

**SUTP.**  
*15 years serving the sustainable  
urban mobility community*

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Updated in July 2016

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## Cycling Plans, Strategies and Design Guidelines

**NEW - Map on:** <http://sutp.org/en/resources/publications-by-topic/walking-and-cycling.html>



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Please note that this overview is not complete. If you know about a cycling plan that is not listed or about changes to the listed plans, we would appreciate if you could inform us by writing to [transport@giz.de](mailto:transport@giz.de).



# 1. Europe



Picture: Manfred Breithaupt

## General Documents

Austria

Czech Republic

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Finland

France

Germany

Ireland

Netherlands

Norway

Portugal

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Sweden

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United Kingdom

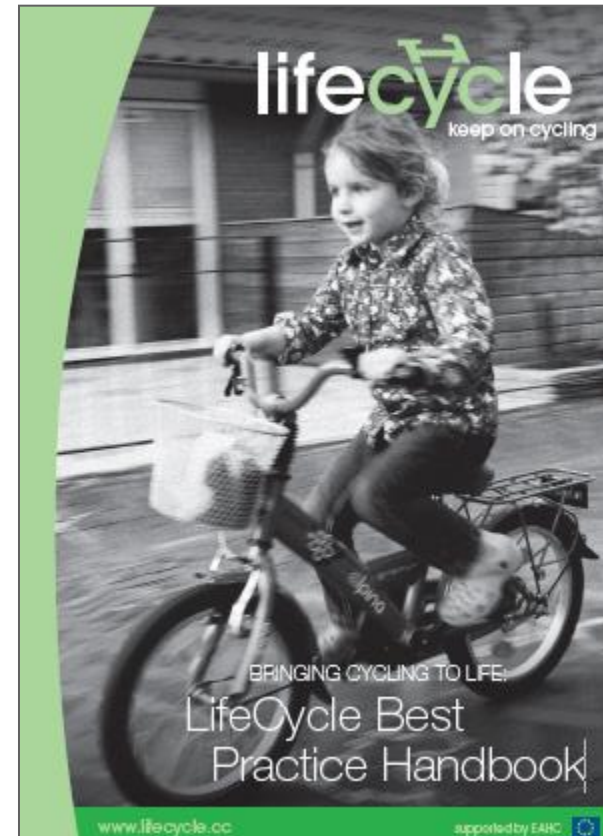


## General Documents

### Bringing Cycling to Life: LifeCycle Best Practice Handbook

This document aims to promote active transport in order to reduce health problems associated with inactivity. It evaluates and presents best practices in programs designed to inspire cycling habits. It is divided into four sections: best habits for families, schools, adults and seniors.

Available in the following languages: [English](#)



Published in 2010 by FGM AMOR gGmbH Graz

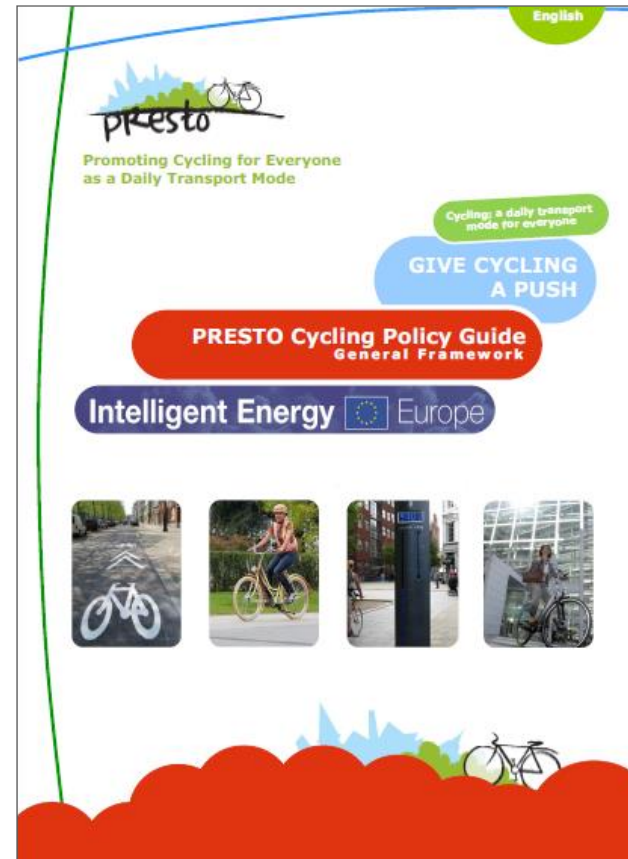


## General Documents

### PRESTO Cycling Policy Guide - General Framework

This document attempts to compile the European knowledge of and experience on urban cycling policies in order to serve as European reference guide for the development of cycling-inclusive policies. It divides cities up into starters, climbers and champions and recommends approaches and measures for every stage of development. It also presents policies concerning infrastructure development, promotion of bike use and integration of pedelecs.

Available in the following languages: [English](#). German, French, Polish, Italian and Croatian will be available soon.



Published in 2010 by PRESTO



# Austria

## Masterplan Radfahren Strategie zur Förderung des Radverkehrs in Österreich

The master plan includes milestone programs such as "Shutdown on Cycling" and the enterprise competition "Bike to Business " to promote more environmentally friendly and healthy mobility in everyday life. Mobility ought to be efficient and environmentally friendly, but it should also be healthy and safe.

Fields of action:

- enhanced cooperation / coordination of the cycling competent actors
- attractive and safe cycling infrastructure
- bike friendly and safe transport organisation
- mobility management
- Optimisation of the intermodal network
- awareness and traffic education
- cycling and generally friendly framework conditions

Available in the following languages: [German](#).



Published in 2006 by Lebensministerium Österreich



## Czech Republic

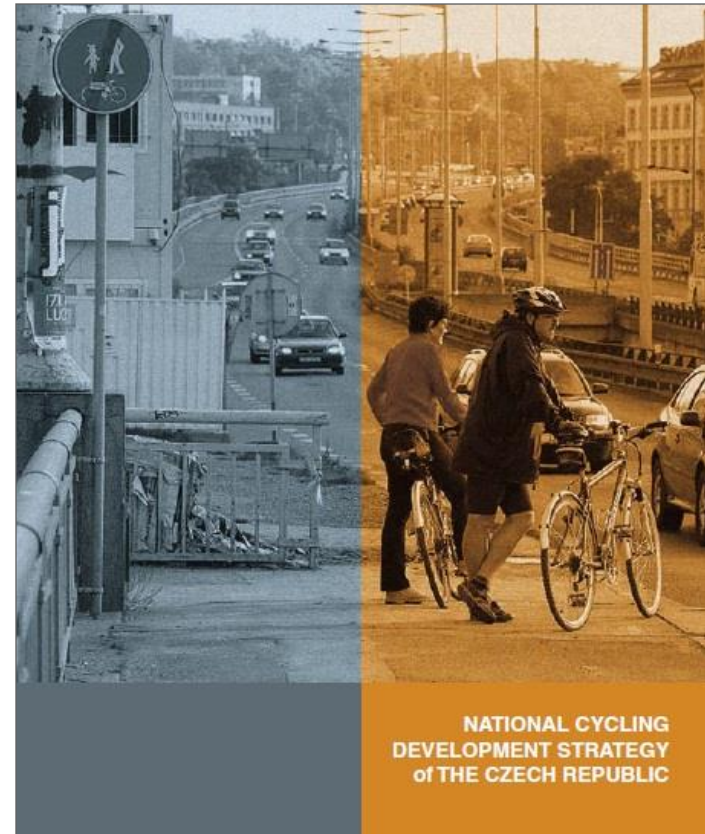
### National Cycling Development Strategy of the Czech Republic

The Czech Cycling Strategy aims at creating the conditions to transform “popular unregulated” cycling towards a cycling that is named “cultivated and systematically supported”.

The entire planning process of the Czech Cycling Strategy and the strategic plan that resulted from that progress, led to several important conclusions:

When used in a well organised way, there are enough existing resources to support cycling nation wide. To ensure the fulfilment of the strategic goals, it is necessary that all relevant bodies, including civic organisations, work together and give in will and efforts into the cooperation.

Available in: [English](#), Czech



Published in 2005 by the Czech ministry for transport



## Czech Republic

### Národní strategie rozvoje cyklistické dopravy České republiky pro léta 2013–2020

The strategy's main objective is to popularize cycling in order to make it a valuable mode of transport, equal to all the others, even motorised, means of transport. This way it shall become naturally integrated into the inner city transport system.

Available in the following languages: [Czech](#)



Published in 2013 by the Czech ministry for transport



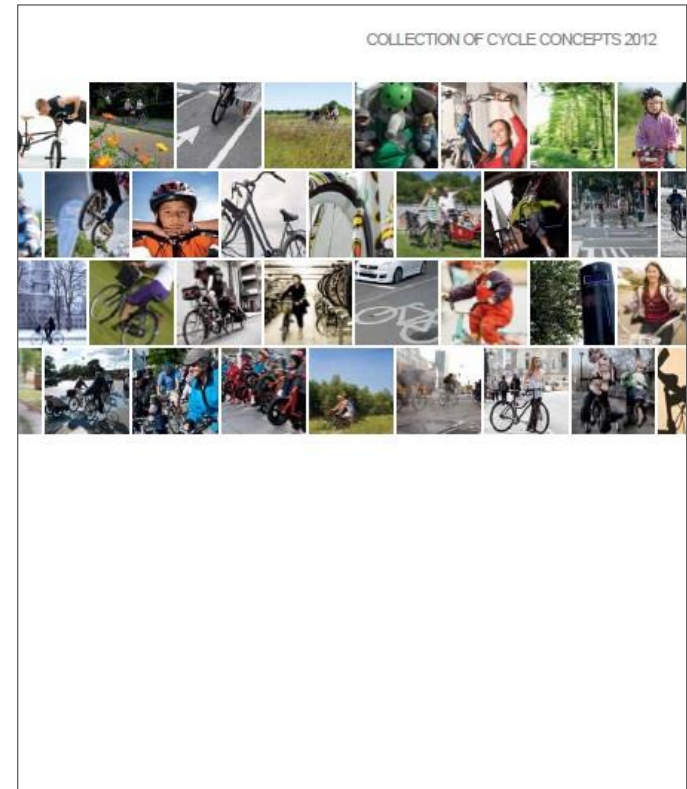


# Denmark

## Collection of Cycle Concepts 2012

The Collection of Cycle Concepts 2012 is not intended to be a summary of Danish road standards, but to provide inspiration and motivation for creating more and safer bicycle traffic – in Denmark as well as the rest of the world.

Available in the following languages: [English](#)



Published in 2012 by Cycling Embassy of Denmark



## Denmark

### Good, Better, Best. The City of Copenhagen's bicycle strategy 2011-2025

The goal of this publication is to highlight, with the help of words, numbers and photos, what Copenhagen is required to do to reach its ambitious goal of further increasing the modal share of bicycles. As part of this aim, it features ideas on how to make the city even more bike friendly. In other words, it addresses the question on how to take Copenhagen to the next level as a bicycle city. From good to better and on to the best in the world.

Available in the following languages: [English](#)



Published in 2011 by The City of Copenhagen  
Technical and Environmental Administration



## Denmark – Copenhagen

### Copenhagen – City of Cyclists, Bicycle Account 2012

The Bicycle Account is an assessment of cycling development in the City of Copenhagen. The Account consequently deals with the city's cycling conditions, new projects on bettering them as well as with Copenhageners' satisfaction with various aspects of cycling. The Bicycle Account is published biannually.

The Bicycle Account does not only address Copenhageners, but everyone who needs a source of inspiration. For the City of Copenhagen the Bicycle Account is a vital planning tool and helps making Copenhagen an even better city for cyclists.

Available in the following languages: [English](#)



Published in 2013 by The City of Copenhagen  
Technical and Environmental Administration



## Denmark – Copenhagen

### Handbog I Cykeltrafik

This is a detailed manual for bike infrastructure design. It presents detailed information on infrastructure solutions.

Available in the following languages: [Danish](#)



Published in 2014 by Celis Consult

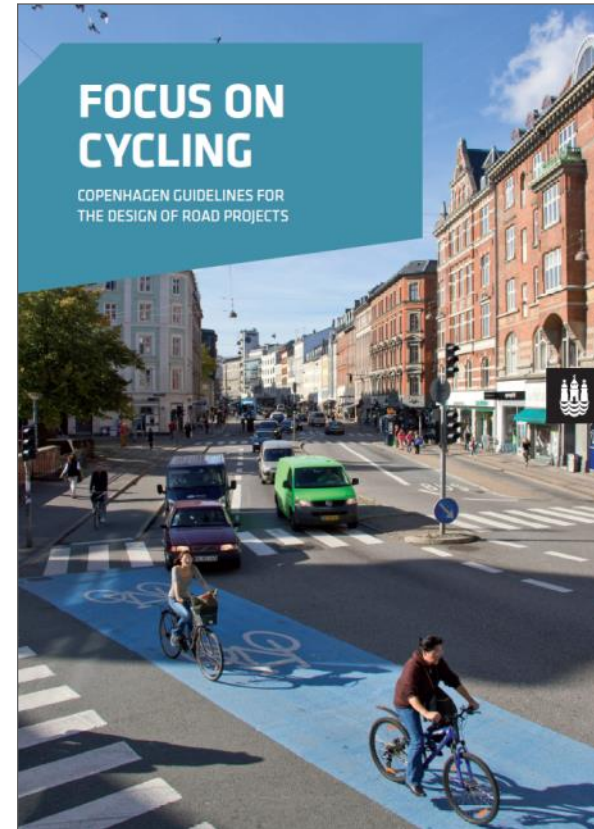


## Denmark – Copenhagen

### Focus on Cycling – Copenhagen guidelines for the design of road projects

This document contains key design elements for bike infrastructure within the city. It is a summary of how and on which basis infrastructure design decisions have been made in Copenhagen during the last years. Hence, it does not explore any particular decision in depth.

Available in the following languages: [English](#)



Published in 2013 by The City of Copenhagen  
Technical and Environmental Administration

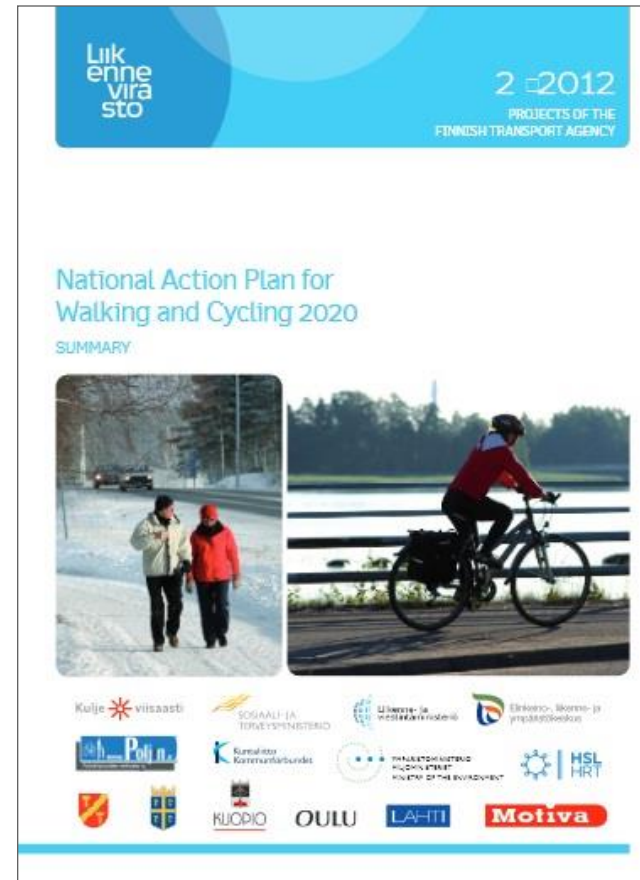


# Finland

## National Action Plan for Walking and Cycling 2020

The National Strategy for Walking and Cycling is designed to enhance the political visibility of walking and cycling. It aims at giving these two modes of transport enough recognition by policymakers so that they are treated equal to other modes of transport.

