A national cycling strategy for more and safer cycling

– contributing to a sustainable society and a high quality of life throughout the country
Background

- The Government wants to encourage long-term sustainable transport solutions particularly in public transport, walking and cycling
- Cycling is an important part of a sustainable transport system
- Cycling measures can help to achieve several societal objectives, such as reducing the environmental impact of travel, reducing congestion in built-up areas and improving public health
Announcements

In March 2015, the Riksdag decided on two announcements:

• The Government should present a national cycling strategy to the Riksdag

• The Government should report on regulatory amendments to promote increased bicycle use in cities

Photo: Maria Nilsson/Regeringskansliet
The first national cycling strategy

- Aims to promote more and safer cycling that can reduce congestion in built-up areas and the environmental impact of travel, and improve public health

- Future efforts are dependent on the willingness and ability of all stakeholders to play their part. The strategy is a platform and starting point for future joint efforts.
Structure

• The strategy has five priority fields of action
• A number of government assignments for more and safer cycling
• Consultations, including considerations of regulatory amendments

Photo: Hanna Mi Jakobson/Cykelfrämjandet
Highlighting the role of cycling infrastructure in urban planning

• Cycling can be given higher priority in planning – the greatest potential is in built-up areas
• Highlight, distribute and develop examples of good practice from municipalities
• The Government’s initiative on urban environment agreements also includes cycling measures

Photo: Hanna Mi Jakobson
Greater focus on types of cyclists

- Increase the use of bicycles and reach new potential types of cyclists
- Increase cycling among children and young people to encourage physical activity
- Potential to develop tourist and recreational cycling
Promoting functional infrastructure

- Cycle path networks should be connected locally and regionally, and link target points in communities
- Improved operation and maintenance of cycle path networks is important
- More demonstration projects promoting more and safer cycling
Promoting safe cycling

• Adapting both the design and maintenance of infrastructure based on cyclists’ needs

• Continued development of safer vehicles and improved protection

• Adapted speed limits
Research and innovation

- Improve the conditions for monitoring developments in bicycle use

- Increased knowledge of new methods for e.g. maintenance and for city logistics

- Make knowledge and research available, review how cycling research can be better coordinated and enhanced, raise the status of cycling research
Implementation and follow-up

• Important to follow up both developments in bicycle use and efforts to encourage more and safer cycling

• The Government plans to implement measures that support the recommended direction of the strategy, and monitor future endeavours

• A number of assignments are decided in connection with the strategy
 Assignment for the Swedish National Road and Transport Research Institute – December 2016

• Compile information about why bicycle use is decreasing falling among children and young people

• Present proposals for initiatives in different areas, focusing on supporting various relevant actors that can promote more and safer cycling among children and young people
Assignment for Transport Analysis

• Draw up a uniform method for systematically measuring bicycle traffic at local and regional level

• Submit proposals for uniform application

• Design possible goals for more cycling

Assignment: Follow-up and goals

Photo: Måns Berg
Assignment: Temporary reinforcement to non-profit organisations

Assignment for the Swedish Transport Administration

- Allocate SEK 9 million to non-profit organisations in 2017 for information and education initiatives to promote more and safer cycling
  - Priority target groups are children and young people, newly arrived immigrants and other groups of foreign-born people
Assignment: Instructive examples from municipalities

- Swedish National Board of Housing, Building and Planning tasked with drawing up and distributing to relevant actors a collection of instructive examples from municipalities, regions and other actors that have successfully introduced cycling into their planning.

- The compilation should encourage municipalities and other actors to work towards more and safer cycling, and distribute knowledge about how planning can be used to increase bicycle use.
Assignment: Cycling research

- The Swedish National Road and Transport Research Institute tasked with analysing and identifying the primary short- and long-term needs in cycling research, and drawing up proposals for how cycling research can be coordinated and enhanced.
Assignment: Follow-up

- The Swedish Transport Administration tasked with following up developments in cycling within the framework of work on the national cycling council

- This concerns developments in bicycle use and, more generally, efforts being carried out by relevant actors to encourage more and safer cycling at local, regional and national level
Regulatory review

• Parallel review of regulations

• Consultations have now begun on a memorandum containing several proposals for regulatory amendments, including the amendment that cyclists over the age of 15 may ride on the road even though there is a cycle path
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