



BICYCLE RESEARCH REPORT NO. 14

July 1991

VELO CITY PROCEEDINGS

Edited by Niels Jensen

Cycling infrastructure can also be financed by the EC Regional fund

The Key Facts

Cycling, if suitably promoted, can become an alternative to motoring. This development, highly desirable on environmental grounds, was discussed at Velo City '89 both for highly-motorized developed countries and for the third world, where politicians and traffic planners still dream of cars. The EC is also prepared to finance improvements to the cycling infrastructure through subsidies from its regional fund.

Contents

The sixty-odd contributions to the international cycle planning conference Velo City '89, held from 21 to 23 August 1989 in Copenhagen, have since been published in bound form. Most of the papers presented (see enclosure) deal with the environmental need to promote cycle use in the developed countries and the third world. Examples from Denmark show convincingly that the bicycle can become - or remain - a significant means of transport if it is granted a higher status in traffic planning and policy. Thus the Danish Environment Minister, Mrs Lone Dybkjaer, speaks for developing the bicycle into an independent and genuine alternative to the car; not only by means of an infrastructure that is fair to cyclists, but also, for example, by providing extra space in trains and buses for accompanied cycles, or making grants to local authorities to make publicity for cycling.

A prerequisite for increased use of cycles is an especially positive attitude to cycling as opposed to motoring. Whilst the bicycle does have a positive image in many developed countries, neither politicians nor their voters are really aware of it as a means of travel and alternative to the car or public transport. This kind of cycle-friendly attitude can be helped along not only by publicity, but also by an infrastructure which makes cyclists feel safer. In countries with sparse motor traffic, on the other hand, where the car is seen as a symbol of progress and the bicycle remains forgotten by politician and planner alike, it is above all the image of the bicycle which needs improving. EC Commissioner Karel van Miert believes that on environmental grounds the bicycle should also be given more support from the European Communities. The EC makes resources available from its regional fund for



projects which are in cyclists' interests. These first have to be applied for as grants for infrastructure and traffic and supported, regionally or nationally, by the member states concerned.

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Velo City '89

International Bicycle Conference
Copenhagen 21 to 23 August 1989



P R O C E E D I N G S

Opening session

Plenary session
"Cycling in Denmark"

Workshop
"Attitudes to cycling"

Workshop
"Improving the environment
-restrictions on car traffic"

Workshop
"Facilities for cyclists and combinations with
public transport"

Workshop
"Safety"

Workshop
"Promoting the use of bicycles in Third World
cities"

Closing session

Exhibitions

Participants' list

Copenhagen, January 1990



Velo City '89 Proceedings

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EEC Commission, Ministry of Energy, Sparekassen
SDS, Topsikring, Sund By and the organizers of
Velo City '89.

The cover girl

The cover girl is part of a large barometer on top of one of the buildings ("Richshuset") on Town Hall Square in Copenhagen. When the girl appears with her bicycle, the weather is going to be good. The other half of the barometer is a girl with an umbrella, who appears when the weather is going to be bad.

The sculpture was created by the Danish artist E. Utzon-Frank in 1936 and is cast in bronze.



Introduction to papers and further information

The **Velo City Proceedings** are in most cases identical with the abstracts presented at the conference. The missing papers have been produced and some papers have been abbreviated to limit the bulk of paper. References will be found after each speech. Vice chairs of each workshop have worked out a survey of the discussion in their workshop. A summary of the discussion in the closing session has also been worked out, based on the video-recordings. The coloured pages of proceedings offers a selection of clippings from newspapers and magazines. Copies of the proceedings may be obtained from Danish Cyclist Federation. Please add DKK 100 which also cover postage.

In you want further information on **Velo City** a collection of all **Velo City Papers** can be borrowed from the libraries of Danish Cyclist Federation or Institute of Roads, Traffic and Town Planning. From these organizations **Velo City Clippings** of articles from newspapers and magazines are also available. The video recordings are kept at the Institute of Roads, Traffic and Planning. The **Velo City Directory**, with names of nearly 400 people in Europe interested in cycling, will be sent to all participants at **Velo City '89**. More copies are available free of charge from Danish Cyclist Federation or European Cyclists' Federation.

The booklet **Cycling in Denmark - from the past into the future** is available from The Danish Cyclist Federation. It may be obtained free, but DKK 25 must be added to cover postage.

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