



BICYCLE RESEARCH REPORT NO. 128

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ECF / FIETSERSBOND / CITY OF AMSTERDAM VELO MONDIAL 2000

Cycling as a local Solution and a global vision - Amsterdam Declaration proclaims worldwide basic right to use the bicycle

Main finding

The “Amsterdam Declaration”, adopted at the Velo Mondial 2000 world cycle conference, proclaims the worldwide basic right to use bicycles. Cycling can help to meet the worldwide challenges of transport, health, sustainable development, the environment, climate change, energy and the quality of life.

Content

The second Velo Mondial world cycle conference, which was held in Amsterdam in 2000 and was organised by the European Cyclists' Federation (ECF), the City of Amsterdam and the Dutch Cyclists' Federation “Fietsersbond”, set out to show just how important cycling is and to obtain broad support. The conference adopted the Amsterdam Declaration, which is now available on CD, together with 214 lectures, contributions, poster presentations and summaries of debates.

The contributions were selected by an international panel and covered the main areas of cycle promotion: transport policy, regional and land-use planning, health, economics and the environment. They show that there is great potential for cycling in various parts of the world, and that cycling policy is also important for other policy areas; they provide information about successful local strategies for promoting cycling under different local circumstances; and they reveal a determination to change transport policy.

Highlights of the CD include the “Dutch experience” - as a prosperous country with a high level of cycle usage, there is great interest in many other countries in findings from the Netherlands - and what motivates people to cycle, as transport planning strategies can only be effective if the factors which motivate people to cycle are assessed realistically.

The conclusions of the conference were summarised in the “Amsterdam Declaration”, and led to the setting-up of a permanent Velo Mondial secretariat to promote cycling throughout the world as a means of simultaneously meeting the worldwide challenges relating to transport, public health, sustainable development, the environment, the world climate, energy



and the quality of life. It will also prepare the next Conference - Velo Mondial III - which is to be held in Asia or in the southern hemisphere in 2005 or 2006.

The Declaration pursues the vision of a world in which people everywhere, of all ages and races and of both sexes, use bicycles to get to work or school, to go out for a meal or to go back home, to go shopping for goods and services, for leisure, and to visit family and friends. Cycling is a safe, comfortable, convenient, environmentally friendly and cheap means of transport in towns and in the countryside.

- Internet www.velomondial.net
- CD Available for EUR 15, including postage and packing, from Fietsersbond, Utrecht, Netherlands. Orders by email: ondersteuning@fietsersbond.nl
- Contact Tom Godefroij, Programme director, Fietsersbond, Postbus 2828, NL-3500 GV Utrecht, Netherlands, Tel. +31 (0)30 2918160, Fax +31 (0)30 2918188, email godefrooij@fietsersbond.nl



Annex 1: The Amsterdam Declaration

The right to use the bicycle

We, the participants at the World Cycle Conference Vélo Mondial 2000, assembled in Amsterdam in June 2000, proclaim that people (including children) should have the right to use bicycles when they want to. We declare that the use of bicycles requires greater acceptance and promotion by all relevant organisations and governments worldwide and call for action.

Advantages

Cycle use has many advantages, for the individual as well as for society and the environment.

- Cycling, as an individual mode of transport, offers quick and efficient door-to-door transport:
 - bicycles are instantly available, and relatively cheap to run;
 - cyclists enjoy reliable travel times, and do not suffer from traffic congestion.
 - the bicycle offers privacy, independence and freedom; cycling emancipates.
 - cycling, by its exercise nature, improves physical and mental health.
- In today's changing society the bicycle offers a flexible means of transport:
 - cycle traffic keeps cities moving, and prevents or reduces congestion;
 - cycling enlarges people's activity radius, be they young or old, rich or poor, male or female;
 - cycle use saves space, and cycle provision is cost-efficient.
 - cycle use saves time and promotes the development of local economies.
 - greater cycle use means better accessibility to job opportunities, increased job creation and better public health.
- Cycling improves people's living space and the vitality of our cities:
 - cycling is silent, clean, and sustainable;
 - cycling does not threaten nature or landscapes;
 - cyclists are a negligible threat to others;
 - cycle use places no demands on fossil fuel reserves.



Opportunities and potential

New technology is bringing the whole world into many people's living rooms. The global village exists, but most of it is virtual. Most activities of people still involve them leaving their home.

