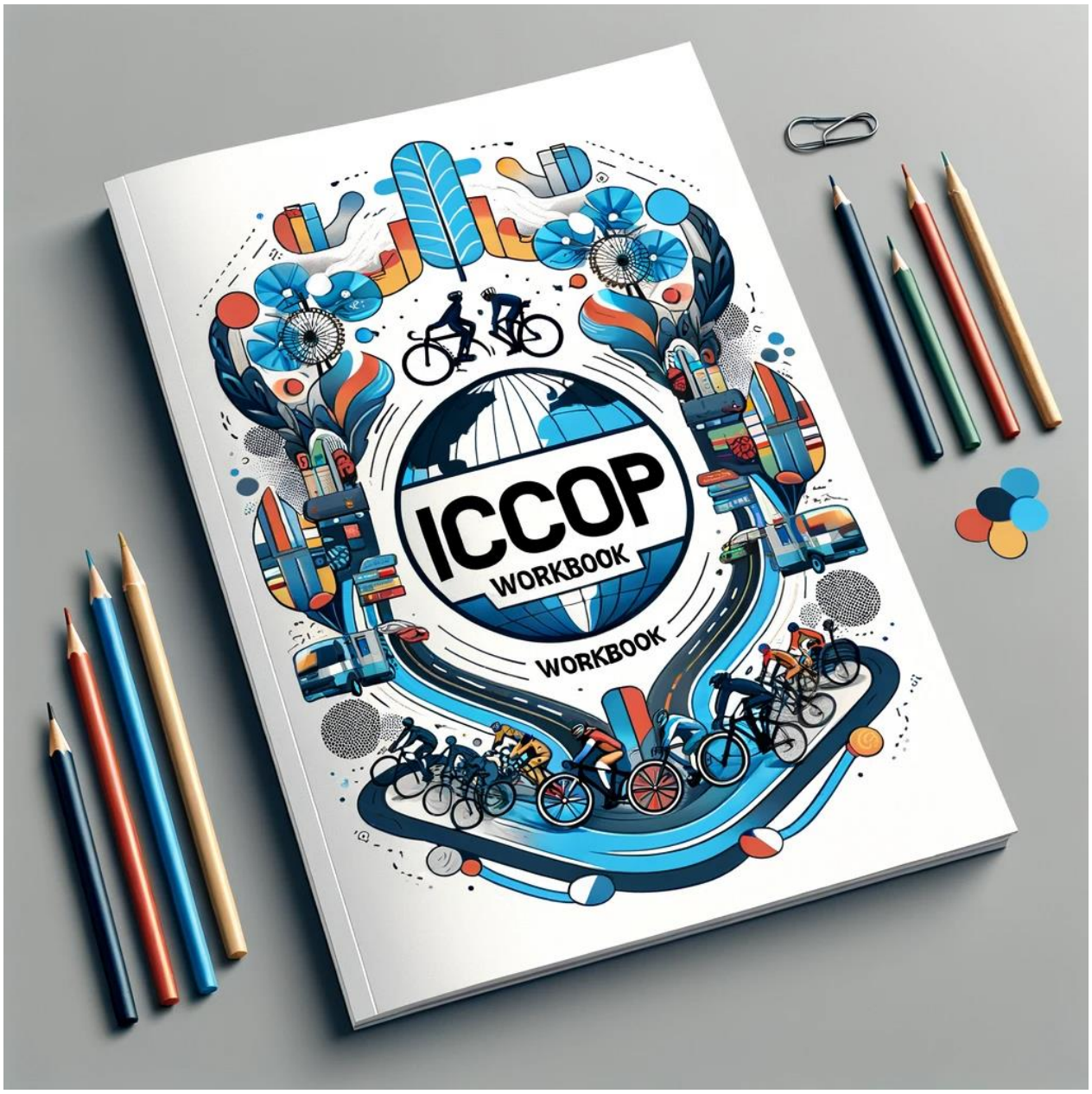

Guide to Self-Assessment of Urban Cycling Policy

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The "Guide to Self-Assessment of Urban Cycling Policy" is a comprehensive document that assists municipalities in evaluating and enhancing their cycling infrastructure and policies. This guide, developed by the International Cycling Community of Practice (ICCoP), features a self-assessment tool that allows cities to benchmark their current cycling initiatives against global standards and tailor a roadmap to local needs.

Here's an overview of the guide's contents:

Introduction to ICCoP's Self-Assessment Tool: The guide introduces the self-assessment tool provided by ICCoP, which helps municipalities reflect on and improve their cycling infrastructure. It emphasizes the tool's role in guiding cities from basic to advanced levels of cycling-friendly development.

20 Essential Elements for Cycling Excellence: The guide describes 20 key elements essential for creating an excellent cycling environment. These elements cover various aspects of urban cycling, including network connectivity, safety, integration with public transport, and public attitudes towards cycling.

