

Best practices of cycling policies

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1. A cyclist needs provisions that allow safe and efficient transport from door to door. Cyclists need a coherent network of safe, direct, comfortable and attractive connections and locations to store their bike safe and secure.
2. For road safety the best measure is to limit the number of roads with a flow function for motorized transport and to reconstruct the majority of roads and enforce a speed limit of 30 km/hour. It is necessary to create for cyclists segregated roads/tracks with a flow function and to create safe conditions at crossings.
3. A cycling plan is the fundament in the process of up scaling the best practices from case by case to a robust sustainable policy.
4. Although dedicated cycling policies are needed, a cycling inclusive policy makes more sense: sustainable mobility plan that is cycling inclusive. The best policies to start from a vision about the city. To first answer questions like: what kind of city do the authorities and the inhabitants want? What are the ingredients of an attractive, economic vital, prosperous, social inclusive, safe and secure city? From there decisions have to be made about the role that is assigned to the other transport means, the car, the different means of public transport, the motorcycles, the bicycles and the pedestrians. Starting bottom up: from the human, not the physical, point of departs.
5. In the decision making process it is recommended to count the return of investment that is needed for cycling inclusive mobility. Not only cyclists enjoy benefits such as better health, the city also has a high return for their investment, e.g. because of less pollution, less subsidy for public transport, less congestion, stronger image and sustainable tourism. It has been showed that an average investment of €25 per capita makes it possible to create the above-mentioned best practices.