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History of cycling regulations in Spain: learning for the transition.

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Abstract

In countries where research on utility cycling history is just beginning and there are very few studies, the analysis of the full range of related legal sources can be a very useful tool to understand how cycling has changed their status in the public space since the nineteenth century. Laws, rules, regulations, ordinances, and all kinds of legal administrative regulations are a valuable source to analyze the treatment and the discourse emitted by the government about this vehicle.

However, while laws and regulations sometimes create a change or open up new pathways, many other times they simply punish or attempt to regulate a process that is already underway, a fact that is not fully under their control but that it is their responsibility to regulate in some way. A good example of this phenomenon is the emergence in different parts of Spain during the last ten years of municipal regulations that take the bicycle into account. While these regulations are intended to promote bicycle use, it is often precisely the emergence of bicycle use that justifies the emission of these regulations.

In historical terms, it is essential to know the context of the regulations adopted over time so they can be properly interpreted. The establishment of registration and tax regulations was common in Spain for much of the twentieth century, and their regulation and control (increase and decrease in the price of registration, degree of non-compliance and fraud) are fundamental to the study of the use of bicycles. Similarly, the prohibition of the use of bicycles on designated streets of Barcelona during the decade immediately following the Civil War (1940 - 1950) is an example of how repressive uses of certain regulations can report about the importance of bicycle mobility in certain periods.

This article will track the presence of bicycle mobility aspects in road rules and regulations of the twentieth century, as well as other legal instruments that have addressed the regulation of this vehicle. The discourse of these documents will be analyzed. We will give special attention to the cities of Barcelona and Madrid, and to the emergence of the first motorcycles mopeds and small displacement and its regulation in the state regulations. As a part of a wider research, the place of regulations in the wider bicycle policy will be introduced.

Nowadays, the debate of the role of the bicycle in urban mobility regulations is at the top of the political transport agenda. Road safety and health in one hand and environmental aspects in the other (energy efficiency, air pollution) are the main issues at stake in considering the place of bicycle mobility in policy and regulations. These are the main policy and regulations subjects under which bicycle mobility has been approached. We will exhibit and track this subject until the present times to see what's the state of the art, and what is the feasibility of a transition towards a more cycling-friendly framework, based on what the history can teach us.

Keywords: cycling history; utility cycling; bicycle mobility; cycling regulations; cycling policy; Barcelona; Spain.

Bicycle, History and Law: some aspects

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Abstract

Historical Overview:

Prehistory of the Bicycle - Nowadays it is mostly agreed that the bicycle will not have been invention of Leonardo Da Vinci's school. The human-powered vehicles have a long history in the course of humankind and there was also some initiative in a way to find an human-powered land vehicle. The vehicle made by Elie Richard in La Rochelle, a four-wheeled carriage. In 1779, the inventor Jean-Pierre Blanchard has built a resembling vehicle and accomplished a first quite long trip. Comte of Sivrac and the célerifère.

Bicycle History begins – The 1817 Laufmaschine or "Race Machine" made by Karl von Drais. The french patent of the "vélocipède". In the years that followed, similar devices appeared in France, England or U.S.A. and used to be known by various names such as Draisine, Draisienne, Draisena, Hobby-horse ou Dandy-horse. The insertion of propulsion mechanisms and the suiting of pedals first on front wheel and, later, impelling the back wheel. The commercial development by Pierre Michaux and the U.S. patent of a pedal bicycle by Pierre Lallement in 1866. By the late 1860s the term "bicycle" overspreads in France, England or the U.S.A. Time for the Ordinary Bicycle. There it comes: the new Safety Bicycle. "O Velocipedista" a portuguese publication that appeared in Porto in 1893.

The mobility afforded by the bicycle would bring changes on legal, economic social and usages aspects. Taking account of bicycle as a vehicle becomes a legal concern. Namely due to accidents with pedestrians and other vehicles the first case law decisions and the first related laws to the use of bicycles came to light. The bicycle related ordinance of Lisbon in 1894.

The bicycle shows up in portuguese documentary films by the early 20th century.

The evolution of the portuguese laws related to the bicycle: the early versions of the Highway Code. The evolution of the norms in different directions (examples): - Negatively and in contrast to other European laws, still it is reflected on the portuguese Highway Code of today, 2013, a clause of the Code of 1954 that discriminates the bicycle relatively to motor vehicles within the scope of the general rule of traffic priority at road junctions; - Recent positive aspects: less bureaucratic standards, the tandem, consideration of the passengers and children transport on bicycle.

Keywords: History; Bicycle; Law; Highway Code; Portugal

Cycle Chic: History and controversy, from everywhere to Lisbon.

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Abstract

Ever since the invention of the bicycle as we know it, it has been mainly used as a tool, a mode of transportation. Yes, the bicycle has also been much more than this, and it has inspired the most elaborate dreams and adventures, a mean to break physical and psychological barriers. But all around the world, its main purpose was kept on moving people from A to B, and for that, people used their regular clothes.

It still is in many places, but in those where this culture vanished, where the bicycle was set aside and only seen as sport or a toy for children, this idea was lost. And when this culture resurfaced, cycling specific apparel was presented as something essential, pushed by the sport industry, and backed up by a legion of "avid cyclists". Not only apparel, but a plethora of other bike related gear that kept the common citizen away from cycling as a simple mode of transportation. If you don't wear special clothes to walk or drive, why should cycling be any different?

In 2006, when Mikael Colville-Andersen posted in Flickr a photo of a woman on her regular clothes, a new movement started. *"Back then I didn't notice the bicycle. I saw the street scene, the light, the contrast of motion. What other people saw was the bicycle and the Copenhagener in a skirt looking elegant."* said Colville-Andersen. What he found odd, was that other people found this odd. In the middle of 2007, he coined the expression "Cycle Chic" and published his photos in a blog - <http://www.copenhagencyclechic.com/>. Since then, the concept of women in skirts and high heels became a symbol and the fashion industry subsequently embraced it. But Cycle Chic is much more than this, and certainly not just a fashion trend. It's a celebration of cycling as a simple and regular activity, a statement that you don't need special clothes to ride your bicycle. Inspired by his photos and concept, Cycle Chic blogs started appearing in cities all over the world.

But it has not been a history without controversy. Especially among bicycle activists, Cycle Chic is seen by some as elitist and sectarian. Colville-Andersen has adopted a posture that although it works as an effective marketing tool (with very good results, one must admit), can lead to antagonist feelings about the real purpose of Cycle Chic. Would a more consensual speech achieve such popularity and media exposure?

