

Working group A: Cycling/bicycle traffic

City of Lindau, Germany

Stadt Lindau
(Bodensee)



1 Institutional setting

- City Council resolution- Bicycle Modal Share should be increased
- Resolution for the implementation of the KLiMo - **SUMP**
- Implementation of grant-funded projects - Federal Environment Ministry
 - BIKEHUBs & Bicycle Boulevards

Gefördert durch:

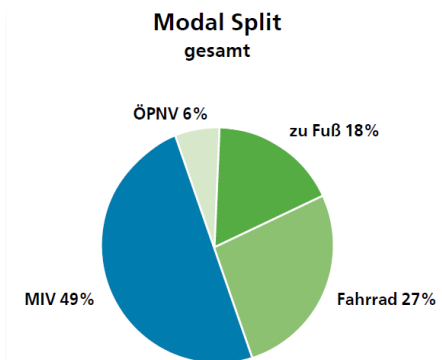


Bundesministerium
für Umwelt, Naturschutz,
Bau und Reaktorsicherheit



NATIONALE
KLIMASCHUTZ
INITIATIVE

PTJ
Projekträger Jülich
Forschungszentrum Jülich



2 Starting point/project goal

- New cycling-infrastructure needed
- Traffic safety through reduction and calming
- Increasing number of cyclists in Lindau
 - E-Bike Boom in Germany & domestic tourism

The pandemic has increased the relevance of the project.



3 Approach

Developed instruments

- The "BIKEHUB" is a movable bicycle parking facility in a modular sea container. In this way, we can provide temporary - as needed - bicycle parking facilities and use them at another location when needed.
- Public participation process in order to explain the functionality of bicycle boulevards



4 Outputs

- The goal is to expand the Bicycle Boulevards Network, as well as to create new bicycle parking facilities
- The pandemic means that more people are riding bicycles. The pandemic has accelerated this process.
- The two BIKEHBs in particular are very well received and used. These can be used variably because they can be moved.



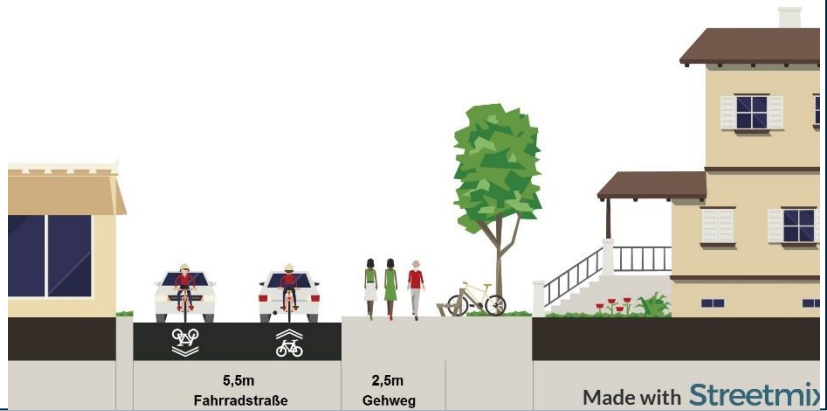
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Lessons learnt

- New infrastructures must be properly explained
- E.g. Schachener Straße: What are bicycle boulevards? What am I allowed to do?
- Bicycle parking can be improved on demand



QS Schachener Str.



6

Follow-up

- The pandemic motivated many people to ride bicycles and in order to maintain this behavioral change, cycling infrastructure should continue to be built.
- Increasing bicyclists means more and more parking facilities are needed.
- Implementation of the Active Mobility Strategy



Working group A: Cycling/bicycle traffic

City of Buenos Aires, Argentina

1

Institutional setting

City of Buenos Aires



1

Institutional setting



1

Institutional setting

For more than 10 years the city has invested in creating cycling infrastructure

We count with 245 km of lanes but 6 out of 10 cyclists circulate outside the network

0,4%
of trips were by bike
in 2009



4%
of trips were by bike
in 2019



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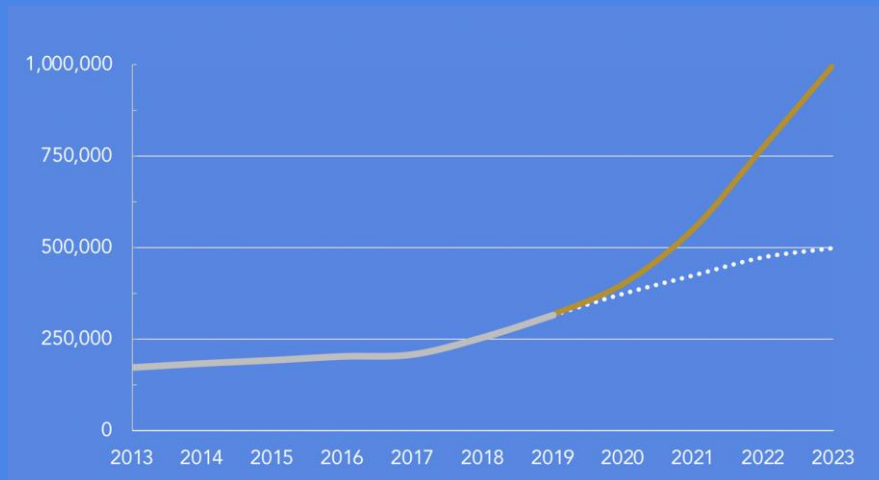
Institutional setting