Five Levels of Development: Each element is assessed across five development levels - Emerging, Developing, Established, Advanced, and Exemplary. The guide provides criteria for each level, helping cities understand their current status and areas for improvement.

Self-Assessment Process: Municipalities can undertake a self-assessment through an online multiple-choice questionnaire. The guide offers room for notes and reflections, aiding in the preparation for the questionnaire.

Aligning with Sustainable Urban Mobility Plans (SUMPs): The guide encourages aligning cycling strategies with broader Sustainable Urban Mobility Plans, fostering a culture of continuous improvement.

Case Studies and Contextual Analysis: For each element, the guide provides detailed context and recommendations for improvement, considering urban design, public health, and environmental sustainability.

Enhancing Urban Mobility: The document underscores the importance of cycling in enhancing urban mobility and environmental sustainability. It advocates for a holistic approach, including active stakeholder engagement and monitoring emerging trends and community needs.

This guide is a valuable resource for city planners and policymakers, providing a structured framework for assessing and elevating urban cycling infrastructure and policies.

ICCoP Self-Assessment Tool /Workbook

Engaging with the International Cycling Community of Practice (ICCoP) through an initial self-assessment tool can be a transformative step for any municipality aiming to elevate its cycling infrastructure and sustainable urban mobility. This reflective starting point not only benchmarks current practices against global standards but also lays a clear roadmap tailored to local needs, encapsulating the 20 elements essential for cycling excellence.

Access to ICCoP's collaborative platform is granted upon registration, providing a wealth of knowledge and peer support to enhance urban mobility, environmental sustainability, and public health. The self-assessment tool prompts a critical evaluation across connectivity, route directness, safety, and community integration of cycling infrastructure, guiding municipalities from basic to advanced levels of cycling-friendly development.
By contextualizing these elements within a Sustainable Urban Mobility Plan (SUMP) framework, municipalities can align their strategies with international best practices, fostering a culture of continuous improvement.

In this document you will find a description of the **20 chapters and the 5 levels you can choose from** in the online multiple-choice questionnaire. Also, some relevant SUMP elements are mentioned. There is room to **take your notes** on every page in this workbook in preparing for the multiple-choice questionnaire.

To start the self-assessment tool -representatives from municipalities only- first register here for the ICCoP and get your password to the tool: https://iccop.velo.info/register/request

ISINNOVA
research innovation sustainability

Mario Gualdi
Isinnova
Roma, Italy
mgualdi@isinnova.org

Vélo Mondial

Pascal van den Noort
Velo Mondial
Amsterdam, The Netherlands
operations@velomondial.net

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 “Background to the self-assessment tool”:

1. **How well do different parts of the cycling network link together and work as a whole?**
    - Fragmented and absence/low quality of connections, infrastructure, and signage.
    - Occasional connections, but inconsistent quality of infrastructure and signage
    - Some parts of the network well-connected locally, but investment needed to achieve coherence across the entire area and a consistent quality of infrastructure and signage.
    - A well-connected network overall, but investment needed to address residual broken links and minor inconsistencies in quality of infrastructure and signage.
    - A very well-connected and highly coherent network overall, with consistently high-quality infrastructure and signage

Context:

A fragmented network indicates a need for comprehensive planning to create continuity and uniformity in cycling paths. The municipality should invest in connecting existing paths and enhancing wayfinding through quality signage. Occasional connections suggest a piecemeal approach. Prioritize creating a consistent and safe network by standardizing infrastructure and improving connectivity. Well-connected local networks should be expanded to form a cohesive regional system. Municipal investment should focus on eliminating gaps and ensuring infrastructure quality is uniform. A well-connected network that still has residual broken links requires targeted improvements to bridge these gaps, coupled with upgrades to signage and infrastructure quality where inconsistencies exist. A highly coherent network should be maintained through continuous investment in infrastructure and signage, ensuring high standards are upheld and adapted to growing demand.

Cycling Network Linkage:

SUMP Element: Enhance network connectivity with an emphasis on sustainable transport hierarchies, prioritizing cycling and walking. Develop a comprehensive cycling master plan that aligns with SUMP principles, promoting non-motorized transport and reducing urban traffic congestion.

NOTES:

2. **How well does the bicycle network offer direct routes between main destination points?**
    - Constant detours and absence of dedicated cycling network between main destinations compared to other transport networks.
    - Frequent detours and only occasional presence of the cycling network between main destinations compared to other transport networks.
    - Occasional detours and presence of the cycling network between main destinations compared to other transport networks.
    - Rare detours with presence of the cycling network between main destinations compared to other transport networks.
    - No detours and strong presence of the cycling network between main destinations compared to other transport networks.