In 2010 I started the Lisbon Cycle Chic blog, and the city was witnessing the birth of a bicycle culture. Unlike other European Cities, the bicycle never had a strong presence here. But recently, the number of urban users has more than doubled each year (unofficial numbers, advanced by the FPCUB), and my work behind the blog has allowed me to witness this change of behaviors. Before 2009/2010, spotting someone cycling in Lisbon was a difficult task. Nowadays, wherever you are, it doesn't take long to see someone on a bicycle. Whether via internet ethnography or field work, I have witnessed a significant growth of bicycle use, and a change in the way people cycle in the city.

Keywords: Cycle Chic; Bicycle; urban; clothing; Lisbon

The Invention of the Silent Ratchet for the Free Wheel Clutch in the American Star Bicycle

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Abstract

In the years after 1881 the American Star Bicycle was more successful in racing competitions than other contemporary velocipedes. Higher speeds could be obtained with the American Star because there was less danger of falling down in difficult terrain. Climbing hills was easier and quicker because of the two speed gear. The higher gear gave more metres of development than an Ordinary of the same wheel size.

Since the American Star does not have the fixed gear of the Ordinary there has to be a freewheeling mechanism in the hub. Two different mechanism are known to us. We analysed the more modern one from the year 1884, which is the Silent Ratchet. A Pony American Star with its Silent Ratchet was restored, photographed and measured by us. When the Silent Ratchet came out in 1884 it was welcomed by velocipede enthusiasts because it was a step forward compared to the noisy Gravity Ratchet of the older American Star models. The two mechanisms have completely different ways of working although they look the same from the outside.

Keywords: Silent Ratchet; Gravity Ratchet; American Star.

The Mead Cycle Company: The British offshot of the American Mead Cycle Company 1901-1930

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Abstract

In 1901 The Mead Cycle Company expanded its operations from the USA to the British Isles by establishing a business in Liverpool, the major transatlantic port. They acquired the British Cycle Manufacturing Company, also based in Liverpool, at the same time. Like the parent American company, the British based Mead Company, was primarily a mail order business, although it did sell through some retail outlets. While mail order was not unknown in the British Isles, it was less familiar as most purchasers bought from retailers. Mead did not produce its own machines but bought in from other manufacturers, which were badged as Meads. In 1907 they were advertising for Rider Agents, who could buy machines from them on hire purchase and would then promote Mead machines to gain further orders. One of these may have been Marcel Planes, winner of the Century Competition in 1911 with over 34, 000 miles, who purchased his Mead around 1905. Mead bought machines from Swift and Premier, both well-known Coventry manufacturers, and probably others. They established a factory, presumably for assembly, in nearby Birmingham. From around 1912 Mead went into supplying motor cycles and motor-assisted cycles such as the Wall Auto Wheel. The economic decline in the 1920's led to Mead first taking over the struggling Premier Company in 1921 and they were themselves liquidated in 1927. Their assets were acquired by Curry's, the retail chain, together with the British Cycle Manufacturing Company. Curry's had been selling Mead Cycles from the start and continued to sell their own manufacture machines badged either with their own name or as Meads. In 1931 Curry's discontinued making its own machines as it was cheaper to buy direct from Hercules; however, they continued to sell cycles at least until 1939 and the Mead name probably continued to be used. Mead was successful because it could sell mail order machines cheaper than conventional retail outlets but its decline was due to the costs of running a mail order/hire purchase business in times of high unemployment and economic decline. Mead was innovative in its selling methods, which enabled it to sell quality machines at lower prices.

Keywords:

The role of a community bike shop in cycling policies: the case of Lisbon

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Abstract

This paper presents a Lisbon bicycle collective, "Cicloficina dos Anjos", which has been operating for two years, fostering voluntary bike repair, maintenance and community involvement. Its main features, principles and results are outlined and related to the broader context of the lately sustainable mobility policies, issues and initiatives that have been affecting Lisbon's blooming bicycle community. Albeit bicycle collectives are an internationally known phenomenon, particularly in cities with a bicycle commuting population, this paper pretends to expose this unique approach to bicycle advocacy.

In a recent series of articles, Pucher *et al.* have assessed which public interventions are correlated with an increase in bicycling, in several cities. Through the evaluation of interventions as infrastructure, integration with public transport, education and marketing programs, bicycle access programs, and legal issues, the authors concluded that it is risky to propose a single measure as universally effective; the coordination of various of these policies and its mutual influence seem to be the most reasonable way of promoting a more bicycle-friendly city.

Since this multifaceted set of interventions is not completely covered by Lisbon's municipality agenda, "Cicloficina dos Anjos" had the chance to develop its own strategy, thus favoring a more grass-root and participatory project. In Pucher *et al.* categorization, its activities fall under the "Education/Training", "Promotional" and other bicycle access programs (loaner programs, fleet programs, and service and repair programs) which are led by local community organizations in each city. The authors recognize that although there aren't sound evaluations of their impact in bicycling, these programs hint at the importance of acquiring skills and confidence in bicycle ownership and use.

Drawing on Illich's concept of conviviality as a quality of technologies and institutions that increase human power and autonomy in a total sense, the paper details how the guiding philosophy at "Cicloficina dos Anjos" amounts not to increasing the number of bicycles commuters *tout court*, but how bicycle maintenance and a meeting point for exchange experiences can work as a solid community empowering activity, based on the simplicity of bicycle mechanics.

Each session is based on three core principles: 1) free transfer of repairing knowledge and experiences, with the goal of asserting each commuter's participation in the present and future maintenance processes; this points to a bounding of things and persons beyond simple monetary consumption; 2) recycling and revaluing abandoned bicycle parts and frames as ways of achieving financial and material self-sufficiency; this reverses the concept of "garbage" as synonymous with a product's uselessness, prolonging and safekeeping its life cycle, and therefore improving overall efficiency and reducing environmental and social costs; 3) open bicycle promotion and advocacy; every session functions also as a weekly rendezvous point for all the community, where one can discuss, for instance, the choice of the most adequate bicycle and route or which improvements can be made in the managing of "Cicloficina dos Anjos".

Finally, some media cover, institutional contacts and number of assisted commuters will be noticed, whilst underscoring the importance of a bottom-up social participation in bicycling advocacy.

Keywords: Bicycle collective, Cycling promotion, Sustainability, Educational training, Lisbon.

From the history of mountain biking to the bicycle industry in Portugal

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Abstract

Despite the bike always have been used off road, the consensus seems to be that the term mountain biking (MTB) emerges for the first time in the 50s, through the contributions of the Rough Stuff Fellowship of the United Kingdom, the Velo Cross Club Parisien in France and by the figure of John Finley Scott in the United States.