Available in the following languages: [Finnish](#), [English](#) (Summary)



Published in 2012 by the Finnish Transport Agency  
Liikennevirasto



## France

### Plan national vélo

The main goal of this plan is to review the ongoing policies and provide suggestions on how to improve them. It furthermore presents new projects on bike promotion to consider in the planning process.

Available in the following languages: [French](#)

### PLAN NATIONAL VELO

Janvier 2012

établi par  
le groupe de travail pour le développement de l'usage du vélo

sous la présidence de  
M. Philippe GOUJON  
Député de Paris

remis à  
M. Thierry MARIANI  
Ministre chargé des Transports

Published in 2012 by the Working Group for Bike Use (groupe de travail pour le développement de l'usage du vélo)

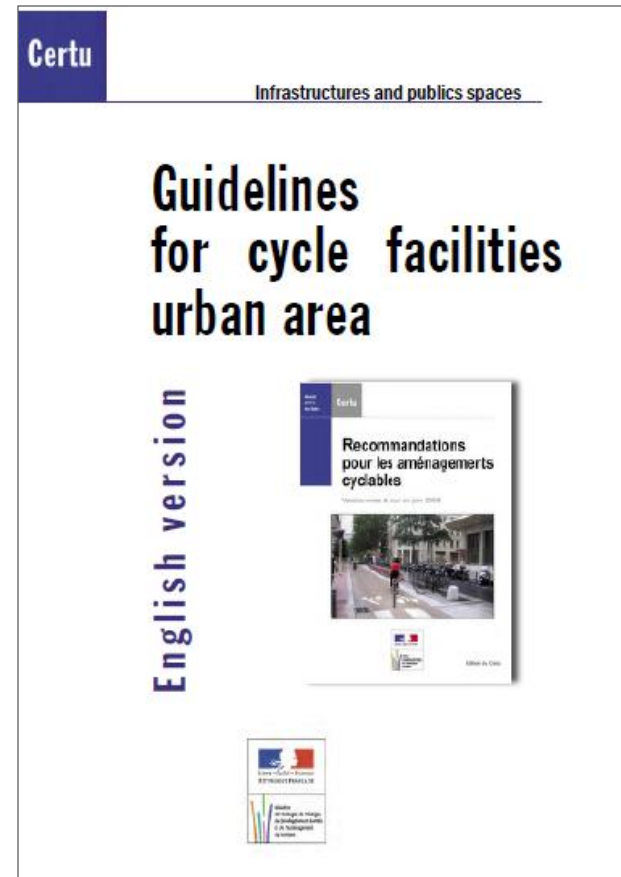


## France – Lyon

### Guidelines for cycle facilities urban area

This guide provides tools to help promote cycle-inclusive development, first of all by tackling the question of public policies. In addition to that it recommends design parameters for different types of infrastructure and covers the topic of supplementary services connected to the bike infrastructure network.

Available in the following languages: [English](#), French



Published in 2007 by Certu





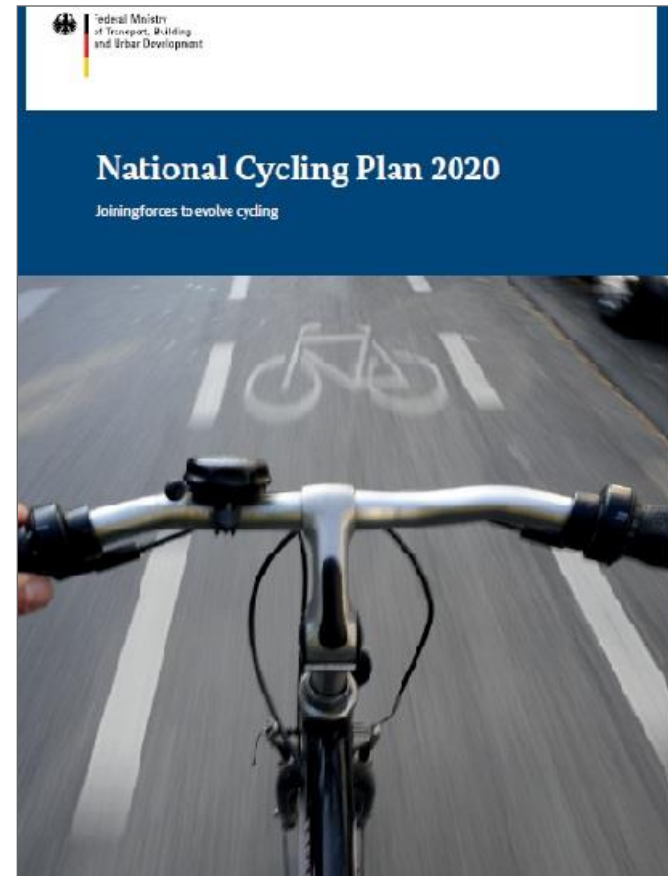
## Germany

### National Cycling Plan 2020. Joining forces to evolve cycling.

The National Cycling Plan is presented as part of an integrated transport and mobility policy. Its scope goes beyond the promotion of cycling and encompasses the strengthening of “ecomobility”, which comprises local public transport, walking and cycling.

The NCP 2020 is based on the vision of “cycling as a system”. It recognized that a comprehensive approach of cycling needs to go beyond cycle-friendly infrastructure. The NCP 2020 deals with different starting conditions of the municipalities and therefore addresses different stages of development.

Available in the following languages: [German](#), [English](#)



Published in 2012 by the Federal Ministry of Transport,  
Building and Urban Development



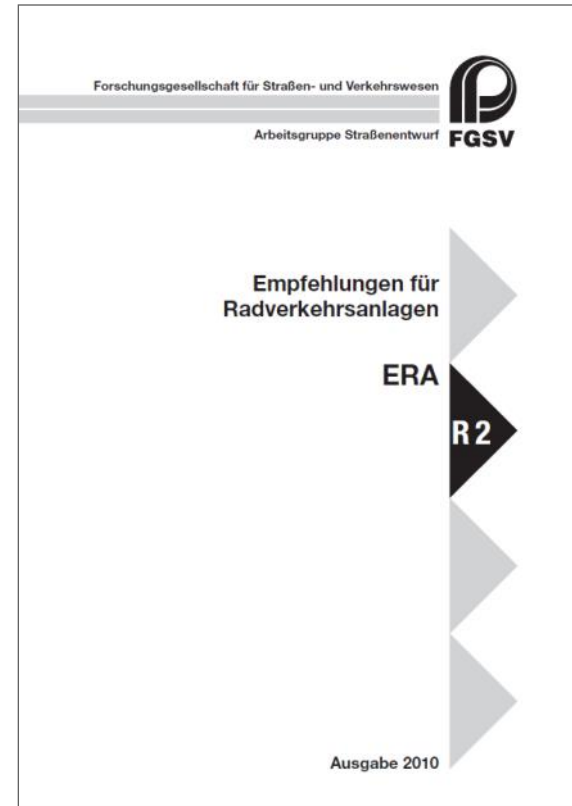
## Germany

### Empfehlungen für Radverkehrsanlagen ERA 2010

This document covers many subjects amongst them network planning, design parameters, maintenance, intersection design and different types of cyclepaths as well as needed criteria to chose the most suitable of them.

It provides very detailed information concerning engineering and infrastructure, on an urban scale as well as in the interurban context.

Available in the following languages: [German](#)



Published in 2010 by FGSV




# Germany – Berlin

## New cycling strategy for Berlin

The cycling strategy for Berlin is an integral part of the city's overall transport development plan for sustainable mobility that is both socially fair and city-friendly.

Available in the following languages: German, [English](#)

Senate Department for Urban Development  
and the Environment 

**NEW CYCLING STRATEGY FOR BERLIN**

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**1. INTRODUCTION**

The first cycling strategy for Berlin was adopted by the Senate in November 2004. It is an integral part of the city's overall transport development plan for sustainable mobility that is both socially fair and city-friendly. Over the last few years the implementation of this strategy has contributed substantially to an increase in cycling activity. Today 1.5 million journeys are completed daily in Berlin by bicycle – and this figure is still rising.

In March 2011 the Berlin Senate adopted a new version of its city transport development plan. The plan contains an updated traffic forecast and impact assessment as well as a modified and extended list of measures and has now to be taken into account in the city's strategy for cycling. In addition, new challenges as well as changes in the general parameters for cycling have emerged as a result of social developments and – not least – the success of the cycling strategy itself.

- Because of the increase in cycling activity planning has to deal increasingly with problems caused by the quantity of bicycles. Today there are already bottlenecks at major junctions and capacity problems when it comes to transporting bicycles on public transport or storing them in bicycle stands.
- Because of two large-scale surveys carried out in 2008 we now have comprehensive information about the mobility habits of the citizens of Berlin. This information provides us with a good basis for targeted public relations work and for appealing to new groups of users.
- Demographic change, above all the marked increase in the number of elderly people, creates particular demands which it is necessary to meet.
- Much remains to be done in the area of road safety – with regard to both the design of a safe transport infrastructure and the conduct of road users.
- The Berlin region has successfully applied to central government to be an "international showcase for electromobility". The market for e-bikes is already booming. But there are other product developments as well that make cycling easier, for example freight bicycles or trailers for transporting children or luggage. The challenges they pose for the transport infrastructure and their impact on traffic safety still have to be examined.
- The image of cycling is improving. It is increasingly seen by large sections of society as a modern, healthy and not least efficient and economical alternative to the car. It is important that we take advantage of this opportunity.
- The increase in cycling activity is also leading to a greater number of conflicts with other road users. For this reason, communication strategies for deescalating such conflicts and for creating a climate amongst road users that is characterised by mutual consideration are gaining in importance.

Published in 2011 by Berlin Senate Department for  
Urban Development and the Environment



## Germany – Munich

### Radfahren – im Trend und sicher! Regelungen zum Radverkehr

The document aims to show the bike as an ideal mode of urban transport, incarnating the joy of movement, speed, sustainability, healthy mobility and thus urban life quality. In order to do so, the report gives priority to the importance of responsible behavior and respect towards other road users.

Available in the following languages: [German](#)



Published in 2010 by Landeshauptstadt München



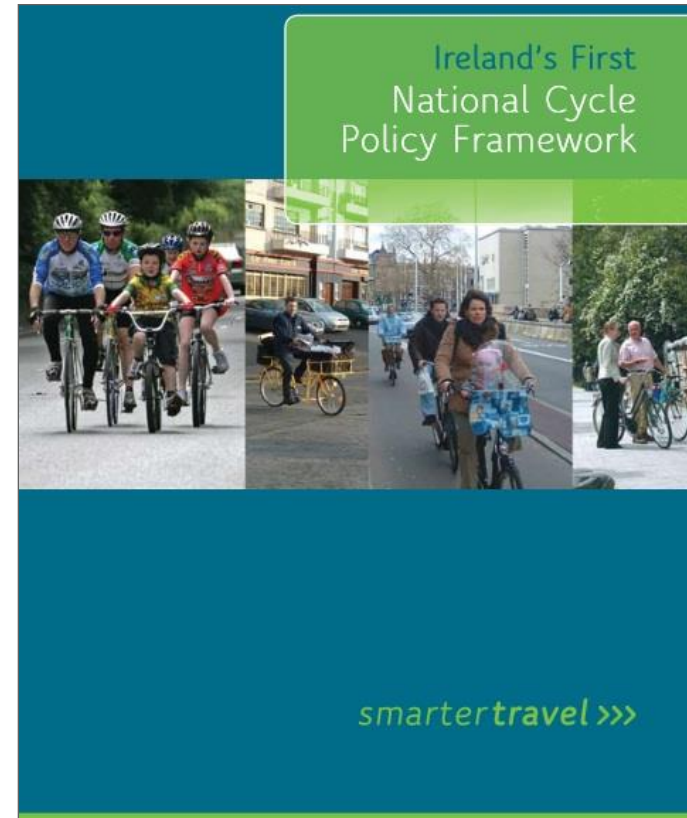
# Ireland

## Ireland's First National Cycle Policy Framework

This document sets out the National Cycle Policy Framework, 2009-2020.

This policy framework is backed-up by the Government's new transport policy for Ireland 2009 – 2020: Smarter Travel - A Sustainable Transport Future.

Available in the following languages: [English](#)



Published in 2009 by Department of Transport



## Ireland – Dublin

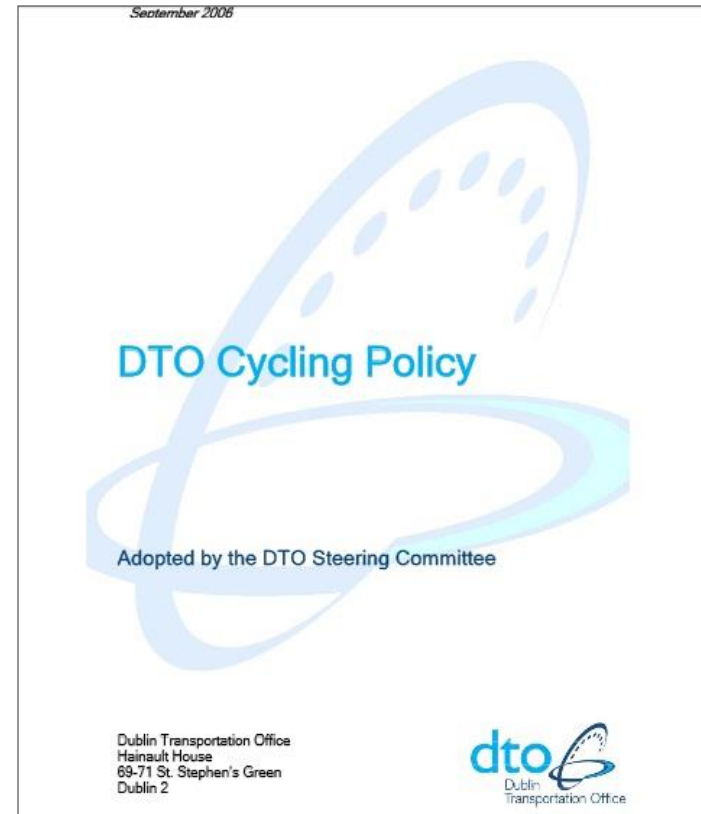
### DTO Cycling Policy

This cycle policy document aims to develop and assess cycle programs and individual cycle projects in Dublin. The document is a statement of intent by the Dublin Local Authorities, the DTO, and other members of the DTO Steering Committee. The document states the following:

To enhance the cycling environment and facilitate cycling in the GDA by a variety of means, includes

- Creating a continuous cycle friendly environment on cycle routes
- Providing sufficient and appropriately designed cycle parking facilities
- Cycle friendly planning and design of new developments
- Promoting cycling in the GDA through a variety of means

Available in the following languages: [English](#)



Published in 2006 by Dublin Transportation Office

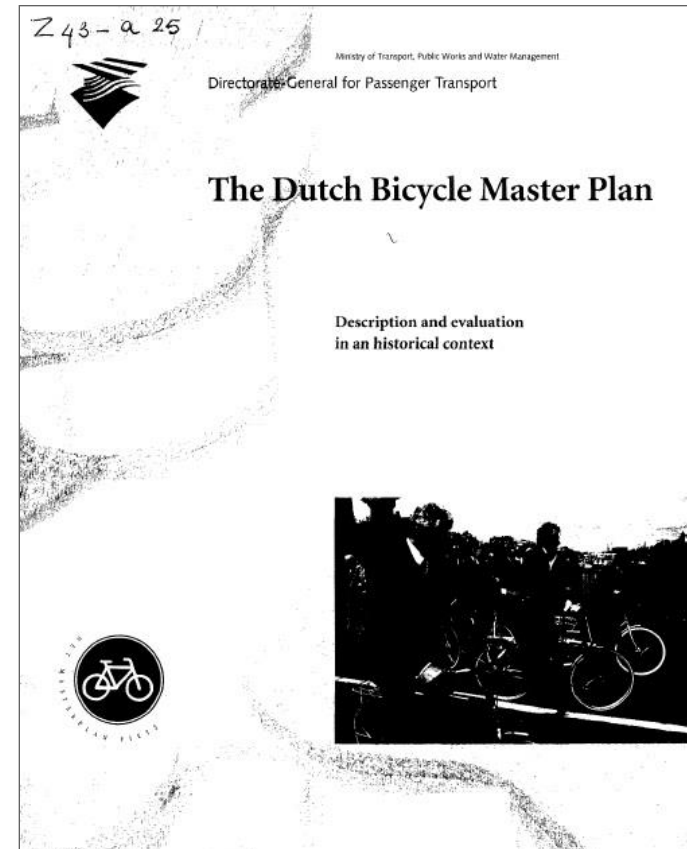


# Netherlands

## The Dutch Bicycle Master Plan

This study, augmented by several other sources, fits into the framework of the specific history of Dutch bicycle use and bicycle policy which, in turn, forms the context for the development and final results of the Bicycle Master Plan.

