

SEVILLE DECLARATION



NO8DO

AYUNTAMIENTO DE SEVILLA

Urbanismo, Medio Ambiente y
Parques y Jardines

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CONVINCED that bicycles are, together with walking and public transport, one of the three core elements in any sustainable urban mobility policies.

CONSIDERING that bicycles are the quickest and most efficient means of transport for making a trip around a city inferior to 7.5 km, which corresponds to a half an hour journey on a bicycle and which is the most energy efficient way of doing so.

CONVINCED that cities that substitute motor vehicles for bicycles reduce air pollution and noise, as well as contribute to the fight against climate change, and thus improve the health of the town residents.

CONSIDERING that social cohesion, solidarity and equality are essential factors for our cities, and bearing in mind that everyone can use bicycles, that the use of the same creates more pleasant and healthy spaces, and allows the town residents to enjoy and perceive the town in a different light.

CONVINCED that using bicycles offers freedom, privacy and independence, as well as improves physical and mental health, and can help the user save money.

CONSIDERING that due to the lack of knowledge and peoples' underestimation of the advantages of using a bicycle, throughout the 20th century, towns have been built making no room for bicycles as a result.

CONVINCED that in the 21st century cities must grant bicycles the place they deserve, for a better exercise of citizens rights and for sustainable, socially responsible urban development.

And having verified that the Cycling Master Plan, a development of the **Amsterdam Declaration**, has been approved and taken place in the short space of two years in Seville and, that thousands of people have incorporated the use of bicycles in their daily life, thus demonstrating that other means of mobility are possible.

THE CITIES FOR BICYCLES NETWORK CONSTITUENT ASSEMBLY presents the following

D E C L A R A T I O N

Regarding the use of bicycles as a healthy, ecological and sustainable means of transport.

1°. - All persons, including children, have the **right** to use bicycles and receive the necessary road safety education.

2°. - It is necessary that cities provide safe, comfortable and useful **cycle lanes** where cyclists may travel thus avoiding conflict with road users. Furthermore, cycle parking should be provided where users can park their bicycle in a safe and comfortable manner.

3°. - The town requires **traffic calming** measures for motor vehicles, including 30 km per hour zones, for the development of bicycle use within the urban structure.

4°. - Town councils are urged to pass traffic **By-laws** that establish a legal framework in favour of bicycle use as a means of urban transport, guaranteeing co-existence with pedestrians and prioritising their use over motor vehicles. Furthermore, town councils are urged to call for the passing of a **Law** that regulates the use of bicycles as a means of transport in the sustainable urban mobility framework.

5°.- The cycle lane networks should be incorporated in the **Urban and Strategic City Planning**, from the elaboration stage to their development and execution.

6°.- Political and administrative activities for promoting bicycle use should include the active presence of **social and economic actors**, of organisations and collectives, as well as of town social interest representatives with the aim of developing the initiatives and ensuring real and effective citizen participation.

7°.- The city councils should **set aside their own resources** and receive support from local economic sectors to sufficiently equip projects, works and other initiatives that promote the use of bicycles as a means of transport, as well as develop sector programmes in education, health, leisure, the environment, energy efficiency etc. that will help to create a new bicycle culture.

8°.- The city councils should consider creating **Public Bike Systems** as a new and complementary way of encouraging the use of bicycles in towns, as well as a unifying force of intermodality.

9°.- Regional and Central Governments are urged to **collaborate with Local Administrations** so as to encourage the use of bicycles via strategies which support the policies promoting this alternative mean of transport in a technical and financial manner.

10°.- Local authorities should develop **information and media campaigns**, as well as set in motion exemplary initiatives of good practise.

Seville, during the full moon of March 2009