

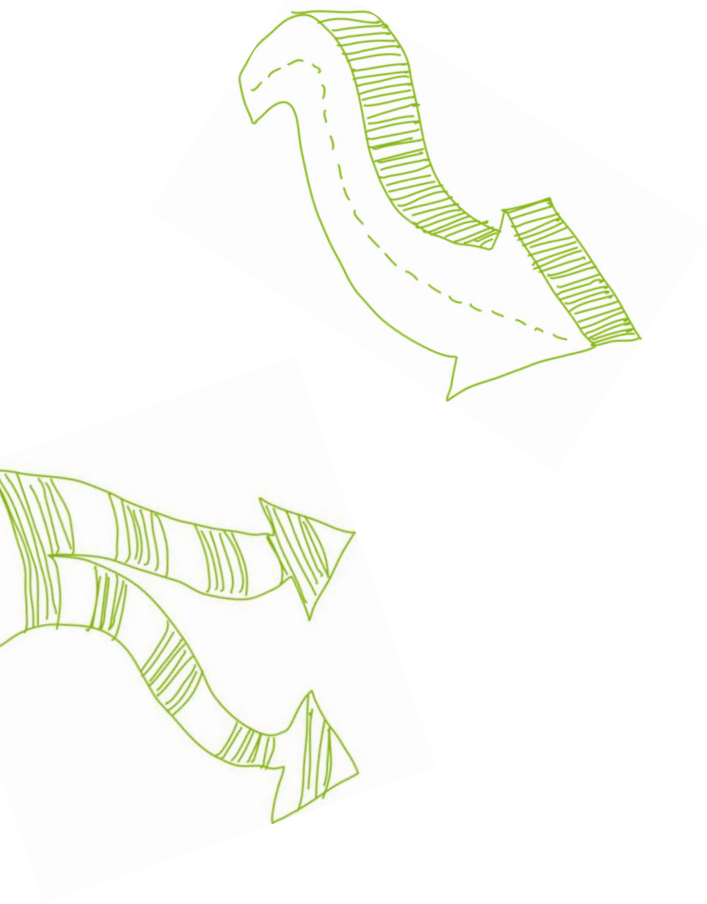
MANUAL FOR A CYCLING MASTER PLAN

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INTRODUCTION

What could be a master plan for a cycling friendly city? How does it look like?

In order to gain knowledge of existing models it is necessary to research master plans for multimodal transport systems. A successful master plan helps to generate and fix public, political and administrative support for integrating cycling into multimodal transport system.

1. COMPARATIVE ANALYSIS AND EXCHANGE ON MASTER PLANS

1.1 Germany

Please note: The compilation starts with regulations on the national level, via the level federal country / region and ends with the local master plans or respectively from more general plans to specific plans.

National Cycling Plan 2002-2012, FahrRad!

Measures to promote cycling in Germany

Decision by the German Bundestag of 18 April 2002 on the presentation of a National Cycling Plan by the Federal Government

Overall objectives:

- To increase the share of cycling in Germany until 2012
- To promote cycling as part of a sustainable integrated transport policy
- To promote a modern, socially and environmentally responsible local mobility with the slogan "city of short distances"
- To improve road safety

Specific measures:

- To double the budget for construction and maintenance of bike paths along major roads in the 2002 federal budget
- To optimize the legal framework
- To launch a campaign on greater road safety and improvements of traffic environments, which is targeted at all road users (Road Safety Programme 2001)

- To coordinate strategies for implementing the National Cycling Plan by the German Working Group on cycling of the Federal States and the Federal Government
- To monitor the implementation of the National Cycling Plan and report on the progress of cycling promotion
- To conduct research (more than 1 million €) and model projects
- Baseline study on research in Germany & abroad on urban cycling
- To support the nationwide contest "Best for bike"
- To support the ADFC and traffic safety organizations
- To set up the public internet platform "Dialog National Cycling Plan"

Regional Spatial Development Programme

Link between the regional planning at state level and the municipal land use planning