Available in the following languages: [English](#)



Published in 1999 by the Directorate General for Passenger Transport

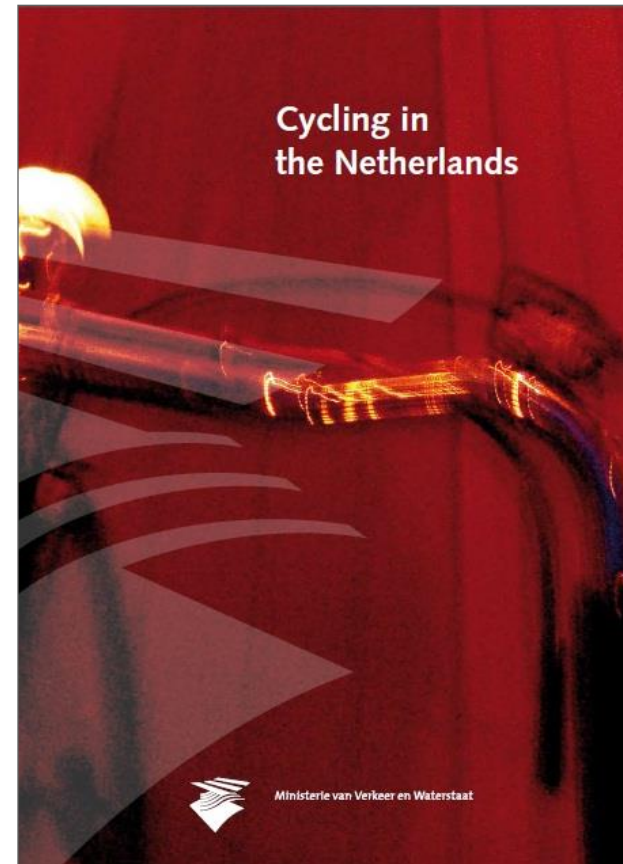


## Netherlands

### Cycling in the Netherlands

This is a comprehensive brochure about cycling in the Netherlands, giving an overview of the results and findings of relevant studies and experiences concerning cycling in the Netherlands.

Available in the following languages: [English](#)



Published in 2007 by Ministerie van Verkeer en  
Waterstaat





## Netherlands

### Design Manual for Bicycle Traffic

This manual shows the design parameters, emphasizing the need to guarantee cohesion, directness, safety, comfort and attractiveness. It focuses on infrastructure characteristics and policies that are needed to create a cycling well developed network of cycling paths. It also includes information on bicycle parking, since parking facilities are necessary to have a complete infrastructural network. It further covers the topic of other supplementary services, that may be needed.

Available in the following languages: [English](#), [Spanish](#)



Published in 2007 by CROW



## Netherlands – Groningen

### We Are Groningen – Cycling City

This document presents Groningen's cycling strategy for the next ten years. It is divided into five focus points: the bicycle itself, a coherent bicycle network, space for bicycles, tailored bicycle parking and the story of Groningen as a cycling city. Each of these chapters contains 'compass projects' which include infrastructure development, promotion and education. The city aims to improve the mobility conditions for cyclists as well as to highlight the history and importance of cycling in Groningen.

Available in the following languages: [English](#)



Published in 2015 by Gemeente Groningen

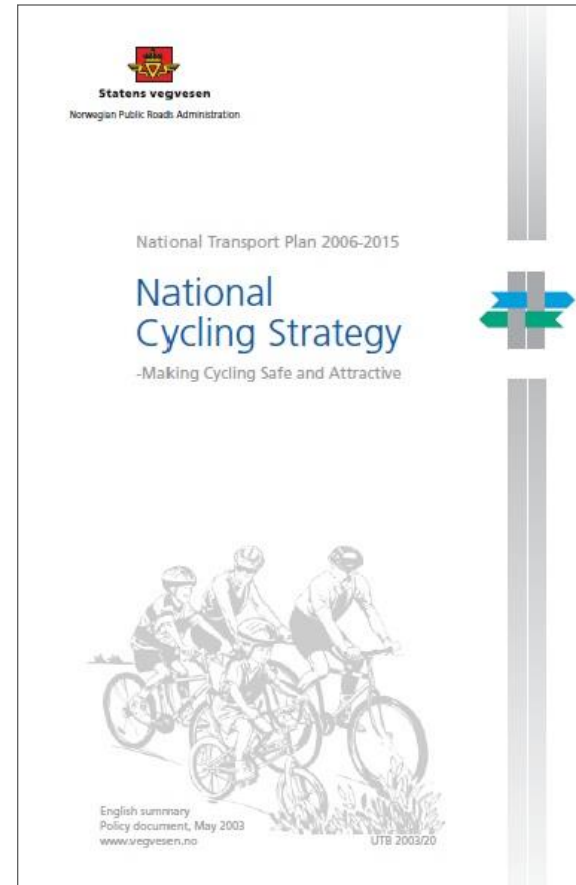


## Norway

### National Transport Plan 2006-2015. National Cycling Strategy – Making Cycling Safe and Attractive

The National Cycling Strategy contains a discussion of what is necessary to make bicycles a safer and more attractive mode of transport. This will require a broad array of measures in which the central government, counties, municipalities, companies and interest groups are all key players. Many of the proposals are ideas that need to undergo further discussion before they can be implemented. The National Cycling Strategy ought to be a solid basis for safer, greener and more efficient transport.

Available in the following languages: [English](#) (executive summary)



Published in 2003 by the Norwegian Public Roads Administration



## Portugal

### Ciclando. Plano Nacional da Promoção da Bicicleta e Outros Modos de Transporte Suaves

The promotion of more sustainable means of transport is the major motivation and the main challenge of this plan. It is part of a new mobility paradigm that aims to combine the economic development of cities and towns with improved quality of life, healthier lifestyles, environmental protection and reduced energy dependence as well as with accessibility for all inhabitants.

Available in the following languages: [Portuguese](#)



Published in 2012 by Instituto da Mobilidade e dos Transportes



## Slovak Republic

### Národná stratégia rozvoja cyklistickej dopravy a cykloturistiky v Slovenskej republike

The vision of the presented material is to reach equality of cycling with other modes of transport in order to make it a fully recognized part of transport systems, urban and regional transport. It also pinpoints the need to improve the general awareness of the population about the benefits of cycling and cycling as an environmentally, economically and physically favorable form of transport to school, work and recreation .

Available in the following languages: [Slovak](#)



Published in 2013 by Ministerstvo dopravy, výstavby a regionálneho rozvoja – Slovenskej republiky



# Spain

## Guía metodológica para la implantación de sistemas de bicicletas públicas en España

The document explains what bicycle sharing programs are and how they could be implemented better. It provides information on several international best practices and describes the most relevant ones in Spain.

Available in the following languages: [Spanish](#)



Published in 2007 by IDAE



## Spain

### **PROBICI. Guía de la Movilidad Ciclista. Métodos y técnicas para el fomento de a bicicleta en áreas urbanas.**

This guide aims to provide an overview on cycling as an urban transport based on quantitative data. It is the final result of the research project PROBICI developed during the years 2008-2010. The guide aims to provide a global overview on the importance of the effective implementation of the bicycle as an urban transport mode. In the second part, it gathers mathematical models of mode choice.

Available in the following languages: [Spanish](#)



Published in 2010 by PROBICI



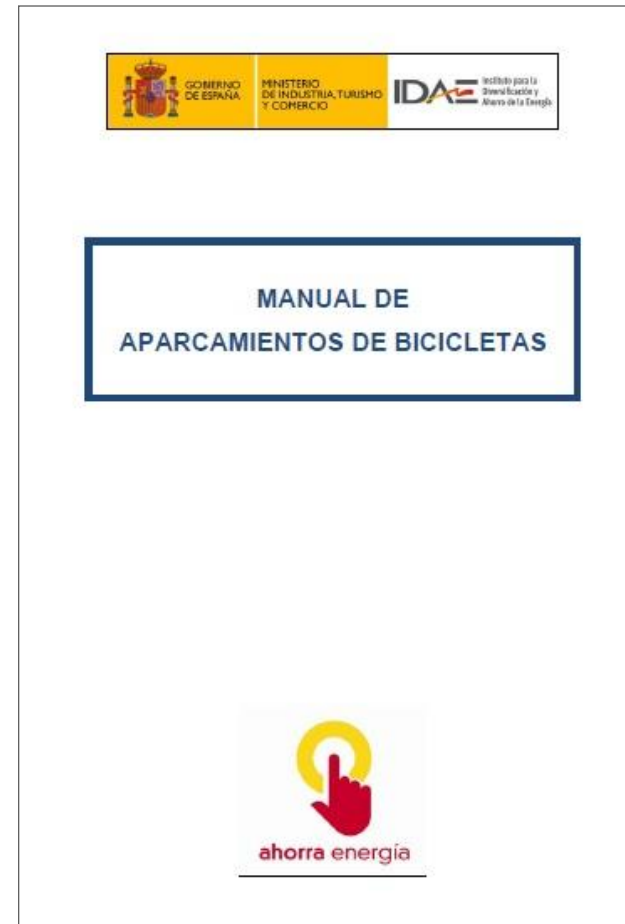
# Spain

## Manual de Aparcamientos de Bicicletas

The goal of promoting adequate bicycle parking in Spain is to increase the comfort of the cyclists and to reduce bicycle theft. The manual provides guidelines for those municipalities interested in improving their bike parking facilities.

The manual therefore describes the steps along the required planning process for adequate bike parking implementation.

Available in the following languages: [Spanish](#)



Unknown publication date, Published by IDAE





## Spain – Sevilla

### Plan director para el fomento del transporte en bicicleta. Sevilla 2007- 2010

This plan gives the bike a role relevant to urban mobility in the city. It also proposes complementary development measures, emphasising the idea of the bicycle as a mode of transportation. Following this idea, it mainly deals with measures to integrate bikes into the intermodal system.

The Plan allows the bike to become part of the mobility chain and to integrate with other means of transport, such as cars and public transport. The so called “environmental covenant” (bike + pedestrian + transit) facilitates intermodality between them.

Available in the following languages: [Spanish](#)

PLAN DE LA BICICLETA DE SEVILLA	
*Se recomienda hacer clic con el botón derecho sobre cada documento y elegir Guardar Destino Como...	
00 - índice	(PDF 1.481 Kb)*
01 - introducción	(PDF 205 Kb)
02 - antecedentes	(PDF 859 Kb)*
03 - la situación actual	(PDF 283 Kb)
04 - la bicicleta como medio de transporte en un nuevo modelo de ciudad	(PDF 581 Kb)
05 - la red de vías ciclistas	(PDF 3.224 Kb)*
06 - la bicicleta y otros medios de transporte	(PDF 482 Kb)
07 - la red de aparcamientos para bicicletas en la ciudad	(PDF 1.044 Kb)*
08 - la bicicleta pública	(PDF 351 Kb)
09 - programas sectoriales para el fomento del uso de la bicicleta	(PDF 895 Kb)
10 - la oficina de la bicicleta	(PDF 222 Kb)
11 - ordenanza de circulación de bicicletas de sevilla	(PDF 532 Kb)
12 - cronograma de los programas sectoriales	(PDF 283 Kb)
13 - memoria económica	(PDF 250 Kb)
14 - bibliografía	(PDF 359 Kb)
15 - anexo: propuesta de ordenanza de circulación de peatones y ciclistas	(PDF 1.009 Kb)*

Published in 2007 by the City of Sevilla



## Spain – Gipuzkoa

### Manual de las vías ciclistas de Gipuzkoa

This manual explains the relevance of cycling promotion and different promotion strategies. Moreover, it draws on the technical part of it. It points out the role of planning and cycle paths design. The manual brings up past experiences to explain how to avoid mistakes and how to create better infrastructure. It is a very technical description concerning planning and construction of bike lanes.

Available in the following languages: [Spanish](#)



Published in 2006 by  
Gipuzkoako Foru Aldundi



## Spain – Catalonia

### Manual for the design of cyclepaths in Catalonia

This manual focuses on infrastructure design, providing recommendations for the development of bike infrastructure. It is not a policy document but rather a manual with guidelines on how to build cycle networks.

Available in the following languages: [Spanish](#), [Catalan](#), [English](#)



Published in 2008 by the Generalitat de Catalunya



## Spain – Catalonia

### La bicicleta en la ciudad. Manual de políticas y diseño para favorecer el uso de la bicicleta como medio de transporte

This manual not only focuses on infrastructure but rather includes other aspects of cycle inclusive policies. These include promotion, education, financing, regulation, etc.

Although this document was published in 1999, and some aspects might be outdated, it is still one of the main reference documents in Spanish that help understand the bicycle as part of the urban environment.

Available in the following languages: [Spanish](#)



Published in 1999 by Spanish Ministry for Transport and Infrastructure (Ministerio de Fomento)



## Sweden – Malmö

### Cycling in Malmö

Malmö is Sweden's best developed city for cycling. With 420 kilometers of cycle paths and a quarter of all journeys in the city made by bike, Malmö is one of the world's leading cycling cities. Thanks to the benign climate and the flat terrain, it is possible to cycle throughout the whole year in Malmö.

The efforts that have been made in Malmö are part of the CIVITAS SMILE project.

Available in the following languages: [English](#)



Unknown date, Published by the Housing and Urban environment directorate of Malmö Stad



## Switzerland

### Fahrradfreundliche Städte: Vorwärts im Sattel

This is a guide for elected politicians giving advice on how to design policies for sustainable, high quality, reliable and comfortable transport. It emphasizes the right to mobility and explains the inefficiency of keep on giving privileges to private vehicle owners instead of favoring sustainable transport modes.

Available in the following languages: [German](#)



Published in 1999 by the European Commission



## United Kingdom

### A Sustainable Future for Cycling

The document presents the results of the program “Cycling England” which has been devising better ways of improving facilities for cyclists to increasing the number of people who chose to ride a bike.

Additionally, it provides insights from other related programs and proposals to improve them.

Available in the following languages: [English](#)



Published in 2008 by the Department for Transport



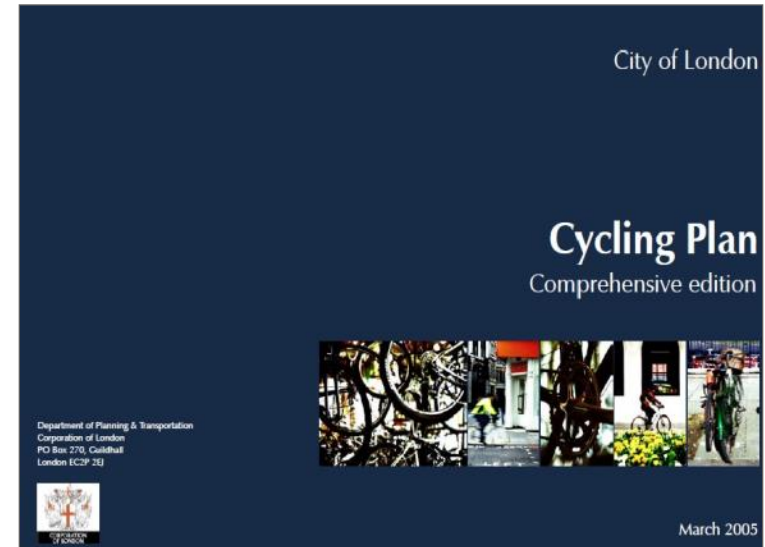
## United Kingdom – London

### Cycling Plan - Comprehensive edition

In order to meet the specific requirements of the city of London, the Cycling Plan has been developed in consultation with the various departments within the Corporation, neighbouring local authorities, local cycling groups and other interested parties. It is important to note that many of the aims and objectives of this plan can only be achieved in partnership with a diverse range of groups and organisations.