Context:

The presence of constant detours indicates a need for a strategic review of cycling routes. Implement direct and dedicated cycling paths to major destinations, ensuring they complement other transport networks. Frequent detours and occasional cycling paths suggest improvements can be made by establishing more direct cycling routes that minimize detours and are integrated with the existing transport infrastructure. Occasional detours imply the need for more direct and continuous cycling routes. Enhance the network to provide more efficient paths between key destinations. Rare detours suggest a strong presence of the cycling network and a higher level of directness. Fine-tune the existing network to ensure the most direct and convenient routes for cyclists. A cycling network with no detours and strong presence requires ongoing support to adapt to changing usage patterns, with a focus on maintaining directness as the city evolves.

Direct Routes between Main Points:

SUMP Element: Implement a policy that prioritizes the creation of direct cycling routes in urban planning, ensuring these routes are integrated with public transport systems to facilitate multimodal travel and reduce reliance on private vehicles.

NOTES:

3. **How is the separation level and safety perception between cyclists and other street users?**
    - Normally no separation of cycling from other street users where this could be beneficial, street design provides for dominant culture of hazardous behaviour by other street users.
    - Occasional separation of cyclists from other street users where this could be beneficial, sometimes parallel safer alternative routes provided, street design often encourages hazardous behaviour by other street users.
    - Examples of attention being paid to separation where this could be beneficial , good alternative direct parallel routes provided, and street design encouraging improved behaviour of other street users.
    - Frequent separation where this could be beneficial, a reduced need for alternative parallel routes, street design encouraging mostly safe behaviour of other street users.
    - Separation of cycling infrastructure in all important locations where this could be beneficial (ideally led by a coherent, well-executed and regularly evaluated safety plan), and street design that creates a culture of safe and respectful behaviour between street users

Context:

A lack of separation where beneficial signals a need for a redesign of street spaces to include protected bike lanes, promoting safety and reducing conflicts with motor vehicles. Occasional separation points to the need for more consistent and widespread use of bike lanes. Implement parallel safer routes and redesign streets to discourage hazardous behaviour. Existing examples of separation should be expanded upon to create a network of safe cycling paths. Encourage safe behaviour through street design that clearly delineates shared spaces. Frequent separation indicates a safety-conscious design but can be improved by reducing the need for parallel routes through integrated street designs that accommodate all users safely. Complete separation in key areas, backed by a comprehensive safety plan, should be regularly evaluated and updated to ensure it meets current safety standards and encourages respectful behaviour.

Separation Level and Safety Perception:

SUMP Element: Incorporate safety and separation into the urban design standards, aiming for a "Vision Zero" approach to road safety within the SUMP framework. Design streets with the presumption that cycling infrastructure will be a core feature.

NOTES:

4. **How well integrated is cycling infrastructure into its surroundings?**
    - Low aesthetic infrastructure design quality, neglected signposting, low levels of social safety
    - Mostly low aesthetic infrastructure design quality, limited examples of good signposting, limited levels of social safety
    - Growing examples of good aesthetic infrastructure design quality, frequently good signposting, examples of good social safety
    - Mostly highly aesthetic infrastructure and environmental design quality, high quality of signposting, and usually high social safety
    - Highly aesthetic infrastructure and environmental design quality, excellent quality signposting and excellent levels of social safety overall

Context:

Low aesthetic quality and neglected signposting require a design overhaul to improve the appeal and safety of cycling infrastructure. Implement design standards and regular maintenance schedules. Mostly low aesthetic quality suggests the need for pilot projects showcasing high-quality design to be replicated across the network, coupled with improved social safety measures. A growing number of well-designed examples should be used as benchmarks for future projects, ensuring good aesthetics, clear signposting, and social safety are standard features. Predominantly high-quality infrastructure design should be complemented by continuous improvement in environmental design and social safety through community engagement and regular assessments. Exceptional design quality across the board should be maintained through proactive design innovation, keeping infrastructure up-to-date and socially secure.

Integration of Cycling Infrastructure:

SUMP Element: Ensure that cycling infrastructure projects contribute to the overall aesthetic and functional goals of urban spaces, aligning with SUMP objectives to create liveable cities with high-quality public spaces that encourage active mobility.

NOTES:

5. **How pleasant and easy are journeys for cyclists?**
    - Uneven surfaces/level changes, frequent stops, insufficient space, many sharp corners
    - Mostly uneven surfaces/level changes, frequent stops, mostly insufficient space, often sharp corners
    - Mostly smooth surface/few level changes, occasional stops, mostly sufficient space, occasional sharp corners
    - Usually smooth surface, rare stops, sufficient space, rare sharp corners
    - Smooth surface throughout, minimal stops, generous space, wide turning angles with no sharp corners

Context:

Poor journey quality with uneven surfaces and frequent stops calls for comprehensive infrastructure improvements, focusing on road quality and the flow of cycling traffic. Mostly uneven surfaces require targeted interventions to smooth out paths and improve space allocation, reducing the need for frequent stops and tight corners. A mostly smooth surface with occasional stops signifies good infrastructure but can benefit from fine-tuning to further minimize interruptions and ensure ample space is consistently provided. Smooth surfaces and rare stops reflect a well-thought-out network. Continue to prioritize space and comfort for cyclists to further enhance the riding experience. Optimal conditions with smooth surfaces, minimal stops, and generous space should be preserved and set as the standard for all new cycling infrastructure projects.