Decision from 25.11.2010 on the final version

Decision from 02.08.2011 to adopt the State Ordinance on the newly set up RREP MM / R, Promulgation in the Law and Ordinance Gazette Mecklenburg-Vorpommern is expected shortly

Principles of Regional Planning (G) to be considered in an assessment with a particular Importance

Chapter 6.2.4, "bicycle and pedestrian traffic"

G (9) For development measures in the road network the conditions of public transport and non-motorized transport must be improved on a regular basis. In the core areas of central places the needs of non-motorized traffic and public transport to areas shall take precedence over those of the individual motor vehicle traffic. When constructing and expanding roads of categories with link functions I

to III (with the exception of motorways), the installation of roadside bike paths shall be planned.

Even outside the centers and in rural areas the maintenance and restoration of direct path connections between the districts shall be considered in all planning. Throughout the planning region a gapless network of cycle paths along main roads is not only important for everyday driving, but also provides a necessary complement to the network of tourism cycle paths.

Regional Transport Plan Mittleres Mecklenburg / Rostock

Part A – Regional Part

Decision of the Regional Planning Association of 28.09.2005 No. 88/05 RPMM

Decision of the citizenship of the Hanseatic city of Rostock, 7.12.2005 No. 0924/05-BV

The regional transport plan Mittleres Mecklenburg/Rostock is the basis for all public transport planning in urban area.

Transport policy objectives

On point 5, "The environmental damage resulting from traffic must be minimized." "Access to the transport system needs to be simplified in further steps. Here, the transition from individual motorized traffic / bicycle traffic to the rail and public transport is of crucial importance."

Pricing structures

Bicycle transport is possible in all transportation throughout the VVW area, but may be limited by the degree of occupation or the nature of the vehicles used.

Linkage with other modes

The transition from private transport (individual motorized traffic, cycling) to public transport is done using P & R and B & R facilities. These systems are to be set up primarily at important stops located peripherally, which goes beyond the catchment area of walking distance. This is the case at most local rail stations. At bus stops, corresponding systems make are only useful in individual cases.

Design of vehicles and equipment

Bicycle transport should be possible.

Junction points in public transport

Due to the often increased ridership the establishment of P + R or B & R facilities shall be assessed primarily at public transport junctions.

Interfaces between public transport and cycling (B & R)

The B & R facilities are assigned to the access point directly, in order to achieve sufficient acceptance by the users. Therefore the access road should not exceed 100 meters. When creating new B & R facilities, the current recommendations for the design and features need to be taken into account, as far as it is economically feasible.

Pricing

Moreover, the so-called "environmental network" and with it the combined use of bicycle and public transportation shall be facilitated. In the city of Rostock it is possible to take the bicycles on board public buses and trams – this shall be allowed in future as well. But the bicycle tourism in the region should be facilitated as well by providing the opportunity to transport bicycles on regional bus services and through suitable offers, i.e. through the provision of bicycle tickets or the use of "cycling buses" in regular service, which are equipped with facilities for bicycles.

Operational concept

Articulated buses used on lines 45, 49 have larger catchment areas and allow the transportation of up to 12 bicycles at the same time. With this an attractive offer for the bicycle traffic has been established as it is not allowed to use the Warnow tunnel by bicycle.

Part B – Hanseatic City of Rostock

Interfaces to other modes of transport

Interfaces shall provide a smooth transition between the different modes of public transport and other modes of transport (car, motorcycle and bicycle). Suitable structural and organizational measures need to ensure this. This includes park and ride facilities (P + R) as well as Bike & Ride facilities (B & R). This way in the city centre and sensitive neighbourhoods in particular the moving and stationary individual motorized traffic shall be reduced using the city-friendly public transport. Through new B & R facilities the environmental network of cycling and public transport will be strengthened as an attractive alternative to the individual motorized traffic.

B & R facilities

Bike & Ride facilities have been established at 12 public transport access points to enable a safe and secure parking of bicycles and to promote the environmental network of public transport and bicycle / pedestrian traffic. Complementing these offerings, a bicycle rental station is located at the main station (private operators).

Conclusion (access points, links and interfaces)

At the same time the environmental network has been strengthened through the establishment of additional B & R facilities and the possibility of taking bicycles under the common conditions of carriage of the VVW.