The various aspects of the Cycling Plan and other relevant policy documents produced by the Corporation of London have been developed to ensure that they work together to promote cycling in order to achieve the provision of safe and sustainable transport. In return, the Cycling Plan will provide an important contribution towards delivering the desired outputs of the Corporation's wider transport policies and programmes.

Available in the following languages: English



Published in 2005 by City of London, Department of Planning & Transportation





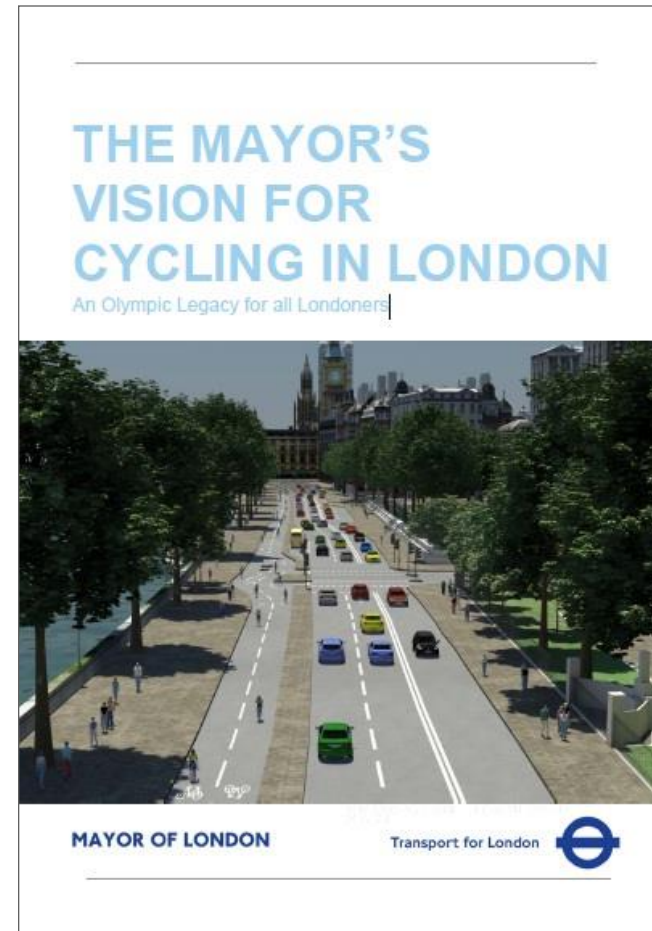
## United Kingdom – London

### The mayor's vision for cycling in London – An Olympic Legacy for all Londoners

This document describes the ambitious new cycle routes and infrastructure that Transport for London (TfL) has been working on in order to increase the number of cyclist commuters. It is about improving London's streets and places in a way that they are accessible for everyone, including for those with no intention of getting on a bike. The vision is about helping the whole transport system meet the enormous demands.

The authorities commit themselves to treat cycling as an integral part of the transportation network, needing capital funding, road space and traffic planners' attention.

Available in the following languages: [English](#)



Published in 2013 by Transport for London



# United Kingdom – London

## London Cycling: policy

This note looks at the policies of successive governments and the elected Mayors of London to promote cycling in England.

Cycling policy is particularly important in London, because on the capital's main roads, cycling increased by 150 per cent from 2000 to 2010. Successive mayors have sought to encourage cycling and to make it safer. This note looks at their general policy initiatives; those relating to safety, including measures to improve HGV training and driver visibility, are included in note SN2254.

Available in the following languages: English



**Cycling: policy**

Standard Note: SN1097  
Last updated: 30 April 2012  
Author: Louise Butcher  
Section: Business and Transport

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This note looks at the policies of successive governments and the elected Mayors of London to promote cycling in England.

Cycling is an increasingly popular mode of transport, particularly in urban environments where the roads are often congested and public transport overcrowded. It is also a 'sustainable' mode of transport, in that it does not use require the use of petrol or diesel and has no negative effect on the environment. As such, successive governments, devolved bodies and local councils have been keen to encourage cycling, particularly as part of the commute into work when the surface transport network is at its most congested.

The Coalition Government's policy is set within its broader framework of localism and decentralisation, giving local authorities powers to make changes to the road network and to build cycling infrastructure that best suits their local circumstances. A number of new funds have been made available for these types of schemes, following earlier cuts in overall local authority expenditure.

Cycling policy is particularly important in London, where there cycling on the capital's main roads increased by 150 per cent in the decade to 2010. Successive mayors have sought to encourage cycling and to make it safer. This note looks at their general policy initiatives; those relating to safety, including measures to improve HGV training and driver visibility, are included in note SN2254.

Notes on other cycling-related matters can be found on the [Cycling Topical Page](#) of the Parliament website.

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Published in 2012 by the House of Commons Library



## United Kingdom – London

### London Cycling Design Standards

This manual is quite complete on the topic of infrastructure adaptation. Its main focus is on planning and managing ideal bike infrastructure projects. It includes public policy instruments and decisions that aim to promote biking, as well as the importance of using the adequate symbols for traffic signs. It also mentions important aspects on the relation between bicycles and other types of vehicles.

Available in the following languages: [English](#)



Published in 2014 by Transport for London



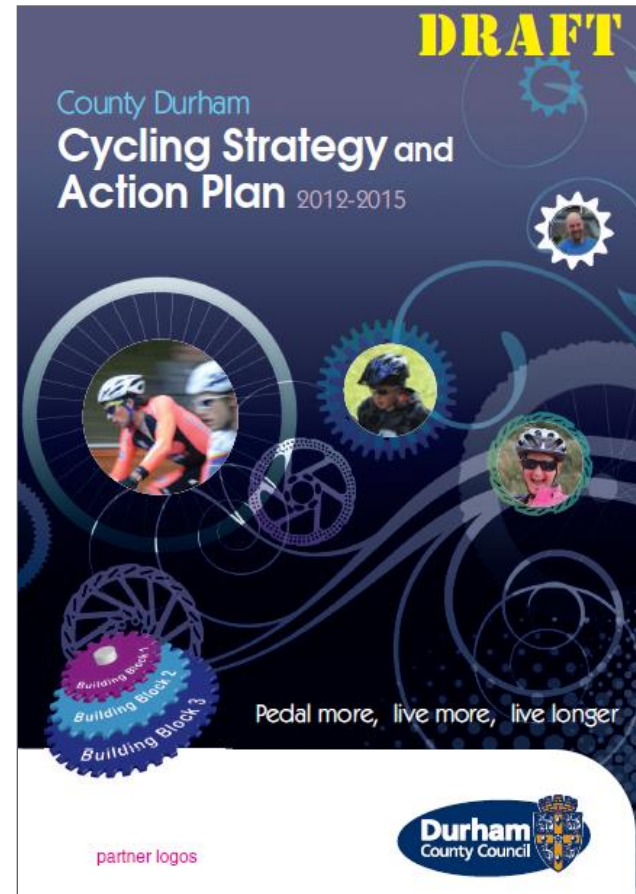
## United Kingdom – Durham

### Cycling Strategy and Action Plan 2012-2015

This strategy and action plan aims to bring together key partners who can make changes for a cycling conditions in the County.

The document has been developed with evidence and learning from successes in cycling cities across the world. It aims to transform the way to approach the cycling agenda by putting the right foundations in place to build a cycling county through 3 specific steps or “building blocks”.

Available in the following languages: [English](#)



Published by Durham County Council, Unknown date



## 2. America



Picture: Adriana Lopez

General Documents

Brazil

Canada Republic

Chile

Colombia

Peru

United States

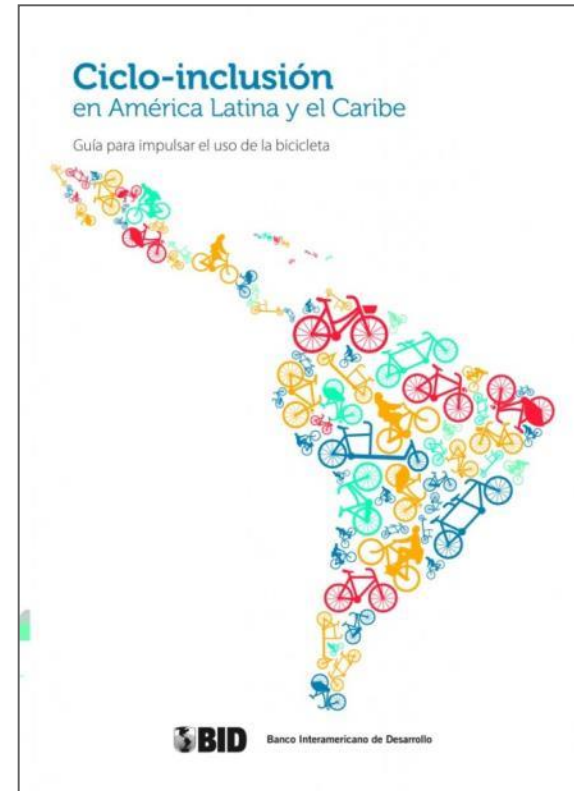


## General Documents

### Ciclo-inclusión en América Latina y el Caribe: guía para impulsar el uso de la bicicleta

This document presents several indicators that measure bicycle use and conditions for biking on several Latin American and Caribbean countries. It also presents the key components of a cycling-inclusive policy. Finally it gives some basic recommendations for developing infrastructure. However, its focus mainly lies on policy, rather than on design standards.

Available in the following languages: [Spanish](#)



Published in 2015 by Banco Interamericano de  
Desarrollo



## General Documents

### Estacionamientos para bicicletas

This document focuses on parking for bicycles. It presents detailed designs for parking infrastructure and informs on how they should be integrated to the streets, while providing methods for measuring service quality on parking spots. It also includes survey methods and CO<sub>2</sub> emissions estimations.

Available in the following languages: [Spanish](#)



Published in 2013 by ITDP and despacio



## General Documents

### Manual para implementar y promocionar la ciclovía recreativa

This guide presents the steps that are recommended in order to establish a recreational cycle network: planning, development and execution. It also presents a series of suggestions on how to evaluate the performance of the recreational paths.

Available in the following languages: [Spanish](#), [English](#), [Portuguese](#) (factsheet)



Published in 2009 by Organización Panamericana de la Salud  
and others





## Brazil

### Caderno de Referência para elaboração de: Plano de Mobilidade por Bicicleta nas Cidades

It is a guide for elected politicians to provide sustainable, high quality, reliable and comfortable transport. It emphasizes the right to mobility and explains the inefficiency of keeping on privileging private vehicles over other sustainable modes.

Available in the following languages: [Portuguese](#)



Published in 2007 by Ministério das Cidades



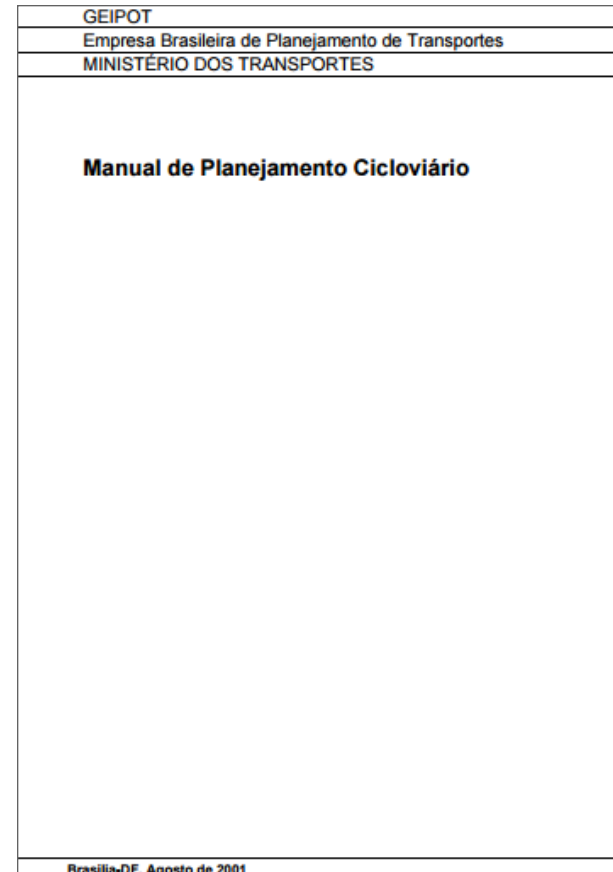
# Brazil

## Manual de Planejamento Ciclovitário

This guide aims to serve as reference in technical literature on the country's bike transport, specially focused on designing appropriate spaces that reduce the marginality that bike users experience in Brazil.

It includes information on the Brazilian context, the use of bicycles as means of transportation and how bike users interact with other road actors. It focuses on how the infrastructure should be and therefore has extensive sections on geometric design, traffic signs, illumination, landscaping and parking.

Available in the following languages: [Spanish](#)



Published in 2001 by GEIPOT

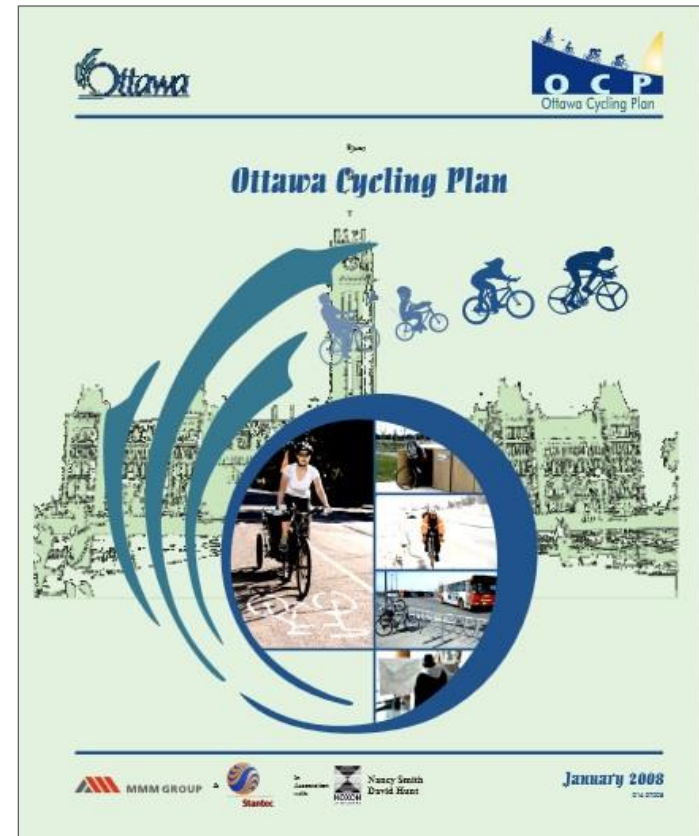


## Canada – Ottawa

### Ottawa Cycling Plan

The Ottawa Cycling Plan (OCP) was conceived as a long-term (20 year) strategy consisting of two phases. The first one, is a ten-year long implementation plan that includes network infrastructure, program initiatives and associated costs. The ten-year plan is intended to complement the City's Capital Works Plan, Transportation Master Plan and Official Plan. The second phase, which forms the longer-term strategy (year 10 to 20) is presented as input to long-term planning initiatives.

Available in the following languages: [English](#)



Published in 2008 by MMM Group and Stantec




## Canada – Vancouver

### 2007 Bicycle Plan Update: Vancouver's Bicycle Network

The overall purpose of the cycling program is to better integrate cyclists into the existing transportation network and to promote and encourage the use of bicycles as a safe and convenient mode of transportation.

