

praktische kennis **direct toepasbaar**



**BETTER INFRASTRUCTURE
= MORE PEOPLE CYCLING**

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CHAPTER 4

- 🚲 Infrastructure guidance
- 🚲 EuroVelo and other networks
- 🚲 Safer infrastructure
- 🚲 Cycle parking



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A woman in a plaid jacket is riding a silver bicycle across a zebra crossing. In the background, a blue and white Scania truck with 'REDDER b.v.' and 'SCANIA SUPER' on it is stopped. The scene is set on a city street with trees and a brick building.

INFRASTRUCTURE GUIDANCE

PROPOSED ACTIONS

- 🚲 Adopt universal principles for cycle infrastructure
- 🚲 Consider cycling in all EU funded land based infrastructure projects
- 🚲 Support preparation of guidance document based on user needs
- 🚲 Encourage cities as innovators to undertake pilots



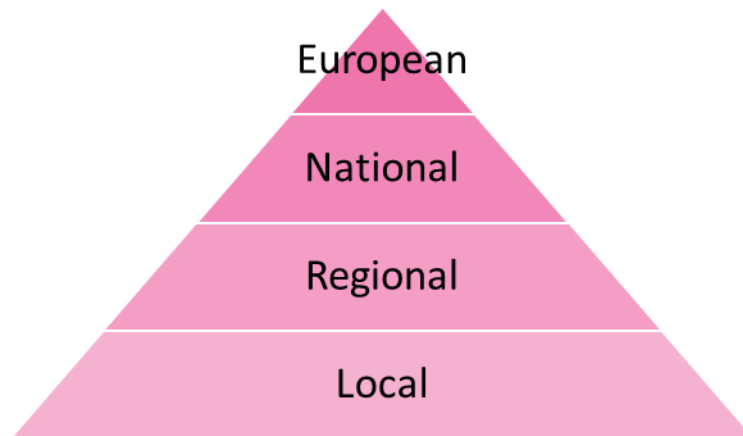
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EUROVELO

PROPOSED ACTIONS

- 🚲 Include EuroVelo in TEN-T network
- 🚲 Issue guidance on network development at all levels
- 🚲 European cycle networks should receive same treatment as networks for other modes



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**SAFER
INFRASTRUCTURE**

PROPOSED ACTIONS

- 🚲 Incorporate cycling in road safety audit procedures
- 🚲 Default speed limit of 30 km/h in built up areas
- 🚲 Support Intelligent Speed Assistance



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BICYCLE PARKING

PROPOSED CHANGES

- 🚲 Consider cycle parking in projects
- 🚲 Include recharging point for EPACs in Alternative Fuels Directive
- 🚲 Include bicycle parking and charging provisions at public transport nodes



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CONCLUSIONS

RESULTS OF GOOD INFRASTRUCTURE

- 🚲 Good value for money: growth of cycling
- 🚲 More knowledge on creating safe cycle infrastructure
- 🚲 Level playing field for all modes



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