Background document to the ICCoP Self-assessment tool

The International Cycling Community of Practice

Urban Cycling Policy in 20 reminders

The "**Background to the self-assessment tool**" provides a framework for assessing and improving cycling infrastructure and policy, considering various aspects such as design, safety, public engagement, and strategic planning. It serves as a comprehensive guide for municipalities to evaluate and enhance their cycling infrastructure in line with global best practices.
This document complements the ICCoP Self-Assessment Workbook and offers in-depth insights into the 20 elements essential for evaluating and improving cycling infrastructure and policies.

Themes

1. Linking the different parts of the cycling network together to work as a whole.
2. Offering direct routes, the bicycle network between main destination points.
3. Separation level and safety perception between cyclists and other street users.
4. Integrating cycling infrastructure into its surroundings.
5. Elements for pleasant and easy are journeys for cyclists.
6. Citizens' and society's attitudes towards cycling.
7. Activities in communication and marketing for cycling.
8. Encouraging cycling proficiency across the general population, and to specific groups (children, elderly, etc.).
9. Engaging the cycling community in impactful advocacy.
10. Discussing and considering cycling in the political agenda.
11. Embedding cycling into long term and strategic documentation for planning and delivery.
12. Collaborative policymaking and planning for developing cycling policy and solutions.
13. Integrated cycling in the design approach?
14. Allocating staffing responsibility for expertise in cycling policy and solutions allocated.
15. Level of local cycling investment.
16. Collecting data and knowledge to understand and monitor cycling conditions.
17. Legal and regulatory measures to prioritise cycling.
18. Strategy regarding Low-Emission Zones (LEZ) or Zero-Emission Zones (ZEM) in the city.
19. Solutions in place to slow down, reduce the amount of, or improve the safety of remaining vehicle traffic.
20. Restrictions on car parking

The five levels per element and how municipalities can improve their results are as follows:

Emerging (Level 1): Initial efforts are being made with limited scope and reach. Improvement involves establishing basic infrastructure and policies, raising awareness, and starting small-scale projects.

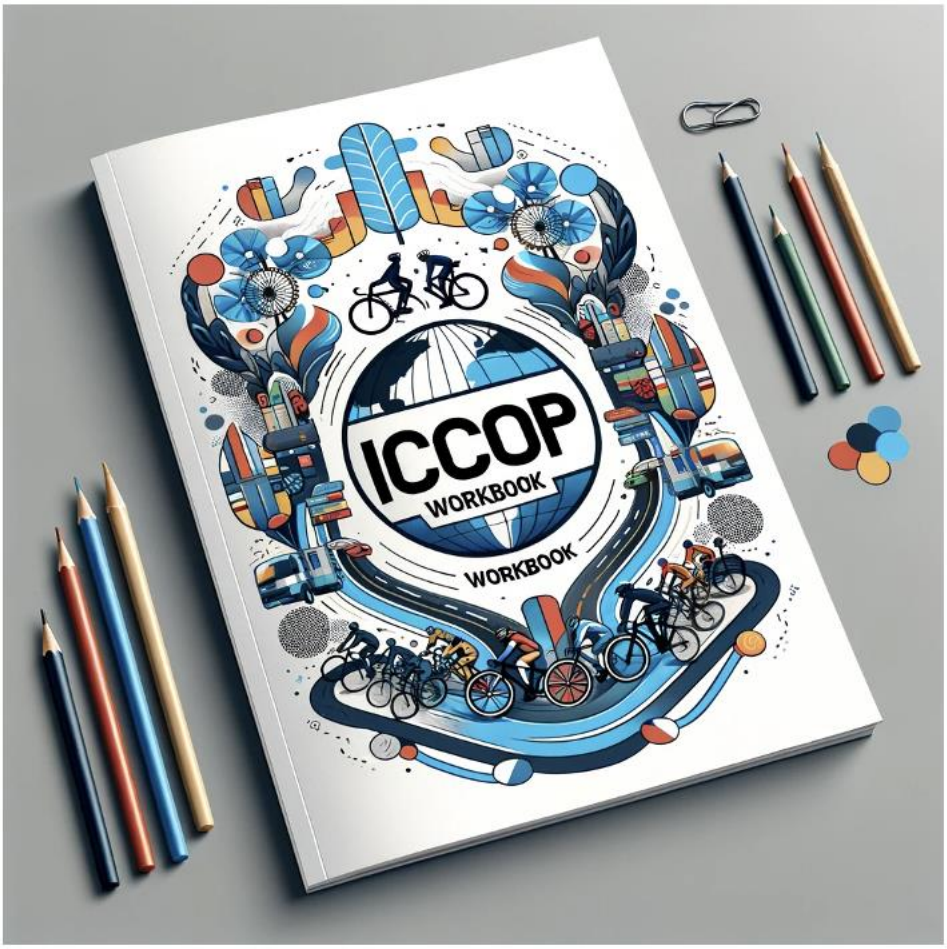
Developing (Level 2): More structured and broader implementation of cycling initiatives. Improvement includes expanding infrastructure, enhancing safety measures, and increasing public engagement.