Change to other modes of transport

For the transition from private to public transport or bicycle the offer of Park & Ride and Bike & Ride facilities is essential. Good spatial and temporal connections to the road network and public transport network, adequate capacity and equipment depending on the traffic-related significance are a prerequisite for intensive use.

Stops

Extended basic standard for links / key stops in the centre and tourist areas: bicycle racks

Expansion for links / key stops in the centre and tourist areas: bicycle racks (preferably covered B & R facilities and in bow design)

Design and equipment of vehicles

A bicycle transport is to allow in principle through the vehicle design.

Linkage with other modes

The development of B & R needs to be facilitated by the expansion of existing and the construction of new bicycle parking tailored to suit the market needs. For this purpose, new B & R facilities are to be gradually established at selected locations in accordance with the conceptual definitions in the integrated traffic concept, especially at key stops and interchanges of trams as well as at railway stations.

Guidelines for urban development of the Hanseatic City of Rostock (3rd draft)

In the mission statement, the long-term objective of urban development is formulated, whereas the guidelines with fields of action describe the individual objectives and the road to achieve these objectives. It outlines a time horizon of 15 years. The guidelines are formulated action-oriented - all stakeholders in

Rostock will be guided by them which will then be evaluated objectively.

Expanding partnerships with the university and scientific institutions

Physical proximity, easy access and good transport links, in particular via cycle paths, improve research and study conditions.

Ensuring mobility, reducing traffic congestion

User-friendly P + R and-R & B offerings as well as the cost-efficient transport of bicycles on public transport / regional rail are important instruments in the framework of a mobility management. The offers are to be extended progressively from the outskirts to the surrounding area.

The reserves for bicycle traffic, especially on paths up to 6 km, need to be expanded **stronger** than ever to increase the bike share.

Expanding tourism as an important economic factor

Resource-friendly, sustainable tourism is increasingly gaining in importance.

This includes i.e. the development of infrastructure for cycling and hiking tourism, attractive offers for the environmental network.

Integrated transport concept 1998

Decision No. 1778/65/1998

Part C, Traffic-related mission statement, paragraph 4, among others point 10:

The shares of the environmental network of pedestrians, cyclists and public transport in the choice of transport should be increased by expanding the infrastructure and increasing the quality of services (The point is underpinned by a number of concrete measures in addition to bicycle traffic).

Part D, measures and action plan, section 4.2, cycling
3 velo-bike routes, network structure (main axes, complementary axes, bicycle trails), Bike & Ride, cycling along main roads, in 30 kph zones and one-way streets. Plan "network concept for bicycle"

Program to promote cycling in Rostock – Summary

Resolution of the citizenship of 14.06.2006 in the results of the
BYPAD audit

1. Rostock is positioning itself as a "bicycle-friendly Hanseatic City"

Improvement of cycling conditions and infrastructure and increased public relations - internally and externally

2. Increase in cycle traffic from 15% to 20% in the internal market within 10 years

Reduction of share of motorized individual traffic, especially of trips shorter than 5 km

3. Increase of road safety for cyclists, reducing the number of severe cycling accident until 2013 by at least 50%

Analysis of accident data over a 3-year period, measures for mitigation of routes and intersections with high accident density

4- 8. Consideration of the interests of cycling for all construction (reconstruction, rehabilitation or new construction), maintenance of existing poor cycle facilities, low cost retrofitting of bicycle facilities in the form of cycle lanes and protective strip, completion of the bicycle network throughout the city

Creating a checklist for the assessment of needs of cyclists, check the network concept in terms of sections with accelerated

implementation by the end of 2006, **solution of** "weak spots" where the navigability is currently not possible or only very limited

9. Consistent signposting of velo-bike routes and selected major axes

Supplementing the signposting for tourism cycling routes by a signposting that points the way to university campuses located in the city centre (in relation to the BSC project) and gradually by other selected routes.

