



Cycling Plans, Strategies and Design Guidelines

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commissioned by



Federal Ministry
for Economic Cooperation
and Development

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1. Europe



Picture: Manfred Breithaupt

Austria

Czech Republic

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Germany

Ireland

Netherlands

Norway

Portugal

Slovak Republic

Spain

Sweden

Switzerland

United Kingdom



Austria

Cycling Master Plan. Strategy to promote cycling in Austria (Masterplan Radfahren Strategie zur Förderung des Radverkehrs in Österreich – Only available in German)

The master plan includes milestone programs such as "Shutdown on Cycling" and the enterprise competition "Bike to Business " to promote more environmentally friendly and healthy mobility in everyday life. Mobility ought to be efficient and environmentally friendly, but it should also be healthy and safe.

Fields of action:

- *enhanced cooperation / coordination of the cycling competent
- Actors,
- *attractive and safe cycling infrastructure,
- *bicycling friendly and safe transport organization
- *Mobility management,
- *Optimize the intermodal network,
- *Awareness and traffic education,
- *biking and generally friendly framework conditions



Published in 2006



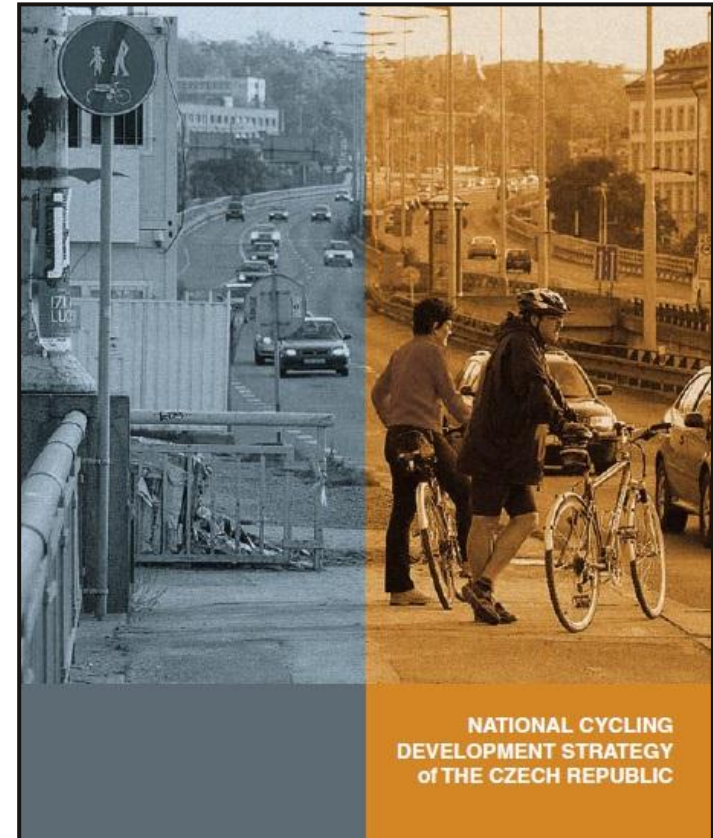
Czech Republic

National Cycling Development Strategy of the Czech Republic

The Cycling Strategy aims at creating the conditions to transform the “popular unregulated” cycling towards a “cultivated and systematically supported cycling”.

The entire process of planning of the Czech Cycling Strategy and the resulted strategic plan emerge several important conclusions:

In the Czech Republic, there exist resources, which could be used in a well organized way, to support the cycle transport nation-wide. To ensure so that the strategic goals are truly fulfilled requires cooperation, will and efforts of all the relevant bodies, including civic organizations.



Published in 2005



Czech Republic

National Cycling Strategy in the Czech Republic for 2013-2020 (Národní strategie rozvoje cyklistické dopravy České republiky pro léta 2013–2020 – only in Czech)

The main global objective of the Cycling Strategy is to popularize bicycle to again become equal-valuable natural and integral part of the transport system in cities.



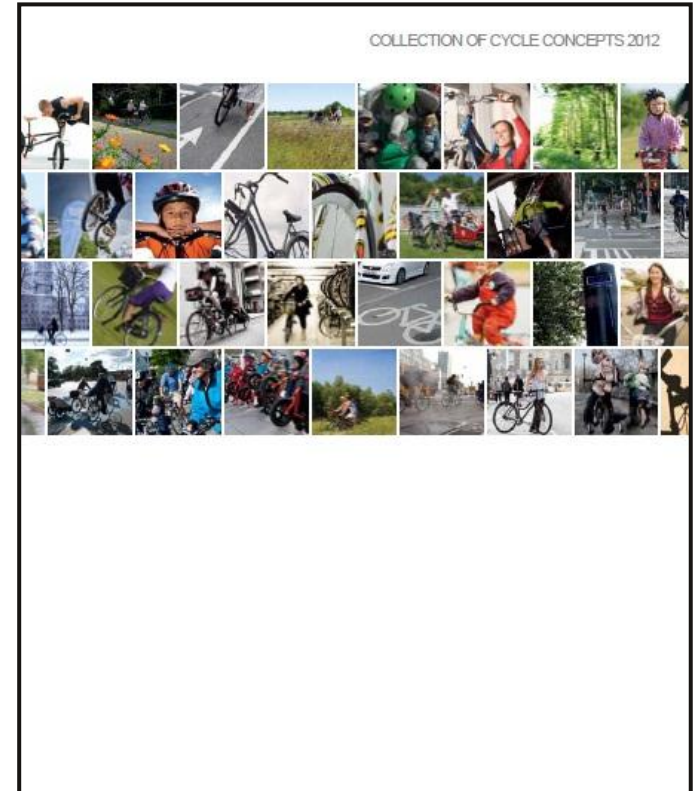
Published in 2013



Denmark

Collection of Cycle Concepts 2012

Collection of Cycle Concepts 2012 is not intended to be a summary of Danish road standards, but to provide inspiration and motivation for creating more and safer bicycle traffic – in Denmark as well as the rest of the world.



Published in 2012



Denmark Copenhagen

Good, Better, Best.

The City of Copenhagen's bicycle strategy 2011-2025

The goal of this publication is to highlight, with the help of words, numbers and photos, what is required if Copenhagen is to reach its ambitious goal of increasing the modal share for bicycles. Not to mention making the city more bicycle-friendly. In other words, how we can take Copenhagen to the next level as a bicycle city. From good to better and on to the best in the world.



Published in 2011

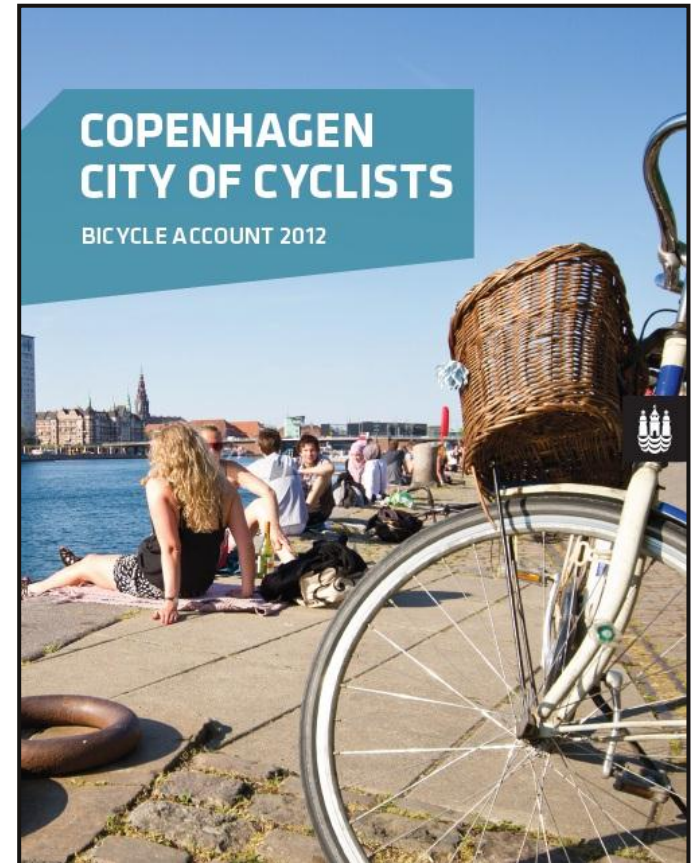


Denmark Copenhagen

Copenhagen, City of cyclists. Bicycle Account 2012

The Bicycle Account is an assessment of cycling development in the City of Copenhagen. The Account consequently deals with the city's cycling conditions, new initiatives as well as Copenhageners' satisfaction with various aspects of cycling. The Bicycle Account is published biannually.

The Bicycle Account is intended for Copenhageners, among others, who hopefully will make use of it as a source of inspiration. For the City of Copenhagen the Bicycle Account is a vital planning tool in the work to make Copenhagen an even better city of cyclists. .



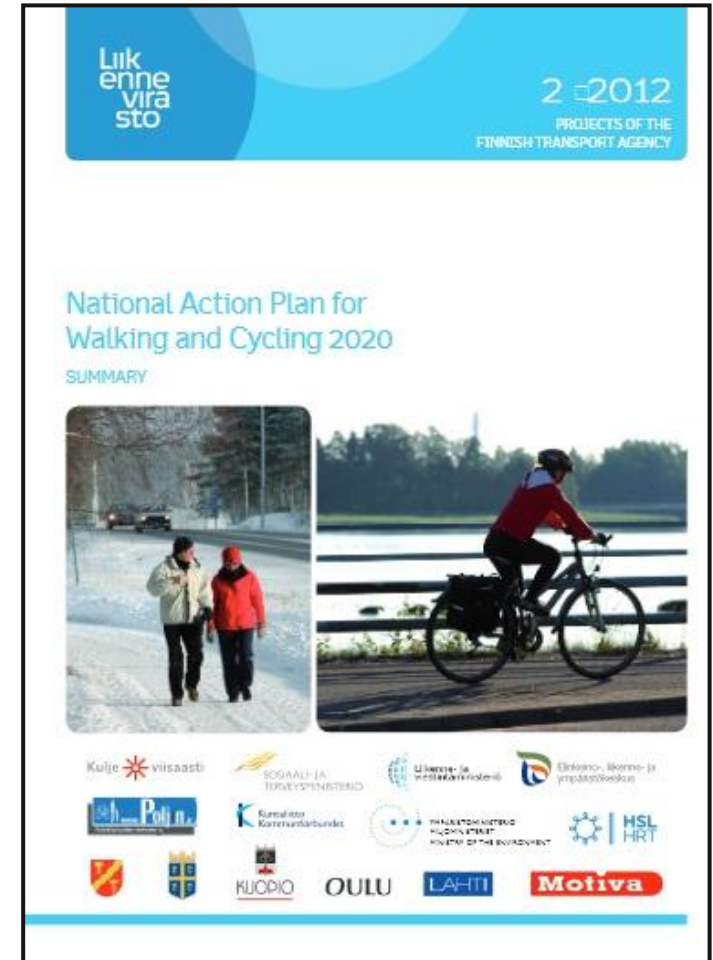
Published in 2013



Finland

National Action Plan for Walking and Cycling 2020 (only available in Finnish)

The National Strategy for Walking and Cycling is designed to enhance the political status of walking and cycling to the point that they will be recognized by policymakers as equal to other modes of transport.



Published in 2012



France

National Bicycle Plan (Plan National Veló -only available in French)

The main goal is to review the ongoing policies and provide suggestions to improve and to consider new projects in this regard.