Available in the following languages: [English](#)

	<b>CITY OF VANCOUVER</b> <b>ADMINISTRATIVE REPORT</b>
	Report Date: May 30, 2007 Author: S. Edwards Phone No.: 604.873.7320 RTS No.: 8137 VanRIMS No.: 13-6000-20 Meeting Date: June 12, 2007
TO:	Standing Committee on Transportation and Traffic
FROM:	General Manager of Engineering Services
SUBJECT:	2007 Bicycle Plan Update: Vancouver's Bicycle Network
<b>RECOMMENDATION</b>	
THAT Council receive the following report for information.	
<b>COUNCIL POLICY</b>	
In 1997, Council approved the 1997 Vancouver Transportation Plan that emphasized the need to develop more bikeways and ranked cyclists as a second priority after pedestrians.	
In 1999, Council approved the 1999 Bicycle Plan: Reviewing the Past, Planning the Future, which identified future bicycle facilities and initiatives.	
In July 2002, Council adopted the Downtown Transportation Plan to improve downtown accessibility and liveability by creating a balanced transportation system.	
In April 2005, Council approved the Community Climate Change Action Plan that identified the critical importance of encouraging and supporting active transportation, if Vancouver is to meet its greenhouse gas reduction target for 2012.	

Published in 2007 by the City of Vancouver



# Chile

## Vialidad ciclo-inclusiva

This is a basic guide that includes criteria which must be taken into account in order to develop cycle-inclusive infrastructure.

It includes a conceptual description of the main components of cycle-inclusive policies and their importance. It also has some design recommendations for the infrastructure.

Available in the following languages: [Spanish](#)



Published in 2009 by Ministerio de Vivienda y Urbanismo/  
Gobierno de Chile




# Chile – Santiago

## Estacionamientos para bicicletas


This is a chapter of the Active Transport urban design Manual. It focuses on creative infrastructure that is bike-friendly and bike-inclusive.

The goal is to create a sustainable transport system and a city that is safer, friendlier and better for its inhabitants..

Available in the following languages: [Spanish](#)



Grupo de Trabajo Chileno-Holandés  
**Manual de Diseño Urbano  
para el Transporte Activo**



**Capítulo 4**  
**ESTACIONAMIENTOS PARA BICICLETAS**

Abril 2009

Este capítulo es una versión de trabajo para ser utilizado por ciclistas, juntas de vecinos, técnicos, ingenieros de tránsito, arquitectos, paisajistas y otros interesados quienes están participando en la creación de una infraestructura más cicloinclusiva en Chile. Como se trata de uno de los primeros capítulos que preparamos, incluimos aquí algunas secciones y resúmenes que probablemente se ubicarán en otras secciones una vez que se complete el Manual. Notamos también que para la versión final de este Manual esperamos contar con dibujos y fotografías hechos mayoritariamente en Chile. El objetivo central de este Manual es ayudar a crear un sistema de transporte más sustentable, que por su parte crea una ciudad más segura, más amable y mejor para sus moradores. En este sentido, reconocemos que esto requiere una redistribución de las vías existentes, permitiendo mayor espacio para peatones, (bi) y triciclistas y los diferentemente capacitados, y en muchos casos reduciendo el espacio para el automóvil particular, el que es tremendamente ineficiente en muchos contextos urbanos. Invitamos a los usuarios a enviar sus comentarios, mejoras, propuestas y preguntas a [magdamorel@ciudadviva.cl](mailto:magdmorel@ciudadviva.cl) para ser incorporados en la versión final del Manual.

**Interface for Cycling Expertise, Los Países Bajos**

Ciudad Viva representa en Chile a la organización Interface for Cycling Expertise ([www.cycling.nl](http://www.cycling.nl)), organización no gubernamental holandesa que realiza programas internacionales para mejorar la movilidad de bajo costo, la equidad social, y los conocimientos técnicos en este campo. El Centro de Transporte Activo de Ciudad Viva cuenta con el apoyo del Programa de Promoción de la Bicicleta (BPP) de I-oe. En coordinación con el Festival de Bicicultura 2007, Ciclistas Unidos de Chile, varias municipalidades y el Gobierno Regional Metropolitano de Santiago realizamos exposiciones y capacitaciones sobre las múltiples estrategias para abrir el camino a una integración mucho mejor de todo lo no-motorizado. Contamos con un extenso centro de documentación sobre estos temas y otros relacionados, como la participación ciudadana y la creación de espacios públicos de calidad.

**Para más informaciones: [info@ciudadviva.cl](mailto:info@ciudadviva.cl).**

Centro de Urbanismo Ciudadano, Dominica 14, Santiago, Chile  
Tel: 562 737 3072, email: [info@ciudadviva.cl](mailto:info@ciudadviva.cl) [www.ciudadviva.cl](http://www.ciudadviva.cl) [www.asociacionviva.cl](http://www.asociacionviva.cl) (Centro de Documentación Virtual)

Published in 2009 by Gobierno Regional Metropolitano de Santiago



# Colombia

## Guía de ciclo-infraestructura para ciudades colombianas

This guide, developed by the Ministry of Transport, aims to establish recommendations and standardized design principles in order to provide city planners with tools to help them develop cycle-inclusive infrastructure.

It describes different types of infrastructure and provides design principles for bicycle infrastructure, including width and slope standards, as well as providing recommendations for supplementary design elements, such as parking infrastructure, illumination and safety signage.

Available in the following languages: [Spanish](#)



Published in 2009 by despacio and gea21



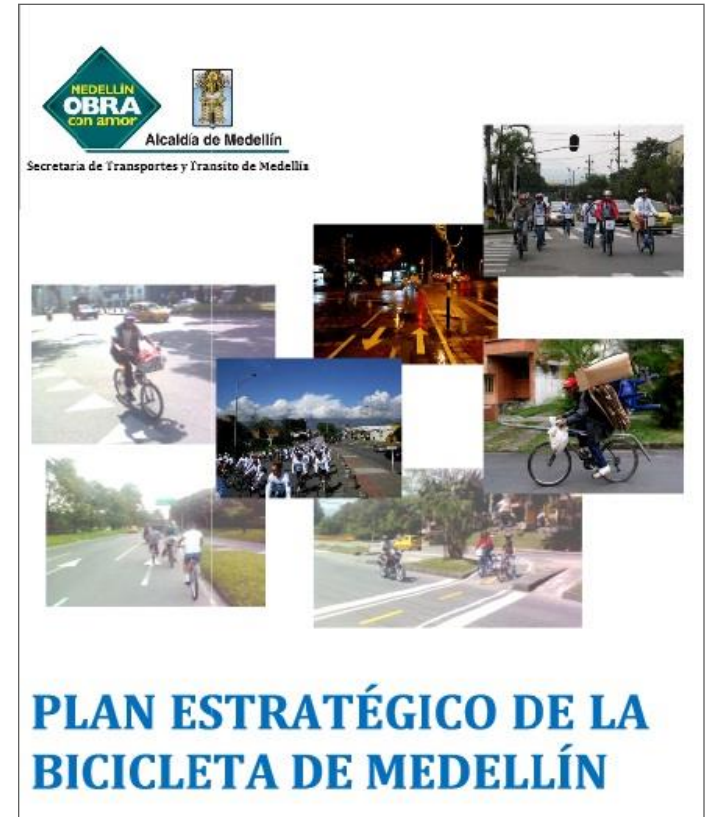
## Colombia – Medellín

### Plan Estratégico de la Bicicleta de Medellín

The Ministry of Traffic and Transport of Medellín published the Strategic Bike Plan for Medellín. It aimed to establish actions to make the city safer, more accessible, friendlier and more sustainable, in the short, medium and long run to improve the cyclists' conditions.

This document is a description of the main features of Medellín and the Metropolitan Area. It recognizes the current mobility challenges and proposes strategies to promote sustainable mobility in Medellín.

Available in the following languages: [Spanish](#)



Published in 2011 by Secretaría de Transportes y Tránsito de Medellín



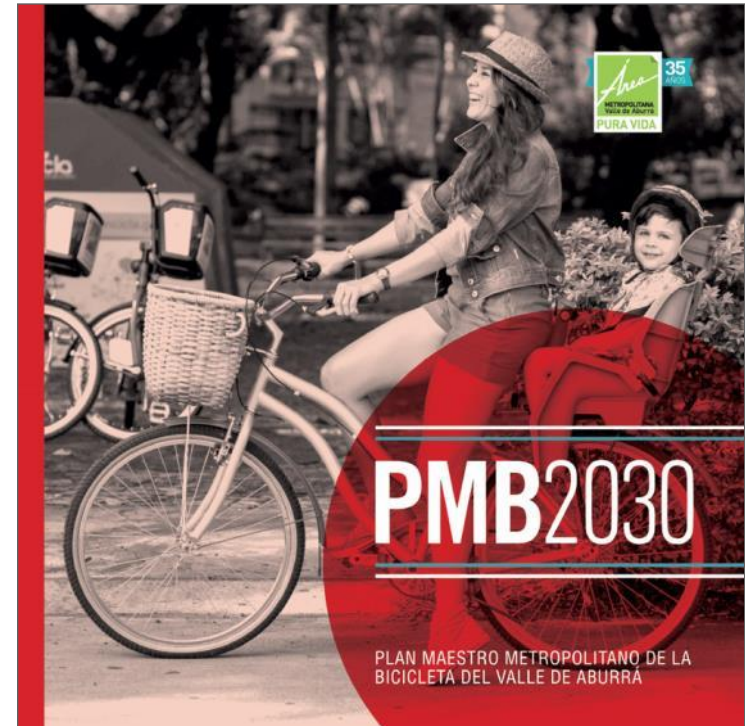


## Colombia – Medellín

### Plan Maestro Metropolitano de la Bicicleta del Valle de Aburra

This document presents the Aburra Valley Bicycle Master Plan, which aims to achieve a modal share of 10% of total trips on bicycle by 2030. Therefore it guides decision-making, supported on several articulated aspects: institutional strengthening, regulations, communication, education, promotion and financing process.

Available in the following languages: [Spanish](#)



Published in 2015 by Metropolitana del Valle de Aburrá



## Colombia – Bogotá

### Manual de ciclo-inclusión para ciudades de Bogotá y la región

This document is an adaptation for Bogotá of the GIZ+I-CE document. It was the only document with consolidated information about Bogotá and its metropolitan region. It combines elements of the GIZ-I-CE guide and field work in order to generate a better context for the application of the proposed solutions

Available in the following languages: [Spanish](#)



Published in 2010 by GTZ



## Mexico

### Ciclociudades- Manual integral de movilidad ciclista para ciudades mexicanas

This is a very detailed manual that presents all the technical considerations that must be taken into account when designing bicycle infrastructure. It describes the parameters that need to be taken into account according forthe different types of bicycles in order to fulfill the basic principles of the desirable city model and the five main requisites for bike infrastructure.

It also gives details on road geometry including slopes, design speed and curves, both vertical and horizontal. It defines minimum standards for cycle path design and specific treatments for an extensive series of possible cases that can occur. Finally it presents common dimensions and solutions for intersections.

Available in the following languages: [Spanish](#)



Published in 2012 by ITDP

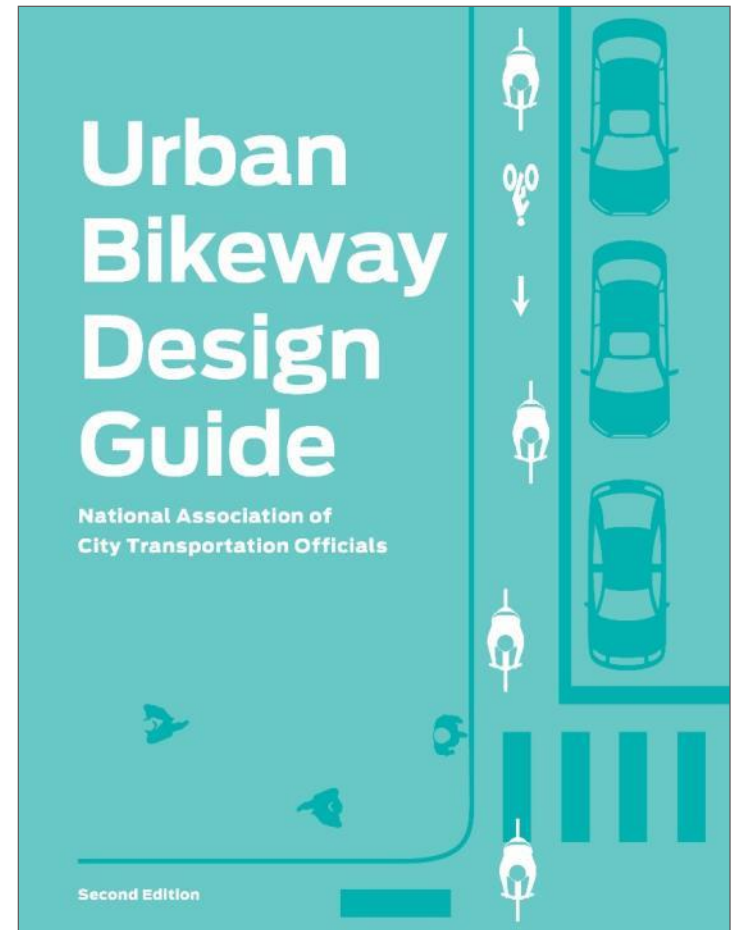


## United States

### Urban Bikeway Design Guide

This manual contains many details required for the implementation and construction of different kinds of bike infrastructure and in a variety of conditions. It has more details than any other manual in terms of traffic signs, intersections, and pavement and paint treatment. It also has sections of design guidance for each type of infrastructure.

Available in the following languages: [English](#)



Published in 2014 by NACTO



## United States – Portland

### Portland Bicycle Plan for 2030

The *Portland Bicycle Plan for 2030* aims to make bicycling a critical component of the city's overall transportation system and a significant element of its sustainable green economy.

The plan recommends expanding the network of planned bikeways from 630 to 962 miles, based on three key strategies:

1. Introduce safe, comfortable and attractive bikeways that can carry more bicyclists and serve all types and all ages of users, building on the best design practices of great bicycling cities around the world.
2. Construct a dense network of bikeways so that all Portland residents can easily find an access a route.
3. Create a cohesive network with direct routes that take people where they want to go.

Available in the following languages: [English](#)

<http://www.portlandoregon.gov/transportation/article/289122>



Published in 2010 by Portland Transportation

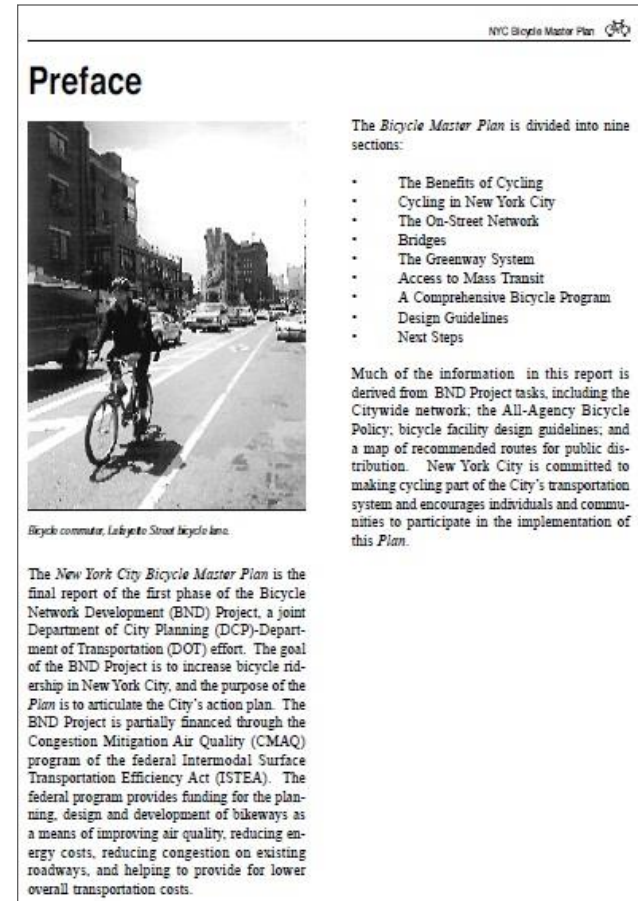


# United States – New York

## The New York City Bicycle Master Plan

The *New York City Bicycle Master Plan* is the final report of the first phase of the Bicycle Network Development (BND) Project, a joint Department of City Planning (DCP)-Department of Transportation (DOT) effort. The goal of the BND Project is to increase bicycle ridership in New York City, and the purpose of the *Plan* is to articulate the City's action plan.