2

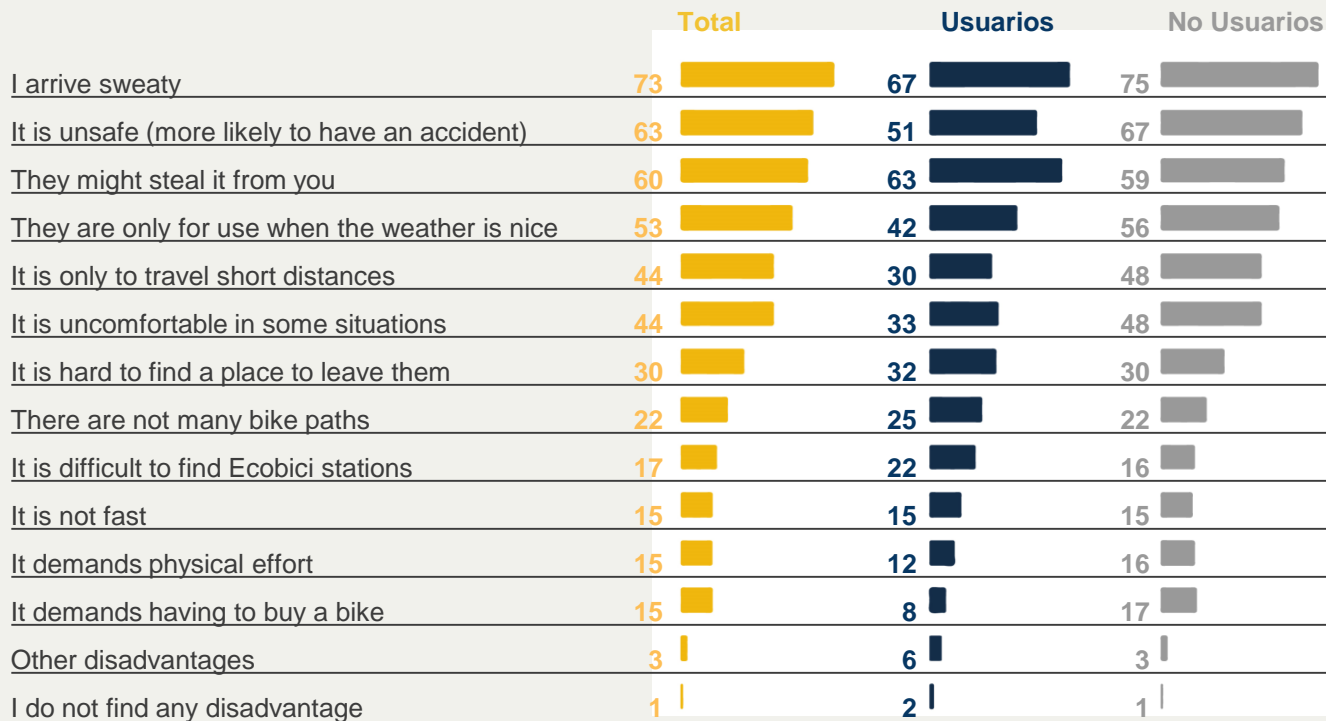
Starting point/project goal

We want to reach
1 million cycling trips
in 2023



In 2020 we have
**achieved the
expected
increase** in the
number of daily
cycling trips

How do we expand the network? Our challenges



* 2018 study conducted to understand the reasons behind the increase in new cyclists

2

Starting point/project goal

How do we face these challenges?

Bicycle Parking



Bicycle lanes in Avenues



3

Approach

We must avoid a massive return to the private car in the post-pandemic
The bike is the key to guarantee a balanced, healthy, inclusive and sustainable mobility



3

Approach

Pandemic's role

How the cyclist demand grew in during the quarantine



Countings made in August when activities such as education, public administration, bars and restaurants were still closed

Bicycle Path	% of variation *2017/19 vs 2020
Del Libertador Avenue	114 %
Córdoba Avenue*	84 %
Montevideo*	84 %
Corrientes Avenue*	44 %
Superi	33 %
Peron	29 %
Godoy Cruz	24 %
Billinghurst	21 %
La Pampa	-7 %
Virrey Cevallos	-15 %
Gorriti	-17 %
Chile	-33 %

3

Approach

Women x 4

**The number of
female cyclists on
the intervened
avenues quadrupled**



4

Outputs

Climate mitigation
it reduces CO2 emissions



Cultural change
it promotes modal shift



City for the people
it gives more space for the people



Post pandemic future
it encourages social distancing



4

Outputs

An aerial photograph of a dense urban environment. In the center, there is a large, multi-lane intersection with a central green island and a small pond. Surrounding the intersection are numerous high-rise buildings, mostly with light-colored facades. There are some green spaces and trees interspersed among the buildings. The overall scene depicts a complex, high-density city center.