PLAN NATIONAL VELO

Janvier 2012

établi par
le groupe de travail pour le développement de l'usage du vélo

sous la présidence de
M. Philippe GOUJON
Député de Paris

remis à
M. Thierry MARIANI
Ministre chargé des Transports

Published in 2012



Germany

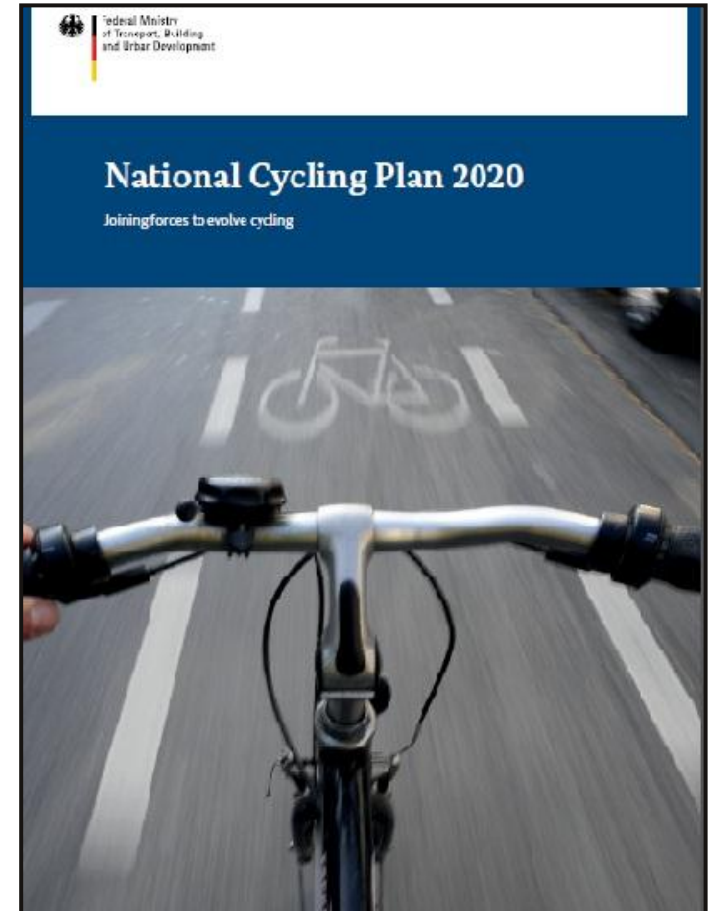
National Cycling Plan 2020

Joining forces to evolve cycling

The National Cycling Plan is presented as part of an integrated transport and mobility policy. Its scope goes beyond the promotion of cycling and encompasses the strengthening of “ecomobility”, which comprises local public transport, walking and cycling.

The NCP 2020 is based on the vision of “cycling as a system”. It recognized that a comprehensive approach is required beyond cycle-friendly infrastructure.

The NCP 2020 addresses the different starting conditions of the municipalities.



Published in 2012

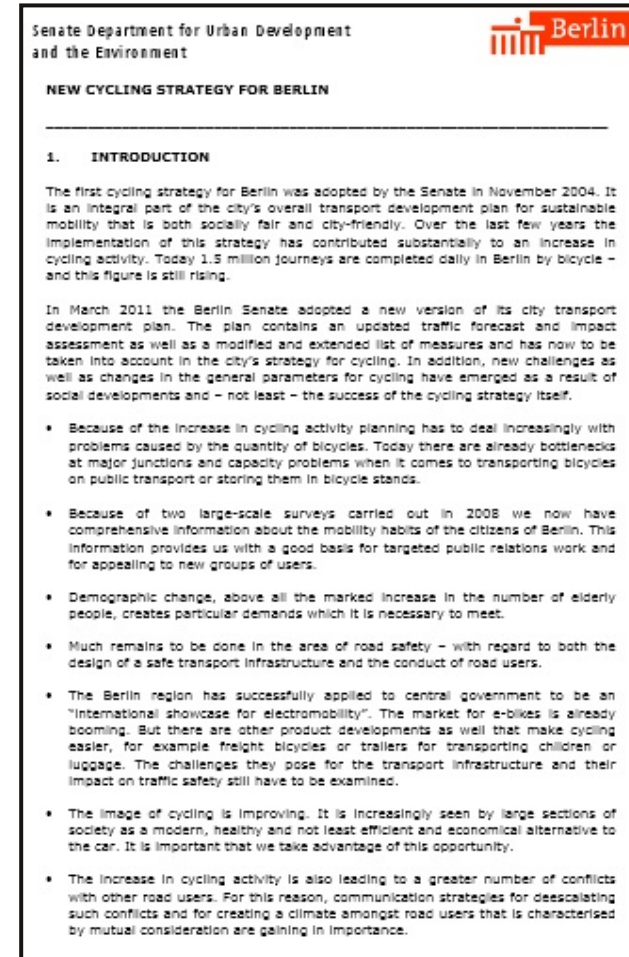


Germany

Berlin

NEW CYCLING STRATEGY FOR BERLIN

The cycling strategy for Berlin is an integral part of the city's overall transport development plan for sustainable mobility that is both socially fair and city-friendly.



Published in 2011



Germany Munich

Cycling – Trendy and Safe. Regulations for for bicycle traffic (Radfahren – im Trend und sicher! Regelungen zum Radverkehr -only available in German)

The document aims to place the bike as an ideal urban transport for joy of movement, speed, sustainability, healthy mobility and thus for urban life quality. In order to do so it draws on the importance of responsible Behavior and mutual respect with the other vehicles on the road.



Published in 2010

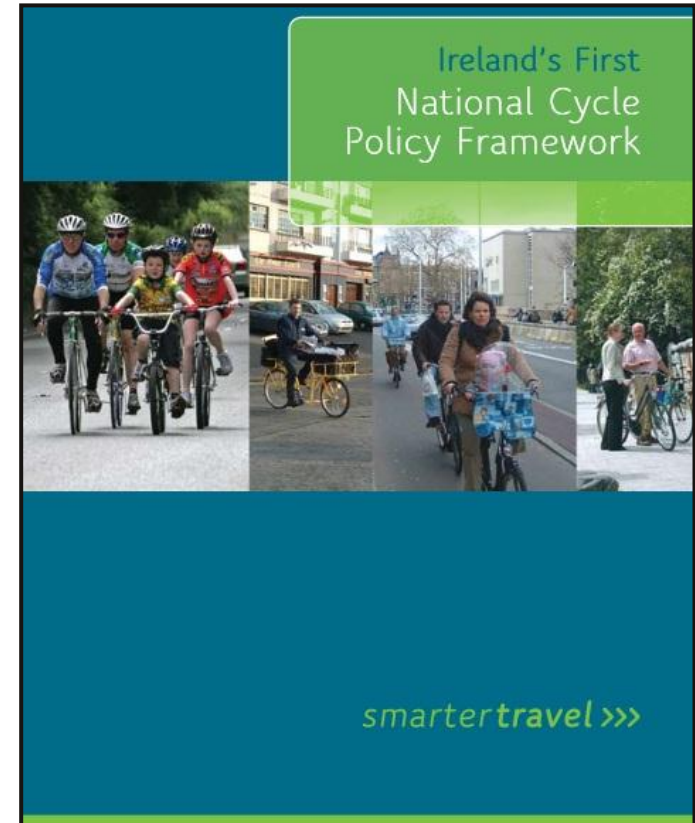


Ireland

Ireland's First National Cycle Policy Framework

This document sets out the National Cycle Policy Framework, 2009-2020.

The backdrop to this policy is the Government's new transport policy for Ireland 2009 - 2020 Smarter Travel - A Sustainable Transport Future.



Published in 2009



Ireland Dublin

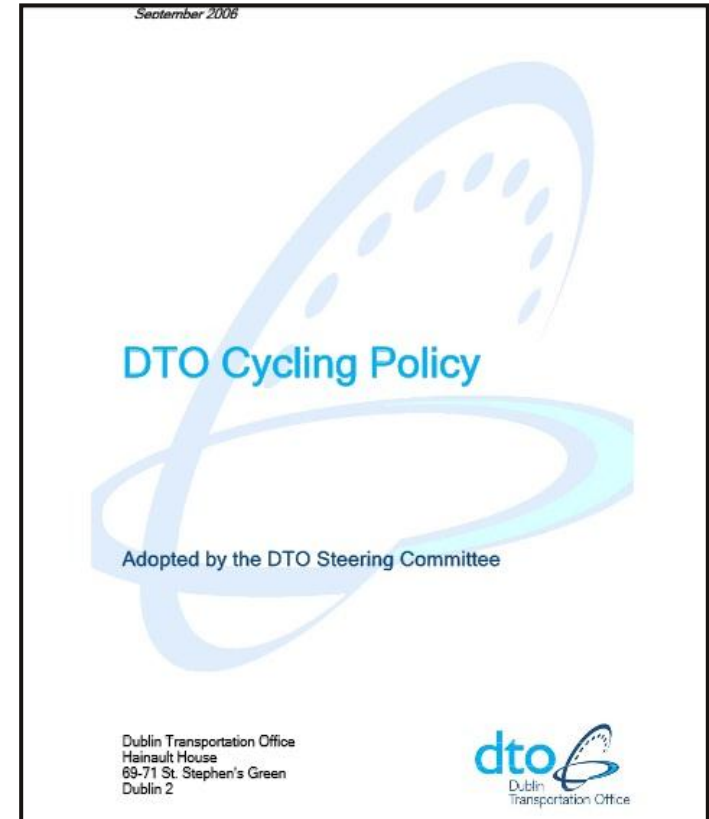
DTO Cycling Policy

This Cycle Policy document aims to develop and assess cycle programs and individual cycle projects in Dublin.

This Cycle Policy is a statement of intent by the Dublin Local Authorities, the DTO and other members of the DTO Steering Committee as follows:

To enhance the cycling environment and facilitate cycling in the GDA by a variety of means, including

- Creating a continuous cycle friendly environment on cycle routes
- Provision of sufficient and appropriately designed cycle parking facilities
- Cycle friendly planning and design of new developments
- Promoting cycling in the GDA through a variety of means



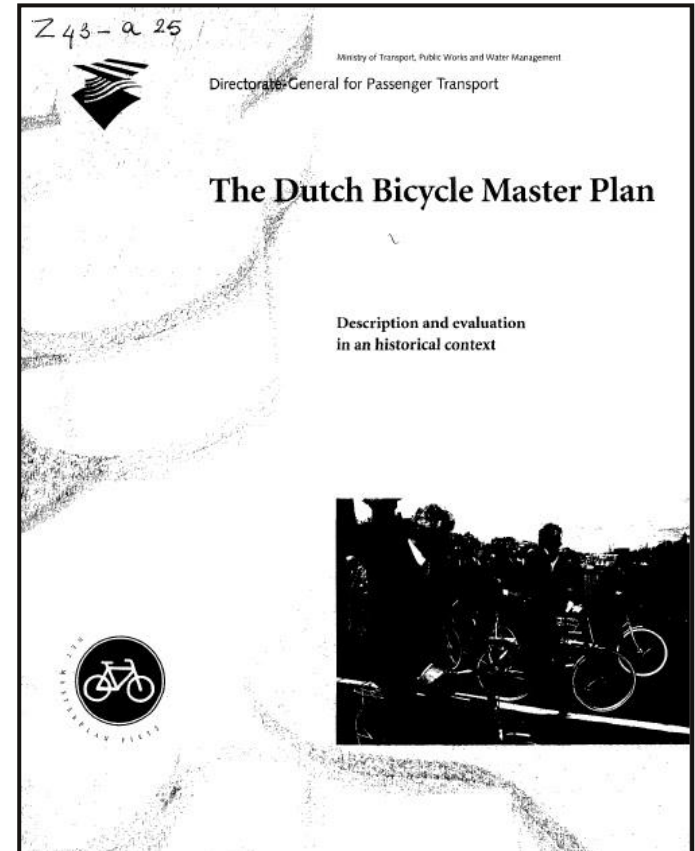
Published in 2006



Netherlands

The Dutch Bicycle Master Plan

This study, augmented by several other sources, fits into the framework of the specific history of Dutch bicycle use and bicycle policy which, in turn, forms the context for the development and final results of the Bicycle Master Plan.