Available in the following languages: [English](#)



Unknown publication date, published by the Department of City Planning and the Department of Transportation, New York City



## 3. Asia



Picture: Carlos Felipe Pardo

General Documents

India

Korea

Singapore

United Arab Emirates

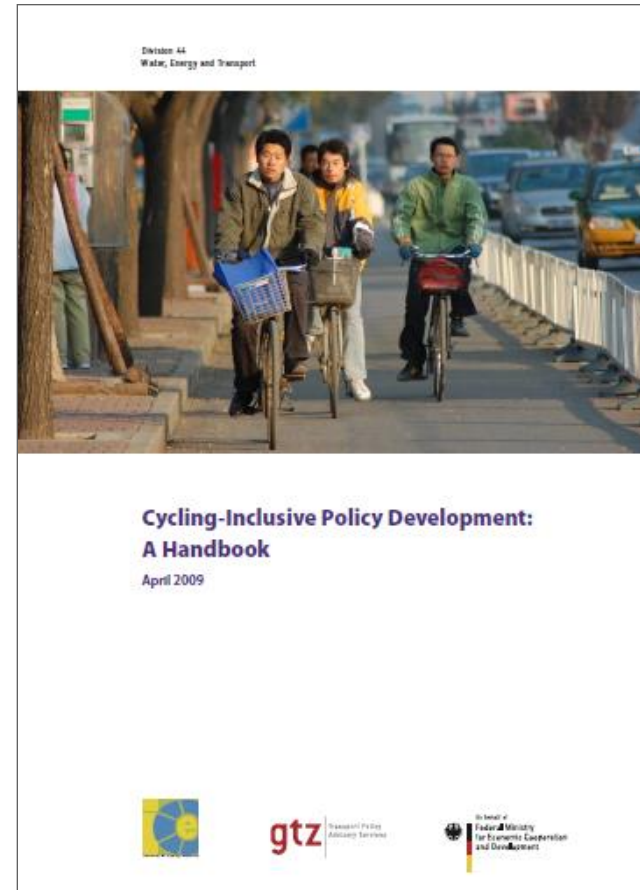


## General Documents

### Cycling-inclusive Policy Development: A Handbook

This handbook focuses on policy development for developing countries. It presents several key topics that must be taken into account when developing a cycling-inclusive policy. It contains a very detailed section on measuring and evaluating indicators which is very useful for countries trying to develop a cycling-inclusive policy.

Available in the following languages: [English](#)



Published in 2009 by GTZ



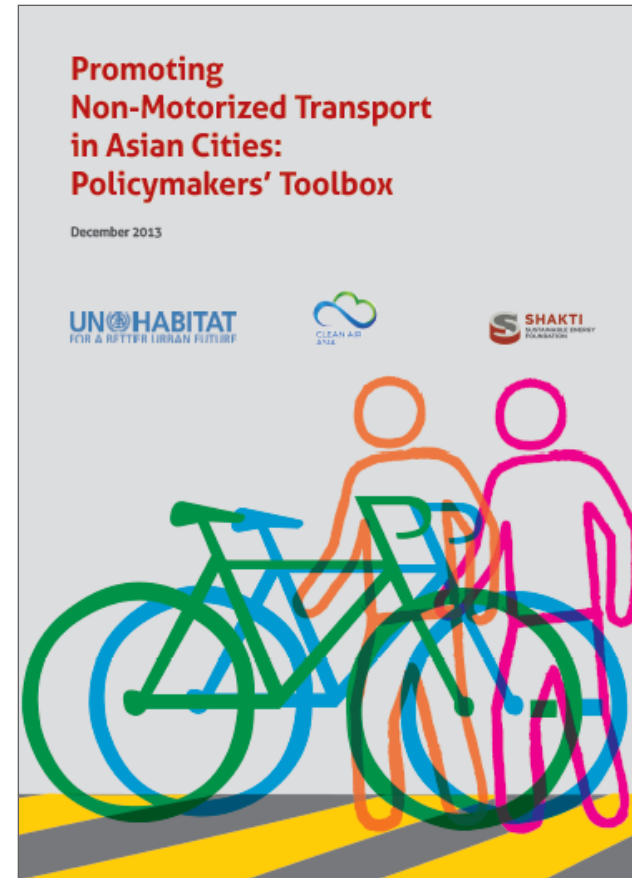


## General Documents

### Promoting Non-Motorized Transport in Asian Cities: Policymakers' Toolbox

This document addresses several concerns about rapid motorization rates in Asia and their consequences on land use, environment and road safety. It is a tool for urban planners in Asia to incorporate non motorized transport into the transportation planning process. It presents aspects such as visioning and public participation, and also provides tools for assessing walkability and cyclability in the cities. Finally it presents experiences of the implementation of non motorized transport strategies in some cities of the region.

Available in the following languages: [English](#)



Published in 2013 by UN Habitat, Clean Air Asia and Shakti



# India

## Bicycle Design Specification for India Public Bicycle Sharing

The document contains design requirements for bicycles to be offered as part of the public bicycle sharing programs in India. It also presents a description of the characteristics of the bicycles used in other bike sharing programs.

Available in the following languages: [English](#)



Published in 2013 by Ministry of Urban Development,  
Government of India

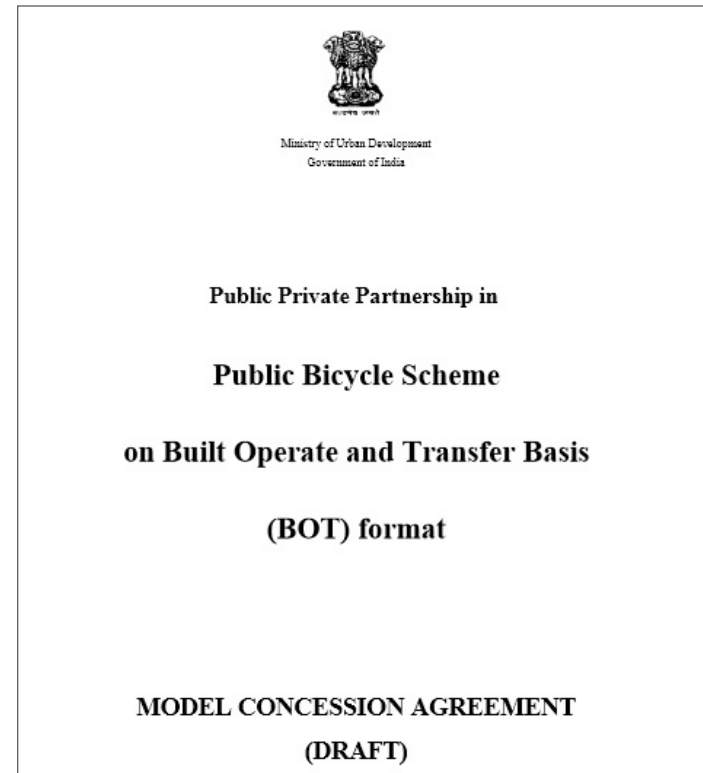


## India

### **Public Private Partnership in Public Bicycle Scheme on Built Operate and Transfer Basis (BOT) format**

This Model Concession Agreement (MCA) presents a precise policy and regulatory framework for sustaining investor interest in implementation and operation of Public Bicycle Scheme on DBFOT basis.

Available in the following languages: [English](#)



Published in 2012 by Ministry of Urban Development,  
Government of India



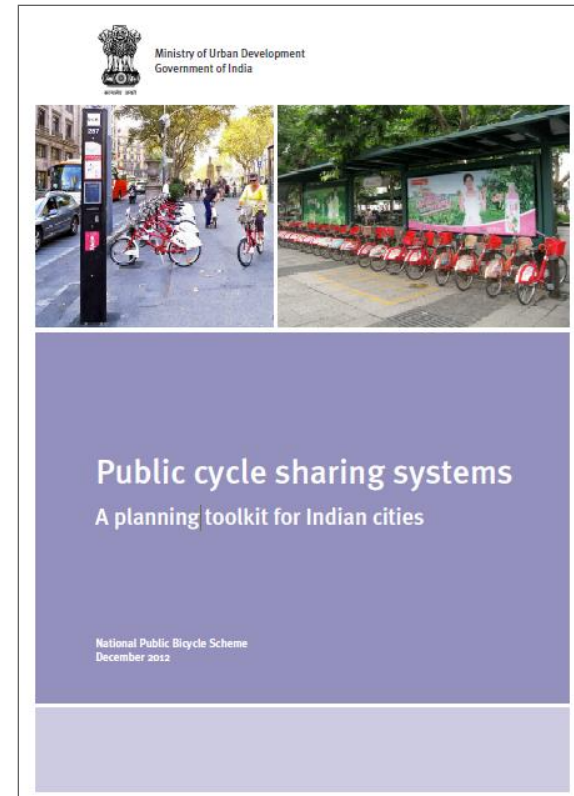
# India

## Toolkit for public cycle sharing systems

As part of the National Bicycle Sharing Scheme in India this toolkit was prepared for the Ministry of Urban Plannign by ITDP.

It studies the cycle sharing experiences and explains the prerequisites for such a project. Moreover it explains the Institutional roles and responsibilities for an adequate performance and it provides information on the technical aspects of this programmes.

Available in the following languages: [English](#)



Published in 2012 by Ministry of Urban  
Development, Government of India

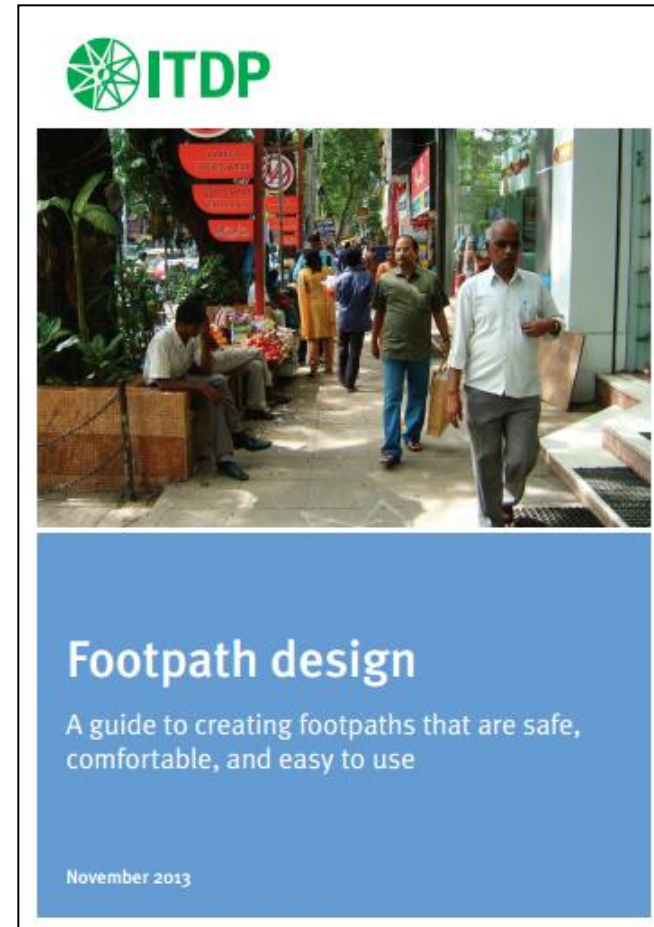


## India

### **Footpath design: A guide to creating footpaths that are safe, comfortable, and easy to use**

This document provides guidelines for designing footpaths (or sidewalks) that fulfill pedestrian needs. It is focused on India but applicable to any country, especially in the developing world. It includes sections on width, height, surface, property entrances, pedestrian crossings (both mid-block and at intersections), pedestrian refuges, bus stops, parking bays, design process and other complementary issues such as street vending and footpath elements.

Available in the following languages: [here](#)



Published in 2013 by ITDP



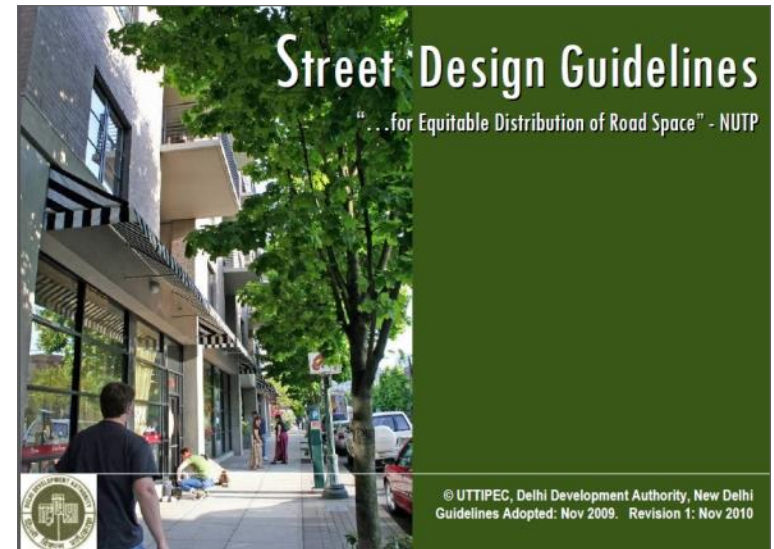
# India

## Street Design Guidelines

Design of streets is a function of the street hierarchy and adjacent land uses.

A set of 10 non-negotiable Street Design Components, as well as additional guidelines for world class streets, have been outlined in this document

Available in the following languages: [English](#)



Published in 2010 by UTTIPEC



# India

## Guidelines for Non-Motorised Transport Measures: Policy and Options

These guidelines focus on the detailed tasks required for the planning of non-motorised transport (NMT) projects within the context of an overall transport strategy. NMT does not only cover non-motorised vehicles (NMVs) such as bicycles, tricycles, cycle-rickshaws, but also pedestrians.

Available in the following languages: [English](#)

The screenshot shows a web interface for the 'Guidelines for Non-Motorised Transport Measures: Policy and Options'. The top navigation bar includes 'Home' and five modules: 'Module 1 CMP', 'Module 2 BRT', 'Module 3 BUS', 'Module 4 PARKING', and 'Module 5 NMT'. A search bar is located below the navigation. The main content area is titled 'Use of the Guidelines' and features a 'Background' section with text explaining the scope of the guidelines for Indian cities. A 'Page Top' link is also visible. The footer contains the copyright notice: '©2008 Asian Development Bank. All Rights Reserved. Legal Site Version 1.0'.

Published in 2008 by Asian Development Bank



# India

## Better streets, better cities – A guide to street design in urban India

This manual presents the different road design elements, typical street and intersection design examples and also the process that has to be undertaken in order to design roads. This process is presented in depth, therefore providing a guide for taking the best decisions. It also presents some alternatives that help to solve conflicts that cyclists may have with other road users. Finally, it also includes pieces of information that help understanding the context and optimising designs and red light programming, in order to prioritise sustainable modes of transport such as pedestrians, cyclists and public transportation.