10. Improving maintenance, street cleaning and winter service on bike paths

Consistent winter service for selected major traffic routes or, alternatively, ensure the use of the roadway

11./12 Creation of transit and bypass opportunities for the city centre, improving the management of cycling in the secondary road network

Temporal or spatial opening of the pedestrian areas for bicycle traffic, opening of one-way streets, permeability of dead ends, cancellation of i.e. turn restrictions for cyclists

13.-16. Increased installation of bicycle parking facilities at key destinations of cycling

Elaboration and implementation of parking concept for bikes in the city centre, upgrade of parking facilities at all important public transport stops, promotion of private parking facilities, providing an opportunity to remedy laden bicycles in a central location (i.e. on the ground floor of multi-story car parks)

14./15./17. Strengthening of public relations by providing information on prices, proactive advertising for increased use of bikes, compliance with traffic regulations, prevention of bicycle theft
Continuation of the campaign "Fahrradregion Rostock" (Bike Region Rostock) started in 2004 even after the expiration of the EU project

"Baltic-Sea-Cycling", review of the city administration offers and development as a "bicycle-friendly employer" with corresponding services offered, penalties for traffic violations, bicycle coding

18. Calling a forum on cycling with representatives from the fractions of the citizenship, the interest groups and the administration

Preparation of decisions on all bicycle-related fields of action for the citizenship

19. Elaboration of an annual cycling report by the city administration on measures taken and their effects

Traffic counts, analysis of accident data, bicycle theft statistics, user surveys, priority list for action

20. Verification of responsibilities, administrative processes and staffing

Organizational measures to secure the additional personnel costs by additional tasks

All proposals and demands of the program are subject to the availability of funding.

1.2 Poland

Strategic documents about cycling in Poland:

no binding documents on national / regional / local level that concern specifically cycling.

some documents exist about the development of the region and city that touch the cycling issue a bit >> but none of them is devoted solely to cycling

Gdansk currently works on the Mobile Gdansk Strategy, which is a part of overall city strategy for the coming years. It does favours cycling as a serious alternative to private car and public transport.

Still cycling matters are just a tiny part of the strategic document...

parallel project: Central MeetBike under the Central Europe

Programme: a detailed survey on mobility habits of Gdansk's residents is being worked out (a Polish version is available; Gdansk can obtain a German language version)

Gdansk is backing the proposal of the Hanseatic City of Rostock for the 10 common visions of abc.multimodal partners

All the raised issues have already been mentioned in the following charters, signed by Gdańsk:

The Charter of Brussels (signed during the Velo-City event in 2009):

Cycling contributes to

Liveable cities, efficient urban transport, less congestion, less traffic noise, healthy physical activity, road safety, clean air, fighting climate change, saving fossil fuels and sustainable tourism

On the occasion of the Velo-city 2009 conference in Brussels

Undersigned cities commit themselves:

- To set a target of at least 15% for the share of cycling in the modal split of trips for the year 2020 and further growth if this target is already achieved
- To set a target of -50% for cyclists running the risk of having a fatal accident for the year 2020
- To work on bicycle parking and 'anti bicycle theft policy'
- To participate in and to set up projects to increase cycling to school and to work
- To contribute to more sustainable tourism by investing in measures to improve and to increase bicycle tourism
- To cooperate closely with the bicycle user organisations, the bicycle retailer organizations and the bicycle industry organizations and other stakeholders as the police, consultants and expertise centres, architects and builders of infrastructure to achieve the targets, and call upon all other European cities to follow our example

This city together with all the other cities signing the this charter, call upon the European commission and the European Parliament:

- To set a target of least 15% for the share of cycling in the modal split of trips in Europe for the year 2020
- To establish the post of European Bicycle officer in the administration of the European Commission
- To create a parliamentary intergroup 'cycling' in the European Parliament
- To put adequate budgets at the disposal European programs for the financial support of cities and NGOs promoting cycling in Europe

Furthermore, the signers of the charter call upon all authorities worldwide, at all levels to strongly promote cycling and to incorporate cycling into all areas of policy (health, spatial planning, city management, economy, mobility and traffic, leisure, sport, tourism).

