of tourist infrastructure based on endogenous resources of the region.

3) input to the ROP 2021-2027;

The task proposals mentioned above have been analysed by the Department responsible for the preparation of the new ROP for 2021-2027. The task proposals have been included in the plans of the new ROP. They are a continuation of the assumptions to the Regional Strategy, referring to the main objective: "Accessible space and clean environment" the following project proposals were submitted to ROP 2021-2027:

- **Construction, expansion and modernization of infrastructure conducive to active tourism** - the project assumes construction, expansion and modernization of infrastructure conducive to active tourism based on endogenous resources of the region (cultural, natural, including forest, etc.);
-
- **Construction of tourist bicycle paths** - the project assumes construction of tourist bicycle paths connecting the main centers of the region with areas of tourist and cultural value, with particular emphasis on the Vistula Bicycle Route, International Roads EuroVelo 2 and Euro Velo 9.

4) the audit of the Vistula Cycling Route;

The audit carried out in 2019 showed the possibilities of route development and indicated the investments necessary including those from the premium plan that will create an attractive tourist product. The audit of the Vistula Bicycle Route in the Kujawsko-Pomorskie Region was carried out by specialists, commissioned by the local government of the region, covering the entire route on bikes. It was evaluated in terms of: quality and passability of the pavement, condition of marking, safety of cyclists due to car traffic, and tourist attractiveness. Local visions of proposed alternative routes and corrections were also made. The activities were preceded by an analysis of the proposed route changes presented by the local authorities. The audit was verified by independent experts on bicycle tourism and by a team of regional government employees (from the departments: The audit was verified by independent experts in the field of bicycle tourism and by a team of employees of the province's local government (from the departments of: Sports and Tourism, Strategic Planning and Economic Development, Road Infrastructure, as well as from the Kujawsko-Pomorskie Office of Spatial and Economic Planning). The audit contractors also proposed a number of authorial changes to the route, aimed at improving its quality, safety and attractiveness.

The main recommendations of the audit are the following:

- to increase the exposure of the route to the Vistula River;
- to create water fountains of cities and towns in the Vistula valley;
- to develop, implement and control unified standards for building bicycle routes.

The auditors in the area of Włocławek and Włocławek Lagoon proposed two main adjustments to the route, which may become the basis for the new route. The first correction concerns the town itself and runs for about 1 km of the route; the second one concerns the delineation of the route near the side dam of the reservoir for about 7 km. Undoubtedly, these changes would increase the attractiveness of the route.

The majority of the proposed actions require ambitious investments, which can be implemented in the future, only with EU or national funding, as well as with the cooperation of local governments.

5) selection of priority areas for intervention;

These areas were analysed within the framework of the WTR audit and within the EuroVelo route concept. This does not exhaust the possibilities of this action. The areas of intervention were consulted with stakeholders of new, upcoming projects. These consultations will be described in the following stages.

6) conducting field visions;

Field visions were necessary within the framework of WTR audit and EuroVelo delineation concept. The next field visions also concerned the planned new route at the Włocławski Lagoon. They were closely related to consultation meetings with the project stakeholders.

7) conducting consultation meetings with stakeholders;

Zidentyfikowano następujących interesariuszy projektu z obszaru województwa:

- the City of Włocławek
- Włocławek Municipality
- State Water Management Company, Polish Waters, Włocławek Water Collection Authority
- State Water Management Company Polish Waters, Regional Water Management Board in Warsaw
- State Forests (Włocławek Forest Inspectorate)
- Gostynińsko-Włocławski Landscape Park.

As part of preparations for the development of the concept of a bicycle route on the Włocławek Lagoon, together with representatives of the Kujawsko-Pomorskie Office of Spatial and Regional Planning in Włocławek, a meeting with representatives of the Polish Water Management Authority, which administers riverside areas, were organised in November 2019 in Włocławek.

On 20 January 2020, there was a field vision carried out at the site of the planned project. The length of the loop along a part of the Włocławek Lagoon and through the area of the Gostynińsko-Włocławski Landscape Park, including a fragment of the Vistula Bicycle Route, was driven about 40 km. On 27 February 2020, there was a meeting with representatives of the Polish Water Management Authority, the Regional Water Management Authority in Warsaw together with representatives from the Włocławek Lagoon Board, held in Warsaw. The "Polish Waters" are favourably disposed towards the proposals of our investment, however, due to the priority flood protection, we have to adapt to the schedule of much wider "Polish Waters" investments in the area of Włocławek Reservoir.

8) the development of a concept for the Cycling route in the area of the Włocławek Reservoir

Works on developing the concept began in the fourth quarter of 2019. On 18 December 2019. The Director of K-PBPPiR in Włocławek presented preliminary assumptions to the Regional Board:

- Concept of bicycle roads Toruń - Ciechocinek
- The concept of bicycle paths in the area of Włocławski reservoir.

The Włocławski Reservoir area is of special importance for flood protection. In this area governmental institutions are planning investments, which are beyond the control of the regional self-government. According to the recently obtained information, the governmental investment plans are at an initial stage of planning. It must be noted that the concept we are working on depends on the shape of these investment plans. Therefore, the Regional Self-Government stays in contact with government agencies in order to gain and share detailed information about the shape of the

abovementioned plans.