Available in the following languages: [English](#), [Guajarati](#)



Published in 2011 by ITDP



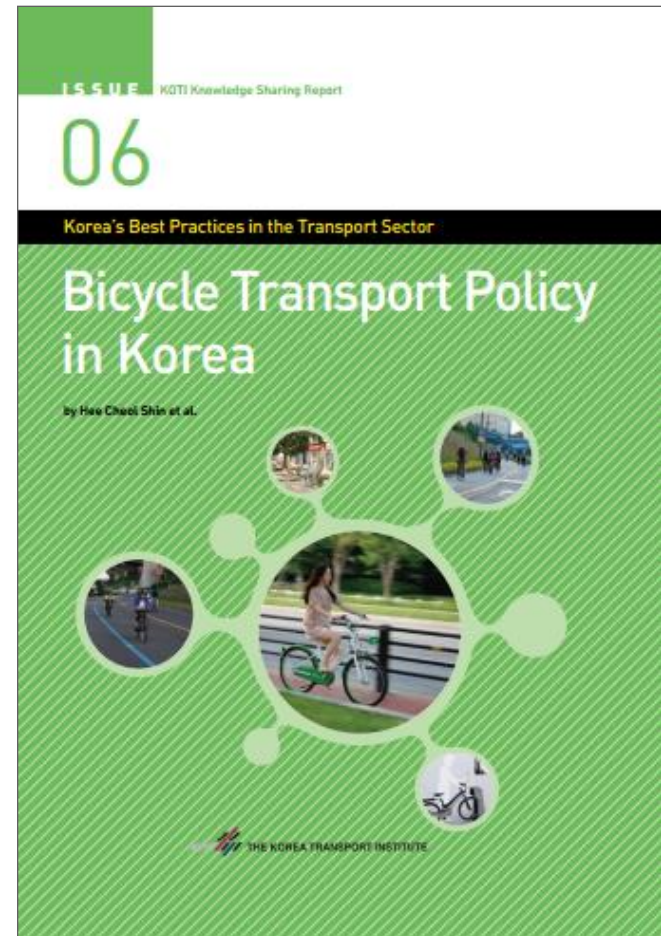


# Korea

## Bicycle Transport Policy in Korea

This document describes the context of bicycle policies in Korea and presents the Korean Bicycle Master Plan. It further explains the process and implications of three grand projects designed to promote cycling, two of which are infrastructure projects.

Available in the following languages: [English](#)



Published in 2013 by KOTI



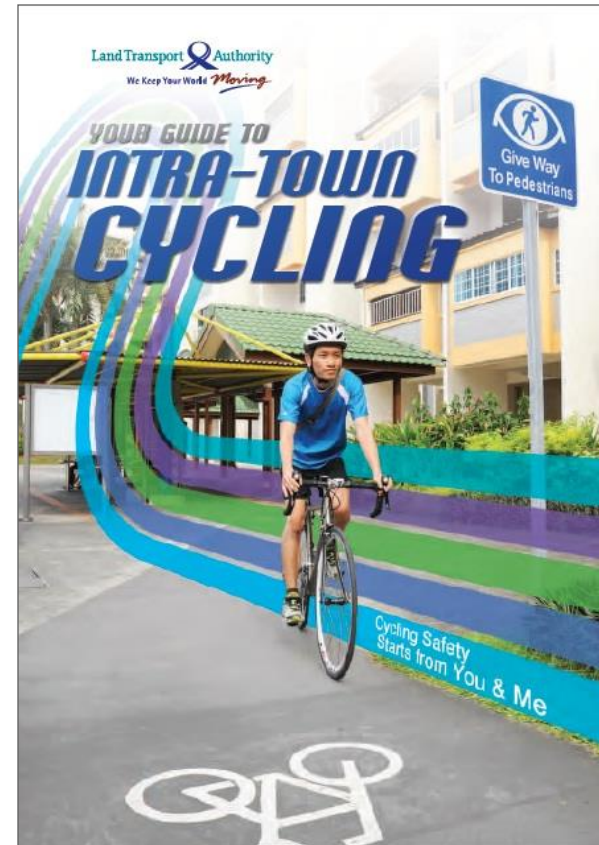
# Singapore

## Your Guide to Intra-Town Cycling

As part of overall plans to promote cycling as a healthy form of transport, the Land Transport Authority (LTA) is constructing a comprehensive network of cycling paths to facilitate intra-town cycling in selected HDB towns.

Moreover it provides cyclists with advice for safer cycling in urban areas.

Available in the following languages: [English](#)



Unknown Publication date, published by Land Transport Authority



# United Arab Emirates – Abu Dhabi

## Abu Dhabi Urban Street Design Manual

This manual focuses on street design, which include bicycles but prioritize pedestrians. It presents arguments on how to choose a certain design over others. It explains that this decision depends on the place where the design is going to be applied, and further develops on the design process and the design elements, which include cycle paths. Finally it shows some project examples. The manual also includes sections on monitoring and maintenance.

It covers a wide variety of subjects, however, it considers biking space as optional. The designs presented are specific for the very special climate conditions of Abu Dhabi.

Available in the following languages: [English](#)



Published in 2005 by Abu Dhabi Urban Planning Council



## 4. Australia and Oceania region

Australia

New Zealand



Picture: Otta



# Australia

## The Australian National Cycling Strategy 2011-2016

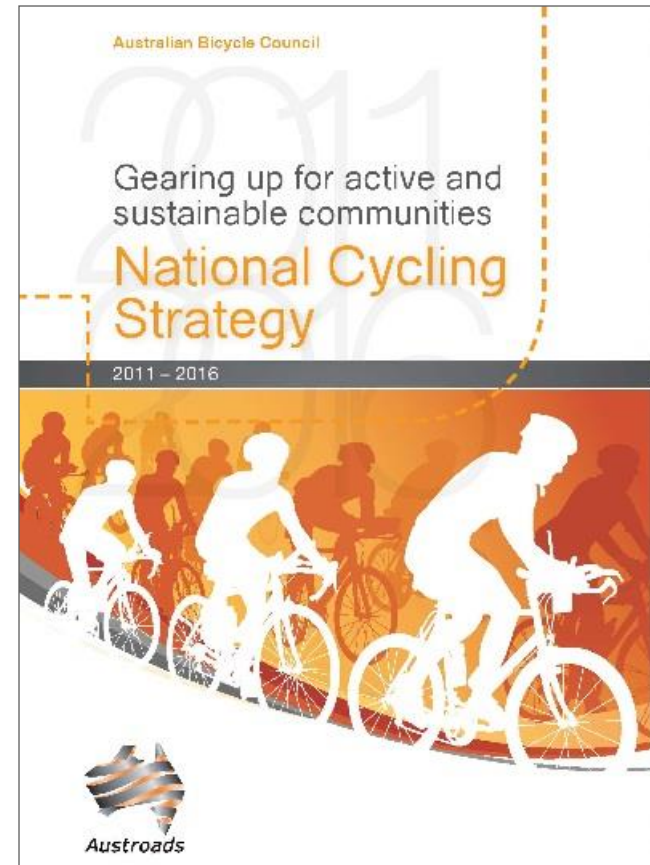
The outlined strategy aims to double the number of people cycling in Australia over the next five years.

It states that commitment and support of governments and non-government organizations across the country is required.

The following priorities are outlined in the strategy:

- 1 – Improved Coordination
- 2 – Integrated Planning
- 3 – Infrastructure and Facili
- 4 – Road Safety
- 5 – Cycling Support and Promotion
- 6 – Increased Professional Capacity

Available in the following languages: [English](#)



Published in 2010 by Australian Bicycle Council



## Australia – New South Wales (Sydney)

### Planning guidelines for walking and cycling

These guidelines aim to assist land-use planners and related professionals to improve consideration of walking and cycling in their work.

The guidelines have been designed to provide a walking and cycling focus to the New South Wales' Government's Integrating Land Use & Transport Planning Policy Package.

Available in the following languages: [English](#)



Published in 2004 by Transport for New South Wales



## Australia – New South Wales (Sydney)

### New South Wales Bike Plan

The Plan sets an ambitious target of five per cent travel by bike for all trips in Sydney of less than 10 kilometers by 2016.

The NSW BikePlan focuses on the delivery of new cycling infrastructure funded through the Metropolitan Transport Plan commitment of \$158 million, and also to be rolled out in regional areas. The NSW BikePlan also gives details on the support and encouragement programs that will promote the use of this new infrastructure.

Available in the following languages: [English](#)



Published in 2010 by Roads & Traffic Authority;  
Department of Environment, Climate Change & Water



## New Zealand

### New Zealand walking and cycling strategies – best practice

This report recommends that the councils that do not have walking and / or cycling strategies should be given more information on the importance of walking and cycling. It also states the importance of strategies to promote and enable growth of walking and cycling and the need for available funding to develop such strategies and subsequent projects and programmes. They are encouraged to develop strategies for these modes.

Available in the following languages: [English](#)

### **New Zealand walking and cycling strategies – best practice**

Andrew G. Macbeth, MWH New Zealand Ltd, Christchurch  
Roger Boulter, Roger Boulter Consulting, Hamilton  
Paul S. Ryan, Opus International Consultants Ltd, Hamilton

**Land Transport New Zealand Research Report 274**

Published in 2005 by Land Transport New Zealand



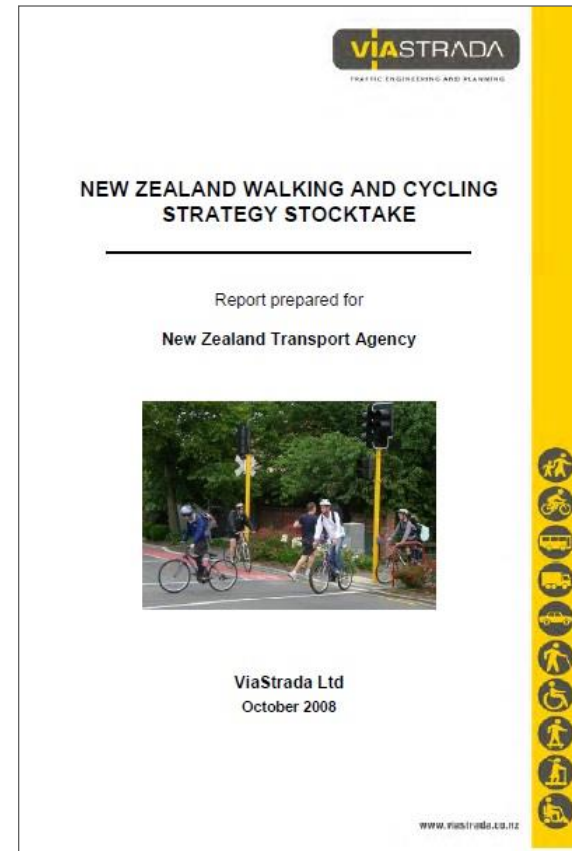


# New Zealand

## New Zealand Walking and Cycling Strategy Stocktake

This report recommends that the councils that do not have walking and / or cycling strategies should be given more information on the importance of walking and cycling. It also states the importance of strategies to promote and enable growth of walking and cycling and the need for available funding to develop such strategies and subsequent projects and programmes. They are encouraged to develop strategies for these modes.

Available in the following languages: [English](#)



Published in 2008 by ViaStrada Ltd



## New Zealand

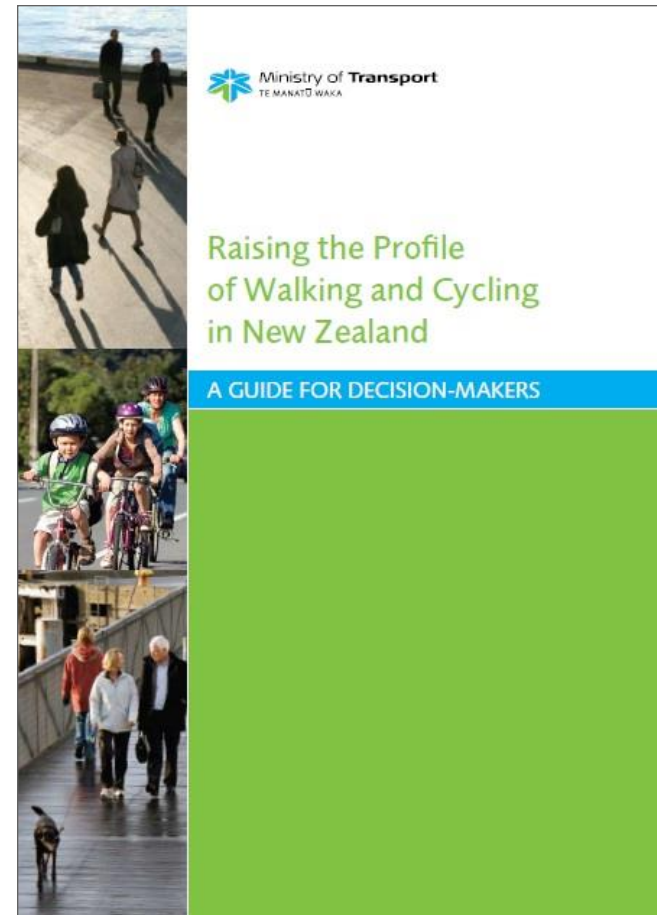
### Raising the Profile of Walking and Cycling in New Zealand

The guide discusses the benefits that walking and cycling have and looks at the current state of affairs for these modes in New Zealand. It informs on suitable initiatives that could be implemented to increase the number of people walking and cycling. Both, walking and cycling, shall be considered as modes of transport as well as leisure activities.

This guide addresses decision-makers and key influencers in government, particularly at the regional and local level.

Members of the public who are interested in participating in regional or local transport planning will also find the guide useful.

Available in the following languages: [English](#)



Published in 2008 by Ministry of Transport, New Zealand

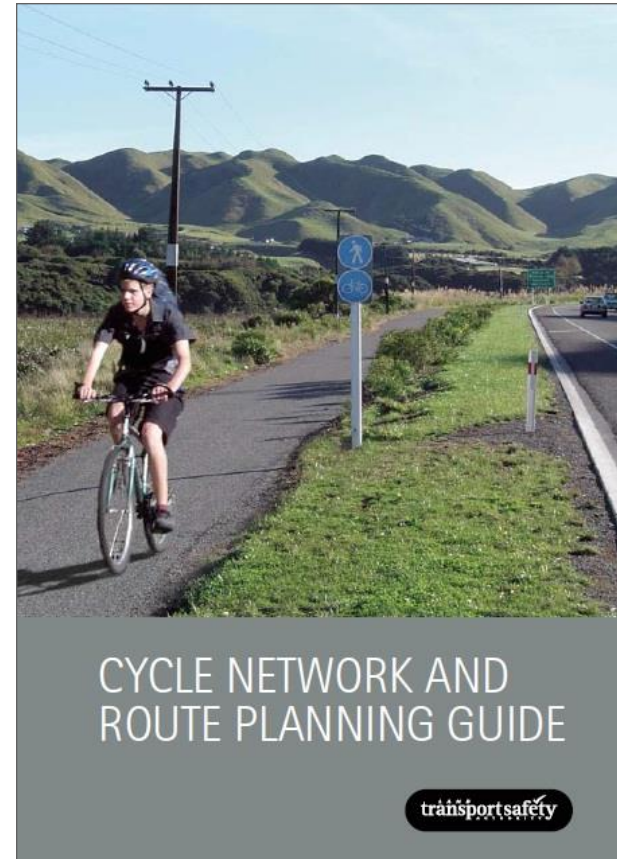


# New Zealand

## Cycle Network and Route Planning Guide

This guide aims to promote a consistent approach to planning the provision for cycling in New Zealand.

Available in the following languages: [English](#)



Published in 2005 by Land Transport Safety Authority,  
New Zealand



## 5. Africa

General Documents

Namibia

South Africa



Picture: Armin Wagner

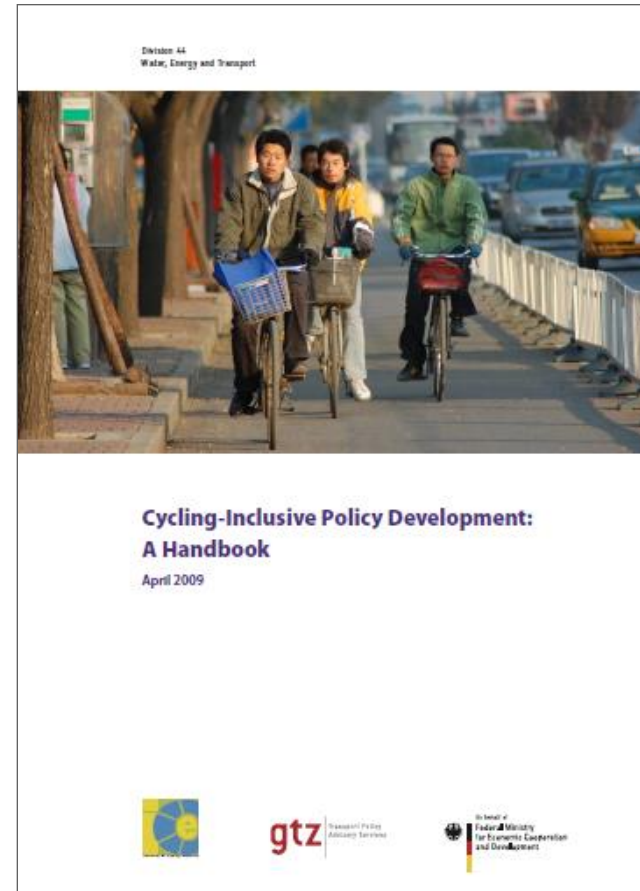


## General Documents

### Cycling-inclusive Policy Development: A Handbook

This handbook focuses on policy development for developing countries. It presents several key topics that must be taken into account when developing a cycling-inclusive policy. It contains a very detailed section on measuring and evaluating indicators which is very useful for countries trying to develop a cycling-inclusive policy.