There is no doubt that the practice of MBT contributed to global production of bicycles that have increased sevenfold between 1970 and 2007, the year in which it will have made about 130 million bicycles in the world, to the rhythm of a bike every 4 seconds.

The demand for new bicycles requires from the industry an increase in mass production, making increase sales in the United States, for 9 million units, in 1983, when a year before were only sold 6.8 million bicycles.

Most practitioners of MTB perform their activity frequently. The studies conducted in the United States show values of activity between 4 to 6 times a week. Of the 8 million practitioners of MTB, 1.3 million Americans claimed that the MTH was his favorite activity, while the New Zealanders practitioners admitted greater involvement in MTB than in other activities. An interesting finding shows that the frequent practice of MTB is associated with an involvement with the sport in the long run. In turn, the irregular practice is associated with the dropout of the activity.

In Portugal, the MTB was considered to have a strong growth in recent years. There has been a qualitative improvement in the year 2011, especially in cross-country, in the specialty of XCO. At the same time, there was also an increase in the number of national practitioners. Of the roughly 10.000 federated athletes in cycling, 1.840 were federated MTB athletes, in the year 2011, in terms of competition. Of these, 1.483 were practitioners of cross-country and 357 were downhill practitioners. In terms of cycling for all (recreation) the number of practitioners of MBT in 2011 increased 22%, reaching the 1,521 athletes. The total number of MTB practitioners (competition and leisure), is 3,361 athletes. This number corresponds to more than 35% of athletes in the portuguese federation.

At the same time, in recent years the production of bicycles in Portugal has increased. Are examples of this increase the year 2005 and 2006, which produced about 1.200.000 (one million and two hundred thousand) units each year. The value obtained in 2005 corresponded to an increase of approximately 100%, for the year 2004. But in 2008 there was the largest production of bicycles in the national territory, with a value of 1.500.000 (one million and five hundred thousand) units. In the year 2009, however, this trend is not expressed, with a slightly below 1.000 .000 production units, but still high.

Keywords: MBT; MBT History; Bicycle industry.

Tarmacadam

Nick Clayton

Abstract

'The world's first tarmacadam surface was born by accident in 1901'. This claim is made by Tarmac plc on their website. We will look at the development of tar and asphalt road surfacings during the years of bicycle development and examine the influence that cyclists had on this process.

Keywords:

Evolution on the culture of the Bicycle in Bogotá

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Abstract

Could be saying that in Bogotá like in the bible, "at the beginning of the time all was in darkness" and it is because by decades we forgot that our country has been a cyclist country. Our farmers in the little villages use the horses and after the bicycles and that is the name of "steel horses" but with the modernity, the use of the cars put outside the use of the bicycle like transport system of the 40's and the "bakery's bicycles" used to transport heavy load and the figure of the gentleman's aboard of big bicycles has disappeared. In the 80's was the time of the cyclist teams in Colombia and the named "Colombian beetles" because those men's were sons of the farmers, sons of the land, went to Europe to conquer the mountains. While those mens use the bikes like inspiration in Bogotá the time was freezing and was only in 1974 when the local administration decided to give to the people one day at week to rescue the tradition of use of the bicycle all the Sundays and the holidays this program was called "ciclovias" and consist in close the principal vehicles ways in the city since 7:00 am to 2:00 pm for the exclusive use of bike, skates and walk but some people go there to take a breath in the daily routine. This temporal solution gives to the people only moments to enjoy the bikes like a recreative machines but what happen with the workers that go to his or hers jobs in bicycle and use the bicycle daily crossing the city to south to north and in the other way, almost of 30 kms inside the mass of vehicles?. In 1999 we took a decision and start the building of exclusive ways for bikes called "Ciclorrutas" with the idea that inside of each home we can find at least a bicycle. We were decided to convert Bogotá in a bike capital in South America and consolidate the bike system like a model of transport in Bogotá. In 2000 the city established the "day without car" every year the second Thursday of February, like the opportunity to use by the population other transport system that include the bicycles, additionally since 1999 to 2004 with the new politics of the administration, we build 180 Kms of new bikeways with the target that the people come back to the culture of bicycle. It has been so hard when then problem of our cities is the excessive use of the vehicles but we decide continue with this labor and to connect this infrastructure with the BRT system using the public transport and the bike. Now we have more than 400000 bike users all the days go by the 376 kms of bikeways way to his jobs and more than 2.000.000, people that every Sundays and holidays take the ways of the city looking for a better city with minus cars and more bicycles. Now we have new projects change the form of do the bikeways more human for all.

Keywords: human infrastructure; transport system; Ecolution.

User's needs and preferences for planning and management of cycling network in the city of Lisbon, a 'starter city'

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Abstract

In cities where the use of bicycle is growing as a mean of transport cycling network planning still lacks data on its real use. Usually it is the theory and good practices of other cities that informs the development of solutions for the cycling network plan, but sometimes it does not respond to bicycle users in their own city. This information is a key element in the management of a transport network, in changing to a new paradigm of urban mobility.

Lisbon, a cycling Starter city - using the classification of PRESTO project - that is taking the first steps on promoting this mean of transport, was chosen as case study. The lack of information on issues such as 'who are actually the users of bicycle in Lisbon', their 'level of cycling experience', 'how and for what purposes do they move', 'bicycle user profiles', 'route choice criteria', 'type of bicycle they use', 'urban behaviour', 'accidents and thefts', 'community integration', 'needs and suggestions' represent some of the main gaps that should be filled. For that purpose it was conducted an extensive survey for Lisbon' bicycle users, with more than 1000 participants. Among many conclusions, the analysis to the results revealed that Lisbon' urban cyclists declare a heightened concern on safety issues. Their most important route choice criteria are safety, streets with low traffic speed and state preference for cycling on bike lanes. Half of the sample declares helmet wearing, and 22% rides on the sidewalk, where is forbidden by the portuguese street code. Even when docking their bicycle, almost no one leaves its bike on the street at night which seem to have implications in store bicycles inside buildings and may influence future urban policies.

A statistical treatment on the survey data through a multivariate statistical analysis using different techniques made possible to define three profiles of Lisbon cyclists, with different preferences in route choices: Beginner, Weekend Sportist and Commuter, which may have different needs and claims. These profiles seem to be relevant for the development of biking policies and targeted mobility strategies in the city of Lisbon. Survey results show that bicycle users acknowledge the relevance of a bike route planner and a communication platform between users and the local authority (the municipality of Lisbon) responsible for mobility management and infrastructure which reveals that cyclists are willing to participate on the development of cycling strategies. This information tool would have at the same time the capacity to produce useful information for managing the cycling network (maintenance, pavement quality, etc.) and to inform strategies of urban mobility (improving/expanding the cycling network, services for cyclists, etc.).