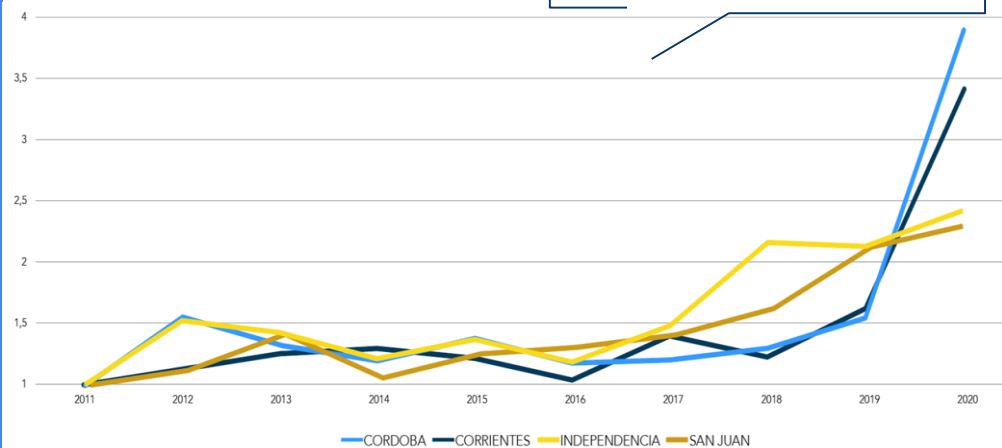
The way out of the pandemic is an opportunity to create a more sustainable and resilient city.

5

Lessons learnt

Building more cycling lanes attracts more cyclists / 50% of the cyclists who circulate through the intervened lanes can be derived from the construction of the bicycle lanes

Evolution of cyclists registered in avenues:
2011-2020
Index, 2011 =1



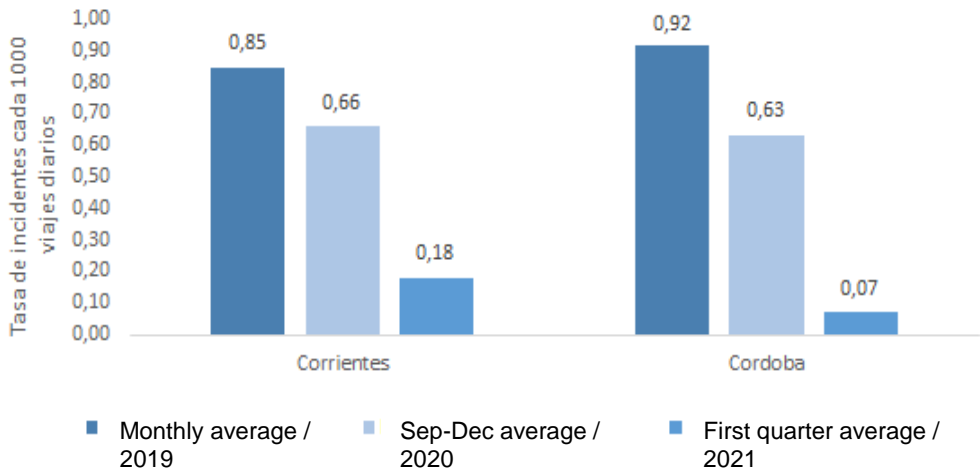
“If we make more lanes we will have more cars, if we make more bike lanes we will have more cyclists, if we give more public spaces we will have more public life” Jan Gehl

Note: we still have restrictions on circulation, for example university classes are still online

5

Lessons learnt

Preliminary data has indicated that after the intervention there was a drop in the rate of incidents every 1000 cycling trips on both avenues



6

Follow-up

Challenges ahead

How do we encourage more people to choose the bicycle before a car?

How can we finance new infrastructure?

How should we expand our network?