Established (Level 3): A well-developed cycling network and policies are in place, with noticeable public usage. Improvement focuses on filling gaps in the network, improving integration with public transport, and addressing remaining safety concerns.

Advanced (Level 4): Comprehensive and high-quality cycling infrastructure and culture, with widespread public adoption. Improvement involves refining existing infrastructure, enhancing user experience, and promoting innovation.
Exemplary (Level 5): A world-class cycling environment with seamless integration into the city's fabric. Improvement includes maintaining leadership, continuous innovation, and serving as a model for other cities.

To continuously improve their results, municipalities should focus on progressive planning, inclusive and holistic approaches, consistent political and financial support, active stakeholder engagement, and ongoing monitoring and adaptation to emerging trends and community needs.

Also have a look at the document “**Guide to Self-Assessment of Urban Cycling Policy”**



Guide to Self-Assessment of Urban Cycling Policy

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1. How well do different parts of the cycling network link together and work as a whole?

Fragmented and Low-Quality Connectivity:
This level represents the most basic stage of cycling network development, characterized by a fragmented network with significant gaps in connectivity. In many areas, connections between cycling paths are either completely absent or of low quality, impeding seamless travel for cyclists. The infrastructure, including bike lanes and paths, is often poorly maintained, or inadequately designed, failing to meet the needs of cyclists. Furthermore, the signage, crucial for navigation and safety, is either missing or poorly implemented. This state highlights a pressing need for comprehensive planning and investment to establish a basic, functional cycling network.

Occasional Connections with Inconsistent Quality:
At this stage, the cycling network exhibits occasional connections between different paths, but these connections suffer from inconsistent quality. Cyclists may encounter well-designed segments interspersed with poorly maintained or hazardous sections. This inconsistency extends to signage, where some areas might have clear directions and warnings, while others lack sufficient information, leading to confusion and potential safety risks. To enhance the network's usability and safety, efforts should focus on standardizing the quality of infrastructure and signage across all connections.

Local Connectivity with Need for Broader Coherence:
This level indicates a cycling network where some parts are well-connected locally, providing cyclists with a relatively smooth and safe riding experience in certain areas. However, the network lacks overall coherence, with disparities in connectivity and infrastructure quality across the broader area. Signage, while present, may vary significantly in clarity and helpfulness from one locality to another. To transform this patchwork of well-designed local networks into a cohesive whole, strategic investments are needed to expand connections and standardize the quality of infrastructure and signage throughout the entire area.

Well-Connected Network with Minor Inconsistencies:
At this advanced stage, the cycling network is well-connected overall, facilitating efficient and safe travel for cyclists across most of the area. However, there are still residual broken links and minor inconsistencies in infrastructure and signage quality that need attention. These issues, while not widespread, can interrupt the smooth flow of cycling traffic and compromise safety. Targeted investments and improvements are required to address these residual issues, aiming to create a seamless and uniformly high-quality network.

Highly Coherent and Well-Connected Network:
This level represents the ideal state of a cycling network, where it is not only very well-connected but also exhibits a high degree of coherence. The infrastructure, including bike lanes, paths, and associated amenities, is of consistently high quality throughout the network, ensuring a safe and pleasant experience for cyclists. Signage is clear, comprehensive, and uniformly implemented, aiding in navigation and enhancing safety. Maintaining this level requires ongoing investment and attention to detail to ensure that the network continues to meet the highest standards of connectivity and quality.

2. How well does the bicycle network offer direct routes between main destination points?

Constant Detours and Absence of a Dedicated Cycling Network:
This stage represents the most underdeveloped level of the cycling network in terms of offering direct routes to main destinations. Cyclists are forced to take constant detours, as there is an absence of a dedicated cycling network linking these key destinations. This situation often results in significantly longer and less convenient routes for cyclists compared to other transport networks. Such a lack of direct cycling routes not only discourages bicycle use but also highlights the pressing need for the development of a dedicated cycling network that provides efficient and direct connections to major destinations.