The Gdansk charter of active mobility 2010

The Message of the first Congress of Active Mobility to the inhabitants of the Central and East European Countries:

Tearing down walls: the fight for freedom and human rights was the aim of the struggle with the system of enslavement initiated in Gdansk 30 years ago. The process initiated at that time resulted in profound changes – it was possible to overcome a number of barriers. Some of them, however, survived – at the same time some new ones began to appear. To meet new challenges, it is worth to focus energy on creating bridges, enhancing the chance of long run co-operation and promotion of active mobility.

At present an important challenge for the countries of our region is the development of climate of trust and openness – the condition of fruitful, partnership co-operation among people, non-governmental organizations, firms and authorities of all levels. It is then worth to think anew the forms of covering the needs of daily mobility.

Mobility – in particular its active forms – is the source and an important condition of change. We can develop them creating the capital of trust, enhancing social cohesion, overcoming the claiming attitudes, intergenerational barriers and other sources of wastage of social energy and non-renewable resources.

In order to fully exploit the chance, provided by active mobility, the participants of the Congress declare to undertake the following steps:

- Create durable forms and institutions of social dialogue, allowing to articulate the expectations of pedestrians, cyclists and people using other forms of active mobility in relation to local authorities, tested in the most cycle friendly towns, cities and regions of Europe.
- Make people aware – within the framework of educational and promotional programmes – of the benefits of

development of various forms of active mobility and risks resulting from careless use of individual motorisation.

- Integrate the spatial development and transport policies so that “towns and cities of short distances” are created.
- Link rural and urban areas with a network of routes favouring active mobility.
- Extend the range of public spaces accessible for pedestrians, cyclists and other amateurs of active mobility in order to improve the quality of life as well as subjective and objective safety of all.
- Define measurable targets of improvement of road traffic safety indices, in particular the annual, at least 10 per cent reduction in the number of road accidents with involvement of the non-motorised users.
- Spend for the infrastructure of active mobility at least 3% of all funds devoted to the funding of transport infrastructure.
- Create a system of counting of people moving in various parts of towns and cities so that people using active mobility options were included in the process of managing those spaces.
- Prefer walking and cycling traffic in the process of shaping public spaces and the system of their links with the public transport options.
- Introduce the obligation of creating bicycle parking spaces in appropriate legal regulations.

While implementing the stipulations of the Gdansk Charter we will create new perspectives of improvement in the quality of life – let us not fear the new challenges at all decision making levels.

Mobile Gdansk Strategic Programme – a part of Gdansk strategy 2012 - 2015

The programme replaces current transport strategy of Gdansk with a shift from the emphasis on building more and more roads and car parks to supporting public transportation and active mobility (walking, cycling) and better mobility management. It puts the strategy in line with strategic documents of the European Union.

The programme analyses the current situation of Gdansk's transport system with its on-going process of suburbanization and the ensuing motoring pressure. Mitigating and even reversing that process is indispensable for development of the new mobility culture as envisaged by the current EU policies and it is at the centre of Mobile Gdansk strategy.

Gdansk has a chance to be a leader of Polish and East-European cities when it comes to sustainable transport and mobility management. It boasts a high use of public transport (40% of modal split) and for the past several years has been recognized as a cycling capital of Poland.

Goals to be achieved by the programme:

- Gdansk as leader of new mobility culture in Poland, a model city in terms of sustainable transport.
- High quality and available to all public space.
- Life quality of the highest level among large Polish cities.
- Sustainable effective and safe transport network with public transportation priority.
- High share of active forms of transport in every day trips.
- Low use of private car use in every day trips about the city.

Operational goals and actions contained in the programme:

- Focus on the concept of the city of short distances as the most important rule of spatial planning and policies of urban development of Gdansk.
 - Optimising of transportation system. Emphasis in a better use of existing infrastructure instead of trying to build more roads to accommodate the growing number of private cars.
 - Development of public transport as a prioritized means of transport in the city.
 - Mobility management, including parking policy and accessibility policies.
 - Strengthening of PR actions for the new city mobility culture.
- Emphasis on promotion of public transport and active mobility (walking and bicycling).