> **Journey Quality for Cyclists:**
> SUMP Element: Adopt a user-centric approach in SUMP to enhance the cycling experience, ensuring infrastructure projects focus on smooth surfaces, minimal stops, and safety, thereby encouraging cycling as a convenient mode of transport.

NOTES:

6. **What are citizens' and society's attitudes towards cycling?**
    - Hostile attitude towards bicycle riders and any investments/decisions favouring them
    - Indifference and low levels of acceptance, for example cycling is only really embraced by grassroots movements and for sports/leisure
    - Recognised but polarised, with some groups opposing it (e.g. change-averse groups, business owners, car-loving residents, commuters), and some groups clearly in favour (e.g. young adults and students, climate concerned citizens, cycling enthusiasts)
    - Atmosphere of tolerance and usually friendly coexistence, where the bicycle is on its way to becoming a fully-fledged mode of transport suitable for everybody and every trip
    - Factual and an integral part of many/most people's everyday life, "cycling for us is like water is for fish"

Context:

Hostility towards cyclists necessitates awareness campaigns to promote the benefits of cycling and encourage a shift in public perception. Indifference suggests the need for initiatives that demonstrate cycling's role in a healthy lifestyle and sustainable transport, targeting grassroots movements and leisure activities to build a broader support base. Recognized but polarized attitudes call for dialogue and community engagement to address concerns and highlight the positive impacts of cycling on urban life. A generally tolerant and friendly atmosphere is conducive to cycling but requires ongoing support to fully establish cycling as a preferred mode of transport for all demographic groups. When cycling is an integral part of life, continue to foster this culture through policy and community initiatives, ensuring that cycling remains a convenient and attractive option for everyone.

Citizens' and Society's Attitudes Towards Cycling:

SUMP Element: Include community engagement and awareness campaigns in the SUMP to shift public attitudes towards sustainable mobility. Promote cycling benefits through educational programs that align with broader sustainability goals.

NOTES:

7. **What activities are undertaken in communication and marketing for cycling?**
    - No active mainstream communication or marketing for cycling as an everyday transport mode alongside other modes of travel
    - Basic level of communication/recognition, with infrequent dissemination of information and occasional one-off marketing of cycling for specific projects/events only
    - Regular use of broad mainstream media channels (such billboards/websites/other) for generalized campaigns (e.g. without much segmentation for specific target groups/topics)
    - Regular communication and marketing using a combination of many forms of mainstream and tailored media, with some segmentation of messages and materials aimed towards specific target groups
    - Systematic, continuous, professional, multimedia communications and marketing campaign delivered broadly, and to segmented target groups (e.g. children, commuters, other) with messaging linked to topics known to be of interest to these specific groups (e.g. showing cycling's (socio)economic, health and environmental benefits)

Context:

The absence of mainstream communication suggests a need to initiate marketing campaigns to elevate the profile of cycling as a viable mode of transport. Basic communication efforts should be expanded with regular information campaigns that showcase cycling's benefits and highlight specific projects or events. The regular use of mainstream media for generalized campaigns should evolve to include targeted messaging for specific demographics, reinforcing the advantages of cycling. Diverse communication strategies should be employed, utilizing a mix of media to reach different audiences with tailored messages that resonate with their specific interests and concerns. A systematic and professional campaign should continue to evolve, ensuring that cycling promotion remains relevant, engaging, and effective in reaching a wide audience.

Communication and Marketing for Cycling:

SUMP Element: Leverage communication strategies within SUMP to market cycling as a key component of sustainable urban mobility, using targeted campaigns to raise the profile of cycling and integrate it into the public's daily transportation choices.

NOTES:

8. **How well is cycling proficiency encouraged across the general population, and to specific groups (children, elderly, etc.)?**
    - No education and training activities to help people gain skills and confidence to ride a bicycle more
    - Sporadic education and training activities to help people gain skills and confidence to ride a bicycle more
    - Regular education and training activities to help people gain skills and confidence to ride a bicycle more, but short in duration and targeting only specific groups
    - Regular educational and training activities to help people gain skills and confidence to ride a bicycle more, limited in duration but targeting all relevant groups
    - Systematic, continuous and professional education and training activities to help people gain skills and confidence to ride a bicycle more, targeting all relevant groups including improving skills and awareness of other street users (e.g. lorry drivers)

Context:

The lack of education and training activities warrants the establishment of programs aimed at increasing cycling skills and confidence across all age groups. Sporadic activities should become more regular and structured, providing opportunities for individuals to learn and practice cycling in a safe environment. Regular but short-duration activities should expand to offer comprehensive, ongoing training that is accessible to all demographics, fostering a cycling-friendly culture. Existing educational activities should ensure inclusivity, with initiatives designed to reach diverse groups and promote safe cycling practices among all road users. Systematic and professional education programs should be maintained and regularly evaluated to ensure they meet the needs of the community and continue to improve road safety and cycling proficiency.