Frequent Detours with Occasional Cycling Network Presence:
At this level, while there is some presence of a cycling network linking main destinations, cyclists still face frequent detours. These detours are primarily due to the sporadic nature of the cycling network, which does not consistently cover all key routes. Compared to other transport networks, cyclists often find themselves on longer, less direct paths. Improving this situation requires expanding the cycling network to reduce the frequency of detours and provide more direct routes to major destinations.

Occasional Detours with Cycling Network Presence:
This stage indicates a moderate development of the cycling network, where cyclists encounter occasional detours but generally find a presence of cycling paths between main destinations. While this is an improvement over the previous levels, the network still lacks the comprehensiveness needed to provide consistently direct routes. Compared to other transport networks, the cycling routes are less direct, suggesting a need for further development and strategic planning to minimize detours and enhance the directness of the network.

Rare Detours with Cycling Network Presence:
At this advanced stage, the cycling network is well-developed, offering direct routes to main destinations with only rare occurrences of detours. This indicates a high level of integration of the cycling network with the overall transport infrastructure, allowing cyclists to travel efficiently and directly to key locations. To maintain and further enhance this level of connectivity, ongoing monitoring and refinements are necessary to ensure that new developments or changes in urban layout do not introduce new detours or disruptions in the network.

No Detours with Strong Cycling Network Presence:
This level represents the ideal state of a cycling network, where there are no detours, and a strong cycling network presence is evident between all main destinations. This reflects a scenario where the cycling network is fully integrated with the city's transport infrastructure, providing cyclists with the most direct and efficient routes comparable to other modes of transport. Achieving and maintaining this state requires a continuous commitment to strategic planning, investment, and adaptation to evolving urban landscapes and transportation needs.

3. How is the separation level and safety perception between cyclists and other street users?

Minimal Separation with Dominant Hazardous Behaviour:
At this level, there is normally no separation between cyclists and other street users in areas where such separation would be beneficial. The street design does not prioritize cyclist safety, leading to a dominant culture of hazardous behaviour by motorists and other street users. This lack of dedicated cycling infrastructure not only puts cyclists at risk but also discourages cycling as a safe mode of transport. It reflects a critical need for urban planning that incorporates dedicated cycling lanes and safety measures to create a more harmonious and safe environment for all street users.

Occasional Separation with Hazardous Street Design:
This stage shows a marginal improvement with occasional separation of cyclists from other street users where beneficial. However, the street design still often encourages hazardous behaviour by other street users. Sometimes, parallel safer alternative routes are provided, but these are not consistent or comprehensive enough to significantly enhance cyclist safety. The need here is for a more systematic approach to street design that not only includes more frequent cyclist separation but also actively discourages hazardous behaviour by all street users.

Proactive Separation with Improved Street Design:
At this level, there are notable examples of attention being paid to separating cyclists from other street users where it is beneficial. Good alternative direct parallel routes are provided, and the street design begins to encourage improved behaviour among all street users. This reflects a growing awareness and implementation of safer street designs that cater to the needs of cyclists. However, further efforts are needed to expand these practices more broadly across the network.

Frequent Separation and Safety-Encouraging Design:
In this advanced stage, there is frequent separation of cyclists from other street users in areas where it is beneficial. The need for alternative parallel routes is reduced because the main routes are designed with cyclist safety in mind. The street design here encourages mostly safe behaviour from all street users, indicating a significant shift towards a more cycle-friendly urban environment. Ongoing efforts to maintain and expand these safe designs are crucial for continued improvement in cyclist safety and perception.

Comprehensive Separation and Culture of Safety:
This ideal level features separation of cycling infrastructure in all important locations where it could be beneficial, guided by a coherent, well-executed, and regularly evaluated safety plan. The street design not only provides physical separation but also fosters a culture of safe and respectful behaviour between all street users. This state represents a holistic approach to cycling safety, integrating physical infrastructure, behavioural norms, and continuous evaluation to ensure the highest standards of safety and coexistence on the streets.
Each paragraph in this chapter provides a thorough analysis of the different levels of cyclist separation and safety perception, offering insights into the current status and suggesting

pathways towards safer and more respectful coexistence between cyclists and other street users.

4. How well integrated is cycling infrastructure into its surroundings?

Low Aesthetic Quality and Poor Social Safety:
This level is characterized by low aesthetic design quality in cycling infrastructure, which often appears neglected and does not blend well with its surroundings. Signposting is either neglected or of poor quality, making navigation difficult and potentially unsafe for cyclists. Additionally, there is a low level of social safety, often due to poor lighting, lack of surveillance, or the infrastructure being located in less frequented areas. This combination of factors leads to an unwelcoming and potentially unsafe environment for cyclists, highlighting the need for significant improvements in both design quality and social safety measures.