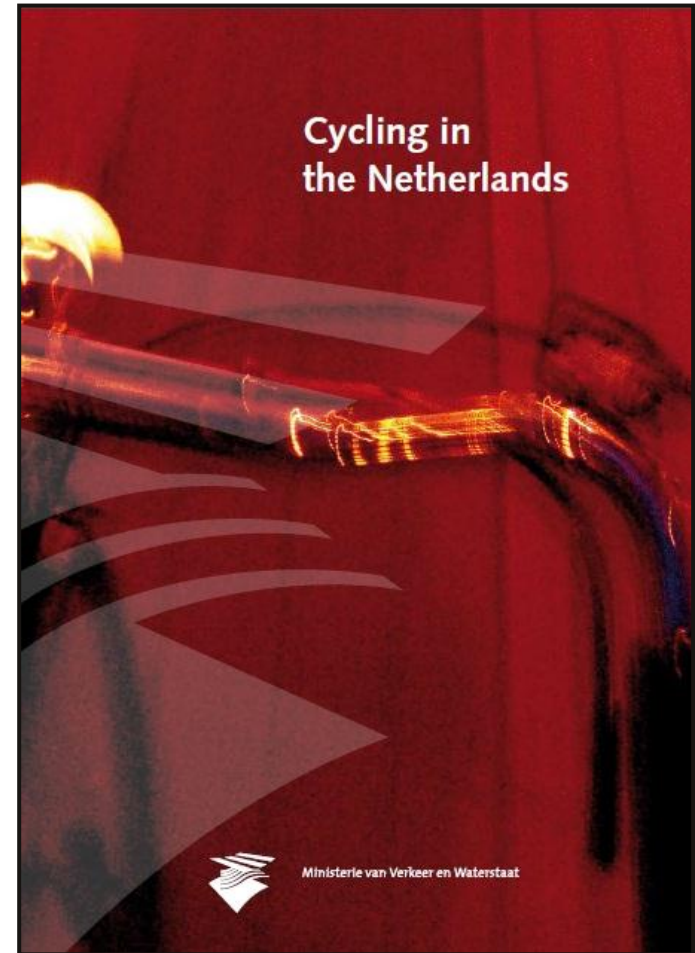
Published in 1999



Netherlands

Cycling in the Netherlands

This is a comprehensive brochure about cycling in the Netherlands, giving an actual overview on the results and findings of relevant studies and experiences.



Published in 2007

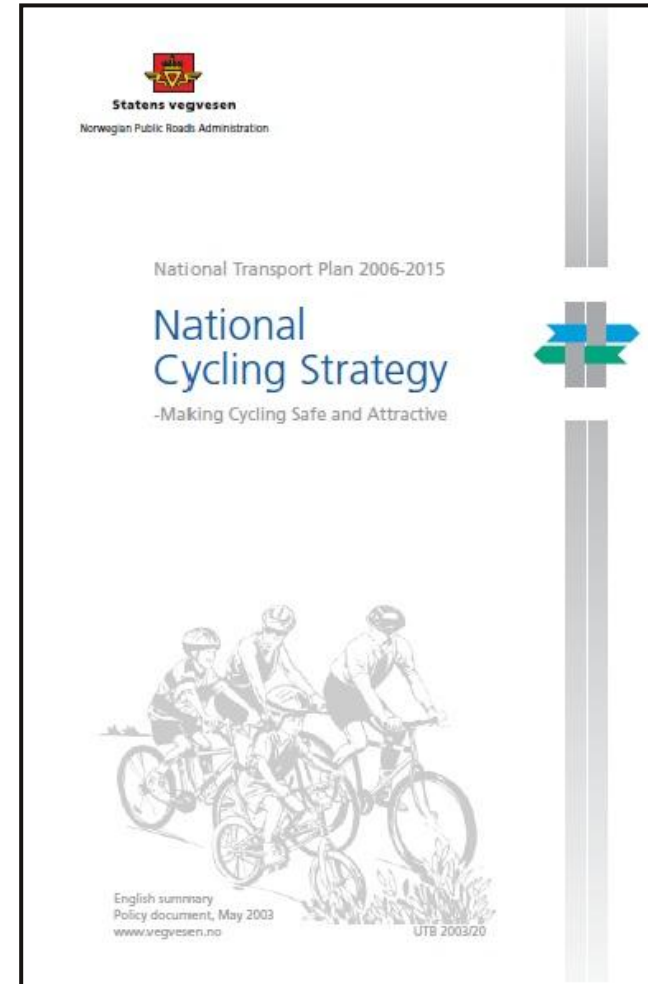


Norway

National Transport Plan 2006-2015

National Cycling Strategy - Making Cycling Safe and Attractive

The National Cycling Strategy contains a discussion of what is necessary to make bicycles a safer and more attractive mode of transport. This will require a broad array of measures in which the central government, counties, municipalities, companies and interest groups are all key players. Many of the proposals are ideas that need to undergo further discussion before they can be implemented. The National Cycling Strategy ought to be a solid basis for safer, greener and more efficient transport.



Published in 2003



Portugal

Ciclando. National Plan for the Promotion of Bicycle and non-motorized modes. (Ciclando. Plano Nacional da Promoção da Bicicleta e Outros Modos de Transporte Suaves - only available in Portuguese)

The promotion of more sustainable means of transport is the major motivation and the main challenge of the Plan and is part of a new mobility paradigm that aims to combine the economic development of cities and towns and accessibility with improved quality of life, healthier lifestyles, environmental protection and reduce energy dependence.



Published in 2012



Slovak Republic

National Development Strategy cycling and mountain biking in the Slovak Republic (Národná stratégia rozvoja cyklistickej dopravy a cykloturistiky v Slovenskej republike - only available in Slovak)

The vision presented material is equality of cycling with other modes of transport in order to become a full part of transport systems, urban and regional transport . It is also pinpoints the need to improve the general awareness of the population about the benefits of cycling and cycling as an environmentally , economically and physically favorable form of transport to school, work and recreation .



Published in 2013



Spain

Methodological guide for the public bicycle systems implementation in Spain. (Guía metodológica para la implementación de sistemas de bicicletas públicas en España- Only available in Spanish)

The document contains explain what the bicycle sharing programs are and how should they be better implemented. It provides information of several international best practices and describes the most relevant in Spain.



Published in 2007

http://www.idae.es/index.php/mod.documentos/mem.descarga?file=/documentos_Guia_Bicicletas_8367007d.pdf

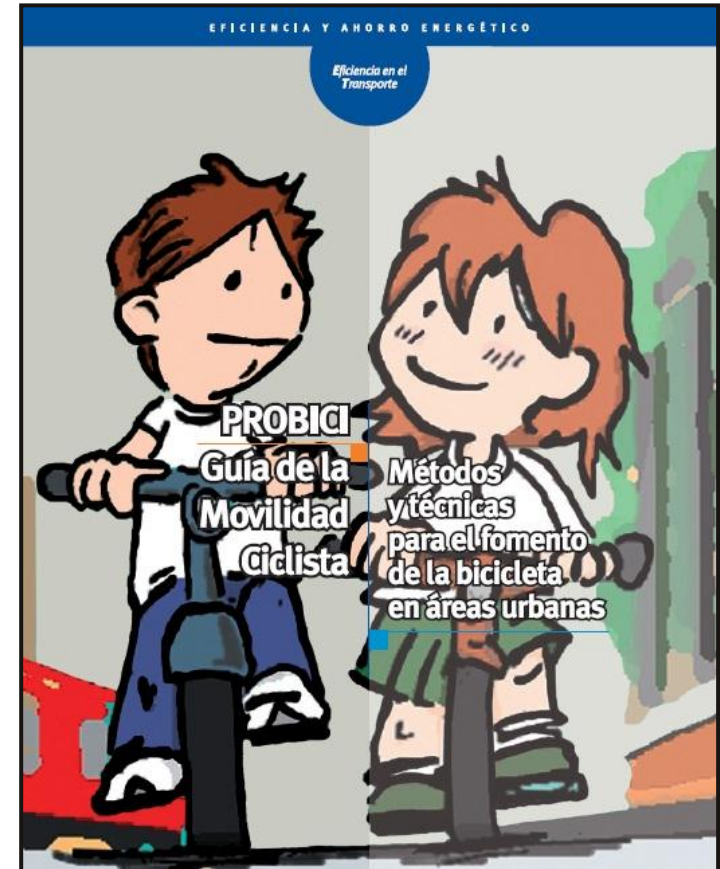


Spain

PROBICI. Cycling mobility guide. Methods and techniques to promote cycling in urban areas. (PROBICI. Guía de la Movilidad Ciclista- Only available in Spanish)

This Cyclist Mobility guide is the end result of the research project PROBICI developed during the years 2008-2010. The guide aims to provide a global overview on the importance of the effective implementation of the bicycle as an urban transport mode. In the second part, it gathers mathematical models of mode choice.

This guide aims to provide an overview on cycling as an urban transport based on quantitative data



Published in 2010

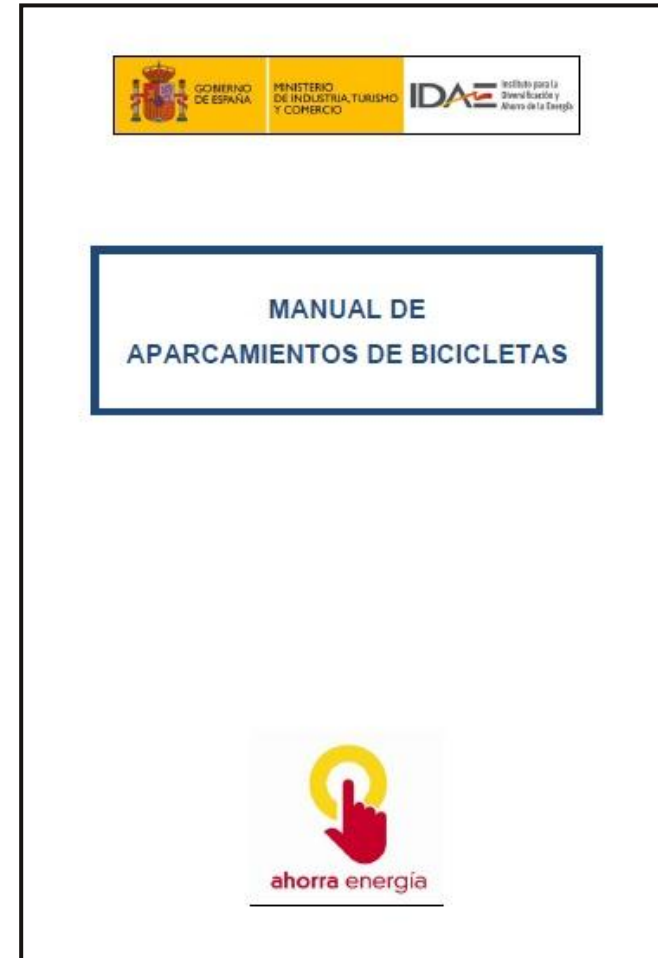


Spain

Bike Parking Manual (Manual de aparcamientos de bicicletas -only available in Spanish)

The goal to promote adequate bicycle parking in Spain is to increase the comfort of the cyclists and to reduce bicycle theft. It provide guidelines for those municipalities interested in improving the bike parking facilities.

The manual describes the steps along the required planning for adequate bike parking implementation.



Unknown publication date



Spain Sevilla

Plan to promote the bicycle as a transportation mode.. (**PLAN DIRECTOR PARA EL FOMENTO DEL TRANSPORTE EN BICICLETA. SEVILLA 2007-2010** - Only available in Spanish)

The Plan gives the bike a role relevant to urban mobility in the city. It also proposes complementary development measures, emphasizing the idea of the bicycle as transportation. In this regard, mainly includes measures to integrate bike in the intermodal system.

The Plan allows the bike functionally allies itself with the use of other means of transport different to the car, especially with all the other modes of public transport , increasing mobility in what has come to be call " environmental covenant " (bike + pedestrian + transit) facilitating intermodality between them.