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A complementary analysis also made, reveal that Lisbon, known as "the city of seven hills", has a topography that does not represent a barrier to cycling. Combined with the results of the survey, Lisbon seem to have a great potential and appealing for the development of a cycling culture which may reinforce the attachment to their users and visitors.

Keywords: Urban mobility; Cyclists profile; Targeted policies; Lisbon.

Stolen Gold? The Scandal around the Team Pursuit Final at the Olympic Summer Games 1968 in Mexico

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Abstract

In the 1960s, the West German team dominated the team pursuit scene and was the favourite team for gold at the 1968 Summer Olympic Games. In the final round the team rode against the team of Denmark and was well ahead when one of the German riders touched one of his team mates. The German team was therefore disqualified. This caused a great scandal in the German press, because some of the referees came from East Germany which, for the first time, had been admitted to the Olympics with an independent team. The background to this event reveals a mixture of political and personal inferences. Nearly 50 years later and 20 years after the reunification of Germany I want to talk with the acting figures and find out their views today.

Keywords: Olympic Summer Games 1968; track cycling, team pursuit, cold war

Cycling and cycling history in Wikipedia

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Abstract

Wikipedia is a fairly new medium for historical work. It is also a place to write articles, cooperate and communicate with other authors of the same interest, a chance to spread cycling history like never before. When can you do to write articles in Wikipedia? Which rules do you have to consider? And may you use Wikipedia as a source for your articles? This paper is a report by somebody who has written 2500 articles within 8 years in the Wikipedia, most of them about cycling history.

Keywords: Cycling history; Wikipedia; authors; new media

My Bike Book: an amusing tool to teach bicycle history and promote its daily use amongst kids

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Abstract

Long have gone the times when shipyard LISNAVE workers would fill in the streets of Almada with their bikes as daily commuters. Bike is no longer a low-class workers tool, it was pushed out of the streets and out of our culture for decades, and is still struggling hard to conquer its place back in the streets, where it belongs.

Almada Municipality designed the Almada Cycling Plan several years ago, in the scope of its Local Strategy for Sustainable Mobility. Within the diagnosis phase, it became clear from the Almada modal split that only 0,5% of citizens used the bicycle daily. So, one of the main objectives of the Almada Cycling Plan, along with planning, infrastructures, safety and regulation, is the bike promotion and awareness raising, with the goal of increasing the number of bike users. And from the first moment, as it happens with most subjects in Almada, children became a special target-group for all that concerns bike culture and bike use.

Children bike related projects in Almada, also framed by the Children's Local Agenda 21 and the European Mobility Week, include different aspects and actions, from the design of a dedicated Children's Bike Park to a Virtual Cycleway, from bike riding training to the installation of bike parking racks at schools, from cycle picnics to bike drawing contests.

Throughout the years of working with children the subjects of sustainable mobility in general and the advantages of using the bike in particular, it became clear that a child oriented bike guide was needed to structure the speech on the bike culture towards the youngest target-groups. As no such guide existed on the market, neither in Portugal or elsewhere, the Almada City Council and AGENEAL took it in their hands to create the world's first illustrated juvenile *bicyclopaedia*.

After years of research and work, the 110 illustrated pages "O Meu Livro das Bicicletas" ("My Bike Book") publication was printed. The book comprises different chapters as the history of bicycle, the advantages of biking, the different types of bikes, components and maintenance, etc. The launch of the book happened in September 16th 2011, along with an exhibition "Pedalling through the World of Bicycles" that showed the visitor the history of bicycle and the different types of bicycles that existed throughout the years.

The success of the enterprise was such, that the Almada City Council decided to offer a copy to every single school children of Almada, in a total of 10 000 copies.

The book later inspired the creation of a game, in the scope of the IEE co-financed project SEGMENT. This game was played by kids in most Almada schools. A series of "My Bike Book" related actions took place following the book's and game publication, such as reading workshops, theatres, performances, bike maintenance workshops, etc.

The promotion of bike culture in Almada is yet to be evaluated, but we know by heart it has been paying off. The bicycle is no longer a low class tool. Today the bicycle is transversal to all social classes and ages. It is a symbol of efficiency, equity, friendliness, democracy and freedom.

Keywords: bike; book; children; game; promotion

The Unsung Local Bicycle Repairman

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Abstract

As the Safety Bicycle craze exploded into a Velorution in the late 1880's a need was created for a local practical handyman who could turn his hand to offering a quick and local repair of bicycles. In the age of the Boneshaker and High Wheel Bicycle the local blacksmith, carpenter and wheelwright would no doubt have dealt with any local repairs. However, with the onset of the expansion of the use of the Safety Bicycle by the ordinary man in the street, a local repairman was essential. Most communities would have had just such a man as the demand was there to be met.

Research has shown that local repairmen in towns quickly adapted to, not just the repair of bicycles, but in setting up a shop to repair and also sell bicycles and accessories. This was not always the case in villages. However, with the advent of the motor car there may have been in larger villages a local garage that also repaired bicycles, but in general most bicycle repairs were left to the local repairman, or self-taught competent cyclists themselves, to carry out the work. The sale of second hand bicycles by local repairmen did take place and no doubt if the occasion demanded it new bicycles were obtained for those who found it difficult to travel into town to established bicycle shops to make such a purchase.

By chance some time ago I was given most of the paperwork and records of a Mr Gray, a local village bicycle repairman who acted in that capacity for many years in a village not far from Cambridge.

Keywords:

The Newly Available Allen & Sachtleben Images

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Abstract

Powerpoint presentation featuring newly available photographs taken by Sachtleben and Allen during a portion of their historic “round the world” bicycle ride 1890-93.

Almost 30 years ago, the University of California at Los Angeles (UCLA) acquired some 400 fragile nitrate negatives taken by the cyclists William L. Sachtleben and Thomas G. Allen, Jr. in Greece, Turkey, Armenia, and Persia between late 1890 and late 1891. Since that time, they have been kept in refrigerated storage for preservation. Late last year, they were finally sent in a special van to a laboratory for scanning. The digital images should be available in the next month or two.

My talk will cover:

1. A sketch of Allen & Sachtleben's tour
2. How these images were and acquired by UCLA
3. Technical aspects of the negatives (taken by an early Kodak, highly combustible, ect.).
4. A selection of these newly scanned images (Powerpoint presentation)
5. A general discussion about early cycle touring and photography

Keywords: Allen and Sachtleben, photographs, Greece, Turkey, Armenia, Persia

The Transformation of Barton-on-Humber into a Bicycle Manufacturing Town, 1890-1914.

