



ARTICLE FROM THE BOOK:

**Cyclists & Cycling Around the World – Creating Liveable and Bikeable Cities**

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## 3. Cycle Infrastructure

This chapter contains three articles dealing with various aspects of cycle infrastructure. They describe in detail various experiences of the planning process, the forming of a cycle infrastructure and the significance of citizen involvement in the planning. There are no universal solutions but this chapter can serve as an inspiration as to how to promote cycling by creating safe and attractive facilities for cyclists, both in cities that are just about to take the first steps as well as those which already have a long tradition for cycle infrastructure behind them.

In his article ***Planning a cycling infrastructure***, Niels Jensen describes the 100-year long development of Copenhagen's cycle infrastructure right up to the present day, when the city's brand is "Copenhagen - City of Cyclists". Niels takes a historical approach, telling the reader about the car boom which hit Copenhagen in the late 60s and made cyclists the losers for decades. Huge demonstrations by cyclists around 1980, together with the oil crisis created the political will to revitalise cycling in Denmark. Niels goes on to describe how the interrelation between politicians, municipal planners and the Danish Cyclists' Federation has influenced the development of cycle strategies and plans for cycle tracks. The design of cycle tracks and intersections and road standards for cycling infrastructure is touched on, as well as the need to acquire a 'critical mass' of cyclists. Niels goes on to recount how ambitious goals for modal share in commuting have been developed and followed up by "The Bicycle Account," which presents citizens' views on cycling conditions and key figures on infrastructure and accidents. The political ambition is that Copenhagen should aim at being the world's best city for cyclists.

In his article ***The first step in developing a cycle infrastructure***, Virginio Moreno tells his readers about the choice of Seville to go by bike. The development of cycling infrastructure in Seville has taken place over a very short period, from the time when the first recreational cycle track was laid in 1995 until urban bikeways were built during the period 2006-2010. Seville is a wonderful example of how the bicycle can be introduced as a serious means of transport and a change of mobility behavior can be stimulated in the public provided there are goal-directed initiatives in the right direction. Virginio describes how the building of urban bikeways at the same time as a new large-scale system of public bikes was being introduced, together with the involvement of citizen in

the process, have had a significant influence in the spectacular rise in the use of bicycles in Seville. The guidelines for a network of urban bikeways with a total length of 77 km covering the city were laid down in a General Plan of Urban Planning and financial resources allocated for a complete implementation in less than 12 months. Today, the total length of the bikeway network has reached 142 km. The design of the cycle network is based on the connectivity of major facilities and neighbourhoods.

In his article **Cycle route networks**, Tony Russell describe how Sustrans creates popular routes through public involvement. Tony tells the story of the development of the National Cycle Network (NCN) in the UK since 1995 up until today, when it is over 21,000 km long. He takes a fascinating look at the role public participation has played in developing cycle routes in England. One of the main goals became to encourage families and children to take up cycling. Guidelines were developed with this in mind. Another inspirational move to popularise cycling was to enable works of art to be displayed along the routes, thereby generating an insight into a feeling of local identity and ownership among local communities. The aim has been to have local authorities build onto the National Cycle Network and so make it into a truly integrated network. A range of strategies has been developed to fit different scenarios. The author recounts how former railway routes in particular provide valuable space for biodiversity to flourish. Sustrans set up a programme of volunteer rangers who undertake practical activities to help to maintain and increase usage of the Network and to encourage the community to walk and cycle more.