PLAN DE LA BICICLETA DE SEVILLA	
*Se recomienda hacer clic con el botón derecho sobre cada documento y elegir Guardar Destino Como...	
00 - índice	(PDF 1.451 Kb)*
01 - introducción	(PDF 205 Kb)
02 - antecedentes	(PDF 559 Kb)*
03 - la situación actual	(PDF 283 Kb)
04 - la bicicleta como medio de transporte en un nuevo modelo de ciudad	(PDF 551 Kb)
05 - la red de vías ciclistas	(PDF 3.234 Kb)*
06 - la bicicleta y otros medios de transporte	(PDF 452 Kb)
07 - la red de aparcamientos para bicicletas en la ciudad	(PDF 1.044 Kb)*
08 - la bicicleta pública	(PDF 351 Kb)
09 - programas sectoriales para el fomento del uso de la bicicleta	(PDF 595 Kb)
10 - la oficina de la bicicleta	(PDF 222 Kb)
11 - ordenanza de circulación de bicicletas de sevilla	(PDF 532 Kb)
12 - cronograma de los programas sectoriales	(PDF 283 Kb)
13 - memoria económica	(PDF 250 Kb)
14 - bibliografía	(PDF 359 Kb)
15 - anexo: propuesta de ordenanza de circulación de peatones y ciclistas	(PDF 1.009 Kb)*

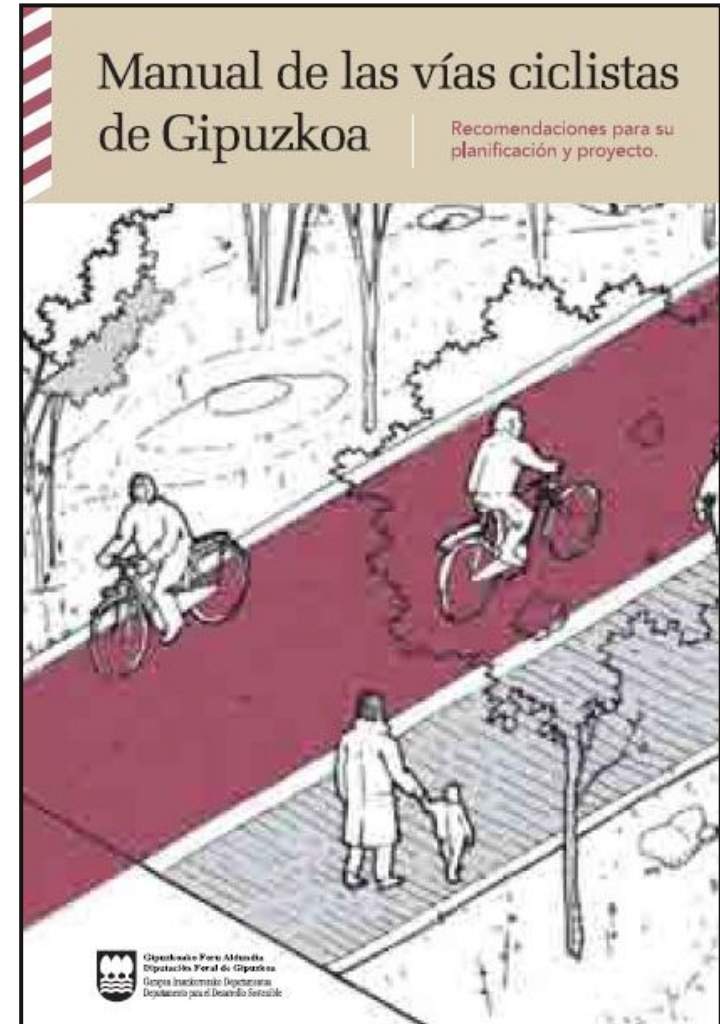
Published in 2007



Spain Gipuzkoa

Cycling paths manual in Gipuzkoan (Manual de las vías ciclistas de Gipuzkoa- Only available in Spanish)

This manual explains the relevance of cycling promotion and different promotion strategies. Moreover, it draws on the technical part of it. It points out the role of planning and cycle paths design. The manual brings up past experiences to explain how to avoid mistakes and to have better infrastructure. It is a very technical description for bike lanes planning and construction.



Published in 2006

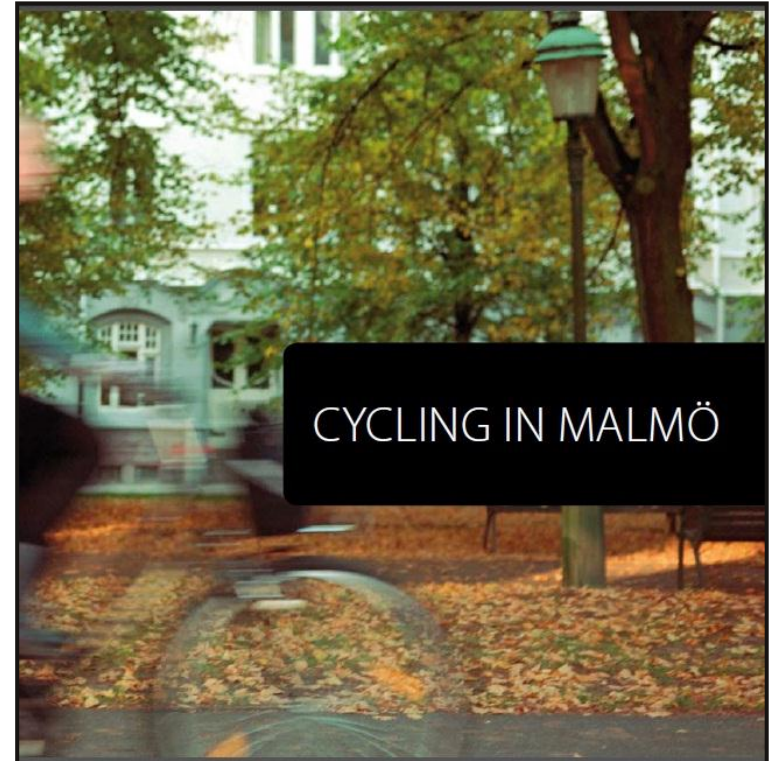


Sweden Malmö

Cycling in Malmö

Malmö is Sweden's best city for cycling. With 420 kilometers of cycle paths and a quarter of all journeys in the city made by bike, Malmö can count itself as one of the world's leading cycling cities. Thanks to the relatively mild climate and the flat terrain, it is possible to cycle all year round in Malmö.

The efforts that have been made in Malmö are part of the CIVITAS SMILE project.



Unknown Published date



Switzerland

Bicycle-friendly cities: the way ahead (Fahrradfreundliche Städte - only available in German)

It is a guide for elected politicians to provide sustainable, high quality, reliable and comfortable transport. It emphasizes the right to mobility and explains the inefficiency of keeping on privileging private vehicles over other sustainable modes.



Published in 1999

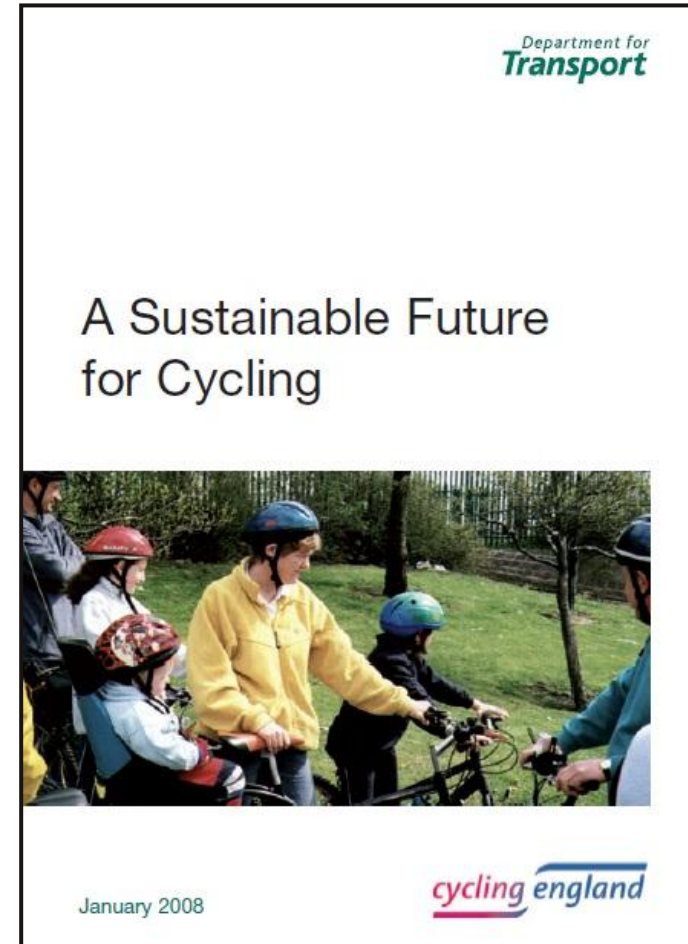


United Kingdom

A Sustainable Future for Cycling

The document presents the results of the program “Cycling England” which has been devising better ways of improving facilities for cyclists and increasing the numbers of people choosing to cycle.

Additionally, it provides insights from other related programs and proposals to improve them.



Published in 2008



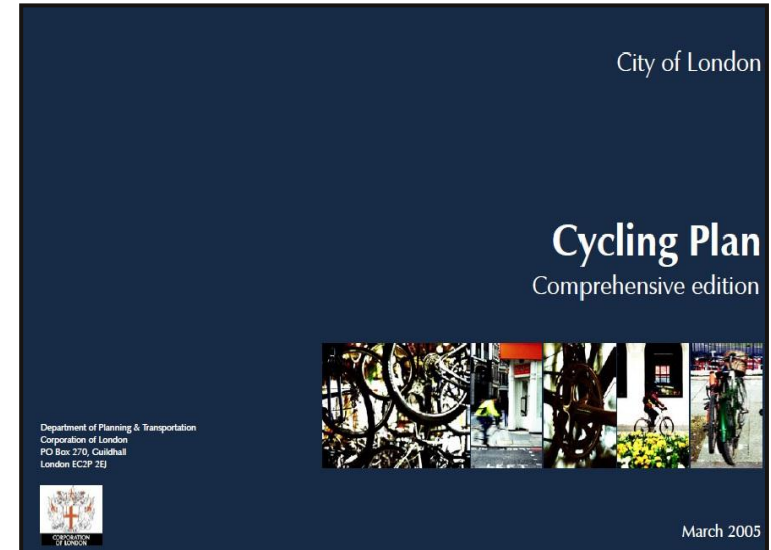
United Kingdom London

City of London Cycling Plan Comprehensive edition

The Cycling Plan has been developed in consultation with the various departments within the Corporation, neighbouring local authorities, local cycling groups and other interested parties in order to meet the specific requirements of the City. It should be noted that many of the aims and objectives of this Plan can only be achieved in partnership with a diverse range of groups and organisations.

The various aspects of the Cycling Plan and other relevant policy documents produced

by the Corporation of London have been developed to ensure that they work together to promote cycling in order to achieve the provision of safe and sustainable transport. In return, the Cycling Plan will provide an important contribution towards delivering the desired outputs of the Corporation's wider transport policies and programmes.



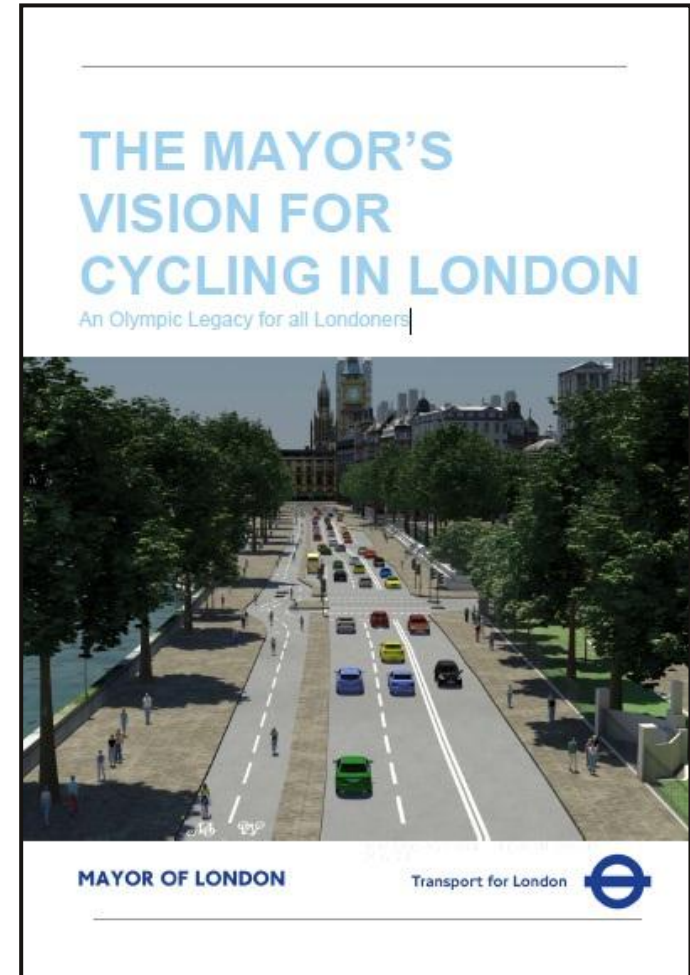


United Kingdom London

THE MAYOR'S VISION FOR CYCLING IN LONDON An Olympic Legacy for all Londoners

This document describes the ambitious new cycle routes and infrastructure that Transport for London (TfL) has been working on to increase the number of cyclist commuters. It is about improving London's streets and places for everyone, including those with no intention of getting on a bike. And it is about helping the whole transport system meet the enormous demands.