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Abstract

When Fred Hopper set up as a whitesmith in his home town of Barton-on-Humber around 1880 it was primarily an agricultural market town with a few industries based on the exploitation of natural resources, and to servicing the needs of shipping. He was a rider of the high bicycle and a founder member of a local bicycle club. His business thrived through serving the existing local industries and there is evidence that involvement in repairing high bicycles led to the opening of a retail shop selling safety bicycles at some time towards the end of the 1880s. His breakthrough into manufacturing came in 1890 with the production of a cross frame safety and that decade saw a slow build-up in facilities and production.

The paper will explore the rise of Hopper's bicycle manufacturing company from 1890 to the formation of the Elswick-Hopper Cycle and Motor Company Limited in 1913 and its impact on the population of Barton-on-Humber in terms of jobs, housing, population growth and social facilities. Plans, photographs and catalogue scans will be used to illustrate the facts and figures that have been amassed on the business over a period of several years.

Keywords:

Cycling history of Copenhagen: Nørrebrogade

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Abstract

One of the main radial roads into the center of Copenhagen is named Nørrebrogade after the living area in north. One upon a time the street had a lot of cyclists and some trams. Later in the 1960-1970 cars invaded the street and a long going discussion started in the 70'ties concerning how to tackle the safety and comfort of cyclists.

Some cycle tracks were constructed, but still too many cars.

Especially the shop owners were worried if car access and car parking would be removed.

But finally a few years ago the authorities of the city of Copenhagen decided to prepare an experiment in the street and finally this has been made permanent, so that cars are not more allowed to pass the whole stretch of Nørrebrogade and cyclists have got more space.

The amount of cyclists who passed the bridge before leaving Nørrebrogade to go into the old citycenter were in the 1950'es around 30.000 cyclists pr day, then later it went down, but now the counters tell that even more cyclists pass every day to go to work etc.

This historical example traffic planning – or some times the lack of planning – can be seen other places and the experiences hopefully used in other cities.

The presentation will also show other examples of cycling history from Copenhagen.

Keywords: Traffic planning; Bicycles in busy street; historical change of street; Copenhagen.

Drawing the Hobby Horse

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Abstract

The English Draisienne, popularly called the Hobby Horse, was in use for a short period from 1818 – ca.1820. It was the subject of some 80 popular cartoon prints made during that time, consisting of visual explanations, mockery, satire and political comment. The prints were published by a number of print makers but only a few of these name the artists who drew the original works. This paper examines the canon of prints and attempts to relate the style and content of the prints which name the original artist to others in order to try and identify who produced these works.

The paper examines the perception of known artists toward the hobby horse and the visual image of its use and how this was communicated to and how it influenced the manner in which the general, print buying public saw and understood the new-invented hobby horse.

Keywords: English; hobby horse; print; artist

Past cycle-design solutions for more city cyclists today

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Abstract

The call for more people to use cycles for short-distance travel within the city tends to ignore the fact that present-day offerings of the bicycle trade are not well suited for the adult novice nor for all no-sports citizens in general. Contrary to the 19th century, when the typical cycle trader was a sewing-machine mechanic, today's bicycle shops are run by ex-racers or other ex'es from the sports realm that tend to perpetuate the maxims of their glorious past. Small wonder that they continue to order sports equipment and lookalikes neglecting the needs and convenience of the no-sports cyclist in the city. It is a buyers' market, so manufacturers make the products that the dealers will order, not what no-sports citizens need. Until today there is no bicycle analog to the clean and easy motor scooters available.

A review of nearly 200 years of bicycle design reveals some solutions, in part from the patent literature, that would help to increase the acceptance of cycling for no-sport cyclists or adult novices today. Most of them were denied success for the same reasons as described above. These can be grouped into wish areas in the order of increasing deviation from the standardized bicycle skeleton:

- Seating convenience
- mounting convenience
- stable riding and parking

Perhaps with governmental support there could be a renaissance today. With e-bikes the design variety, that camouflages the inconvenience and cost of battery replenishment, shows the possibilities when sports brains are switched off.

Keywords: design; city cycles; seats; bicycle scooters; tricycles

Bicycle usages in everyday life of São Paulo: meanings of space and time in the metropolis

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Abstract

The proposed study reflects my ongoing research at the sociological doctoral course "Cities and Urban Cultures" of the Centre for Social Studies (CES) and the Faculty of Economics of the University of Coimbra (FEUC). Its problematic emanates from the current complexities of locomotion in metropolitan everyday life, which is represented often by social fragmentation and increasing individualism. Undertaking a case study in the city of São Paulo derives from the multiple expressions that are related to São Paulo's traffic congestion as well as to recent and increasing public investments and incentives to include bicycles into the city's everyday life. The objective is to realize a bibliographical revision of studies on the theme of bicycle usage in Brazil, principally in São Paulo. It was oriented by the following axes of theoretical approaches: framing of historical and technological propositions of bicycles in Brazil; theoretical framing of the meanings and representations of the urban "usage of bicycles"; framing of studies that involve the incorporation of bicycles in urban space through politics of mobility in São Paulo. Applied methodological steps comprehended research of publications that debate the theme "usage of bicycles in São Paulo" by using the keywords: bicycle; technology; history; bicycle culture; bicycle lanes; urban policies of mobility and leisure.

My literature revision involved academic journals, dissertations and works that adopted sociological, historical, political and cultural approaches. Content analysis grouped data in the three theoretical axes that guide this work's discussion. Through perceiving the multiple representations of bicycle riding, this investigation comprehends the proliferation of its meanings in between a certain nostalgia concerning this practice as well as on the contrary: socially inspired disapprovals. The signals, codes and symbols produced in the practice of riding a bicycle and in its surrounding intervene by broadening the complexity of urban locomotion. In this realm, I consider preoccupying the tendency of homogenising the encountered plurality among modes of living in the process of promoting urban cycling.

Analysing existing studies indicated a necessity of giving continuity to investigations, due to the lack of studies that articulate cultural perspectives and bicycle histories together with structural forms and politics of mobility. By doing so, I want to highlight the importance of an interdisciplinary approach to this thematic field as a way to improve urban planning.

Keywords: bicycle; technology; bicycle culture; bicycle lanes; politics of mobility.