Distance seems to be no impediment to where one can travel. Nevertheless, across the world, most people's trips are short. A large majority of trips take place within their own city or village: between 60% and 90% of journeys are less than 6 or 7 kilometres. In many cities and villages, walking and cycling are the most-used means of transport. This is true now and we expect it to remain so for a long time to come.

There are many places where the share of cycling in local transport can be increased further.

- Compared with walking, cycling considerably increases the area people can cover, their capacity for load carrying, and also gain time for other activities.



- Of all car journeys, around half are shorter than 7.5 km. – half an hour's cycling. Cycling is a realistic alternative to approximately half of these short car trips.

Within big cities and on inter-urban routes, bicycles can enlarge the potential of public transport.

- For individuals, by providing an efficient access and egress to public transport.
- For public transport operators, by recognising bicycles as a feeder, thus increasing the catchment area of stations and stops.

In situations where car parking close to the origin and destination of trips is limited, bicycles offer easy onward transport to and from the parking places.

Conditions

Circumstances in the various countries can vary considerably. However, if the potential of the bicycle is to be realised, a number of universal conditions have to be met to ensure attractive and safe bicycle use:

- A basic condition in many countries is better availability of reliable, safe and affordable bicycles.
- Making cycle use more attractive requires space and provision, for both moving and parked cycles.
- It is desirable that barriers to smooth-flowing cycle traffic be removed and it is necessary to remove the threat from motorised traffic.
- In situations with motorised traffic increasing it is essential to protect the remaining cyclists.

It is also important to ensure a place for cyclists in the whole traffic and transport system.

- This requires attention from city and country planners to ensure that most trips can take place within the area a cyclist can cover. Therefore it is necessary to avoid low densities and stimulate mixed land use in urban areas.
- This demands transport plans in which the bicycle is regarded as equal in value and functionality to other modes of transport.
- This requires such design of infrastructure that confrontations between cyclists and faster road-users are avoided wherever possible. Depending on the situation, this implies separating the different types of traffic and/or regulating the speed of motorised traffic.
- Education of all road users and enforcement of traffic laws are the final elements of a cycle-friendly transport policy.
- Special attention is needed to provide possibilities for independent mobility by bicycle to children.



Call to action

We the participants at Vélo Mondial 2000 call upon elected representatives and officials of governments at all levels, cycle related industries, and upon national and international organisations to:

- recognise the right to cycle for all parts of the population including children;
- recognise the potential of cycle traffic in both policies and projects;
- fulfil the conditions for making cycle use more attractive;
- make budgets available to fund cycle-friendly projects;
- address cycling issues;
- establish strategic partnerships with relevant stakeholders.

We request that governments and institutions draw up a Cycling Master Plan (CMP) before the end of August 2003. These CMPs would contain targets to be reached by the year 2010. These targets must be both ambitious and realistic, and be measurable and be monitored. Furthermore, the CMPs would:

- define policies to increase cycle use, and take account of the conditions as above;
- stimulate local and regional authorities and other relevant organisations;
- define the roles and responsibilities of those involved;
- provide support and funding for the policies and programmes.

The participants call upon international organisations and upon governments for the creation of a platform for international benchmarking and exchange of knowledge on cycle traffic. We also request that the potential benefits of cycling are clearly stated when drafting international treaties on quality of life, the environment, public health and poverty eradication such as Kyoto and Habitat II.

For our part, the Vélo Mondial delegates and the organisations that they represent will actively publicise this call to action and promote its realisation. We commit to contribute our knowledge, experience and networks to help secure the demands in the call to action.

We will make available their experiences to provide the content for catalogues on current cycle policy and the situation on the streets. As much as possible they will monitor the extent to which plans and good intentions result in action and ultimately in more cycle use.

They will assess the interim results at the next World Cycle Conference.

Your response to this call

We challenge the addressed organisations to inform us on their response to this call for action. Therefore a special web site will be established: www.velomondial.net