The authorities commit themselves to treat Cycling as an integral part of the transport network, with the capital spending, road space and traffic planners' attention befitting that role.



Published in 2013



United Kingdom

London

London Cycling: policy

This note looks at the policies of successive governments and the elected Mayors of London to promote cycling in England.

Cycling policy is particularly important in London, where there cycling on the capital's main roads increased by 150 per cent in the decade to 2010. Successive mayors have sought to encourage cycling and to make it safer. This note looks at their general policy initiatives; those relating to safety, including measures to improve HGV training and driver visibility, are included in note SN2254.

**Cycling: policy**
Standard Note: SN1097
Last updated: 30 April 2012
Author: Louise Butcher
Section: Business and Transport

This note looks at the policies of successive governments and the elected Mayors of London to promote cycling in England.

Cycling is an increasingly popular mode of transport, particularly in urban environments where the roads are often congested and public transport overcrowded. It is also a 'sustainable' mode of transport, in that it does not use require the use of petrol or diesel and has no negative effect on the environment. As such, successive governments, devolved bodies and local councils have been keen to encourage cycling, particularly as part of the commute into work when the surface transport network is at its most congested.

The Coalition Government's policy is set within its broader framework of localism and decentralisation, giving local authorities powers to make changes to the road network and to build cycling infrastructure that best suits their local circumstances. A number of new funds have been made available for these types of schemes, following earlier cuts in overall local authority expenditure.

Cycling policy is particularly important in London, where there cycling on the capital's main roads increased by 150 per cent in the decade to 2010. Successive mayors have sought to encourage cycling and to make it safer. This note looks at their general policy initiatives; those relating to safety, including measures to improve HGV training and driver visibility, are included in note SN2254.

Notes on other cycling-related matters can be found on the [Cycling Topical Page](#) of the Parliament website.

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Published in 2012

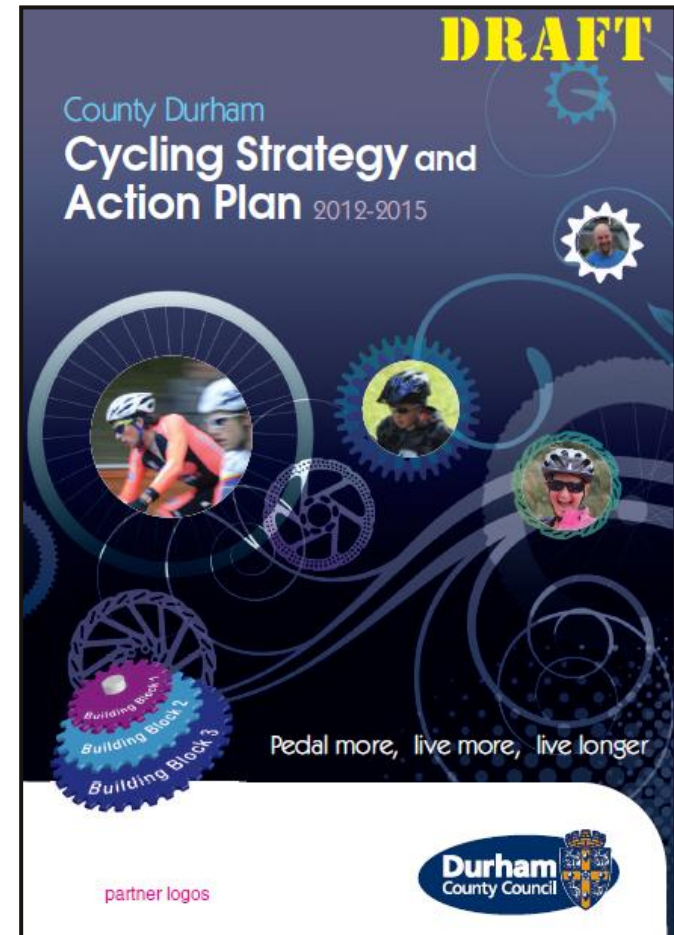


United Kingdom Durham

County Durham Cycling Strategy and Action Plan 2012-2015

This strategy and action plan aims to bring together key partners who can make changes for a better cycling County.

The document has been developed with evidence and learning from successes in cycling cities across the world. It aims to transform the way to approach the cycling agenda by putting the right foundations in place to build a cycling County through 3 specific steps or “building blocks”.



Unknown Published date



2. America

Brazil

Canada

Chile

Colombia

United States



Picture: Adriana Lopez



Brazil

Guidelines for Cycling Plans in Urban Areas. (Caderno de Referência para elaboração de: Plano de Mobilidade por Bicicleta nas Cidades - only available in Portuguese)

It is a guide for elected politicians to provide sustainable, high quality, reliable and comfortable transport. It emphasizes the right to mobility and explains the inefficiency of keep on privileging private vehicles over other sustainable modes.



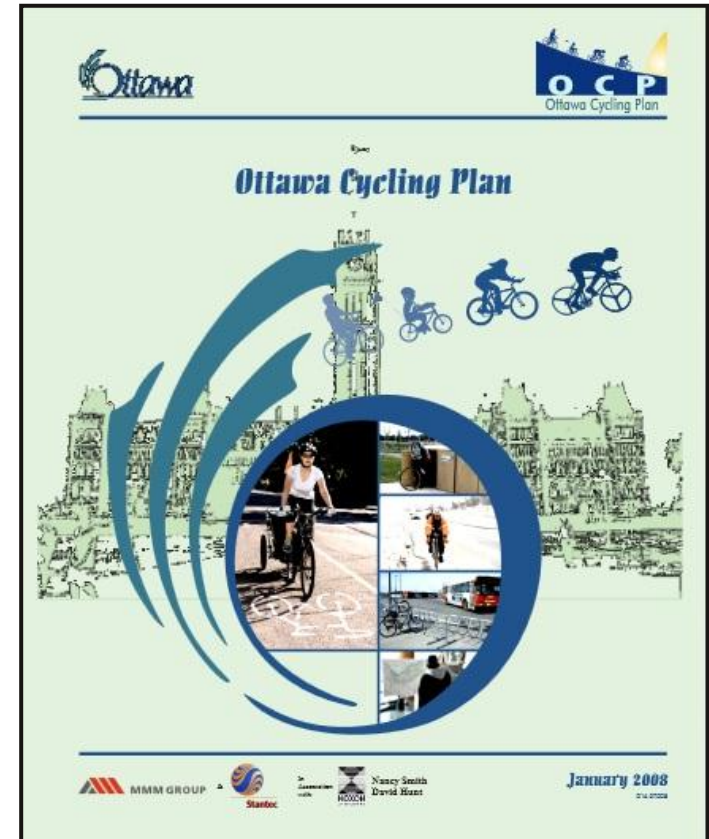
Published in 2007



Canada Ottawa

Ottawa Cycling Plan

The Ottawa Cycling Plan (OCP) was conceived as a long-term (20 year) strategy consisting of two phases. The first, is a ten-year implementation plan that includes network infrastructure, program initiatives and associated costs. The ten-year plan is intended to complement the City's Capital Works Plan, Transportation Master Plan and Official Plan. The second phase, which forms the longer-term strategy (year 10 to 20) is presented as input to long-term planning initiatives.



Published in 2008



Canada Vancouver

2007 Bicycle Plan Update: Vancouver's Bicycle Network

The overall purpose of the cycling program is to better integrate cyclists into the existing transportation network and to promote and encourage the use of bicycles as a safe and convenient mode of transportation.

	CITY OF VANCOUVER ADMINISTRATIVE REPORT
	Report Date: May 30, 2007 Author: S. Edwards Phone No.: 604.873.7320 RTS No.: 8137 VanRIMS No.: 13-5000-20 Meeting Date: June 12, 2007
TO:	Standing Committee on Transportation and Traffic
FROM:	General Manager of Engineering Services
SUBJECT:	2007 Bicycle Plan Update: Vancouver's Bicycle Network
RECOMMENDATION THAT Council receive the following report for information.	
COUNCIL POLICY In 1997, Council approved the 1997 Vancouver Transportation Plan that emphasized the need to develop more bikeways and ranked cyclists as a second priority after pedestrians. In 1999, Council approved the 1999 Bicycle Plan: Reviewing the Past, Planning the Future, which identified future bicycle facilities and initiatives. In July 2002, Council adopted the Downtown Transportation Plan to improve downtown accessibility and liveability by creating a balanced transportation system. In April 2005, Council approved the Community Climate Change Action Plan that identified the critical importance of encouraging and supporting active transportation, if Vancouver is to meet its greenhouse gas reduction target for 2012.	

Published in 2007



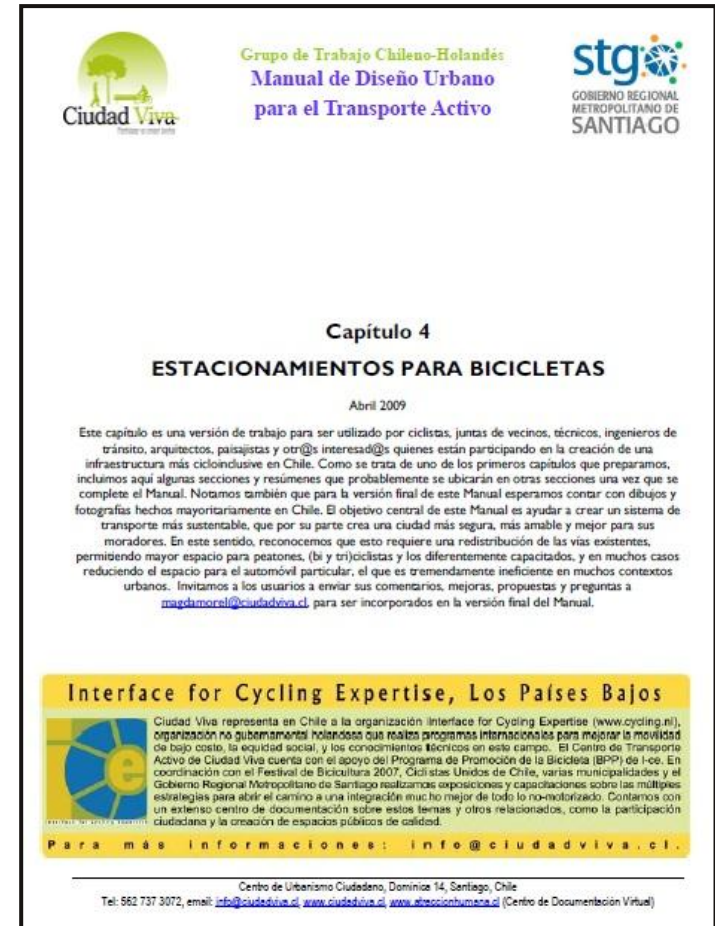
Chile

Santiago

Bicycle parking (Estacionamiento para bicicletas - only available in Spanish)

This is a chapter of the Active Transport urban design Manual. It focuses on creative infrastructure that is bike-friendly and bike-inclusive.

The goal is to create a sustainable transport system and a city that is safer, friendlier and better for its inhabitants..