Cycling survey in Larissa - Greece: Analysis of Results

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Abstract

This past summer, cyclists of Larissa (Bicycle @ Larissa team) built and launched a questionnaire on the use of the bicycle in Larissa for the second time, and the preferences of cyclists. Through the responses of cyclists tried to document the problems, suggestions and habits of those involved in our actions, and not only so that we can then be able to formulate opinions and make suggestions to the relevant bodies, such example in the Municipality of Larissa, a proposal to improve cycling.

The previous year we had 104 answers while this year we had more than 300. The results show that cyclists have the same problems like last year, since no significant improvement has been made in the infrastructure of the city during this year.

Obstacle to the use of the bicycle is unfortunately the same cycle lanes, which are deemed to be incomplete by the majority, while many consider them to be dangerous. For a big percentage, the bike paths are a good start.

The preferred route for the construction of the bicycle is the road Heroes Polytechnic. This route is a small ring of Larissa and connects many neighborhoods with different parts of the center and the construction of bicycle inner lane on the right is pretty easy, since it is always occupied by parked vehicles and require no drilling of the road projects .

Keywords: questionnaire; bicycle; urban

Urban cyclists' new social discourses: from exceptional to mainstream

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Abstract

Using a bicycle for utility purposes traditionally has been seen in Spain and other countries as an exceptional or minority mode of transportation –even by cyclists themselves. In cities where the use of bicycles has incremented as a transportation alternative during recent years, however, cycling begins to be perceived –locally at least- as a more mainstream activity: fashionable, innovative, popular, socially sanctioned. In cities where such a change has not taken place and motorised vehicles are still heavily prioritized in urban mobility, cycling is still approached in the conventional manner –as if it were an irrelevant, somehow exotic mode of transportation.

My research has focused on the social discourses about cycling as produced by urban cyclists themselves, reformulated concurrently with the changing status of cycling as urban mobility. In the latter case, cyclists perceive themselves as stigmatized, disregarded by institutions, and target for the aggression of drivers. Therefore activist attitudes, countercultural positions or a sense of pertaining to an avant-garde –along with significant identity references- tend to appear in their discourse. On the other hand, in cities where urban cycling has been established, cyclists' social discourses, while keeping some 'outsider-like' contents, reflect a softening of groundbreaking and alternative references. Their positions are *normalised* and their attention focused on new issues such as quality of service or practicality.

To access cyclists' social discourses I have employed a structural qualitative technique, the discussion group, according to the methodological contributions by Ibáñez, Martín Criado or Conde, with a sample composed of segregated groups of urban cyclists by city: Madrid, Barcelona or Seville. In Madrid, cycling policies and infrastructures are almost non-existent; in Barcelona cycling was boosted more than a decade ago, before any other Spanish city, and now cycling is a well-established mode of transportation; finally, in Seville a complete cycling programme has been developed over the last six years, multiplying by ten the number of cyclists and making the city the leader in urban cycling in Spain. These three Spanish cities represent three different moments in the development of urban cycling, and cyclists from each of them show a corresponding degree of "mainstreaming" in their discourses.

Keywords: Social discourses; urban cycling; social sanction of minority activities; social change.

Changeability

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Performance - Changeability

From a mechanistic and humanized perspective of evolution, the present lecture-demonstration aims to explore the parallels between the human being and the bicycle, as vehicles for positive change.

Crisis, illness, stress, sedentary and violence are currently icons of a stagnant culture, or of a vigorously misdirected one, with dramatic consequences in terms of the individuals' quality of life, of enterprises and society in general.

We will focus on the polarization between motion, speed, dynamics, synapses, transmission, circulation, adaptation, transformation and stagnation, crystallization, immobility, paralysis.

Participants will be invited to experience these two realities through the analogy of the historical daily evolution of man and bike.

Through a set of exercises and interpersonal dynamics, participants will be driven to identify the movement and stagnation elements existing in their personal life and their environment. Similarly, "mobilization" and optimization means will be explored by the triangulation between space, time and creativity.

Bicycle and Man will be presented and discussed as source of movement and energy which, properly directed, will lever things as diverse as creativity, pro-activity and the readiness to change.

Keywords: motion; creativity; dynamics; adaptation; transformation

A Discussion of the scale of "lightweight" bicycle production during the 1930s inter-war cycling boom in the UK

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Abstract

One of the major influences on the appearance of bicycles in the UK in the inter-war period emanated from the "lightweight movement". This movement was based partly on the adoption of design improvements and advances in equipment emanating from overseas and partly from the demand from certain cyclists for a "tailor made" machine which enabled a lower riding position and easier riding position than was available from the main manufacturers.

By the mid-1930s the enormous "boom" in cycling's popularity saw many features of the "lightweight" machine incorporated into mass produced sporting, tourist and light roadster models to the extent of eclipsing the 28" wheel roadster models in terms of sales. Today the machines from the pioneer "lightweight" builders of this period (FH Grubb, Maurice Selbach, Claud Butler, to name just a few examples) are much sought after by collectors and are well represented on veteran cycle events. However, while we know that the output of these makers was small-scale and represented only a small fraction of cycle output at the time actual output figures have never been researched to any extent, not only in terms of total output, but also by type of machine made.

The following paper attempts to address this area and provides a detailed examination of output records for "lightweight" makers during the high point of the movement 1934-1937. It also attempts to draw some preliminary conclusions about the nature of the activities of these small scale, but highly influential producers

Keywords:

A New Departure or Two: competing American hub gears from the 1930's-1950's

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Abstract:

In the mid 1930's, there were 20 million bicycles in North America. The vast majority of these were balloon tire, heavyweight 'cruisers', weighing over 50lbs and with a one-speed coaster brake on the rear wheel. There had been no multispeed hub gears produced in America since the Edwardian era.

Then, in 1938, two of the existing coaster hub manufacturers, Musselman and New Departure, simultaneously introduced two-speed epicyclic hubs. They designed their new two-speed units as 'conversion kits' that could be retrofitted to an existing coaster brake bike for a modest \$5 or so.

Postwar a third coaster brake manufacturer, Bendix Aviation , introduced a standalone two-speed coaster hub. These rapid developments were partly in response to the 1936 invention of the Sturmey Archer AW three-speed hub and handlebar trigger shifter, which to a small extent was already being imported and fitted to selected cruisers. The other reason was the changing nature of the market, of which more later.

In principle, these first two companies had a retrofit domestic market for their new 2 speed epicyclic gears of potentially 20 million bikes (plus 2 million new bikes bought each year). In practice, things were not quite that simple.

By 1959, only Bendix was left. What happened?

But first a detour through the Edwardian Era from 1901 to 1910.

The story that unfolds is relevant to 2013 - with the resurgence in interest in simpler urban bikes for city mobility, and the low maintenance and convenience of hub gears.