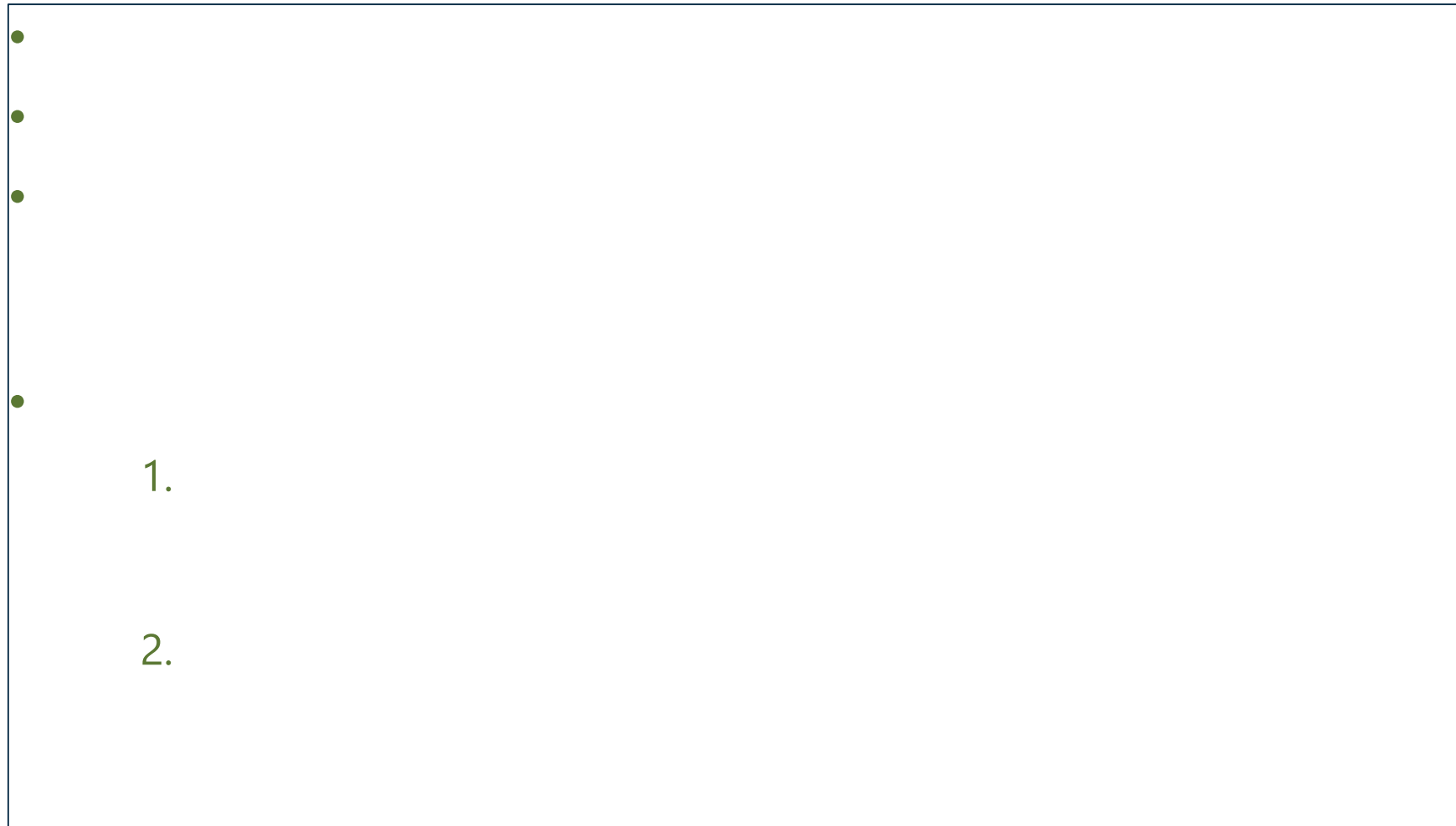
Working group A: Cycling/bicycle traffic

Lalitpur Metropolitan City and Cycle City
Network Nepal

1 Institutional setting

- Initiative Name: My Way, Greenway
- Initiative Lead: Cycle City Network Nepal
- Initiative Support: United Nations Development Programme, Ncell Axiata, Kantipur Media Group, Lalitpur Metropolitan City and Tulsipur Sub-Metropolitan City
- - 1.
 - 2.

1 Institutional setting




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In

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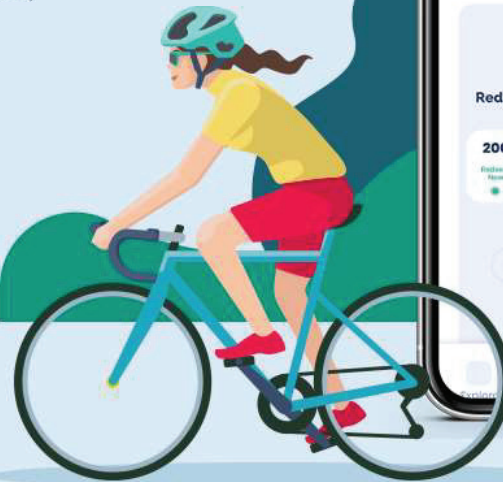
greenway nepal
MY WAY. GREENWAY

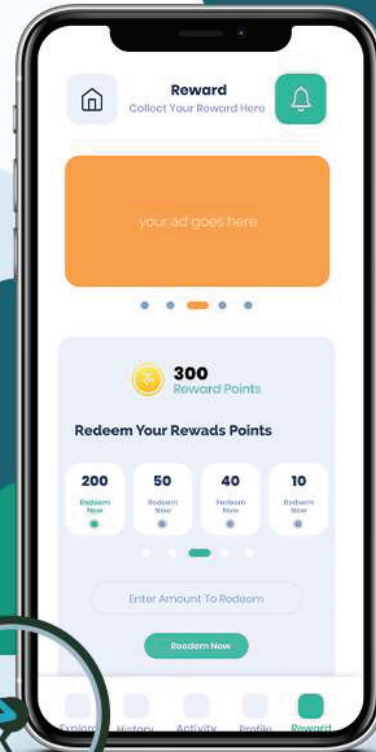
GO GREEN, GET REWARDED

GreenUp Points:
For every km you cycle, **earn 5 Greenups.**


Cash Reward:
For every km you cycle,
earn Rs.3.