1.3 Sweden

National Transport Plan 2010- 2021

This is the first national plan for all modes of transport and purpose description for the new Transport Administration. The main aim till 2021 is to maintain and improve the already existing rail- and road network. As regards to cycling; it high lights the high amount of unnecessary car travels and the need to swap them for bicycles.

Key points in the document:

- The need to do city planning, including housing, in a way that facilitate public transport and cycling
- Improve and build new recreational cycling paths that will attract cycling tourists

Regional Transport Plan Kalmar County

2010- 2021

A regional plan for all modes of transport with an overall aim of constructing a profitable region with sustainable mode of transport. The report view all form of sustainable transport and high lights the importance of multi modal systems. When it comes to cycling it emphasizes how quickly you can get around but: *“Cycling 5 km takes about 15 min but depending on your surroundings, your time concept for those 15 min are going to feel very different.”*

Key points in the document:

Multimodal is very important, especially between bus and bicycle
How you experience your cycle journey, including time experience, will depend very much on the surroundings of the cycling path

There is a great potential for increasing the attractiveness of cycling paths in Kalmar region which could lead to greater use of the bicycle and heighten cycling tourism

Marketing for the benefits of cycling is needed

Program to promote cycling in Kalmar - summary

There is yet no document with all Kalmar cycling aspirations gathered in one, but here is a summary of Kalmar's aim:

Budget 2012:

- Cycling should increase by 15% to 2012 from 2008 years data
- When planning transportation, pedestrians and cyclists should have the highest priority
- Continue the work with Kalmar Cycling City (see below)
- Investigate the possibility of building "cycling highways"
- Investigate the possibility of commercially financed city bikes

Kalmar Master Plan:

- Cycling should be a joyful experience. This includes feelings of security, attractive surroundings and so on.
- Cycling should have a high standard; both a high standard of comfort but also be perceived as something that people with high standard do. This high standard will lead to high status.
- Cycling routes should be more direct than car routes.
- Kalmar needs to become a more densely built city. This will improve everyday life's tasks.
- Find a balance between the different modes of transport.

Kalmar Cycling City:

- Insure safe and secure cycling paths by rebuilding roads so that it facilitates cycling and insure that the lighting is sufficient but also by increasing the amount of cyclist so that you do not feel as vulnerable
- Remain good maintenance on cycling paths by removing obstacles such as snow, leaves, glass and so on
- Information. Making sure that we inform about actions we take such as re-building of roads or new parking restrictions
- Campaigns. By focusing at one issue at the time, make sure that the benefits of cycling are well known
- Bicycle parking. Expand the cycling parking opportunities in Kalmar
- Possibility to report a fault. To easily be able to contact us if anything is wrong on the cycling paths
- To serve the cycling tourists. This can be done by good road signs, good maps, access to cycle hires and so on
- Road signs and maps for cyclists should be produced
- More and better cycling paths
- More cooperation with other organizations to improve our impact
- Develop the internal process

2. TEN COMMON VISIONS FOR A BICYCLE FRIENDLY CITY

We, abc. multimodal- partners, aim to become “bicycle- friendly cities” and therefore agree on the following 10 common visions. We endeavour to:

1. Make cycling in our cities a joyful experience where you feel secure, healthy and stimulated.
2. Deepen our knowledge about cyclists by performing a monitoring-process including regular counts, surveys/ interviews and other traffic analyses.
3. Increase the road safety for cyclists. Our long-term objective is called „Vision Zero“, meaning that no cyclist should be killed or seriously injured on the road.
4. Ensure that the standard for cyclists is high at all time, and be an integrated part in all planning activities to make sure that the cycling routes are optimal and straightforward. Examples for actions could be making use of traffic calming actions/ bike traffic guidance within mixed traffic with cars, cycle- and safety-lanes and cycle paths, opening of 'one-way' streets for cyclists. The standard for cyclists should also be high during construction works.
5. Prioritize cycling and walking on short distances over the private car.
6. Improve multimodal connections for commuters in connection with the use of the bicycle and public transport.
7. Ensure that cycling routes are well signposted and pursue adequate maintenance of cycling infrastructure, including street cleaning and winter service on bike paths. There should also be sufficient parking space at all key cycling destinations and maintained at a high standard and having a high standard of security preventing theft.
8. Have good public relations with high citizen participation and make increasingly use of electronic media.
9. Make sure that municipal employees are skilled at urban cycling issues and that the municipal funds for cycling traffic are adequate to cyclists' need. The municipality will make sure that the balance between all modes of transport is even.
10. Support efforts at various municipal levels to mitigate the negative impact of suburbanization processes.