Cycling Proficiency Encouragement:

SUMP Element: Integrate cycling education and training into the SUMP actions, offering regular workshops and courses that improve cycling skills, road awareness, and foster a culture of safe cycling.

NOTES:

9. **To what extent does the cycling community engage in impactful advocacy?**
    - No advocacy nor presence (e.g. absence of vocal individuals, groups, media)
    - Cycling is recognised but still marginal in the public interest and debate
    - Personalities, groups and media have emerged to provide visibility and critique in relation to cycling and start lobbying for cooperation with planning authorities
    - Well-organised advocacy groups regularly cooperate with planning authorities, supported by vocal but informed pressure from local individuals/influencers, with cycling a regular topic in the media
    - Cycling is a mainstream topic of conversation, advocacy groups are integrated into the co-planning process, vocal individuals have become more satisfied and supportive, and the media have developed a generally well-informed, understanding and supportive outlook

Context:

The absence of advocacy indicates a need for the establishment of a vocal cycling community to engage with policymakers and the public. Recognized but marginal public interest in cycling suggests that advocacy efforts should be stepped up, utilizing local influencers and media to raise cycling's profile. Emerging visibility and critique from cycling advocates should be supported and nurtured, fostering cooperation with planning authorities to implement positive changes. Well-organized advocacy groups working with planning authorities signify a healthy advocacy environment that should be sustained and leveraged to further cycling interests. Mainstream advocacy should be integrated into municipal planning processes, ensuring that the cycling community's voice continues to be heard and acted upon.

Impactful Cycling Advocacy:

SUMP Element: Support the formation and activities of cycling advocacy groups as part of stakeholder engagement in SUMP, ensuring they have a role in the planning and implementation processes of urban mobility projects.

NOTES:

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

- Cycling not a topic of any sustained political interest or capital
- Cycling is generally ignored, with it only being advocated by individually-supportive politicians who are supported by public officers
- Cycling is a noted topic on the political agenda, but still struggling to acquire prominence and priority (planning, funding) and support through consecutive political cycles
- Cycling is a mainstream topic on the political agenda, receiving adequate priority (planning, funding) and support through consecutive political cycles and linking to other place making/policy agendas
- Cycling is a leading policy tool in steering urban mobility, spatial, environmental, social and economic well-being, with consistent, stable and sustained high levels of political support running over at least consecutive political cycles

Context:

The absence of cycling as a political topic suggests a need for advocacy and education to showcase its benefits to political leaders. Cycling's marginal political presence requires champions within the political sphere to advocate for its inclusion in policy discussions and planning. Noted political attention to cycling should be built upon, aiming for cycling to become a recurring and prominent topic that influences policy and funding decisions. Cycling's established status on the political agenda should be reinforced, ensuring it receives continued support and is integrated with broader urban policy initiatives. As a leading policy tool, cycling should be promoted through consistent political support, positioning it as a cornerstone in urban mobility and sustainability strategies.

> **Cycling in Political Agendas:**
> SUMP Element: Advocate for cycling to be a standing item on political agendas, recognizing it as a significant contributor to achieving the SUMP's sustainable transport objectives and urban environmental targets.

NOTES:

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

- Cycling is neither specifically nor meaningfully considered by any relevant vision/plan
- Cycling is mentioned in relevant strategic documents (e.g. transport, land use, energy, other), but still plays a marginal role in policy
- Cycling is fully recognised and embedded in relevant strategic documents (e.g. transport, land use, energy, other), but action/delivery related to this is limited
- A dedicated cycling document (an action plan or similar) exists, but is only partially implemented, and/or displays limited coordination with other relevant strategic documents (e.g. transport, land use, energy, other), and/or cannot rely on secured funding
- A dedicated strategic document for cycling (an action plan or similar) exists and is well implemented, fully coordinated with other strategic documents (e.g. transport, land use, energy, other), has clear targets and secured funding, and is regularly monitored and updated

Context:

The lack of cycling consideration in strategic planning indicates the need for an overarching vision that includes cycling as a key component of urban mobility. Mention of cycling in strategic documents should evolve into a more central role, with policies actively encouraging its growth and integration. Cycling's recognition in strategic planning requires concrete actions to move from policy statements to tangible improvements in cycling infrastructure and programs. Partially implemented cycling plans should be fully realized, aligning with other strategic initiatives and securing necessary funding for effective delivery. A well-implemented and coordinated cycling strategy should be regularly reviewed and updated to adapt to evolving needs and to continue to drive progress in cycling infrastructure and culture.