Available in the following languages: [English](#)



Published in 2009 by GTZ

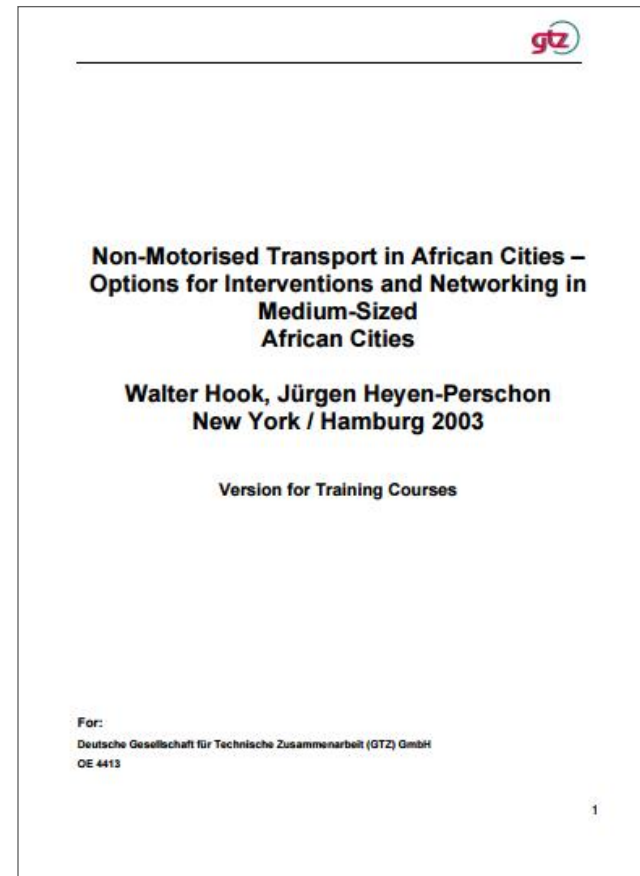


## General Documents

### Non motorised transport in African cities – Options for interventions and networking in medium-sized African cities

This document serves as a guide for the creation of short-term policies, intended to improve biking. It includes local experiences, as well as a list of organisations that may be important actors for the development of policies in favour of cycling. It further gives recommendations on how to develop these policies.

Available in the following languages: [English](#)



Published in 2003 by GTZ GmbH



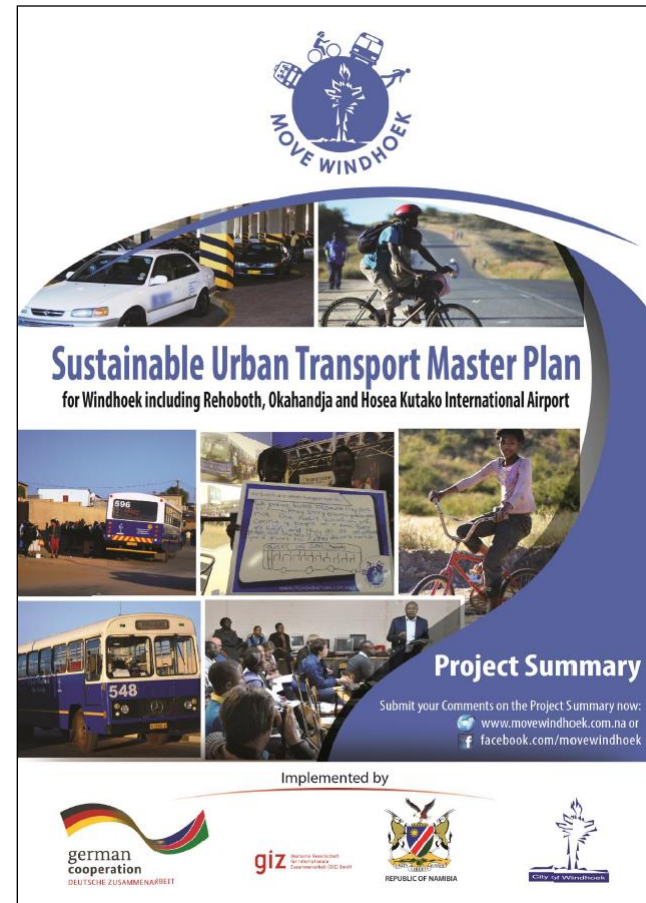
## Namibia – Windhoek

### How to plan and develop a pedestrian and cycling Network

This guide presents basic aspects of the planning and building of a cycle infrastructure network. It is focused on developing countries and mainly presents information on the planning of the whole network at a urban level instead of detailed information on infrastructure planning.

It provides simple methods to identify problems in the cycle infrastructure network and presents detailed ways to prioritize and plan infrastructure. It does not include details on what considerations to take into account in order to decide the type of infrastructure.

Available in the following languages: [English](#)



Published in 2013 by Ministry of Works and Transport and  
the City of Windhoek



# South Africa

## Pedestrian and Bicycle Facility Guidelines

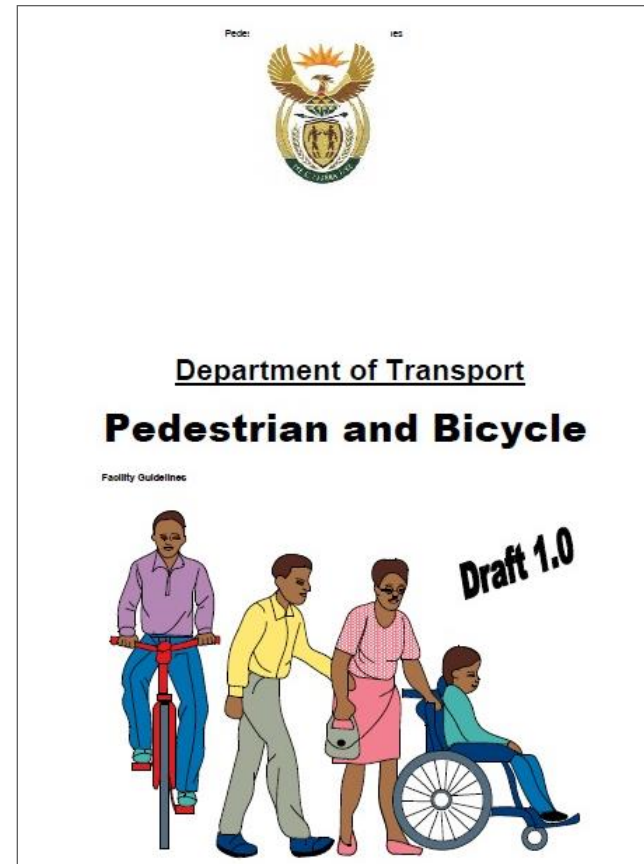
The purpose of this manual is to provide guidance on the planning and design of safe pedestrian and bicycle facilities, both across and alongside roads and streets. Practical guidance and typical layouts are provided for various types of facilities, and on the process of planning such facilities.

The manual is targeted at national, provincial and local road authorities, private developers, and professionals involved with the provision of pedestrian and bicycle facilities. The primary user group is the transportation and traffic engineering profession, but other groups such as town planners, architects, landscape architects, urban designers and traffic officers will also find valuable information in the manual.

Throughout the manual, specific attention is given to the needs and requirements of people with special needs, such as children, the old and the disabled. The importance of addressing the needs of these people is highlighted in the manual.

Available in the following languages: [English](#)

[http://www.juca.org.za/pdfs/Pedestrian\\_bicycle\\_facility\\_guidelines.pdf](http://www.juca.org.za/pdfs/Pedestrian_bicycle_facility_guidelines.pdf)



Published in 2003 by the Department of Transport,  
Republic of South Africa



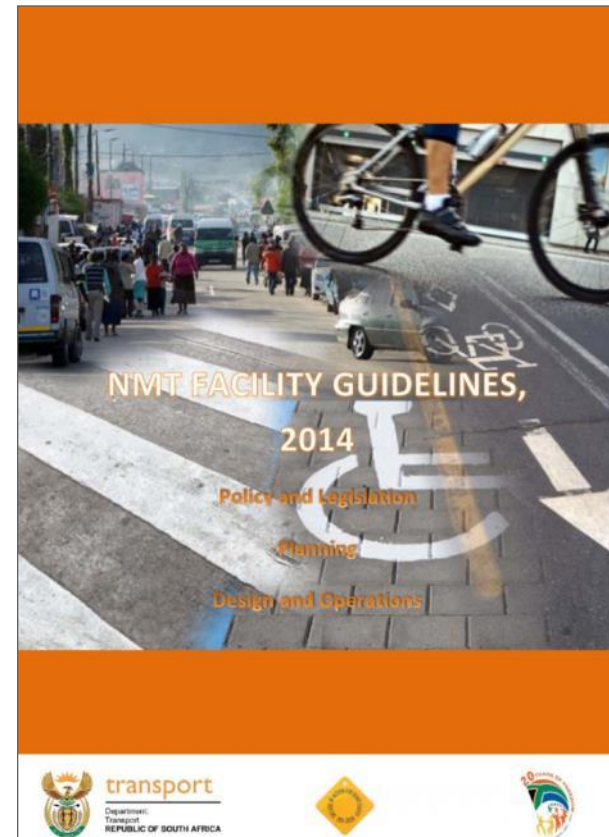


## South Africa

### NMT Facility Guidelines

This guide presents design and planning elements for non-motorized transport infrastructure. It contains large sections on service levels, materials for use on construction, intermodality and maintenance. It also gives information on planning, policies, road design and operation.

Available in the following languages: [English](#)



Published in 2014 by the Department of Transport,  
Republic of South Africa



## 5. Our Work



Picture: Kevin Korffmann



## Sustainable Urban Transport Project

The screenshot shows the SUTP website interface. At the top, there are logos for SUTP (15 years since the international urban mobility community), GIZ, and the Federal Ministry for Economic Cooperation and Development. A search bar is located in the top right. Below the navigation menu (About us, Resources, Projects, News, Events, Capacity Building), the page displays a grid of resource cards. Each card features an icon, a title, a brief description, and a 'Read more...' link. The categories shown are:
 

- Institutions, Financing and Policy Orientation:** An insight into the institutional and policy set-ups necessary for a successful sustainable transport agenda in a city.
- Land Use Planning and Demand Management:** Introducing integrated land use and transport planning as powerful instruments of transport demand management (TDM).
- Public Transport:** A look at how public transport can become the basis of sustainable urban transport systems.
- Walking and Cycling:** An outline of strategies and concrete measures to make the lives of pedestrians and cyclists safer and easier.
- Vehicles, Fuels and Intelligent Transport Systems:** An overview of technological improvements that can contribute to sustainable urban transport.
- Climate, Environment and Health:** Insights on greener and healthier urban transport in order to address the effects of rising motorization.
- Social Issues in Transport:** An analysis of transportation systems that address all the three factors of sustainability and are inclusive to issues such as gender, poverty and the informal sector.

 On the right side of the page, there is a 'Tweets' section by @SUTP, a 'Photo of the week' featuring 'Retiro Station in Buenos Aires, Argentina', and a 'Newsletter Signup' form with an email address field and a 'Join' button.

Policy-makers are facing demands to meet the changing mobility needs of citizens in ways which are economically, socially and environmentally sustainable.

The Sustainable Urban Transport Project (GIZ-SUTP) aims to help developing world cities achieve their sustainable transport goals, through the dissemination of information about international experience, policy advice, training and capacity building.

We are working on:

- Institutional and Policy Orientation
- Land Use Planning and Demand Management
- Transit, Walking and Cycling
- Vehicles and Fuels
- Environment and Health
- Social Issues in Transport

List of Publications from GIZ – Sustainable Urban Transport Project as of 2016 available at:

<http://sutp.org/en/resources/publications/publications-by-topic.html>

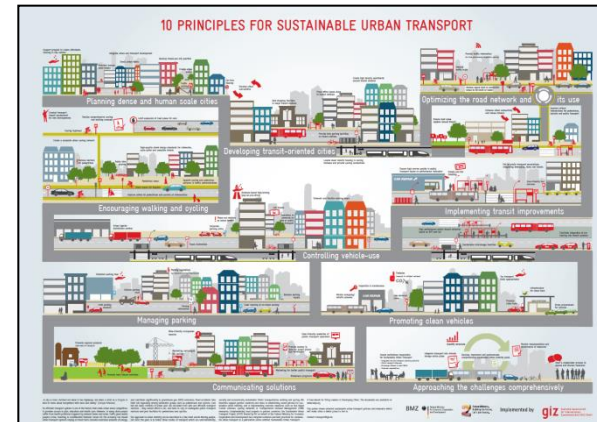


## Infographics on Transport Planning

One part of our publications are infographics, presenting information on transport planning in an accessible way.

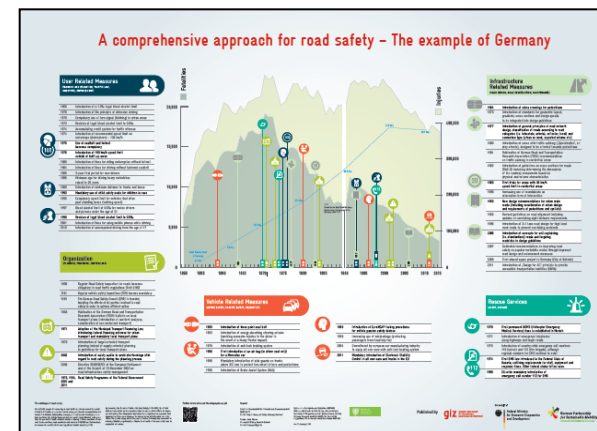
### **10 Principles for Sustainable Urban Transport**

Based on the approach “avoid-shift-improve”, the GIZ urban mobility team has designed a vibrant infographic on 10 principles for sustainable urban transport. Have a look at the infographic and follow 10 principles of sustainable urban transport, ranging from dense and human scale city planning, fostering walking and cycling as well as public transport, to promoting clean vehicles and to improve the efficiency of transport operations! The poster is available in [English](#), [Portuguese](#), [Spanish](#), [Chinese](#), [Ukrainian](#), [Georgian](#) and [Russian](#).



### **A comprehensive approach for road safety**

About 3,400 people die every day in road traffic accidents around the world. A further 50 million people are injured every year. This infographic illustrates the comprehensive approach that Germany has taken as a response to sharply rising fatality rates since the 1950s. Along with many other European countries, Germany has succeeded in reducing fatalities significantly – thanks to a bundle of measures that can be replicated elsewhere. The poster is available in [English](#), [Portuguese](#), [Chinese](#) and [Arabic](#).





## More information

- Sustainable Urban Transport (SUTP) including “Sustainable Transport: Sourcebook for Policy-makers in Developing Cities”: [www.sutp.org](http://www.sutp.org)
- GIZ Transport and Mobility: [www.giz.de/transport](http://www.giz.de/transport)
- Extensive SUTP Photo Database: <http://www.flickr.com/photos/sustainabletransport/>
- Capacity Building on Sustainable Urban Transport (CAPSUT): [www.capsut.org](http://www.capsut.org)
- SUTP on Facebook: [www.facebook.com/sustainableurbantransportproject](http://www.facebook.com/sustainableurbantransportproject)

Please do not hesitate to comment and share additional information and documents with us:

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Cover picture: <http://velotransport.info/>

All other cover pictures and screenshots from respective publication.

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