3. FIVE GUIDELINES FOR A CYCLING FRIENDLY CITY

3.1 Systematic approach

Planning for a bicycle friendly city should be seen as part of the city's comprehensive and mobility planning processes.

The first task of a municipality in the process of becoming cycling friendly is to determine the working process. We think it is important that this process is planned and organised systematically. A strategic plan including a time schedule, budget and personnel is important starting document.

In the planning process the cyclist should be the starting point, which is much more than a stake holder. This has a huge impact on planning process, for example on road planning, investments and staff education.

Cooperation between departments, between municipalities and with inhabitants, stakeholders and local groups is essential. As well as a defined evaluation tool, including cycling monitors.

Our Visions:

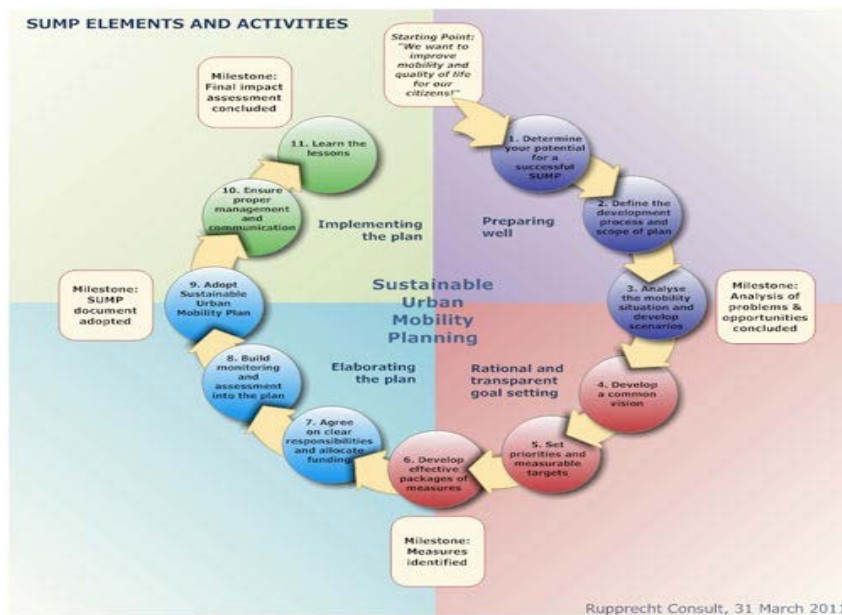
- Deepen our knowledge about cyclists by performing a monitoring process including regular counts, surveys/interviews and other traffic analyses. (2)
- Ensure that the standard for cyclists is high at all times, and are an integrated part in all planning processes (4)
- Make sure the municipal employees are skilled at urban cycling issues and that the municipal funds for cycling traffic are adequate to the cyclists' needs. (9)
- Support efforts at various municipal levels to mitigate the negative impact of suburbanization processes (10).

[Link to examples from ABC: cycling monitors, target group analysis, workshops with stake holders, the local cycling master plans \(chapter 1\)](#)

We see planning for a bicycle friendly city as part of the cities comprehensive and mobility planning processes and therefore should be planned according to the same planning process.

For this process one can use the existing models and tools, such as SUMP. SUMPs, or Sustainable Urban Mobility Plans, aim to create a sustainable urban transport system that will satisfy the mobility needs of people and businesses today and tomorrow. They are the result of an integrated planning approach and address all modes and forms of transport in cities and their surrounding area.

More info on: www.mobilityplans.eu



3.2 Priority

A cycling master plan considers what need to be done in order to give priority to cyclists and pedestrians and stimulate multi-modality. This will often ask for a rethinking of the city's comprehensive planning. For many decades, the car was the focal point for planning processes. At this moment a paradigm shift is happening by putting people back in focus, and therefore also the bicycle.