Strategic Planning Integration:

SUMP Element: Embed cycling as a key element of the SUMP, ensuring it is consistently included and funded in long-term urban planning and development strategies.

NOTES:

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)
- Departments linked to urban development communicate and collaborate occasionally (e.g. submitting requests for reviews of documents/plans or holding meetings on individual initiatives)
- 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
- Inter-departmental working groups meet regularly, and community stakeholders are frequently asked to join policy making processes
- 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

Context:

Isolation among departments calls for initiatives to foster cross-departmental collaboration, breaking down silos and promoting a unified approach to cycling policy. Occasional communication should be bolstered by establishing regular inter-departmental meetings and encouraging stakeholder participation in planning processes. Regular inter-departmental collaboration could be improved by establishing more frequent and structured working groups that include community stakeholders in decision-making. Existing regular working groups should strive for consistency in collaborative efforts, actively engaging a broader spectrum of community stakeholders in both policy-making and monitoring. Well-established collaborative practices should be maintained, with a focus on strengthening public-private partnerships to advance cycling initiatives and integrate them into the wider urban fabric.

> **Collaborative Policy-Making:**
> SUMP Element: Promote integrated policy development as part of the SUMP, where cycling policy is developed through collaboration across all relevant departments and with stakeholder participation.

NOTES:

13. How integrated is the design approach for cycling?

- Marginal (non-specialised) domain, dealt with by officers independently of specific competence or experience in cycling
- Cycling is a recognised technical domain ,but embedded in a traditional traffic-centric engineering approaches, with less open-mindedness towards innovation and inputs 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)
- Multi-disciplinary thinking used across departments and by officials involved in the cycling design process, dependent on the project nature
- Multi-disciplinary thinking in cycling design, systematically used across departments and by officials as part of well understood, accepted and adopted processes

Context:

A marginal approach to cycling design indicates the need for specialized training for officers and the adoption of a design philosophy that prioritizes cycling. Recognizing cycling as a technical domain requires a shift from traditional traffic-centric models to more innovative, cycling-inclusive planning. Individual-driven design perspectives should be expanded into a collaborative, multidisciplinary approach that values input from different expertise areas. The use of multi-disciplinary thinking should become standard practice, ensuring that cycling infrastructure design is responsive to the needs of diverse users. Systematic multi-disciplinary design approaches should be continuously refined to reflect the latest best practices and ensure cycling infrastructure is seamlessly integrated into urban design.

Design Approach Integration:

SUMP Element: Encourage multi-disciplinary design approaches within the SUMP framework that consider cycling as an integral part of the urban fabric, not just a transport add-on.

NOTES:

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
- Officer(s) working on cycling though split between other responsibilities and only engaging in tasks on demand
- Dedicated transport or mobility officers with cycling experience working in coordination with officers responsible for or interested in cycling in other relevant departments
- Small dedicated team of cycling officers working in coordination with officers responsible for or interested in cycling in other relevant departments
- 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

Context:

The absence of a cycling officer points to the need for a dedicated position or team to coordinate cycling policy and infrastructure development. Cycling duties split among various responsibilities should be consolidated to create focused and effective cycling policy leadership. Dedicated officers with cycling expertise should be supported by a framework that enables collaboration across departments. A small, dedicated team signifies progress but should be expanded to ensure comprehensive coverage and expertise in cycling policy across the municipality. A large, dedicated team of senior cycling officers should be leveraged to drive innovation and coordination in cycling policy, setting a high standard for municipal leadership in sustainable transportation.

Staffing Responsibility:

SUMP Element: Allocate dedicated staff within the SUMP structure to oversee cycling policies and infrastructure development, ensuring accountability and continuity in sustainable mobility planning.

NOTES:

15. What is the level of local cycling investment?

- No funding specifically allocated for cycling (annually)
- Marginal, irregular and hard to get funding
- Regular funding, but there is still a limit to what can be implemented, larger scale support is dependent on strong lobbying
- Regular and adequate funding in the context of visions and plans, with additional lobbying required only for particularly large investments
- Large and long-term funding secured on a regular basis in the context of visions and plans, with investments in cycling prioritized

Context:

The absence of dedicated cycling funding requires the establishment of a budget line to support the development and maintenance of cycling infrastructure. Marginal and irregular funding should be addressed by creating stable and predictable financial mechanisms for cycling projects. Regular but limited funding should be augmented by seeking additional sources of investment, such as grants or public-private partnerships, to support larger-scale initiatives. Regular and adequate funding should be ensured through long-term financial planning, with provisions for extra lobbying efforts for major investments. Secured long-term funding should be part of an integrated vision for cycling, ensuring consistent investment prioritizes cycling infrastructure in urban development plans.