- 9) taking into account the challenges for the development of bicycle paths in the region and the planned key infrastructure projects in the strategy of regional development;

Having organised the workshops with the participation of numerous representatives of tourist communities from the Kujawsko-Pomorskie Region, the local government of the region obtained valuable information and once again became aware of the need to create good quality bicycle routes as attractive tourist products. The workshop took place on 4 March 2020. It was organized as part of the preparation of the Development Strategy for the Kujawsko-Pomorskie Province until 2030 (The 2030+ Acceleration Plan). The event was organized by the Department of Sport and Tourism and the Department of Strategic Planning and Economic Development. About 70 participants took part in the event – the representatives of public institutions, non-governmental organizations, entrepreneurs. Conclusions from the workshop were used to formulate initial assumptions for a new strategy for the development of the region's bicycle policy of the Local Government of Kujawsko-Pomorskie Region.

- 10) Promotional activities.

The activities undertaken within the ECO-CICLE project were presented at the conference summing up the project on 28 July 2020. The conference took place in the headquarters of the Regional Development Agency in Toruń. The meeting was attended by representatives of local government units, State Forests, Polish Water Management and the General Directorate of National Roads and Motorways. Those willing to participate in the meeting could take part in the on-line meeting, the whole conference was broadcast on the Internet.

There was also a bicycle rally on the crown of the side dam of the Włocławek Reservoir and a fragment of the Vistula Bicycle Route. Some part of the rally also led through the Gostynińsko-Włocławski Landscape Park. The event was attended by about 150 cyclists, who drove about 20 km. The rally took place under the patronage of the Regional Board and the President of Włocławek. The realization of the event allowed us to initially estimate the social demand for the creation of tourist infrastructure in the vicinity of the Włocławek Lagoon and confirmed that the inhabitants of the region are very willing to participate in bicycle events. The rally which was held on the 8th of August 2020 was attended by residents of various towns and cities in the region.

As a part of promotional activities we are planning to organize a meeting presenting the developed concept of the bicycle route with the participation of project stakeholders.

The final stage of the planning phase will be signing a letter of intent with the project stakeholders. Depending on the model of project implementation, it will be the future project partners or each of the units will be an independent project implementer. We assume that the meeting presenting the concept of the route and signing the letter of intent will take place in the second or third quarter of 2021.

Promotion of the idea of building a bicycle road assumes activities on the Internet through a regional portal on "bicycle issues". The portal will be the result of activities and conclusions resulting from conferences and consultations of the bicycle environment carried out within the Eco-Cicle project. This is a portal where where documents and materials created during the audit of the Vistula Bicycle Route and the audit of potential routes of Eurovelo 2 and 9 in the Kujawsko-Pomorskie Province will be made available.

- 11) „Transition phase”;

Activities completing phase one, which are also the transition to phase two. The implementation of the second phase largely depends on the possibility of obtaining funding from external resources and the conditions of the call for proposals for funding. At this stage we plan to prepare the initial assumptions of the project together with the model of its implementation (selection of the leader and partners of the project, definition of the tasks of individual parties) and initially define the scope of the project documentation together with the formal requirements of obtaining approvals and administrative permits.

IMPLEMENTATION PHASE (2022-2027)

- 1) making a decision to implement the project together with the model of the cooperation project implementation and the role of the partners;

The implementation of a number of preparatory activities within the planning phase will allow to make a decision on the project implementation. The decision will have a legal form - in the form of a resolution of the Regional Board. The decision will also indicate the model of project implementation. The document accompanying the decision will be a partnership agreement, signed by the leader and partners of the project (in case of the partnership model). The realization of the project will also be possible without the partnership agreement (in case of individual realization of projects by each local government unit from the area of the route). Both cases require prior adoption by all parties of assumptions or standards of conducting the investment, in order to ensure complementarity of the investment in all areas.

- 2) project documentation development;

Due to the scope of work and a large number of land managers, where the investment is planned, it is reasonable to prepare project documentation for individual sections of the route, depending on their specificity:

- a bicycle path along the floodbank;
- a bicycle road in forest areas;
- pedestrian/travel/bike roads.

The project documentation also includes preparation of project documentation for route marking, information boards and small infrastructure.

- 3) obtaining the approvals and permissions necessary to implement the investment;

This stage requires the preparation of technical documentation and applications for obtaining approvals and permits necessary to carry out the investment. Their scope will be initially developed during the last stage of the planning phase. Currently, we can distinguish the following areas in the scope of obtaining approvals and permits: road law, construction law, water law, environmental law.

The above two stages will be ended with the preparation of an application for funding to the Regional Operational Programme WK-P 2021-2027 in order to obtain the necessary funding.

- 4) building a bicycle route;

Starting the investment in the construction of a bicycle route at the Włocławek Lagoon, divided into sectors and partners responsible for individual sections.

- 5) project promotions

Promotional activities will be carried out through the website, social media and events organized for tourists and residents. The model of activities will depend on external factors and on the findings of units implementing the project.