This could for example mean that with building and reshaping infrastructure, the bicycle get the shortest, direct and comfortable route from A to B, while the car will be forced to take a longer route.

With determination and a creative mind, even in city centres, direct and comfortable bike routes can be designed, for example in Gdansk.

Our Visions:

- Cycling routes should be straight forward and optimal. Making use of traffic calming actions, bike traffic guidance with mixed traffic, cycle lanes, one-way streets for cyclists (4)
- Prioritise cycling and walking on short distances over private car (5)
- Improve multimodal connections for commuters (use if the bicycle and public transport) (6)
- Building a cycling network and fast cycling connections
- Make sure the balance between modes of transport are even (9)

[Link to examples from ABC: Bicycle roads in Gdansk, Rostock bicycle highway, bicycle bridge in Kalmar](#)

3.3. Safety

A cycling master plan should formulate and work for increased safety for cyclists. Regardless country or city, lack of safety is often used as a reason not to use the bicycle. This also includes the feeling of security. A bike friendly road design and secure parking alternatives are some focus points to increase security for cyclists.

Cycling routes will have to be safe and secure. We support the concept of mixing traffic in 30 km zones, separate lanes or roads on 50 km roads and separate cycling roads with higher speeds.

Enforcement to compete bicycle theft and lack of respect for rules of the road will increase security and safety. Road calming, safe crossings, free of obstacles and traffic education are some other tools a municipality can use to increase cycling safety.

Our Vision:

- Our long term objective is called “vision Zero” meaning that no cyclist should be killed or seriously injured on the road (3)
- Cycling routes should be straight forward and optimal. Making use of traffic calming actions, bike traffic guidance with mixed traffic, cycle lanes, one-way streets for cyclists (4)
- There should also be sufficient parking space at all key cycling destinations and maintained at a high standard and having a high standard of security preventing theft (7)

Examples from ABC: PUMA: Promoting 30 km/h - streets for living, actions with bike locks in Gdansk, safety campaigns with the police in Kalmar, school education,

3.4. Comfort

A cycling master plan not only describes how to create safer cycling and more bike lanes. It also describes how to make cycling more comfortable, a realistic option to the private car. This includes high quality infrastructure for cyclists, such as roads, signposts and parking, but also bicycle adjusted road maintenance.

Also on-spot service for cyclists, such as bike repair service or air pumps, increase appreciation and comfort for cyclists.

Our Visions:

- Ensure that the standard for cyclists is high at all times, and are an integrated part in all planning processes to make sure that the cycling routes are optimal and straightforward. (4)
- The standard for cyclists should also be high during construction works (4)
- Ensure that cycling routes are well signposted and pursue adequate maintenance of cycling infrastructure, street cleaning and winter service. (7)
- There should also be sufficient parking space at all key cycling destinations and maintained at a high standard and having a high standard of security preventing theft (7)

Examples from ABC: bicycle highway Rostock. Parking at stations, actions with bike service in Kalmar, location of bike pumps

3.5. Attractivity

Making cycling more attractive for your target groups will increase the choices in favour for cycling and encourage participation. Cycling is part of the modern city lifestyle and can be enhanced by organise campaigns and work for higher status for cycling.

To create an attractive cycling city implies the previous points are achieved: systematic planning resulting in a good developed local and regional cycling network. High quality infrastructure, good service and safe parking.

In every aspect, communication and information should have high standard, for example also on signposts and maps.

Last but not least, the municipality has to lead by example. For example by stimulating staff and politicians to bike to work and use staff bicycles. As an additional effect, active participation in cycling increases the knowledge and willingness of staff and politicians to work for a better bicycle city.

Our visions:

- Make cycling in our cities a joyful experience where you feel secure, healthy and stimulated. (1)
- Have good public relation with high citizen participation and make increasingly use of electronic media (8)

Examples: photo shoot in Rostock, breakfast bags in Kalmar, bike map Kalmar, Gdansk project with journalists,. etc.