Vélo Mondial 2000, Amsterdam 22 June 2000



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<u>A Municipal Board for planning, implementation and quality maintenance (Position paper)</u>		
	Horst, Jan van der	<u>TR 8.4</u>
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	Koike, Hirotaka; Morimoto, Akinori;	<u>TR 8.2</u>
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<u>Conflicts between cyclists and motorists in Toronto, Canada</u>	Tomlinson, David	TR 4.2
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<u>Electronically controlled cycle parking - a valuable component of bike and ride? Ghent railway station - a case study</u>	Sully, Alex	TR 5.4
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<u>Free city bike schemes</u>	Tóth, András	POST
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<u>The Dutch Experience with governmental bicycle policies</u>	Welleman, Ton	DE
<u>The economic impact of long distance cycle routes, the North Sea Cycle Route (NSCR)</u>	Lumsdon, Les; Downward, Paul	EC 2
<u>The economic significance of cycling, a survey to illustrate the costs and benefits of cycling policy world-wide</u>	Buis, Jeroen	EC 4
<u>The experience of the Dutch Cyclists' Union, twenty five years Dutch Cyclists' Union (Fietzersbond)</u>	Ensink, Bernhard	DE
<u>The Graz traffic calming model and its consequences for cyclists</u>	Hönig, Manfred	WWE
<u>The latent demand method</u>	Landis, Bruce; Ottenberg, Russell; Vattienti, Venkat	TR 1.2
<u>The link between environmental policy and bicycle planning</u>	Schoeters, Karla	ENV 1
<u>The Markina Bikeways Network: an initial breakthrough in local sustainable transport planning</u>	Fernan, Ramon	TR 7.3
<u>The Munich bicycle development concept</u>	Bördlein, Eva	TR 8.4
<u>The Scottish Cycle Challenge Initiative</u>	Moore, Jonathan	TR 7.1
<u>The use of bicycles in two newly-designed cities</u>	Roy, Karel de	SP 1
<u>The vital link between bicycle planning and national environmental planning</u>	Parker, Alan; Harland, John	ENV 1
<u>The Western Australian Cycling 100 Project</u>	Marshall, Graham; Booth, Janelle	H 5
<u>Traffic calming and the politics of speed</u>	Dowlin, John	WWE
<u>Traffic Engineer Meets Urban Planner - Local Traffic Performance: Development and Application of Integrated Urban and Transport Planning</u>	Jansen, Albert	SP 8
<u>Traffic system, space demand and urban structure</u>	Apel, Dieter	SP 1
<u>Transportation and development in Uganda</u>	Mwebesa, Christine	WWE
<u>Travel to the future: the role of non-motorised modes in an environmentally sustainable transport system</u>	Geurs, Karst; Wee, Bert van	ENV 5
<u>Two networks are better than one</u>	Mann, Richard	TR 2.3



<u>Urban design as an helping hand to promote bike-use; Urban pattern based design steps</u>	Bach, Boudewijn; Pressman, Norman	<u>BUD</u>
<u>Urban form, road network design and bicycle use, the case of Quebec City's metropolitan area</u>	Noël, Nathalie; Lee-Gosselin, Martin E.H.	<u>SP 6</u>
<u>US bicycle traffic fatalities, trends and characteristics</u>	Geary, Riley R.	<u>POST</u>
<u>User inquiry as instrument for improving policies</u>	Kroon, Pax	<u>TR 2.2</u>
<u>Using Special Projects to Increase Cycling: The Sydney 2000 Olympics as a Case Study</u>	Hajinikitas, Contessa	<u>EC 8.2</u>

<u>VelInfo, European Network for Cycling Expertise</u>	Wittink, Roelof; Bracher, Tilman; McClintock, Hugh; Coppieters, Marie Caroline; Rebolj, Danijel	<u>BUD</u>
<u>Vertical and horizontal integration in bicycle planning, a contribution from the USA (Position paper)</u>	Balsas, Carlos	<u>TR 8.1</u>
<u>Visual Simulation as a tool for bicycle route feasibility assessment & planning (Position paper)</u>	Kumble, Peter	<u>OTHER</u>

<u>Welcome speech at the "Fietsfeest"</u>	Schmidt, Taco	<u>OTHER</u>
<u>What about traffic calming in Latin America?</u>	Cordero Velásquez, Carlos	<u>WWE</u>

<u>WHO Euregio Charter on Transport, Environment and Health, discussion on its actual impact on transport policy</u>	Man. Hans de; Linden, Piet van der	<u>H 1</u>
<u>Women NGO advocating for and implementing bicycle use - 5 years experience: evaluation and proposal for further use</u>	Mellouli, Khadouja; Kamel, Esseghairi	<u>EC 3</u>
<u>Word of welcome by the mayor of Amsterdam Schelto Patijn</u>	Patijn, Schelto	<u>OPEN</u>
<u>Work trips and safety of bicyclists: the international experience</u>	Mohan, Dinesh	<u>TR 4.2</u>
<u>Workbikes, tools for a sustainable community</u>	Rhodes, Shane	<u>EC 6.2</u>
<u>World mobility trends: what place for the bicycle? (Position paper)</u>	Papon, Francis	<u>TR 1.2</u>