Mostly Low Aesthetic Quality with Limited Safety Features:
At this stage, the majority of cycling infrastructure still suffers from low aesthetic design quality, although there are limited examples where this is not the case. Signposting, while present, is often of mediocre quality and does not sufficiently assist cyclists in navigation or safety. Social safety remains a limited feature, with only occasional areas where cyclists feel secure. This level indicates a recognition of the issues but also shows that comprehensive efforts are still needed to enhance the overall integration and safety of cycling infrastructure.

Improving Aesthetic Quality and Increasing Social Safety:
This level shows a positive trend with growing examples of good aesthetic infrastructure design. The quality of signposting is frequently good, aiding in navigation and contributing to a more enjoyable cycling experience. There are also examples of good social safety, with better lighting, increased visibility, and sometimes even surveillance measures. While not yet widespread, these improvements indicate a move towards better integration of cycling infrastructure into its surroundings, enhancing both the appeal and safety of cycling.

High Aesthetic and Environmental Design Quality:
At this advanced stage, there is a predominance of high aesthetic and environmental design quality in cycling infrastructure. The infrastructure is not only functional but also enhances the visual appeal of the surroundings. Signposting is of high quality, providing clear and useful information to cyclists. Social safety is usually high, with well-lit routes, active surveillance, and a general sense of security prevalent among cyclists. This level reflects a strong commitment to creating cycling infrastructure that is both safe and harmoniously integrated with its environment.

Exemplary Aesthetic Quality and Exceptional Social Safety:
This ideal level features highly aesthetic infrastructure that is seamlessly integrated into the environmental design, enhancing the overall urban landscape. Signposting is of excellent quality, offering clear, comprehensive, and user-friendly guidance to cyclists. Social safety is at an excellent level overall, with well-thought-out measures ensuring that cyclists always feel secure. This represents a holistic approach to cycling infrastructure, where every aspect, from design to safety, is carefully considered and executed to create the best possible environment for cyclists.

5. How pleasant and easy are journeys for cyclists?

Challenging Cycling Conditions:
Cyclists frequently encounter uneven surfaces, abrupt level changes, frequent stops, insufficient space, and many sharp corners. These obstacles create an uncomfortable and often hazardous cycling experience. The prevalence of such conditions indicates a lack of prioritization for cycling infrastructure, highlighting the need for significant improvements to create smoother, safer, and more enjoyable cycling routes.

Mostly Uneven Surfaces with Frequent Interruptions:
The majority of cycling routes are plagued with uneven surfaces and level changes. Cyclists often need to stop frequently and navigate through tight spaces and sharp corners. While there are occasional sections of better quality, the general state of cycling paths is suboptimal, detracting from the ease and pleasure of cycling.

Improving Conditions with Occasional Challenges:
Cycling routes predominantly feature smooth surfaces with few level changes, and cyclists encounter only occasional stops. Space is generally sufficient, although there may be occasional sharp corners. This represents a considerable improvement in cycling conditions, making journeys more pleasant and straightforward.

Predominantly Smooth and Uninterrupted Cycling Experience:
Cyclists usually enjoy smooth surfaces, rare stops, ample space, and infrequent sharp corners. These conditions contribute to a significantly more pleasant and hassle-free cycling experience, indicating a high level of attention to cyclists' needs in infrastructure planning.

Optimal Cycling Conditions:
Cyclists benefit from uniformly smooth surfaces, minimal stops, generous space, and wide turning angles with no sharp corners. This ideal state reflects an environment thoughtfully designed for cycling, prioritizing comfort, safety, and ease of travel.

6. What are citizens' and society’s attitudes towards cycling?

Hostile Attitudes:
There exists a generally hostile attitude towards cyclists and any infrastructure investments favoring them. This hostility is a significant barrier to developing a cycling-friendly environment and indicates a need for cultural change and awareness campaigns to improve societal attitudes towards cycling.

Indifference and Low Acceptance:
Society exhibits indifference and low levels of acceptance towards cycling, mostly embraced only by grassroots movements and for sports or leisure. This lukewarm attitude suggests that cycling is not yet seen as a viable everyday mode of transport by the broader population.

