



สำนักงานจราจรและขนส่ง
กรุงเทพมหานคร

Promoting the Use of Bicycles in Bangkok

By

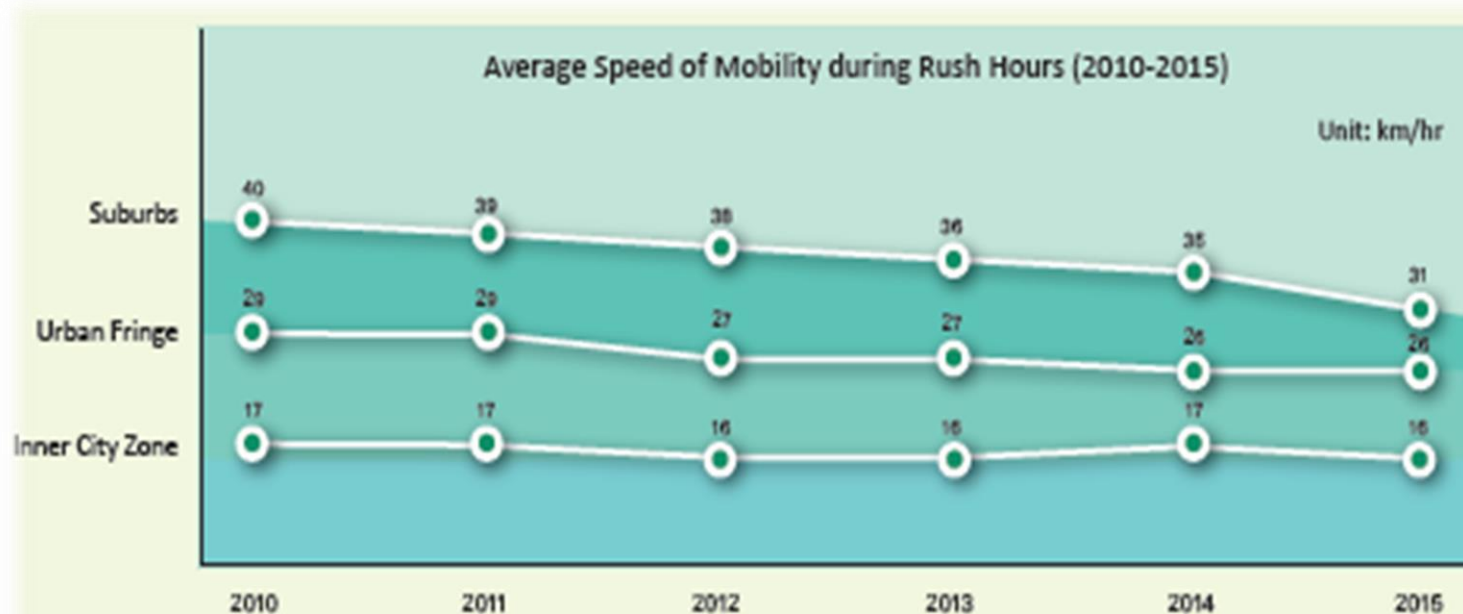
Department of Traffic and Transport

Bangkok Metropolitan Administration (BMA)



Starting Point

The number of registered private cars increased to over 8 million. In 2015, the average speed of mobility was 16, 26 and 31 km/hr. in the inner city zone, urban fringe and suburbs respectively.



Institutional setting

To promote sustainable transport in Bangkok in the coming decade, the Bangkok Metropolitan Administration (BMA) will encourage Bangkokians to reduce unnecessary travel and use electricity-powered mass transit, public transport and non-motorized transport systems instead of private cars.

This commitment is part of the BMA's vision to turn Bangkok into a sustainable metropolis **under the 20-year scheme for Bangkok development (2013-2032).**

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Approach

The BMA places importance on public participation and involvement, and in this context

it has established a working committee, “**We love Bangkok, we love bicycles**”, in order to set a development direction for bicycle lanes in Bangkok, to formulate strategies to encourage expansion of bicycle riding, and to promulgate riding safety measures.



Output

To date, there are various bicycle routes in Bangkok, with a total length of 365 km. A few more routes with a combined length of 45 km are in the pipeline.

PUN PUN, a bicycle- sharing project has been implemented. The project features 50 bicycle stations in the neighborhoods of Silom and Sathon with 500 bicycles available for rent. Launched in 2014, bicycles used under the project covered a total distance of 156,220 km, equal to a reduction of 42,335 kg of CO2 emissions from cars.



A survey in 2015 revealed that the number of **cyclists had increased to 150,000 users**. Percentage-wise, 44, 26, 15 and 15% of trips are for daily grocery shopping, commuting to and from work, recreation, and exercise or sport respectively.

The annual Bangkok Car Free Day is becoming increasingly popular among urbanites, which reflects the increased level of awareness and participation by society.



Lessons

The BMA has continuously instigated bicycle lane construction projects to encourage more bicycle use. However, public involvement is essential in the success of promoting cycling for everyone.

Apart from improving the physical conditions of bicycle lanes, laws are needed for the protection of cyclists; there is also a need to create positive attitudes to solve traffic issues and build participation among all related parties and to formulate legal measures to restrict bicycle lane encroachment.



Transfer

In the development of bicycle lanes in certain areas, the social context is a point to ponder, coupled with physical constraints and community's ways of life. For instance, Rattanakosin Island is a historically-rich area with breathtaking palaces and national heritage buildings.

Public involvement activities have been initiated to create awareness about the need for bicycle lanes.

Meanwhile, a master plan for the development of urban travelling by bicycles is being implemented. When non-motorized transportation has been improved, pollution and traffic congestion should decrease and transportation in Bangkok will be more fluid and sustainable.