GET IT ON
Google Play



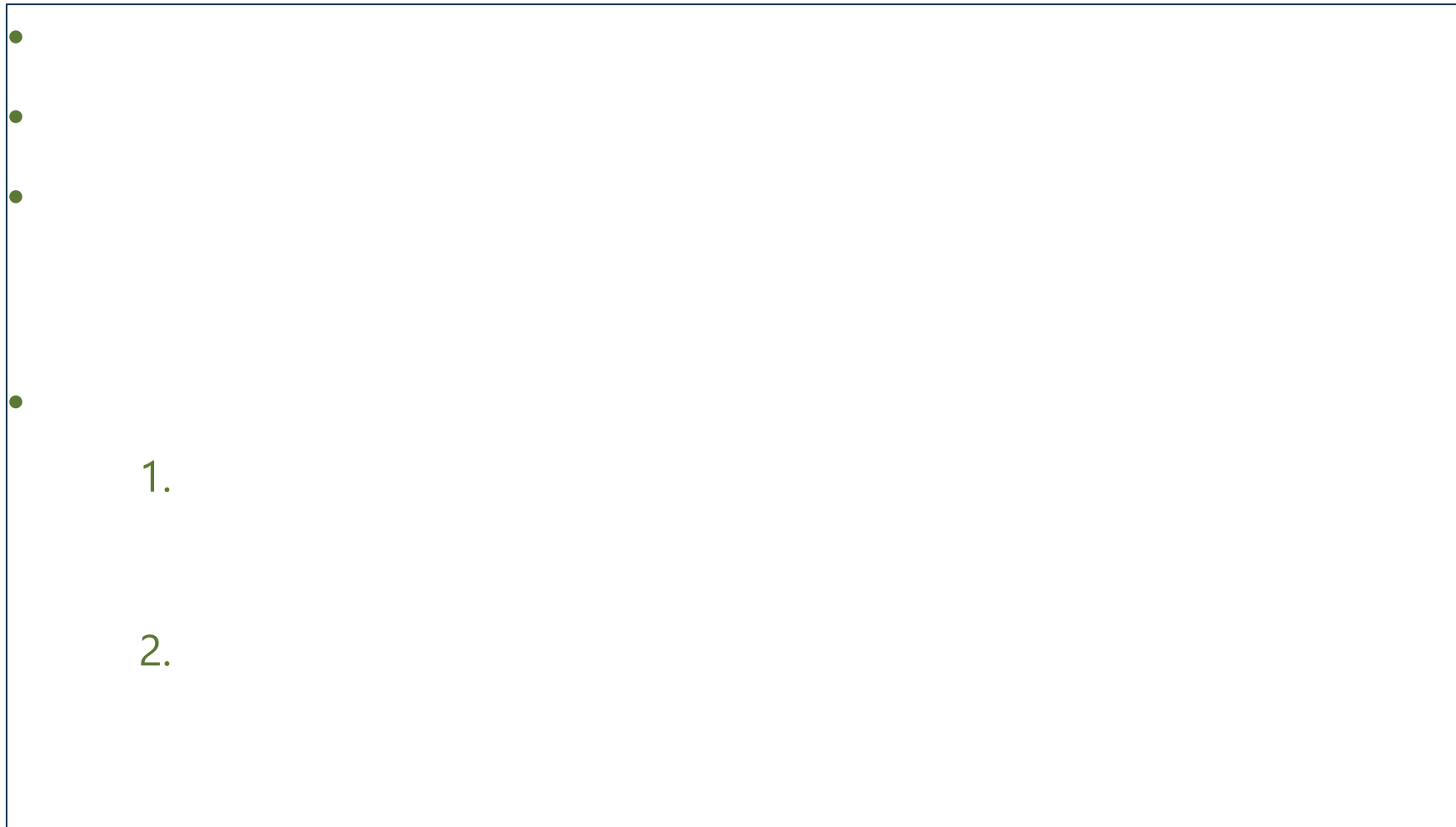


The smartphone screen shows the 'Reward' app interface. At the top, it says 'Reward' and 'Collect Your Reward Here'. Below that is an orange box with the text 'your ad goes here'. Further down, it displays '300 Reward Points'. Underneath is a section titled 'Redeem Your Rewards Points' with four buttons labeled '200', '50', '40', and '10', each with a 'Redeem Now' link. At the bottom of the screen, there is a text input field 'Enter Amount To Redeem' and a 'Redeem Now' button.



A row of logos for partner organizations: Ministry of Physical Infrastructure and Transport, UNDP, KMG, and Ncell.