Polarized Recognition:
Cycling is recognized but opinions are polarized. Some groups, like young adults, students, and climate-conscious citizens, are in favor, while others, including change-averse groups and car enthusiasts, oppose it. This division points to the need for more inclusive dialogue and policies to foster wider acceptance of cycling.

Growing Tolerance and Coexistence:
There is an atmosphere of tolerance and usually friendly coexistence, with cycling increasingly seen as a viable mode of transport. This positive shift suggests that cycling is gradually becoming an integrated part of the urban transport ecosystem.

Widespread Acceptance and Integration:
Cycling is an integral part of many people's daily lives, akin to a natural element like "water for fish." This level of acceptance reflects a society where cycling is fully embraced and supported as a crucial component of daily transportation.

7. What activities are undertaken in communication and marketing for cycling?

Lack of Mainstream Communication:
There is no active mainstream communication or marketing promoting cycling as an everyday transport mode. This absence indicates a significant gap in advocacy and public engagement strategies necessary to elevate the profile of cycling.

Basic and Infrequent Communication:
Communication about cycling exists at a basic level, with infrequent dissemination of information and occasional marketing for specific projects or events. This sporadic approach suggests a need for more consistent and strategic communication efforts.

Generalized Mainstream Campaigns:
Cycling benefits from regular use of broad mainstream media channels for generalized campaigns. However, these efforts lack targeted segmentation, suggesting room for more focused and effective communication strategies.

Diverse and Targeted Communication:
Regular communication and marketing employ a combination of mainstream and tailored media, with segmentation of messages for specific target groups. This approach indicates a sophisticated strategy to reach diverse audiences effectively.

Systematic, Professional Campaigns:
Communication and marketing for cycling are systematic, continuous, and professional, targeting specific groups with relevant messaging. This level reflects a mature and strategic approach to promoting cycling across various segments of the population.

8. How well is cycling proficiency encouraged across the general population, and to specific groups (children, elderly, etc.)?

Lack of Education and Training:
No education and training activities are in place to help people gain the skills and confidence to cycle more. This lack oof support hinders the development of a cycling culture and the safety of potential cyclists.

Sporadic Educational Activities:
There are only sporadic educational and training activities available, providing limited opportunities for people to improve their cycling skills and confidence. This sporadic approach suggests a need for more structured and frequent educational initiatives.

Regular, Targeted Training:
Regular educational and training activities are available, but they are short in duration and target only specific groups. While this is a positive step, the limited scope indicates the need for more inclusive and comprehensive training programs.

Inclusive Educational Programs:
Regular educational and training activities are available for all relevant groups, albeit limited in duration. This level of inclusivity is commendable, but there is room for more extensive and continuous educational efforts.

Systematic and Professional Training:
Education and training activities are systematic, continuous, and professionally managed, targeting all relevant groups, including other street users like lorry drivers. This comprehensive approach indicates a robust commitment to improving cycling proficiency and safety for everyone.

9. To what extent does the cycling community engage in impactful advocacy?

Absence of Advocacy:
There is no advocacy or noticeable presence in promoting cycling. This absence suggests a significant gap in representing cycling interests in public discourse and decision-making.

Marginal Recognition in Public Debate:
Cycling is recognized but remains marginal in public interest and debate. This limited presence indicates that cycling advocacy needs strengthening to gain more significant influence.

Emerging Visibility and Critique:
Personalities, groups, and media have emerged to provide visibility and critique regarding cycling, starting to lobby for cooperation with planning authorities. This emerging advocacy is a positive step towards more influential cycling policies.

Well-Organized Advocacy with Regular Cooperation:
Well-organized advocacy groups regularly cooperate with planning authorities, supported by informed public pressure. Cycling is a regular topic in media, reflecting a more established and influential advocacy environment.

Mainstream and Integrated Advocacy:
Cycling is a mainstream conversation topic, with advocacy groups integrated into the co-planning process. Media coverage is generally well-informed and supportive, indicating a mature and impactful advocacy landscape.

10. To what extent is cycling discussed and considered in the political agenda?

Lack of Political Interest:
Cycling is not a topic of sustained political interest or investment, indicating a significant gap in recognizing its potential contributions to urban mobility and sustainability.

Ignored by Mainstream Politics:
Cycling is generally ignored in political discussions, with only individual politicians showing support. This scenario suggests a need for broader political engagement and advocacy to elevate cycling's profile in policy-making.

Noted but Struggling for Priority:
Cycling is a noted topic on the political agenda but struggles to acquire prominence and consistent support through political cycles. This recognition is a positive step, but more concerted effort is needed to establish cycling as a priority.

