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

Photo: Maria Nilsson/Government Offices of Sweden
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/Government Offices of Sweden
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.
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
Cycling for children and young people

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: Follow-up and goals

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: 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, VTI 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.
Assignment: Swedish Association of Local Authorities and Regions (SALAR)

- The Government has decided to provide a grant of SEK 1 million to SALAR to promote work on initiatives to influence behaviour in municipalities.

- SALAR will gather, highlight and distribute examples of behaviour-influencing initiatives implemented in municipalities that have contributed to more and safer cycling.
Assignment on tourist and recreational cycling

• The Swedish Agency for Economic and Regional Growth tasked with conducting a national survey of the ongoing work on tourist and recreational cycling.

• Survey aims to provide a picture of the current situation concerning existing tourist and recreational cycling routes, increase knowledge about what distinguishes successful cycling routes, and present proposals on how to develop this area.
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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