Published in 2009

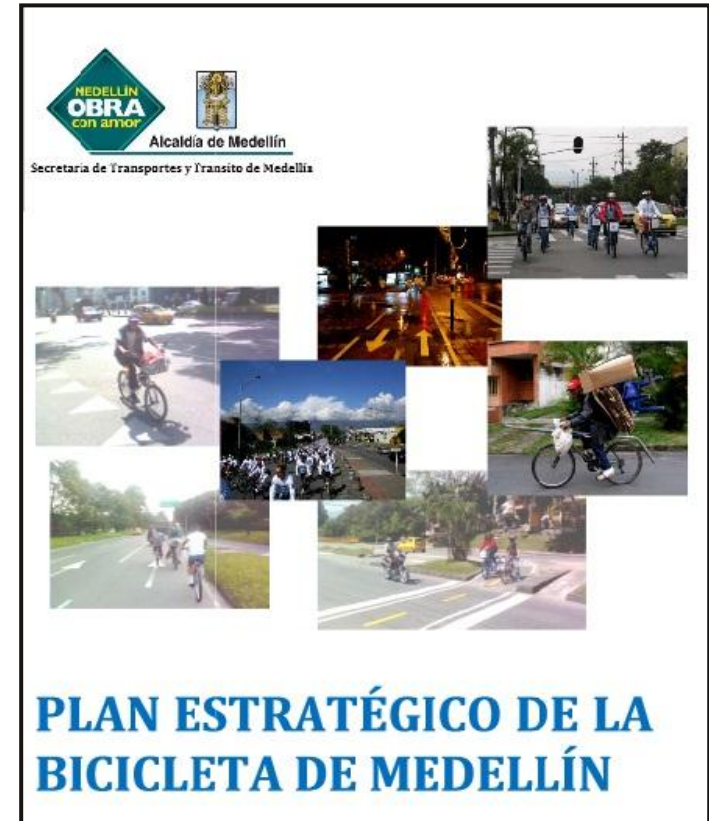


Colombia Medellin

Strategic Bicycle Plan of Medellin. (Plan Estratégico de la Bicicleta de Medellín- Only available in Spanish)

The Ministry of Traffic and Transport of Medellin published the Strategic Bike Plan for Medellin. It aimed to establish actions to have a city safer, more accessible, friendlier and more sustainable, in the short, medium and long run to improve the cyclists' conditions.

This document is a description of the main features of Medellin and the Metropolitan Area. It recognizes the current mobility challenges and proposes strategies to promote sustainable mobility in Medellin.



Published in 2011



United States Portland

PORTLAND BICYCLE PLAN FOR 2030

The *Portland Bicycle Plan for 2030* aims to make bicycling a critical component of the city's overall transportation system and a significant element of its sustainable green economy.

The plan recommends expanding the network of planned bikeways from 630 to 962 miles, based on three key strategies:

1. Introduce safe, comfortable and attractive bikeways that can carry more bicyclists and serve all types and all ages of users, building on the best design practices of great bicycling cities around the world.
2. Construct a dense network of bikeways so that all Portland residents can easily find an access a route.
3. Create a cohesive network with direct routes that take people where they want to go.

<http://www.portlandoregon.gov/transportation/article/289122>



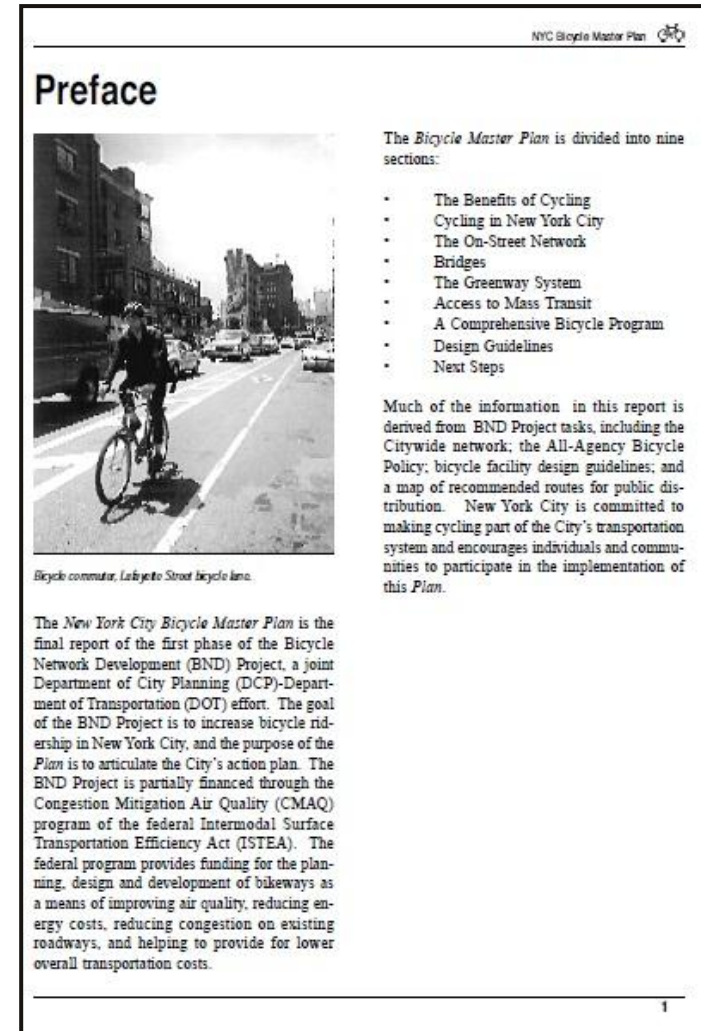
Published in 2010



United States New York

The New York City Bicycle Master Plan

The *New York City Bicycle Master Plan* is the final report of the first phase of the Bicycle Network Development (BND) Project, a joint Department of City Planning (DCP)-Department of Transportation (DOT) effort. The goal of the BND Project is to increase bicycle ridership in New York City, and the purpose of the *Plan* is to articulate the City's action plan.



Unknown publication date



3. Asia



India

Singapore

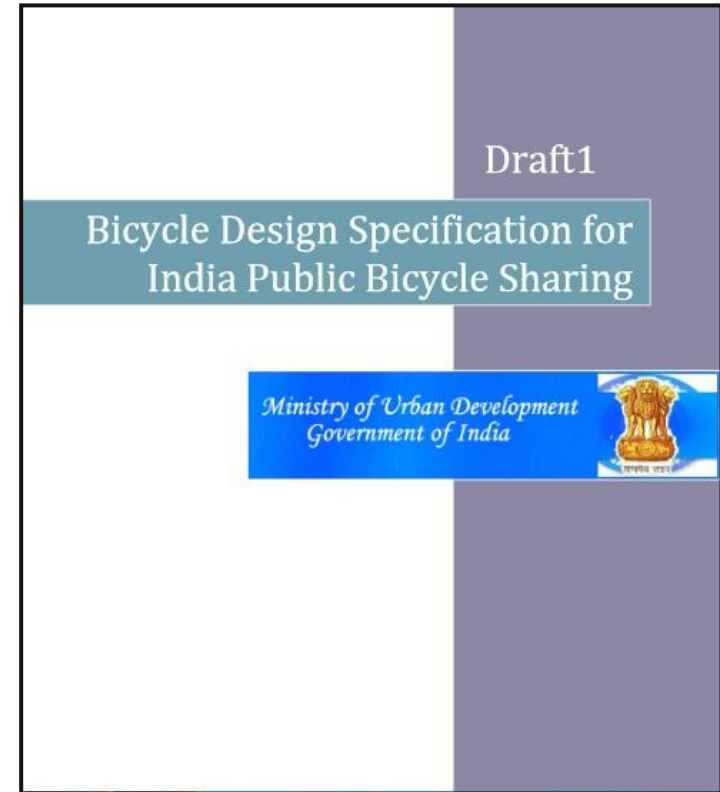
Picture: Carlos Felipe Pardo



India

Bicycle design for public bicycle sharing

The document contains the design requirements for designing the bicycles to be offered as part of the public bicycle sharing programs in India. It presents a description of the characteristics of the bicycles used in other bike sharing programs.



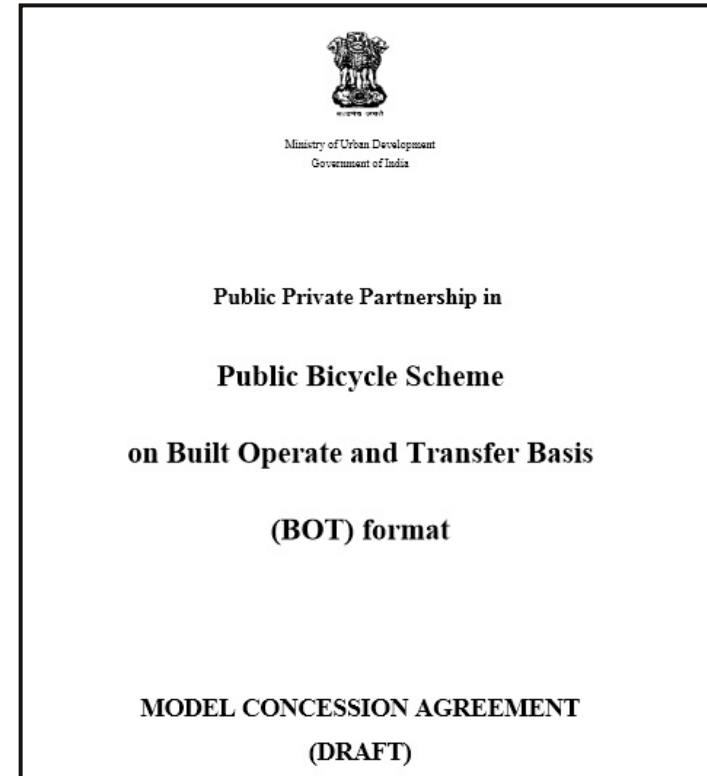
Published in 2013



India

Public Private Partnership in Public Bicycle Scheme on Built Operate and Transfer Basis (BOT) format

This Model Concession Agreement (MCA) presents a precise policy and regulatory framework for sustaining investor interest in implementation and operation of Public Bicycle Scheme on DBFOT basis.



Published in 2012

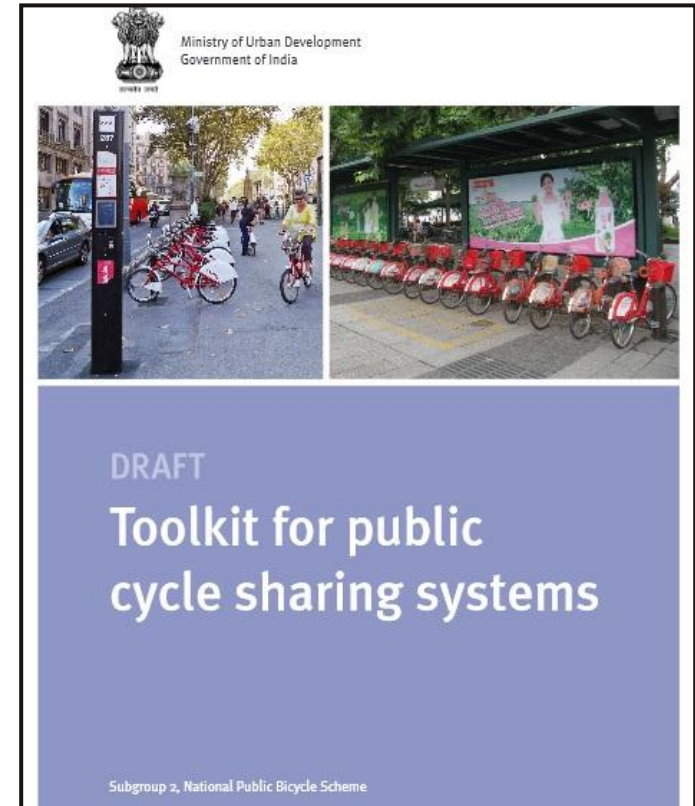


India

Toolkit for public cycle sharing systems

As part of the National Bicycle Sharing Scheme this toolkit was prepared for the Ministry of Urban Planning by ITDP.

It studies the cycle sharing experiences, explains the prerequisites for such a project. More over it explains the Institutional roles and responsibilities for an adequate performance and it provides information on the technical aspects of this programs.



Published in 2012

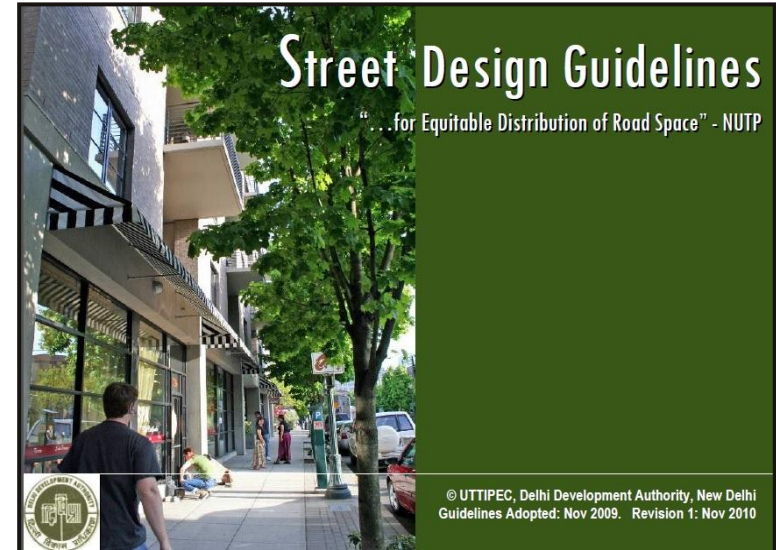


India

Street Design Guidelines

Design of Streets is a function of the Street Hierarchy and Adjacent Land uses.