Mainstream Political Topic with Adequate Support:
Cycling is a mainstream topic on the political agenda, receiving adequate priority and support through political cycles. This level of political commitment is crucial for the long-term development and integration of cycling into urban planning.

Leading Policy Tool with High Political Support:
Cycling is a leading policy tool in urban mobility and well-being, with consistent, stable, and high levels of political support. This indicates a mature and strategic approach to integrating cycling into broader urban policies.

11. How well is cycling embedded into long term and strategic documentation for planning and delivery?

Absence in Strategic Planning:
Cycling is neither specifically nor meaningfully considered in any relevant vision or plan, indicating a significant oversight in urban planning and a missed opportunity for sustainable mobility.

Marginal Role in Policy:
Cycling is mentioned in strategic documents but plays a marginal role. This inclusion suggests awareness but also highlights the need for a more central role in policy and planning.

Recognized but Limited Action:
Cycling is fully recognized in strategic documents, but action and delivery related to this are limited. This level suggests that while planning recognizes cycling's importance, implementation needs strengthening.

Dedicated but Partially Implemented Plan:
A dedicated cycling document exists but is only partially implemented, showing limited coordination with other strategic areas. This scenario indicates progress but highlights the need for better integration and implementation.

Well-Implemented and Coordinated Strategy:
A dedicated strategic document for cycling is well implemented, coordinated with other strategic areas, with clear targets and secured funding. This reflects an advanced and holistic approach to cycling planning and policy.

12. What collaborative policy-making and planning is there for developing cycling policy and solutions?

Relevant departments work mainly in isolation (as “silos”), reporting and communicating hierarchically, e.g. vertically with the Mayor or to higher administrative levels (provincial, regional, national): In this initial stage, departments involved in cycling policy operate in isolation, functioning as separate "silos." They primarily communicate hierarchically, reporting vertically to higher administrative levels, such as the Mayor or regional and national authorities. Collaboration is minimal.

• **Departments linked to urban development communicate and collaborate occasionally (e.g., submitting requests for reviews of documents/plans or holding meetings on individual initiatives):** Moving beyond isolation, departments related to urban development begin to communicate and collaborate sporadically. This includes activities like submitting requests for document or plan reviews and holding occasional meetings to discuss specific cycling projects or issues.

• **Inter-departmental communication and collaboration is regular, inter-departmental working groups have been created but meet irregularly, community stakeholders are occasionally asked to join activities:** As collaboration efforts progress, interdepartmental communication becomes more consistent. Interdepartmental working groups are established, although they meet irregularly. Community stakeholders are occasionally invited to participate in activities and contribute to discussions.

• **Inter-departmental working groups meet regularly, and community stakeholders are frequently asked to join policy-making processes:** In this stage, interdepartmental working groups meet on a regular basis to discuss cycling policy matters. Community stakeholders play a more significant role, being frequently invited to participate in policy-making processes, providing valuable input and feedback.

• **Inter-departmental working groups and meetings with community stakeholders are a standard practice for both policy making and policy monitoring, and formal public-private partnerships are established:** At the highest level of collaboration, interdepartmental working groups and meetings with community stakeholders become standard practices for both policy development and monitoring. Additionally, formal public-private partnerships are established, marking a comprehensive and inclusive approach to cycling policy and solutions.

13. How integrated is the design approach for cycling?

- **Marginal (non-specialized) domain, dealt with by officers independently of specific competence or experience in cycling:** At this initial stage, the design approach for cycling is marginal, with officers handling it independently, even if they lack specialized competence or experience in cycling. This results in limited expertise and attention given to cycling infrastructure.

- **Cycling is a recognized technical domain but embedded in a traditional traffic-centric engineering approach, with less open-mindedness towards innovation and inputs from other disciplines:** Progressing from the marginal stage, cycling is recognized as a technical domain. However, it remains largely within the traditional traffic-centric engineering paradigm, which may limit openness to innovation and insights from other disciplines.

- **Mainly driven by individuals' perspectives, whether supportive traffic engineers or cycling-savvy officers, with an open attitude towards other disciplines (though there is room for further consultation):** In this phase, the design approach for cycling is primarily influenced by the perspectives of individuals, including supportive traffic engineers and cycling-savvy officers. These individuals are open to ideas from other disciplines, but there is still room for further consultation and collaboration.

- **Multi-disciplinary thinking used across departments and by officials involved in the cycling design process, dependent on the project nature:** As integration advances, multi-disciplinary thinking becomes more prevalent. Officials involved in cycling design begin to consider various disciplines, depending on the nature of the project. This approach promotes a broader perspective on cycling infrastructure development.