Keywords: Two-speed; hub gears; USA

The Roadster. Iconic bygone of the future?

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Abstract

In 'Let Bygones be Bygones' (*Cycle History* 21, pp172-178) I developed an analysis of the ordinary and other high wheeled machines as 'iconic bygones' in the context of public perceptions of cycling and technological history in the early and mid 20th century. This paper develops the analysis into the present in considering if the full roadster has taken up from the high wheeled machine in establishing current ideas of progress and history. It can be argued that cycling's identity has, since the mid 20th century, become steadily more fragmented, making the simple linear history that the 'penny farthing' was lodged in at that time less meaningful today. The use of roadster style machines to represent a past is much more ambiguous, unlike the high bicycle, roadsters have never fallen out of production, they are still a current bicycle type and therefore their relationship to current cycling is more that of an elderly relative to a family, than a long dead ancestor. Moreover, if the roadster takes the place of the ordinary, it could be argued that the 'classic lightweight' has taken the place of the 19th century pneumatic tyred safety in current cycling culture. We need only look at the hugely successful 'Tweed Runs' held in the UK to see both styles of machine being drawn into a historical construct that places them in the world of retro fashion, steampunk, even, to see that the bygone machine enjoys a far more positive and complicated position than did its high wheeled predecessors two generations ago. This paper attempts to begin an analysis of the current bygone machine and its place in wider perceptions of cycling history.

Keywords: Roadster; Retro; History; Fashion; Culture

Roads were not built for cars

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Abstract

Motorists are the johnny-come-latelies of highway history. The coming of the railways in the 1830s killed off the stage-coach trade; almost all rural roads reverted to low-level local use. Cyclists were the first group in a generation to use roads and were the first to push for high-quality surfaces and were the first to lobby for national funding and leadership for roads.

In the 1890s cyclists had political clout, in Britain and especially in America. The Road Improvements Association - a lobbying group created by the Cyclists' Touring Club in 1885 - and the Good Roads movement organised by the League of American Wheelmen in the same period helped lay the foundation (almost literally) for early motorists yet by the 1920s the contribution of cyclists to improved highways was being airbrushed out of history. Key individuals lauded for their lobbying to get better roads for motorists actually started as cyclists and worked for cycling organisations. In the US, Horatio Earle started his road lobbying work with the League of American Wheelmen. He became Chief Consul of the Michigan division, 1898-1906. In 1905 Earle introduced legislation which created a State Highway Department: he was the first Commissioner. This Department is now the Michigan Department of Transportation. Earle is now known as the 'Father of Good Roads' but his cycling background is not so well known. In Britain, William Rees-Jeffreys worked for the Cyclists' Touring Club and became secretary of the CTC's Roads Improvement Association (a body later taken over by motoring organisations). British Prime Minister Lloyd George said William Rees Jeffreys was "the greatest authority on roads in the United Kingdom and one of the greatest in the whole world." Rees Jeffreys became the first secretary of the UK government's Roads Board, founded in 1910. This was the first central authority for roads in Great Britain since the Romans. The Roads Board later became part of the newly-formed Ministry of Transport.

Talk based on the forthcoming book 'Roads Were Not Built For Cars', www.roadswerenotbuiltforcars.com

Keywords: Good Roads; bicycle boom; 1890s

The Mead Cycle Company: A Unique and Successful Bicycle Company from the 1890s to the 1940s.

Gary W. Sanderson, Roger Bugg, Carey Williams

Abstract

The Mead Cycle Company was born in Chicago, Illinois (USA), with the impetus of the bicycle boom in the USA that was just getting under way. The first operation in the evolution of this company was the Mead & Prentiss Co., a partnership between James L. Mead and Benjamin L. Prentiss that began operations in 1894 to sell used bicycles. This company lasted until 1899 although James L. Mead, the driving force in these operations, had already set up the James L. Mead Co. (1896-1899), the Mead Cycle Co. (1898-1940s), and the Mead Smith Manufacturing Co. (1899-1900): These latter companies were set up to expand the original business from a seller of used bicycles to a manufacturer of bicycles and Benjamin L. Prentiss was not to be a part of the expanded business. In 1901, a Mead Cycle Company is opened in Liverpool, England, and this company operates into the 1930s. All of this may sound like the Mead Cycle Company was just another unexceptional bicycle company: However, it was an unusual company in that its business was done exclusively by 'mail order', and it excelled at this method of marketing even when many bicycle companies were going bankrupt in the early 1900s. This paper will deal with all these interacting parts and how they worked together to form a bicycle company that prospered from boom times in the 1890s and continuing through the period of contraction in the early 1900s.

Keywords:

The times of Glory: about Lisbon bicycle races history

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Abstract

This paper starts from the times when an image of the Glória's race was published to discuss possibilities of comprehension of bicycle races in Lisbon.

First time, the 1920's: In 1926 the Stadium magazine publishes a cartoon of the Glória's Ascent race. In the same page several pictures of the race were published showing a crowd of male spectators. Among them is Gil Moreira (1907-1988) who is marked by this race and consolidates his will to become a cyclist. He, who had arrived in Lisbon an orphan at the age of 11 and worked as a grocer's delivery boy, succeeds in life and fulfills his dream of racing with the best of his time. In cycling he was a rider, coach and manager, a reporter who writes about cycling, an author of books like ABC of Cycling and The History of Cycling in Portugal in which he dedicates 2 pages to the Glória's race that changed his lifecourse.

In 2011, this image is again published in a book about the Cycling Tour of Portugal, as a result of following Gil Moreira's tracks on a source investigation to understand the roots of the professionalization of portuguese cycling. A new meaning is set on this image as it is evoked to illustrate a text about the origins of the sports and commercial spectacles, and used to show the power of the crowd in the emotional reinforcement of the broadcasted message. Pictured, the crowd is also a spectacle by itself, visually impresses, it is the objectivation of the cause, no matter which.

In 2013, following the proposal to make public the reflection on the history of cycling associated with the Lisbon ICHC, the image reemerges and the design team Matilha Cycle Crew transforms it in the poster that announces the race. A purposely confounding design, because modern technology makes the present look past, a masterpiece because all the times that are crossed and mixed within the picture are shuffled.

We intend to show, through an abridged analysis of these times that the changes of meaning of this image of the Glória's race carry with them different historical discussion and reflection agendas. Today, this image leads us to question the meaning and nature of bicycle races within the urban space, to discuss the preservation and maintenance of the sports heritage, and still claim a change of the city mobility paradigm calling upon public policies that reinforce the cultures of bicycle usage.

