

# Everyday Cycling in Tbilisi

**Partnership for Road Safety**

**Tbilisi Cycling Club**

**Tbilisi City Hall**

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# Starting point



- Poor infrastructure
- Private-vehicle-oriented transport and spatial planning
- Lack of overall long-term, integrated vision and planning
- Lack of convenient public transport, which is required to make NMT a good option for multi-modal trip
- Cyclists are vulnerable, they have a higher risk of being involved in accidents than car users
- Wrong stereotypes about urban cycling

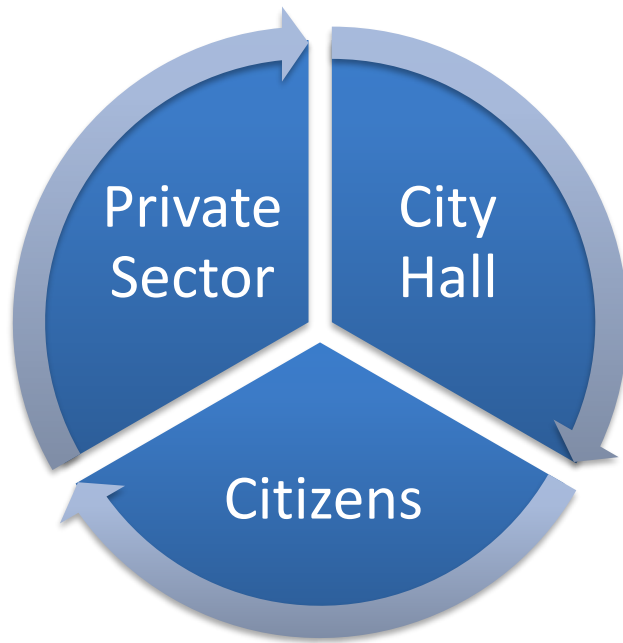
# Vision and Objectives



- To create a safe, cohesive and comfortable network of cycling lanes/tracks
- To develop laws and regulations to ensure prioritization of NMT facilities
- To promote in cycling infrastructure
- To connect public transport with cycling facilities
- To influence land-use planning and resettlement patterns to achieve easy access to amenities
- To promote a changed culture that accepts the use of cycling as a mean to move around in the city

# Institutional context

## *Stakeholders*



## *Projects*

“Cycling is Healthy, Cycling is Good!”

“Clean Air for Georgian Cities”

Street actions on specific holidays

Awareness raising campaigns

And etc.



# Approach

- Targeted awareness campaigns
- An approach for an integrated promotion effort by the relevant public and private organizations
- Cooperation with local government
- Comprehensive and integrated approach to policymaking and decision making



# Results

- ✓ Cycling Lane on Pekini st. and its Development



- ✓ Bicycle Parking Places in Tbilisi by Transport Department



- ✓ Increased awareness (street actions, meeting with students, information materials)



# Lessons learned

- Cycling can be a suitable mode of transport, regardless of a city's economic conditions, development and history
- Promoting cycling by means of infrastructure, policies and education results in higher levels of use and greater road safety for all users
- There are many risks associated with promoting cycling, both at political and cultural levels, but these can be overcome
- Policies related to cycling must be coherent
- Stakeholders must be engaged for the development of these policies, and citizens can act as powerful agents of change in a properly developed policy.