A set of 10 non-negotiable Street Design Components as well as additional guidelines for world class streets –have been outlined in this document



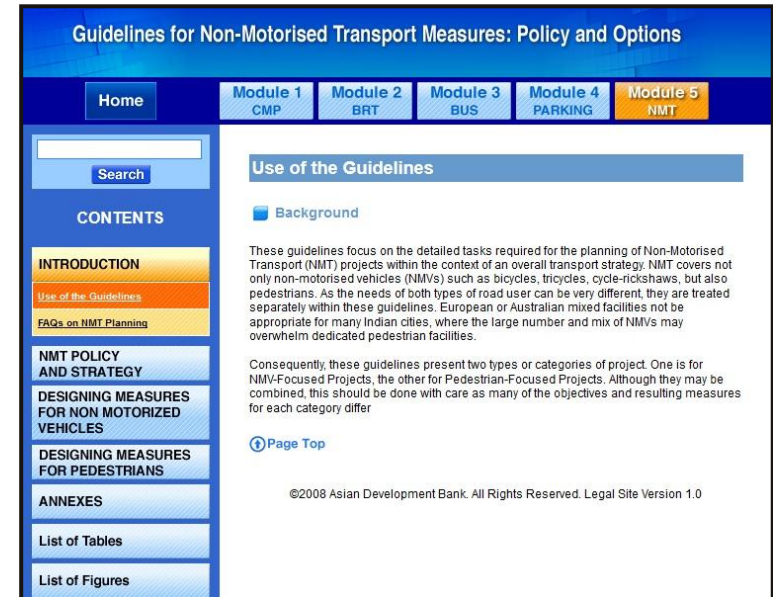
Published in 2010



India

Guidelines for Non-Motorised Transport Measures: Policy and Options

These guidelines focus on the detailed tasks required for the planning of Non-Motorised Transport (NMT) projects within the context of an overall transport strategy. NMT covers not only non-motorised vehicles (NMVs) such as bicycles, tricycles, cycle-rickshaws, but also pedestrians.



Published in 2008

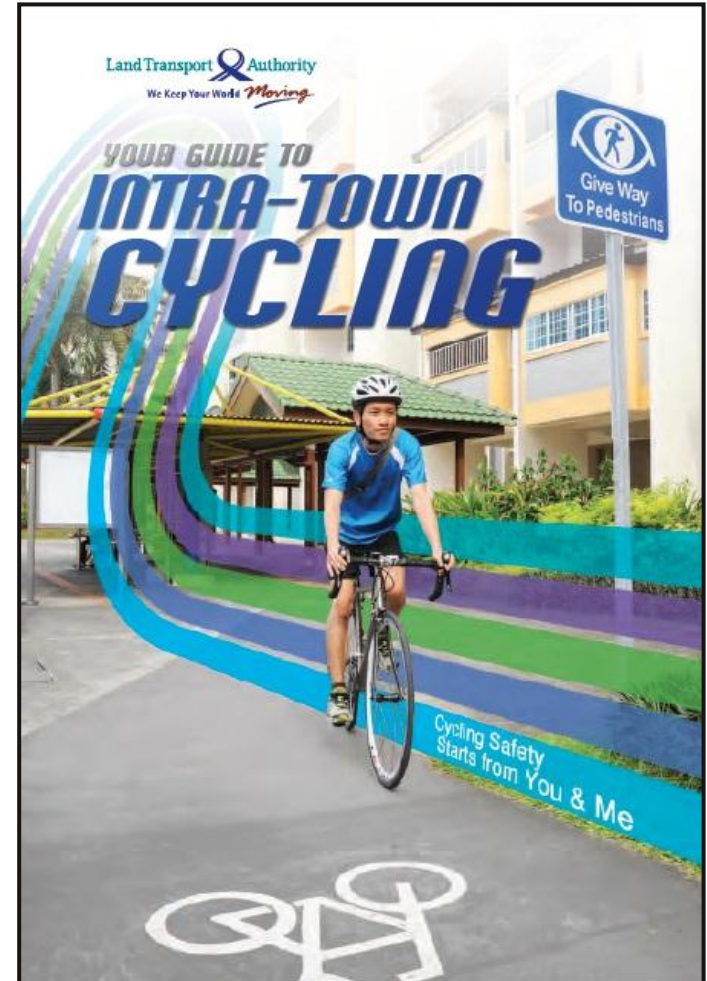


Singapore

YOUR GUIDE TO INTRA-TOWN CYCLING

As part of overall plans to promote cycling as a healthy form of transport, the Land Transport Authority (LTA) is constructing a comprehensive network of cycling paths to facilitate intra-town cycling in selected HDB towns.

Moreover it provides cyclist with advice for safer cycling in urban areas.



Unknown Publication date



4. Australia and Oceania region



Australia

New Zealand

Author: Otta



Australia

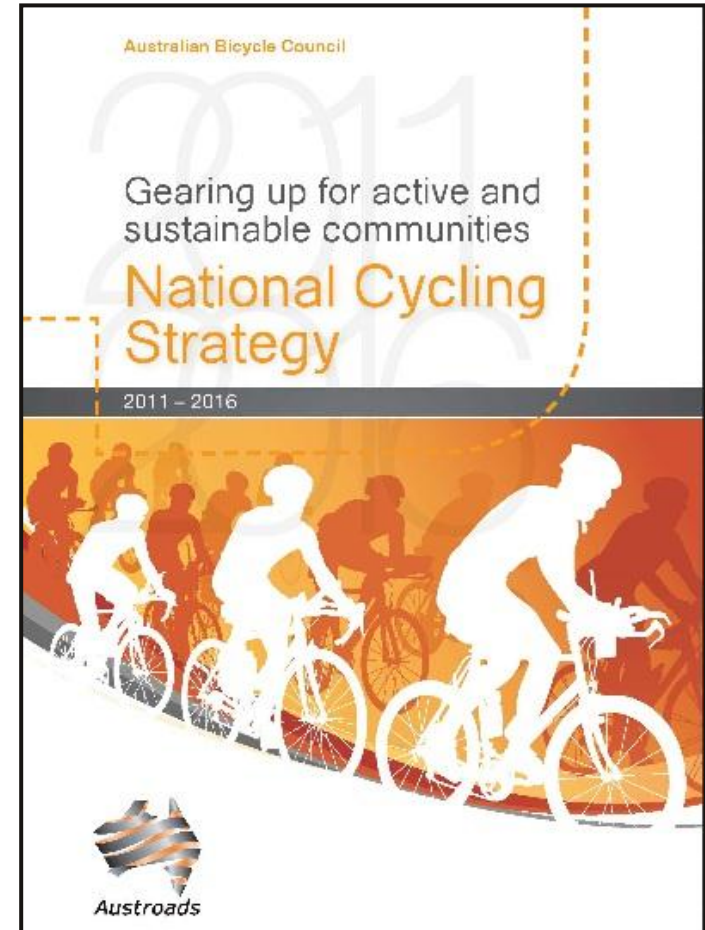
The Australian National Cycling Strategy 2011-2016

The outlined strategy aims to double the number of people cycling in Australia over the next five years.

Commitment and support of governments and non-government organizations across the country is required.

Priorities:

- 1 – Improved Coordination
- 2 – Integrated Planning
- 3 – Infrastructure and Facilities
- 4 – Road Safety
- 5 – Cycling Support and Promotion
- 6 – Increased Professional Capacity



Published in 2010

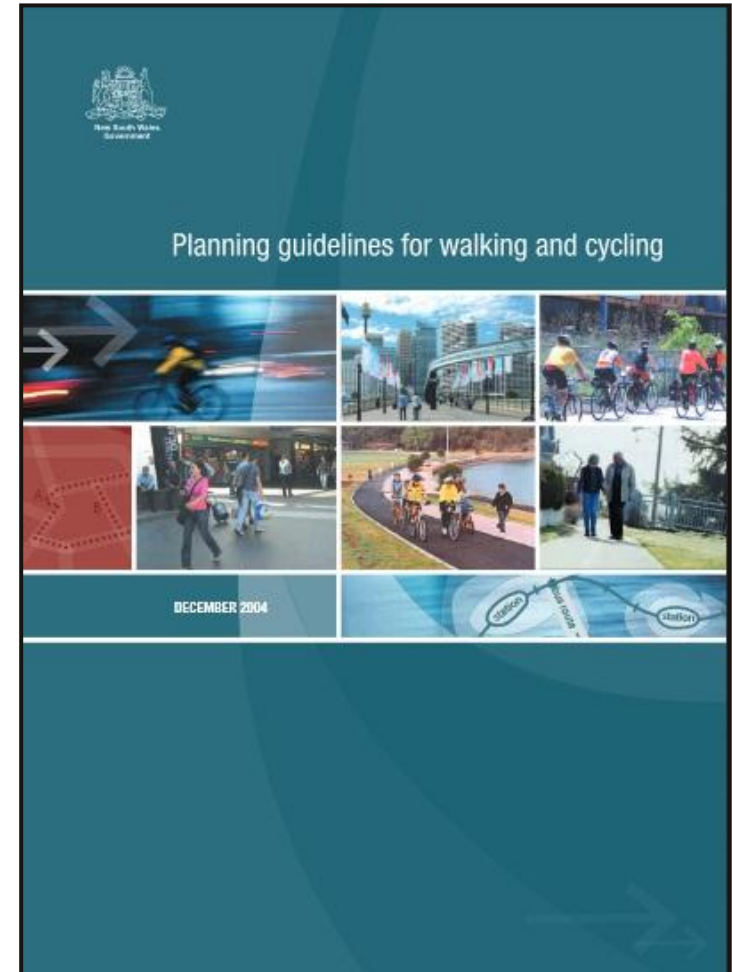


Australia New South Wales (Sydney)

Planning guidelines for walking and cycling

These guidelines aim to assist land-use planners and related professionals to improve consideration of walking and cycling in their work.

The guidelines have been designed to provide a walking and cycling focus to the New South Wales' Government's Integrating Land Use & Transport Planning Policy Package.



Published in 2004



Australia

New South Wales (Sydney)

New South Wales Bike Plan

The Plan sets an ambitious target of five per cent travel by bike for all trips in Sydney of less than 10 kilometers by 2016.

The NSW BikePlan focuses on the delivery of new cycling infrastructure funded through the Metropolitan Transport Plan commitment of \$158 million, and also to be rolled out in regional areas. The NSW BikePlan also details the support and encouragement programs that will promote the use of this new infrastructure.



Published in 2010



New Zealand

New Zealand walking and cycling strategies – best practice

This report recommends that the councils that do not have walking and / or cycling strategies should be given more information on the importance of walking and cycling, the importance of strategies to promote and enable growth of walking and cycling and the funding available for the development of strategies and subsequent projects and programmes. They are encouraged to develop strategies for these modes.