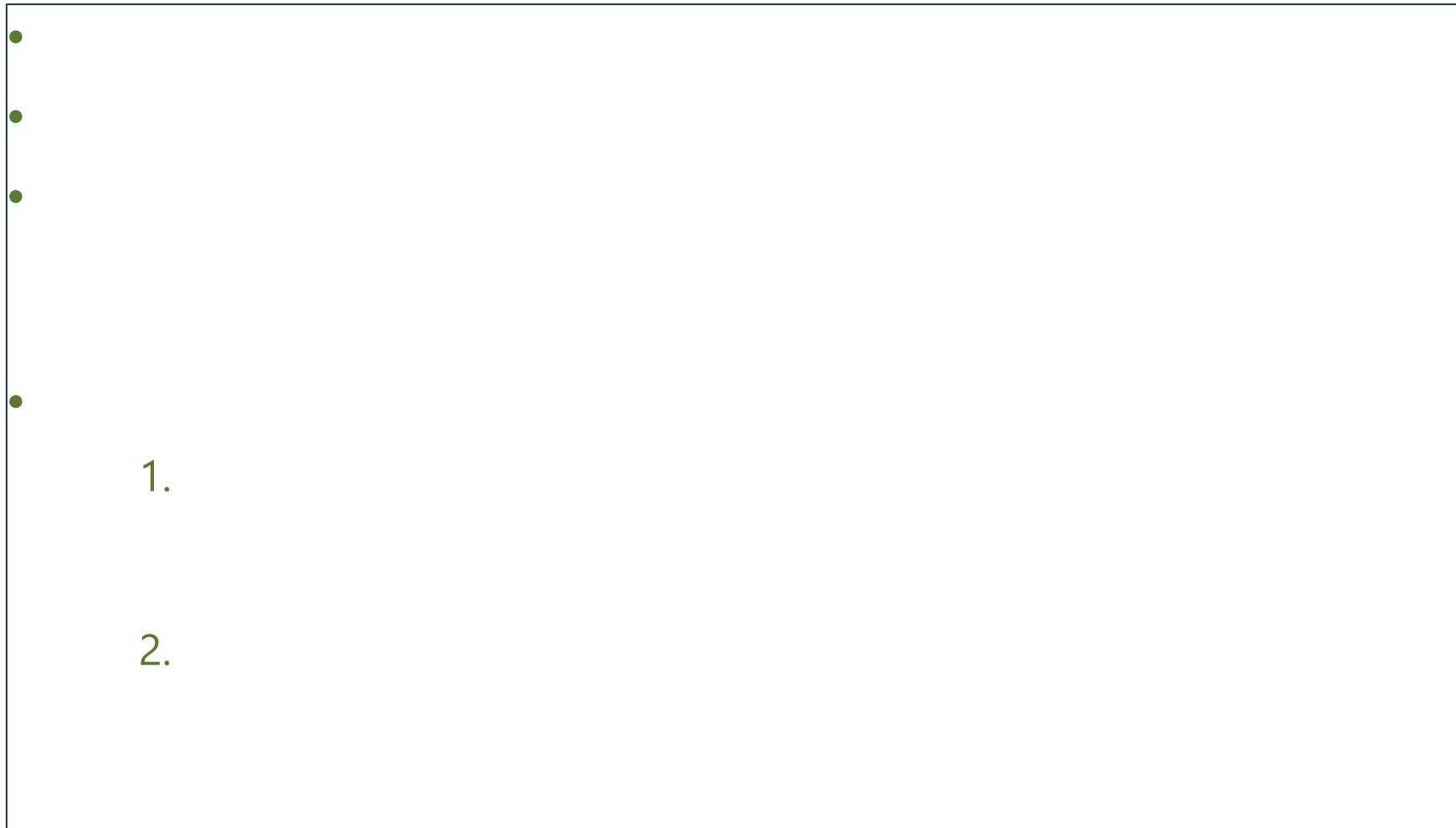
1 Institutional setting



1 Institutional setting

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- Cycle Initiative Support:
 1. Lalitpur Metropolitan City(LMC) invested in cycle infrastructure by developing existing roads as cycle friendly roads, cycle stands.
 - 2.

1 Institutional setting

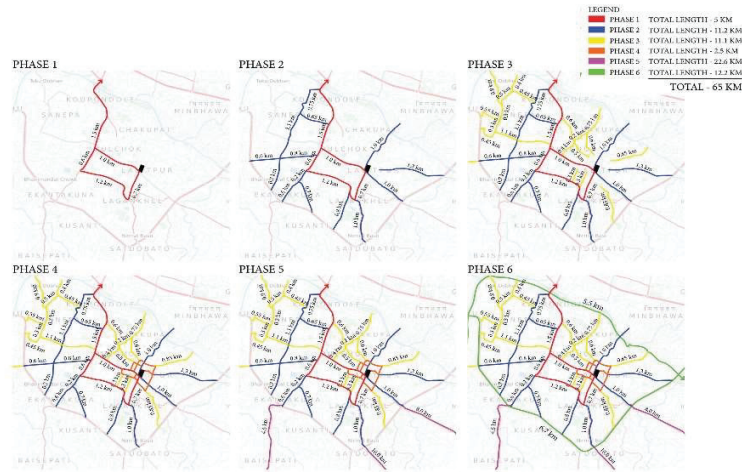


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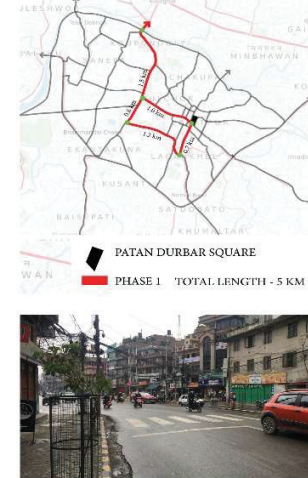
MAKING LALITPUR A CYCLE FRIENDLY CITY