> **Local Cycling Investment:**
> SUMP Element: Secure dedicated funding for cycling infrastructure in the SUMP budget, reflecting the plan's commitment to sustainable mobility and active transportation modes.

NOTES:

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

- No relevant activity is performed
- Cycling projects are occasionally monitored and evaluated, but no prior appraisal or modelling is performed, which means no overall assessment against original objectives/targets can be carried out
- Appraisal and modelling is used occasionally to appraise project feasibility and impacts prior to implementation, and summary monitoring and evaluation of the same projects is performed
- Regular appraisal, modelling, monitoring and evaluation both of key plans (e.g. Cycling Action Plan or Sustainable Urban Mobility Plan) and individual projects before and after implementation
- Systematic appraisal, modelling, monitoring and evaluation of both key plans plans (e.g. Cycling Action Plan or Sustainable Urban Mobility Plan) and individual projects through a centralised and wellcoordinated process. Results inform future cycling action plans and projects, with active engagement in benchmarking initiatives against other cities

Context:

The lack of data collection and analysis indicates a need for establishing mechanisms to monitor and evaluate cycling conditions and infrastructure. Occasional monitoring should be systematized, with regular appraisals to inform future cycling projects and ensure alignment with objectives. The occasional use of appraisal and modeling should be regularized, establishing a comprehensive data-driven approach to planning and evaluating cycling infrastructure. Regular and systematic monitoring should be integrated into the planning process, ensuring continuous improvement and responsiveness to cyclists' needs. A centralized process for appraisal and evaluation should be utilized to benchmark against other cities, fostering best practices and informed decision-making.

> **Data and Monitoring:**
> SUMP Element: Include a robust data collection and monitoring framework in the SUMP to assess cycling infrastructure use and safety, facilitating data-driven policy decisions and infrastructure improvements.

NOTES:

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

- No significant measures supportive of cycling
- Measures supportive of cycling developed infrequently, but prove difficult to gain approval for
- Measures supportive of cycling occasionally approved, but neither prioritised nor part of a clear strategic approach
- Measures supportive of cycling frequently approved and prioritised as part of a clear strategic approach
- Measures supportive of cycling regularly approved and largely mainstreamed or in place

The absence of supportive measures for cycling necessitates the development of policies and regulations that prioritize cycling infrastructure and safety. Infrequent supportive measures should be made more consistent and aligned with a strategic vision that promotes cycling. Occasional approval of cycling measures should transition to regular implementation, integrating cycling into the fabric of urban planning and regulation. Regularly approved measures should be bolstered by proactive policies that enshrine cycling as a priority in all urban planning endeavors. Mainstreamed cycling measures should be reviewed and updated to reflect evolving urban dynamics and to ensure that they continue to support a growing cycling culture.

> **Legal and Regulatory Measures:**
> SUMP Element: Develop and enforce legal and regulatory measures that support cycling infrastructure and safety, as outlined in the SUMP's objectives, to ensure a sustainable and safe urban mobility environment.

NOTES:

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 motorised vehicles
- Occasional or experimental LEZ/ZEM to regulate access for private motorised vehicles or little consideration to prioritise active mobility but still a lack of municipal strategy
- Established LEZ/ZEM and spaces prioritised for active mobility in the city/neighbourhood centre(s) but administrated independently without a common strategy. Rest of the city defined for private motorized vehicle culture
- Strategic and extensive presence of LEZ/ZEM and plenty of spaces for active mobility, mostly in central/pressurised areas. Municipal strategy to expand spaces for active mobility and reduce accessibility of private motorised vehicles.
- Systematic presence of LEZ/ZEM throughout the city (from the centre to the periphery). Strong strategy in favor of active mobility with the goal to keep private motorised vehicles out of the streets.

Context:

The absence of LEZ/ZEM strategies calls for the development of a clear and actionable plan to reduce emissions and prioritize active mobility. Experimental LEZ/ZEMs should be evaluated and expanded into a coherent strategy that integrates with broader transportation and environmental objectives. Established LEZ/ZEMs should be managed as part of an overarching strategy that promotes active mobility throughout the city, not just in central areas. A strategic approach to LEZ/ZEMs should be aggressively pursued, with plans to incrementally expand these zones and actively reduce motor vehicle traffic in dense urban areas. Systematic LEZ/ZEM implementation should be supported by policies that encourage alternative modes of transport and create a city-wide network of safe and accessible routes for cyclists and pedestrians.

LEZ or ZEM Strategy:

SUMP Element: Integrate LEZ and ZEM strategies within the SUMP, recognizing them as critical tools to reduce emissions and promote cycling and other non-motorized transport modes.