New Zealand walking and cycling strategies – best practice

Andrew G. Macbeth, MWH New Zealand Ltd, Christchurch
Roger Boulter, Roger Boulter Consulting, Hamilton
Paul S. Ryan, Opus International Consultants Ltd, Hamilton

Land Transport New Zealand Research Report 274

Published in 2005



New Zealand

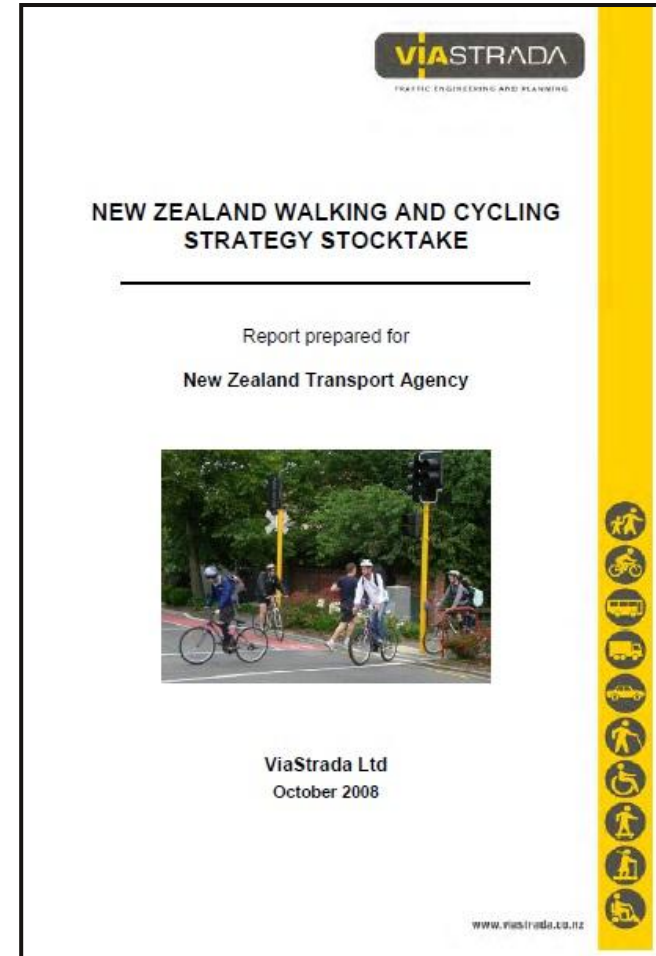
NEW ZEALAND WALKING AND CYCLING STRATEGY STOCKTAKE

This report recommends that the 30 councils that do not have walking and / or cycling

strategies should be given more information on the importance of walking and cycling, the

importance of strategies to promote and enable growth of walking and cycling and the

funding available for the development of strategies and subsequent projects and programmes. They should be encouraged to develop strategies.



Published in 2008



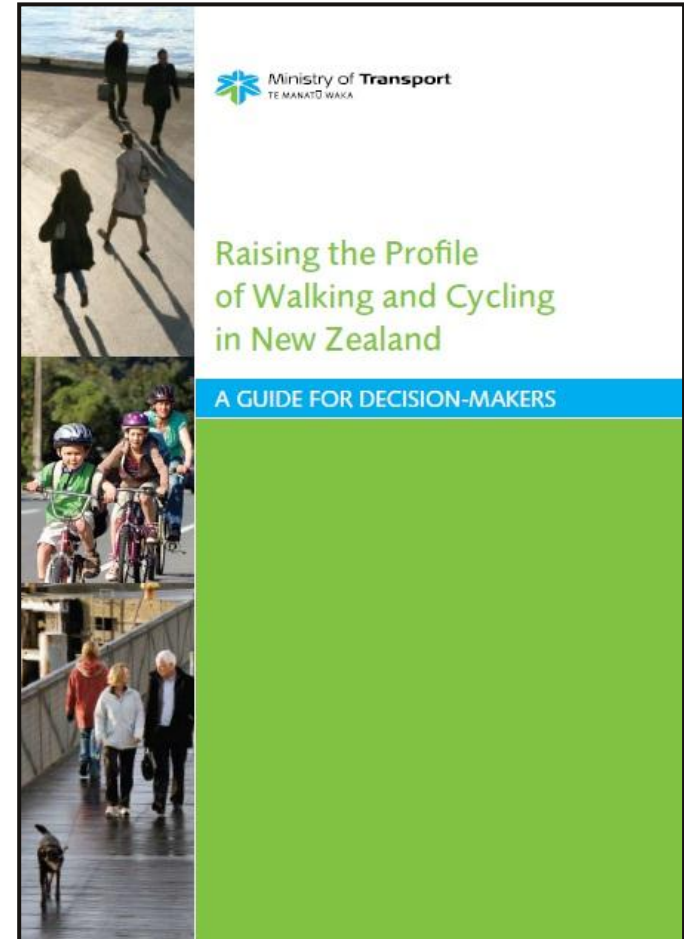
New Zealand

Raising the Profile of Walking and Cycling in New Zealand

The guide discusses the benefits that walking and cycling bring about, looks at the current state of affairs for these modes in New Zealand, and considers the initiatives that could be implemented to increase the number of people walking and cycling as a means of transport and for enjoyment.

The main audiences for this guide are decision-makers and key influencers in government, particularly at the regional and local level.

Members of the public who are interested in participating in regional or local transport planning will also find the guide useful.



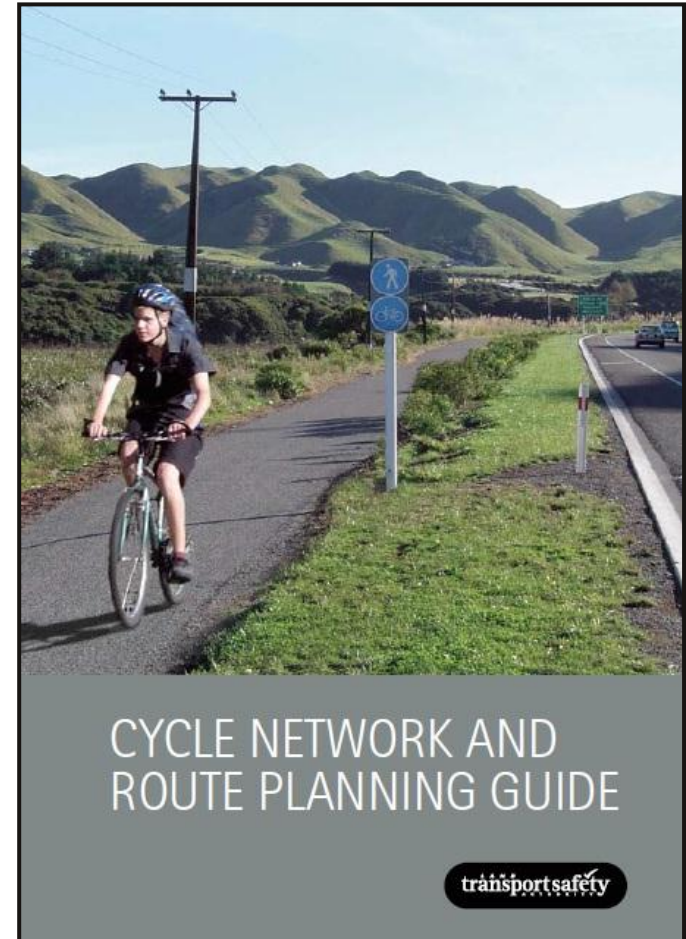
Published in 2008



New Zealand

Cycle Network and Route Planning Guide

This guide aims to promote a consistent approach to planning the provision for cycling in New Zealand.



Published in 2005



5. Africa

South Africa



Picture: Armin Wagner



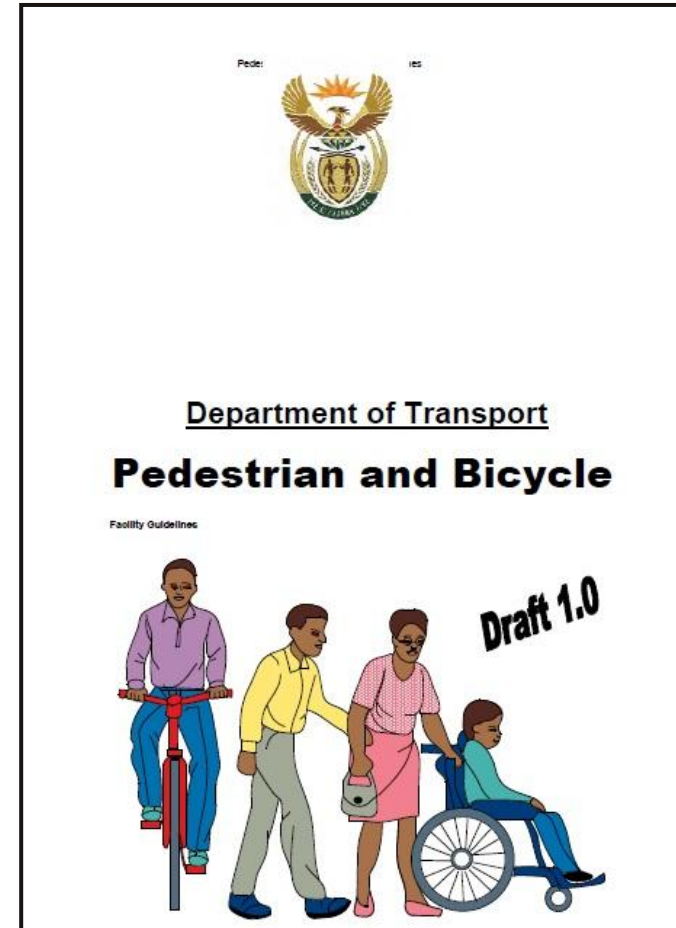
South Africa

Pedestrian and Bicycle Facility Guidelines Engineering manual to plan and design safe pedestrian and bicycle facilities

The purpose of this manual is to provide guidance on the planning and design of safe pedestrian and bicycle facilities, both across and alongside roads and streets. Practical guidance and typical layouts are provided for various types of facilities, and on the process of planning such facilities.

The manual is targeted at national, provincial and local road authorities, private developers, and professionals involved with the provision of pedestrian and bicycle facilities. The primary user group is the transportation and traffic engineering profession, but other groups such as town planners, architects, landscape architects, urban designers and traffic officers will also find valuable information in the manual.

Throughout the manual, specific attention is given to the needs and requirements of people with special needs, such as children, the old and the disabled. The importance of addressing the needs of these people is highlighted in the manual.



Published in 2003

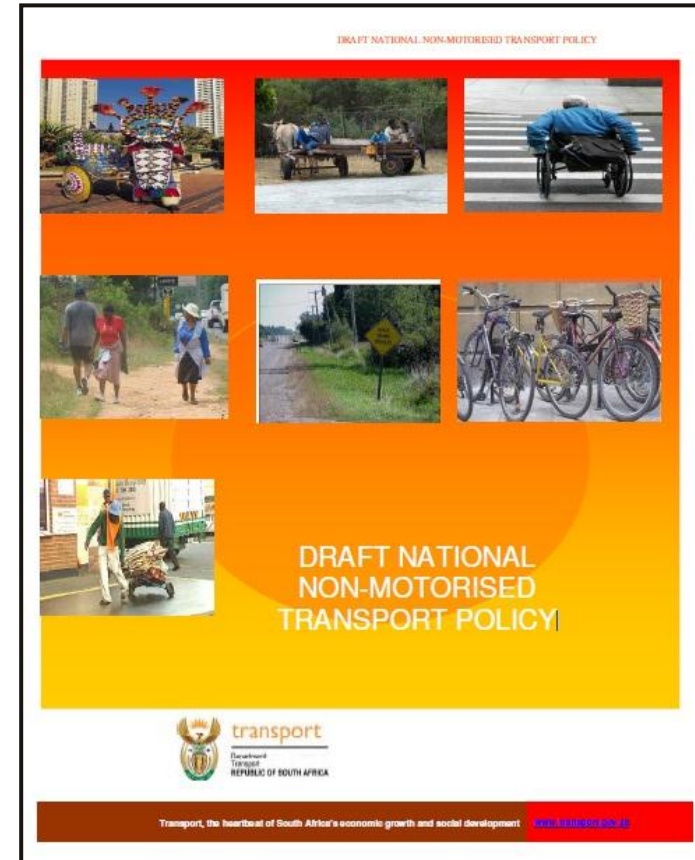


South Africa

Draft National Non-motorised Transport Policy

This Non- Motorized Transport policy has been developed to cater for the broader spectrum of our population by providing alternative transport modes such as Cycling , Animal Drawn Transport and Walking. Through this policy, the Department would intervene towards addressing challenges of accessibility and mobility and eventually putting Non-Motorised Transport where it belongs i.e. as a recognised mode of transport.

This policy advocates for optimal use of Non-Motorised Transport and bridging the economic and social gaps between urban and rural areas or first and second economies.



Published in 2008



More information

- Sustainable Urban Transport including “Sustainable Transport: Sourcebook for Policy-makers in Developing Cities”: www.sutp.org
- GIZ Transport and Mobility: www.giz.de/transport
- Transport and Climate Change: www.transport2020.org

Please don't hesitate to share additional information and documents with us. Contact:

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Cover picture: Cycling in Copenhagen. Picture: Carlos Felipe Pardo

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