- **Multi-disciplinary thinking in cycling design, systematically used across departments and by officials as part of well-understood, accepted, and adopted processes:** In the final stage, the design approach for cycling embraces multi-disciplinary thinking systematically. It is consistently used across departments and by officials as part of well-understood, accepted, and adopted processes. This level of integration ensures that cycling infrastructure design benefits from diverse expertise and perspectives, contributing to innovative and holistic solutions.

14. How is the staffing responsibility for expertise in cycling policy and solutions allocated?

- **No appointed cycling officer, with cycling responsibility usually allocated randomly or on demand:** At this stage, there is no dedicated cycling officer, and cycling-related responsibilities are often assigned randomly or on an as-needed basis.
- **Officer(s) working on cycling though split between other responsibilities and only engaging in tasks on demand:** Some officers are involved in cycling, but their responsibilities are divided among other tasks, and they engage in cycling-related work only when required.

- **Dedicated transport or mobility officers with cycling experience working in coordination with officers responsible for or interested in cycling in other relevant departments:** Dedicated transport or mobility officers with cycling expertise work collaboratively with officers in other relevant departments who are responsible for or interested in cycling.

- **Small dedicated team of cycling officers working in coordination with officers responsible for or interested in cycling in other relevant departments:** A small team of dedicated cycling officers is in place, working closely with officers from other relevant departments with cycling responsibilities.

- **Large dedicated team of senior cycling officers working in coordination with all officers working on cycling in other departments, or senior level officers distributed across relevant departments and coordinating their work on cycling:** A large dedicated team of senior cycling officers is actively engaged, collaborating with officers from various departments with cycling responsibilities, either through centralized coordination or the presence of senior officers across relevant departments.

15. What is the level of local cycling investment?

• **No funding specifically allocated for cycling (annually):** There is no dedicated funding allocated for cycling on an annual basis.

• **Marginal, irregular and hard to get funding:** Cycling investment is minimal, irregular, and often challenging to secure.

• **Regular funding, but there is still a limit to what can be implemented, larger scale support is dependent on strong lobbying:** Funding for cycling is regular, but limitations on what can be implemented exist, and larger-scale projects require strong lobbying efforts.

• **Regular and adequate funding in the context of visions and plans, with additional lobbying required only for particularly large investments:** Funding for cycling is regular and sufficient within the framework of established visions and plans, with additional lobbying necessary mainly for exceptionally large projects.

• **Large and long-term funding secured on a regular basis in the context of visions and plans, with investments in cycling prioritized:** Cycling benefits from substantial and long-term funding consistently allocated within the context of well-prioritized visions and plans.

16. Are data and knowledge collected to understand and monitor cycling conditions?

• **No relevant activity is performed:** There is no active effort to collect data or knowledge related to cycling conditions.

• **Cycling projects are occasionally monitored and evaluated, but no prior appraisal or modeling is performed, which means no overall assessment against original objectives/targets can be carried out:** Monitoring and evaluation of cycling projects occur occasionally, but there is a lack of prior appraisal or modeling, making it challenging to assess them against initial objectives.

• **Appraisal and modeling are used occasionally to appraise project feasibility and impacts prior to implementation, and summary monitoring and evaluation of the same projects are performed:** Appraisal and modeling are occasionally employed to assess project feasibility and impacts before implementation, and there is some monitoring and evaluation of these projects.

• **Regular appraisal, modeling, monitoring, and evaluation both of key plans (e.g., Cycling Action Plan or Sustainable Urban Mobility Plan) and individual projects before and after implementation:** There is regular use of appraisal, modeling, monitoring, and evaluation for key plans and individual cycling projects both before and after their implementation.

• **Systematic appraisal, modeling, monitoring, and evaluation of both key plans (e.g., Cycling Action Plan or Sustainable Urban Mobility Plan) and individual projects through a centralized and well-coordinated process. Results inform future cycling action plans and projects, with active engagement in benchmarking initiatives against other cities:** A systematic approach to appraisal, modeling, monitoring, and evaluation is established for key plans and individual projects, with a centralized and well-coordinated process. The results of these assessments inform future cycling action plans and projects, and the city actively participates in benchmarking initiatives against other cities.

17. What legal and regulatory measures are there to prioritize cycling?

• **No significant measures supportive of cycling:** There are no substantial legal or regulatory measures in place to support cycling.

