

Position paper

A Municipal Board for planning, implementation and quality maintenance

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A Municipal Board for planning, implementation and quality maintenance of primary cycle routes is required if a municipality really wants to implement a bicycle friendly policy. This Cycle Route Board (CRB) serves to counteract the mechanisms that explain the tendency in practise to neglect and to ignore the necessities of a fast, safe and comfortabele network of cycleways.

Such a Board is especially needed for larger, urban and expanding communities and may include parking facilities (then called provisionally: CRPB)

The basis for the position is formed by the following argumentation:

The *first* mechanism is the *'not invented themselves'* syndrome. This leads to rejecting by civil servants most of proposals not made by themselves and of little relevance for his or her main domain of work. Hence, as long as aspects of the quality of *cycle* routes are nobodies *main* responsibility, the cycling route network is nobodies proud or domain to defend. Thus, any significant issue about cycling facilities tends to develop to the detriment of the cycling policy unless there is a Board within the municipality covering the various aspects of a good cycling policy as a home special product.

Secondly, there is the well known *small physical impact of the bicycle*. Cyclists are not able to cause much physical distress or to prove damage undergone in terms of costs to be claimed. This leads to the tendency to receive little attention, unlike cars and buses. Thus, any bicycle friendly policy has to create a structural counterforce, a CRB maintaining the attention as a controller of its domain: the main cycle route qualities.

The same kind of argument can be made for parking facilities in many places, despite some physical impact when bikes are parked in large concentrations chaotically and illegally.