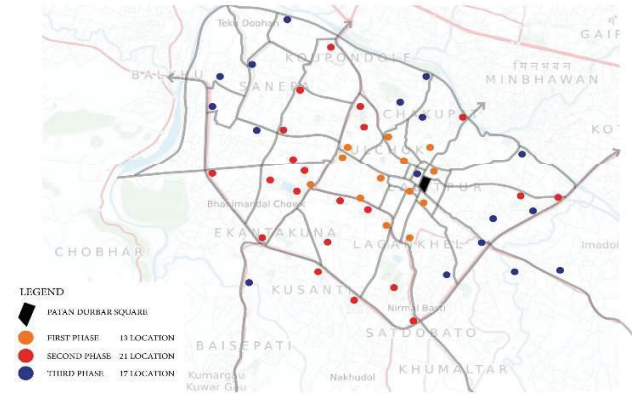
BICYCLE LANE NETWORK PHASING MAP



PILOT PROJECT



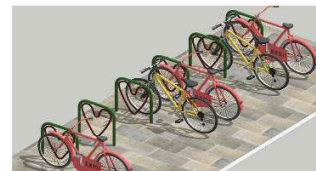
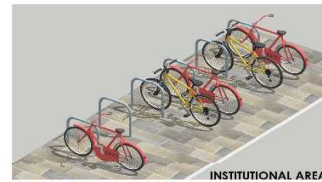
BICYCLE STAND LOCATION MAP