• **Measures supportive of cycling developed infrequently, but prove difficult to gain approval for:** There are occasional attempts to implement supportive measures for cycling, but they face challenges in gaining approval.

• **Measures supportive of cycling occasionally approved, but neither prioritized nor part of a clear strategic approach:** Supportive measures for cycling are sometimes approved, but they are not prioritized and lack integration into a clear strategic approach.

• **Measures supportive of cycling frequently approved and prioritized as part of a clear strategic approach:** Supportive measures for cycling are frequently approved and given high priority within a well-defined strategic approach.

• **Measures supportive of cycling regularly approved and largely mainstreamed or in place:** Supportive measures for cycling are consistently approved and have been largely integrated into the mainstream, forming an integral part of urban planning and policy.

18. Is there a strategy regarding Low-Emission Zones (LEZ) or Zero-Emission Zones (ZEM) in the city?

• **No LEZ/ZEM in the city and no strategies to regulate private motorized vehicles:** The city lacks Low-Emission Zones or Zero-Emission Zones, and there are no strategies in place to regulate private motorized vehicles.

• **Occasional or experimental LEZ/ZEM to regulate access for private motorized vehicles or little consideration to prioritize active mobility but still a lack of municipal strategy:** There are occasional or experimental Low-Emission Zones or Zero-Emission Zones for regulating access by private motorized vehicles, but there is limited consideration of prioritizing active mobility, and an overall municipal strategy is lacking.

• **Established LEZ/ZEM and spaces prioritized for active mobility in the city/neighborhood center(s) but administered independently without a common strategy. Rest of the city defined for private motorized vehicle culture:** The city has established Low-Emission Zones or Zero-Emission Zones, with a focus on prioritizing active mobility in central areas. However, these zones are administered independently without a cohesive citywide strategy, and the remainder of the city largely follows a private motorized vehicle culture.

• **Strategic and extensive presence of LEZ/ZEM and plenty of spaces for active mobility, mostly in central/pressurized areas. Municipal strategy to expand spaces for active mobility and reduce accessibility of private motorized vehicles:** The city strategically and extensively implements Low-Emission Zones or Zero-Emission Zones, with ample spaces dedicated to active mobility, especially in central and high-density areas. There is a municipal strategy aimed at expanding spaces for active mobility while reducing the accessibility of private motorized vehicles.

• **Systematic presence of LEZ/ZEM throughout the city (from the center to the periphery). Strong strategy in favor of active mobility with the goal to keep private motorized vehicles out of the streets:** The city systematically implements Low-Emission Zones or Zero-Emission Zones, covering the entire city from the center to the periphery. There is a robust strategy in favor of active mobility, with a primary objective to limit the presence of private motorized vehicles on the streets.

19. What solutions are in place to slow, reduce the amount of, or improve the safety of remaining vehicle traffic?

• **No traffic calming:** There are no measures in place to slow down or reduce vehicle traffic, and traffic calming is nonexistent.

• **Occasional or experimental traffic calming solutions:** Traffic calming solutions are occasionally implemented on an experimental basis.

• **Progressive adoption of traffic calming solutions, enforcement still inconsistent:** There is a gradual adoption of traffic calming solutions, but enforcement remains inconsistent.
• **A clear strategy and extensive use of traffic calming solutions, enforcement becoming a priority:** The city has a clear strategy for extensive use of traffic calming solutions, with a growing emphasis on enforcement.

• **A clear strategy and systematic use and regular enforcement of traffic calming solutions:** There is a well-defined strategy for systematic use and regular enforcement of traffic calming solutions, contributing to improved road safety.

20. What restrictions are there on car parking?

• **No parking management:** There are no parking management measures in place.

• **Occasional or experimental parking management of private vehicles:** Parking management for private vehicles is occasionally experimented with, but it is not widespread.

• **Growing and coordinated parking management of private vehicles:** Parking management for private vehicles is expanding and becoming more coordinated.

• **A clear strategy for systematic use of parking management for private vehicles (with the greatest focus in central/pressurized areas), and with any revenues allocated to the general municipal budget:** The city has a clear strategy for the systematic use of parking management for private vehicles, with a particular emphasis on central and high-pressure areas. Any revenues generated are allocated to the general municipal budget.

• **A clear strategy for extensive implementation of parking management throughout the city (from the centre to the periphery), for example, including ICT-supported dynamic management, with revenues automatically allocated to urban mobility projects:** The city has a clear strategy for extensive implementation of parking management, covering the entire city from the centre to the periphery. This strategy may include ICT-supported dynamic management, with revenues automatically directed toward urban mobility projects.