NOTES:

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

- No traffic calming
- Occasional or experimental traffic calming solutions
- Progressive adoption of traffic calming solutions, enforcement still inconsistent
- A clear strategy and extensive use of traffic calming solutions, enforcement becoming a priority
- A clear strategy and systematic use and regular enforcement of traffic calming solutions

Context:

The lack of traffic calming measures calls for a comprehensive strategy to reduce vehicle speeds and improve safety for all road users. Occasional or experimental traffic calming solutions should be formalized into a consistent set of practices that can be deployed across the municipality. Progressive adoption of traffic calming measures should be complemented by consistent enforcement and education campaigns to inform drivers and protect cyclists and pedestrians. A clear strategy for traffic calming indicates a need for rigorous enforcement and regular review to ensure the measures remain effective and are respected by drivers. Systematic and regularly enforced traffic calming measures should continue to evolve, incorporating new technologies and approaches to maintain and improve urban safety.

Traffic Calming and Safety:

SUMP Element: Incorporate traffic calming and safety measures into the SUMP's action plans, utilizing these tools to reduce vehicle speeds in urban areas and improve safety for cyclists and pedestrians.

NOTES:

20. What restrictions are there on car parking?

- No parking management
- Occasional or experimental parking management of private vehicles
- Growing and coordinated parking management of private vehicles
- A clear strategy for systematic use of parking management for private vehicles (with greatest focus in central/pressurized areas), and with any revenues allocated to the general municipal budget
- A clear strategy for extensive implementation of parking management throughout the city (from the center to the periphery), for example including ICT-supported dynamic management, with revenues automatically allocated to urban mobility projects

Context:

The lack of parking management should be addressed by developing a comprehensive parking strategy that considers the needs of cyclists and supports urban mobility goals. Occasional parking management initiatives should be scaled up to provide a coordinated approach to parking across the city, with a focus on reducing car dependency. Coordinated parking management should be expanded and integrated with other transport policies, utilizing the revenues to support cycling and other sustainable transport initiatives. A systematic parking management strategy should prioritize high-demand areas and ensure that parking fees contribute to the funding of cycling infrastructure. An extensive parking management strategy should include dynamic measures supported by ICT to optimize space and promote cycling, with funding mechanisms that allocate parking revenues directly to urban mobility projects.

Parking Restrictions:

SUMP Element: Enforce strategic parking management within the SUMP framework, using parking policies to discourage car usage, especially in city centers, and reallocating street space to cycling and pedestrian use.

NOTES:

Annexe: Sustainable Urban Mobility Plan (SUMP)

The European Commission encourages municipalities to adopt Sustainable Urban Mobility Plans (SUMPs) to address urban transport challenges in an integrated, sustainable, and participatory manner.

While the specific requirements can vary depending on the context and guidelines at the time, the following are generally expected from municipalities that decide to develop a SUMP:

- A Long-term Vision: Municipalities should develop a clear and shared long-term vision that addresses transport and mobility challenges in their urban areas. This vision should align with broader economic, social, environmental, and public health objectives.
- Integrated Approach: The plan should take an integrated approach that considers all modes of transportation and their interconnectivity, ensuring that different policies and sectors work together towards common goals.
- Stakeholder and Citizen Participation: SUMPs should be developed with the active participation of stakeholders and the public to ensure that the plan addresses real needs and has broad support. This includes engagement throughout the planning, development, implementation, and monitoring phases.
- Assessment of Current and Future Performance: Municipalities need to assess the current state of their transport systems, as well as predict future conditions and challenges, to inform the SUMP's development.
- Clear Targets and Measurable Objectives: The SUMP should establish specific, measurable, achievable, relevant, and time-bound (SMART) objectives, along with clear targets that can be monitored and evaluated.
- Sustainable Mobility Measures: The plan should include a range of measures that promote sustainability, such as improving public transport, promoting walking and cycling, managing urban freight, and reducing emissions.
- Monitoring and Evaluation: Municipalities are expected to set up a framework for monitoring and evaluation to regularly assess the progress of the SUMP and adapt as necessary. This includes both process and outcome indicators.
- Allocated Funding and Resources: Adequate funding and resources should be allocated for the development, implementation, and maintenance of the SUMP. This may include identifying potential sources of local, national, or European funding.
- Compliance with Legal and Policy Frameworks: The SUMP should comply with relevant EU, national, and local legislation and policies, including environmental regulations, transport standards, and urban development guidelines.
- Quality and Process Management: A high-quality management process should be in place to guide the SUMP's development and implementation, ensuring transparency, accountability, and continuous improvement.

By meeting these requirements, municipalities can create a robust SUMP that not only improves local transport conditions but also contributes to the EU’s wider goals of reducing greenhouse gas emissions, improving air quality and urban life, and fostering economic growth. The European Commission provides various guidance documents, tools, and funding opportunities to support municipalities in the development and implementation of their SUMPs.

International Cycling Community of Practice

Request Invitation

Name

City

Role

Email

Request Invitation