Keywords: cycling races, Gloria Ascent, Lisbon

Women and cycling as illustrated with photography

Lorne Shields

Abstract

For the past 150 years women enjoyed many of the benefits accredited to cycling – pleasure, mobility, participation in sport, travel, entertainment, or healthful exercise. Much has been written about women cyclists and how cycling enhanced their quest for equal rights and how clothing changed dramatically to accommodate their needs.

This paper follows a time frame to illustrate where, when and how women were photographed with cycles. It's worth noting that during virtually all of these time periods women rode cycles in the circus and theatre. Development was steady and there were but a few important "light switch" moments, such as the drop safety frame and pneumatic tire, which enhanced the cycle's marketability significantly for women.

Generally cycles for children suited both genders. There were more boys riding during the earliest days, but by the 1880s young girls cycling were a common sight.

1865-70 . . . Very few riders. Some velocipede racing and general use in France, but minor use by women in the United Kingdom and America. Tricycle riding developed.

1870-80 . . . A few high wheel racers, though most were tricycling.

1880-90 . . . Much more tricycling. Entry into clubs emerged. Development of the hard tired safety facilitated broader use. Women were more commonly seen on the road.

1890-00 . . . Mainly the safety. Many were members of clubs. Some sports including racing and Gymkhana but the focus was on freedom of movement. Journals were published for the female audience. A day's outing and club membership were commonplace.

20th Century. . . The emancipated female cyclist was regularly seen on the road by herself, with other women and/or men. Riding a cycle no longer elicited the vociferous ridicule.

Regular photographs as we commonly know them captured and recorded events. Stereoscopic cards were another photographic resource often offering contemporary social comment. Please join me in viewing the woman's quest for mobility, comfort, health, style, equal rights, and above all her femininity as then defined.

Keywords:

Racing to the Suburb: Bicycle Culture in Portland and Deering, Maine 1880-1900

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Abstract

Since the initial explosion of bicycle culture in the late nineteenth century, cyclists have continually translated landscapes and the built environment into spaces of recreation, utility, and leisure. Today, urban and suburban communities all over the world are responding to cyclists' desires by incorporating bicycle paths and other open public spaces for cycling within their landscapes. This current nurturing of public bicycle culture has deep historical roots. In the case of Portland, Maine, a small coastal city in northern New England, that history can be traced back to the 1880s and 1890s. While the city and neighboring suburban community of Deering were undergoing a physical transformation through the development of public transportation and parks, local residents simultaneously took to the bicycle as a means of recreation and transportation. In the last decades of the nineteenth century, some citizens rode the new electric streetcars to and from the city and suburb and countless more rode their bicycles. This paper examines the ways in which the people of Portland and Deering, Maine used the bicycle to explore their urban and suburban landscapes during the early years of the modern era.

While Portland's city fathers were developing large public parks throughout the city during the late nineteenth century, they neglected to provide designated spaces for cyclists to ride. As local citizens began to flood the crowded streets, promenades, and sidewalks with bicycles, the city responded strict regulations that forced cyclists into the busy streets and outskirts of town. Undeterred, cyclists eagerly looked elsewhere to practice their craft. In the neighboring suburb of Deering, a semi-rural community of both wealthy and working-class residents, a privately owned and for-profit horse-racing park called Presumpscot Park sat abandoned, void of any consistent commercial activity. With a half-mile track and accommodations to seat thousands of spectators, the idle track provided a fitting space for cyclists to ride their machines. Using the track to ride and race their bicycles in both formal and informal competitive settings, cyclists appropriated the track as their own public park. Supported by local bicycle clubs and drawing newspaper coverage, bicycle racing at Presumpscot Park united Portland and Deering in a collective expression of enthusiasm for publicly supported bicycle culture. Consciously and subconsciously, the cycling citizens of Portland and Deering, Maine in the late nineteenth century expressed a shared desire and need for public places that not only allowed, but also nurtured cycling, reappropriating private space for the public good. Presently, as many urban and suburban communities are reexamining their own landscapes to better accommodate bicycle use, historical examples such as Deering and Portland provide compelling evidence for the importance of doing so. Cyclists past translated their inherited built environment into spaces of recreation, utility, and leisure. Cyclists of today know that if designated space is provided, it will be used; if designated space is not provided, it will be found.

Keywords: Portland; Maine; Racing; Public

An ABC of the Hobby-Horse World

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Abstract

Ten years ago, in the long-established English magazine 'The Spectator', London Mayor Boris Johnson in an article titled 'Two wheels good, four wheels bad' provided an alphabet of London cycling Do's and Don'ts. This inspired the writer to use the same format to provide an introduction to the hobby-horse scene in Regency England in the year 1819. We start with A for Accident (a relatively common event following the introduction of the velocipede), B for Birch (velocipede maker Charles Lucas Birch), and C for Coleridge (the famous poet was a rider of the pedestrian hobby-horse), also Coltman (the Rev. Joseph Coltman, a nearly forty stone Yorkshire vicar who used his Johnson velocipede to travel around town). We end with X for Xyloid (meaning 'woody', the principal physical characteristic of the pedestrian hobby-horse), Y for Yarmouth (where an ingenious inventor made a velocipede "to be worked by a treadle for both feet") and Z for Zest ("invigorating or keen excitement or enjoyment", which can surely describe the riding of the hobby-horse velocipede!).

Keywords:

Progress and problems when planning for bicycle- case study Athens

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Abstract

In many Greek cities, the tradition of cycling is still maintained but it is shrinking. In others, there is no cycling at all. Moreover, during the last three decades, car and motorcycle use increased in a dramatic way. Under the pressures of the continuously growing problems of congestion and degradation of urban environment, the Greek government decided to implement a comprehensive sustainable policy in order to upgrade the quality and the aesthetics of the urban environment and make cities more competitive. In order to reduce car use, bicycle is promoted as an alternative mean of transport. The promotion of bicycle use is accompanied with extended pedestrianisations, traffic restrictions and improvements of the public transport systems. The National Technical University of Athens carries out a programme for the creation a cycle metropolitan network in Athens, on behalf of the Ministry of Environment. Some of them are already under construction.

This paper presents the planning options and the first conclusions drawn from these studies. The solutions that have been suggested, aim to improve the traffic conditions for both the cyclists and the pedestrians. They also attempt to compromise with five basic problems of the Greek cities:

- The narrowness of the road network
- The very poor infrastructure for walking
- The congestion of the city centers
- The high speed of the cars at the suburban areas
- The car-dependent citizen's mentality

Emphasis has been given on safety issues, especially at the crossings.

Keywords: Bicycle; Modal split; Greek cities; Metropolitan Bicycle Network