

# Let's Bike for a More Sustainable World!

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It is my honour and pleasure to present to you the third draft of the International Bicycle Policy Resolution. First of all, I would like to thank all of you who were involved in working on it.

On this conference we have exchanged many ideas between professionals, politicians and common citizens. One idea and conviction we all share is the sustainability of the bicycle as a mode of transport, as a means for better health, and as a symbol of a more sustainable life style. Our banner could be: "Let's Bike for a More Sustainable World!"

We need to convince more people, and especially our politicians, of the potential of the bicycle and its contributions to mobility and health, to ecology and environment, to social justice and equity. That is a permanent and mutual task of all of us as individuals and of this VeloCity Conference as a whole. Therefore, the conference organizers suggested to work on an International Bicycle Policy Resolution and to get it approved by the delegates of this conference.

The Resolution was developed in several steps:

- It is based on a questionnaire survey, which was answered by experts from 24 countries. Some of them are in this audience today: Thank you for your cooperation.
- A first draft was prepared before the conference by Ulrike Huwer, Mary-Elizabeth Gonzalez and Hartmut Topp.
- A workshop held on this conference with about 20 participants from 15 countries discussed and modified it.
- The workshop continued to work on it during the train ride to Maribor.

The result of all this work is the third draft of **The Ten Point Pedalling Action Program:**

1. **Raise community awareness**

**for a better climate for more cycling**

All public and private sectors should promote cycling as a sustainable mode of transport. Campaigns should target improved attitudes towards cycling and its better image and status.

2. **Promote bicycle usage in education and professional training**

All countries should integrate cycling in their educational programs. These programs should increase bicycle usage by the young generation and create an awareness of the benefits of sustainable and gentle mobility.

The same applies to professional training for all in the community services like engineers, planners, police, health professionals, and driver instructors who need to have a positive consideration of cycling in their decisions.

3. **Plan land use for bicycle distances**

Town and regional planning should be based on proximity and accessibility to keep distances within bicycle range.

4. **Minus 10 % per year of accidents involving cyclists**

More cycling with fewer accidents needs a bicycle safety strategy with a benchmark of a reduction of at least ten percent per year. Special consideration should be given to the non-restrictive character of safety measures for cycling.

5. **At least 3 % of all transport budgets for bicycle traffic**

A minimum of three percent of all public expenditures for transport on the national, regional and local levels should be earmarked for promoting cycling and for bicycle facilities.

6. **Make urban transport networks fit for cycling**

Cycling needs safe, direct, comfortable and attractive connections which ensure independent mobility for all including children, elderly and people with disabilities. Space for bicyclists should not be provided at the expense of pedestrians.

7. **Optimise transfers between bicycle and other modes**

Transport modes, interchanges, city and district centres should be reachable, accessible and provide easy transfers. These focal points of bicycle traffic should provide staffed bicycle stations for safe and comfortable parking and servicing. Rental bikes should be available.

8. **Strengthen the alliance between public transport and cycle traffic**

Theft and weather protected bike-and-ride should be provided at bus and train stops, as well as ride-with-bike in trains during off-peak hours. Railways should generally provide bicycle transport including cross-border connections.

9. **Include bicycle garages in building regulations**

Building regulations should require bicycle garages as a part of residential buildings similar to the usually demanded car parking spaces. The same applies to the most common destinations of bicycle trips.

10. **Connect communities by long distance cycling networks**

Outside the cities, an uninterrupted bicycling network should cover regions and countries and cross frontiers for local recreation and tourism.

Beyond these **ten points** we suggest **two conclusions**:

**first:** Promoting the bicycle as a sustainable and healthy mode of transport and implementing these ten points need incentives, recognition, dissemination and rewards of best practices. Therefore, the VeloCity Conference will consider 'Let's Bike' awards to support this process.

**second:** VeloCity delegates call upon all countries to define, establish and monitor a national bicycle program; the ten points should be included and tailored to the specific conditions and needs of each country.

That is what the third draft of the Graz/Maribor Bicycle Policy Resolution is about. We all know that you always can add a point or leave one out, you also can express or weigh things differently. Of course, that is not our task right now; our objective instead is to get the resolution approved by you as the delegates of the VeloCity Conference. Therefore, if you can basically agree with the ten points and the two conclusions, please clap hands for approval.

Thank you!