4. **Players involved** (please indicate the organisations in the region who are involved in the development

and implementation of the action and explain their role).

- 1) Self-Government of Kujawsko-Pomorskie Region – the initiator of activities, planned project leader;
- 2) Other local government bodies - project partners: The City of Wloclawek, Wloclawek Commune, Wloclawek District;
- 3) other public institutions (planned project partners): State Forests and their organizational units, public roads management, State Water Farm Polish Waters, Gostyninsko-Włocławski Landscape Park;
- 4) Social organizations: tourism, bicycle, urban (as subjects of social consultations, advisers).

The regional self-government plays a crucial role in the project. Having been the initiator of the undertaken activities having the human and material resources to undertake the actions within the project, it can also act as a project leader. However, these activities require support from local government units and other public entities, through which the route is planned. The realization of the project depends on financial support from European Union funds.

At the preparatory stage, representatives of the local government bodies of the region undertook the following activities: elaboration of a preliminary concept of the course of the Torun - Ciechocinek bicycle road, conducted the field visions and preliminary talks with some stakeholders. The director of the Office of Spatial and Regional Planning presented the preliminary concept of the route at the session of the Regional Board. The decision of the Board was to order the continuation of the undertaken activities. In the works on the new ROP WK-P for 2021-2027 we try to take into account the construction of bicycle routes based on the endogenous resources in the region.

5. Timeframe

PHASE	Relevant entity – ENTITY ENGAGED	TIMEFRAME
Planning phase		2019-2022
The analysis of possible development of bicycle routes in the Kujawsko-Pomorskie Region	Regional Self-Government of Kujawsko-Pomorskie Region	II trimester 2019 – I trimester 2020
The analysis of Potential Sources of financing	Regional Self-Government of Kujawsko-Pomorskie Region	IV trimester 2019 – III trimester 2021
Input to the ROP 2021-2027	Self-Government of Kujawsko-Pomorskie Region	IV trimester 2019 – IV trimester 2021
The Audit of Vistula Bicycle Route	Regional Self-Government of Kujawsko-Pomorskie Region, the audit company, cycling tourism experts, local government bodies, Kujawsko-Pomorskie Office of Spatial and Regional Planning	II – III trimester 2019
The selection of priority areas for intervention	Regional Self-Government of Kujawsko-Pomorskie Region	IV trimester 2019 – IV trimester 2021
Conducting study visits	Regional Self-Government of Kujawsko-Pomorskie Region, Kujawsko-Pomorskie Office of Spatial and Regional Planning	II trimester 2019 – II trimester 2021
Conducting study visits with stakeholders	Regional Self-Government of Kujawsko-Pomorskie Region, local government bodies, Kujawsko-Pomorskie Office of Spatial and Regional Planning	IV trimester 2019 – III trimester 2021

The concept of the bicycle route development in the area of Włocławek Reservoir	Regional Self-Government of Kujawsko-Pomorskie Region, Kujawsko-Pomorskie Office of Spatial and Regional Planning	IV trimester 2019 – II trimester 2021
Taking into account the challenges for the development of bicycle paths in the region and the planned key infrastructure projects in the strategy of regional development.	Regional Self-Government of Kujawsko-Pomorskie Region	I trimester 2020 – III trimester 2021
Promotional activities - Conferences and bicycle rallies organisation on the sections of the route planned for modernization	Regional Self-Government of Kujawsko-Pomorskie Region, local government bodies	III trimester 2020 - III trimester 2021
Transition phase	Regional Self-Government of Kujawsko-Pomorskie Region	IV trimester 2021 – II trimester 2022
Implementation phase		2022-2027
Decision making to accomplish the project with a model of its implementation; establishing a partnership	Regional Self-Government of Kujawsko-Pomorskie Region, project partners	III-IV trimester 2022
Development of project documentation	Regional Self-Government of Kujawsko-Pomorskie Region, project company, project partners	III-IV trimester 2022
Obtaining the relevant approvals and permits	Regional Self-Government of Kujawsko-Pomorskie Region, an investor, project partners	I-II trimester 2023
The construction of a bicycle route	Regional Self-Government of Kujawsko-Pomorskie Region, an investor, project partners	II trimester 2023 – IV trimester 2027
Project promotion and effect monitoring	Regional Self-Government of Kujawsko-Pomorskie Region contractor, project partners	IV trimester 2022 – IV trimester 2027

6. Costs (if relevant)

At this stage we are able to make a preliminary costs estimation of building a bicycle road: PLN 15 million net (EUR 3.5 million net).

Other costs such as development of project documentation, land purchase, land lease, project promotion are currently difficult to estimate at this stage of the planning process.

The implementation of the project depends on the support financed by the European Union and the involvement of local government budgets.

7. Funding sources (if relevant):

- Interreg Europa – preliminary analyses
- ERDF RPO WKP 2014-2020
- ERDF RPO WKP 2021-2027

- RECOVERY AND RESILIENCE FACILITY – RRF
- Other sources

Date: _____

Signature: _____

Stamp of the organisation (if available): _____