ECONOMIC MEANS OF THE SUPPORT CYCLE TRANSPORT AND POSSIBILITIES OF FINANCING FOR THE CYCLING

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Motor transport brings in the community the succession of the adverse effects as the externalities consequently it is undesirable to ignore the contemporary trend of uncontrolled motor transport increase but it is demanded to give support to all possibilities which bring on the contrary sustainable growth of the motor transport, also belonging to the cycle transport support.

In present time there is the modern trend in this domain the build-up and extend the quality safety and functional cycle paths and routes which should contribute to support at the progressive cycle transport intensity increase.

The evident key question of the next cycle transport development is sufficient financial means for the build-up of cycle paths and cycle routes.

Classical home sources are public and regional budgets though limited and mostly are not managing financing all costs. But they are acceptable as one of several financial services.

The most notable home source is the State Fund for Transport Infrastructure which provides a year considerable finance means for the build-up of cycle paths and cycle routes. In 2009 SFTI budget proposition is set 180 million crowns aside for these purposes the contribution can be provided for project up to 65% of relevant costs. The rules make it possible to co financing the projects which have received grants from EU Structural Funds.

The foreign source is first of all EU Structural Funds. In actual period 2007 – 2013 are Regional Operational Programs acceptable. They are based on the statistical units NUTS II which are situated in the Czech Republic with the exception of the capital city Praha. They are Moravskoslezsko, Střední morava, Střední Čechy, Jihovýchod, Severovýchod Severozápad and Jihozápad.

An applicant gives request for a grant in terms of the competent ROP who is belonging to the respective one. Every ROP offers another level of financial means University of Pardubice, Jan Perner Transport Fakulty which are classified into Priority Axes. Alike as in last period there are set similar conditions of the grant namely that of these ROP there can be financing maximum 85% of relevant costs.

Except for the financial scope the cycle support can be even a layout cycle paths and cycle routes at railway bodies after cancelled railway´s tracks whose parameters are similar as cycle paths or (if you like) routes parameters and then the reconstruction of railway body is not so financially demanding. Next possibility is to build-up cycle paths and cycle routes along water streams, but the build-up can be made as roads for more categories of transport because the roads are used even for the River-Basins vehicles.

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The legislative possibility for cycle support is so-called Landed Estate Modifications which solve even strained legal relations of the landholders over which a layout cycle paths and cycle routes is planned.

The aim of the article is to demonstrate the support means for build-up of cycle paths and cycle routes.

**Key words:** Regional Operational Programme, EU Structural Funds, the State Fund for Transport Infrastructure, cycle path, cycle route, railway body

### 1 Introduction

Motor transport brings in the community the succession of the adverse effects as the externalities consequently it is undesirable to ignore the contemporary trend of uncontrolled motor transport increase but it is demanded to give support to all possibilities which bring on the contrary sustainable growth of the motor transport, also belonging to the cycle transport support.

In present time there is the modern trend in this domain the build-up and extend the quality safety and functional cycle paths and routes which should contribute to support at the progressive cycle transport intensity increase.

The evident key question of the next cycle transport development is sufficient financial means for the build-up of cycle paths and cycle routes.

### 2 Home Sources

Classical home sources are public and regional budgets though limited and mostly are not managing financing all costs. But they are acceptable as one of several financial services.

#### 2.1 State Fund for Transport Infrastructure

The most notable home source is the State Fund for Transport Infrastructure which provides a year considerable finance means for the build-up of cycle paths and cycle routes.

Since 2001 it has contributed to cycle projects, when the amount of the support has been annually rising. There was a great step in 2008 when 68 projects concerning the construction and maintenance of cycle paths and cycle routes in total sum of 259 748 million Crowns were supported. Nevertheless the year 2009 overcame all previous years because 436 959 million Crowns were assigned in order to support 78 projects as shown in the following figure.
3 EU Structural Funds

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Fig. 1: The Contributions to the Build-up and Maintenance of Cycle Routes from the Budget [1]

Fig. 2: Survey of Regional Operational Programs [1]
NUTS II Střední Morava has got so far the greatest amount of the Structural Fund means. For the development of the cycle transport in the region approximately 510 million Crowns were assigned and thanks to this nearly 90 km of new cycle routs in the Districts of Olomouc and Zlín should have been formed on forthcoming time.

For this moment there is also NUTS II Jihovýchod (the South Moravian Region and the Vysocina Region) successful. All 13 projects in the total amount of 158 million Crowns were so far recommended for realizing. But the South Moravian Region does not only rely on the EU Structural Fund but itself has released 48 million Crowns for cycling this year.

Even the Central Bohemia Region (NUTS II Střední Čechy) did not stay back with five applications of 110 millions Crowns in total. It is necessary to quote that even this Region supports cycling from its own sources – dividing 11,3 mil. Crowns for preparing the projects in years 2005 -2008.

NUTS II Severovýchod recommended for realization 4 requests from Pardubice District and one from Liberec District on the total amount of 92 million Crowns.

Region NUTS II Severozápad financed in this way one project for the Usti Region and the second one for the Karlovy Vary Region. The whole region is also famous by that, that the Regions of Karlovy Vary and Usti financially support the project preparation for cycle routes along the rivers Ohře, Ploučnice and also the cycle road of Krušné hory.

Four projects in the Region NUTS II Jihozápad (the Plzen Region and the South Bohemia Region) have been supported so far.

4 Other Supporting Means

Except for the financial scope the cycle support can be even a layout cycle paths and cycle routes at railway bodies after cancelled railway’s tracks whose parameters are similar as cycle paths or (if you like) routes parameters and then the reconstruction of railway body is not so financially demanding. Next possibility is to build-up cycle paths and cycle routes along water streams, but the build-up can be made as roads for more categories of transport because the roads are used even for the River-Basins vehicles.

The legislative possibility for cycle support is so-called Landed Estate Modifications which solve even strained legal relations of the landholders over which a layout cycle paths and cycle routes is planned.

5 Conclusion

Nowadays the modern trend follows the systematic devotion to build-up and enlarging quality, safe and functional cycle roads and routes which would contribute to the step by step rising intensive cycle traffic, which is well-known to be friendly with the environment.

There are many possibilities how to support the cycle transport and substantial part of them is quoted in this contribution, which aim is not in their mapping but in showing the great progress in the thinking of our society. When the first step in the change of our mind was the realizing the need of such kind of transport that would not drastically burden our environment. Next step should be in finding possibilities how to realize this support. The third step should be in effective informing and the following step would be the thinking up and realizing these projects on the bases if these possibilities.

The results are seen as hundreds kilometres of cycle roads and routes which have increased very quickly. The detailed description of the system for applying for financial means and how to spare the loads is so available being published on internet and in other publications in the range of the
enlightenment during several years. And it is not the last consequence, the enthusiasm of interested persons, who decide about that, how, where and if the planned cycle roads and routes build-up is realized – and this is briefly shown and demonstrated in this contribution.

**Reference Literature**

1. www.cyklostrategie.cz
2. www.sfdi.cz