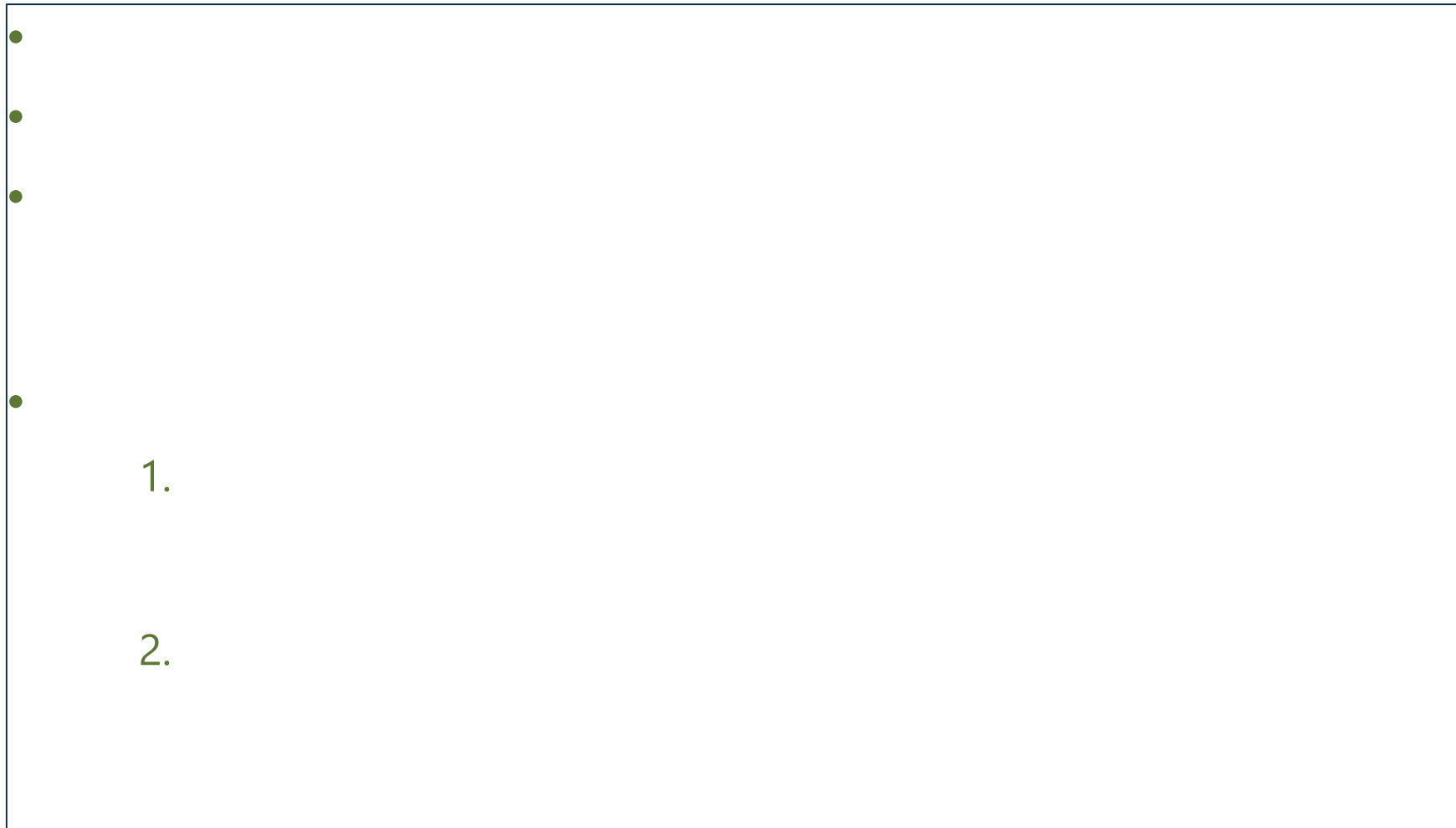
TEMPORARY TYPE



PERMANENT TYPE



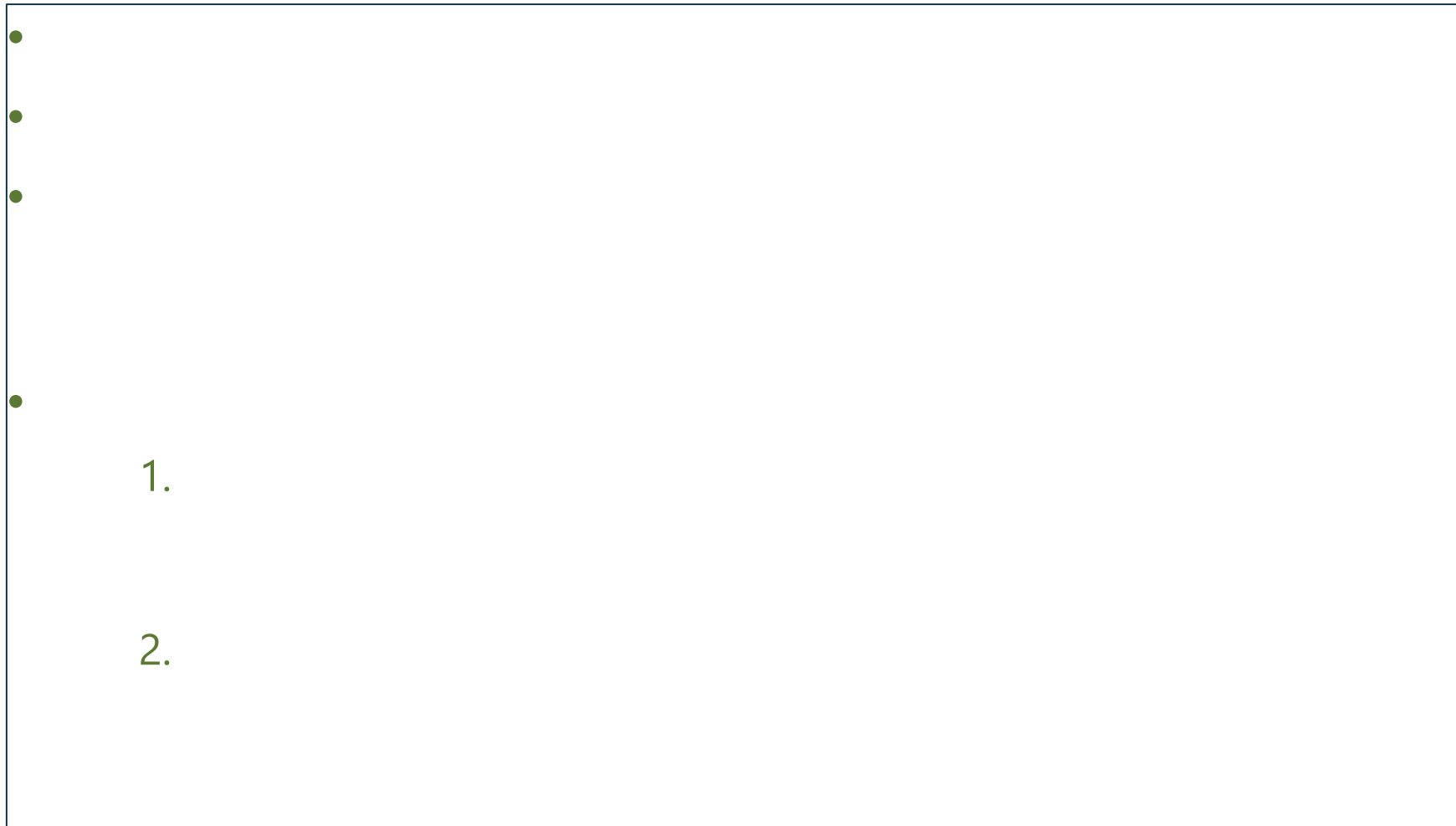
1 Institutional setting



1 Institutional setting

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- 1.
 2. Tulsipur Sub-Metropolitan City donated 54 cycles to girls to promote cycling culture.

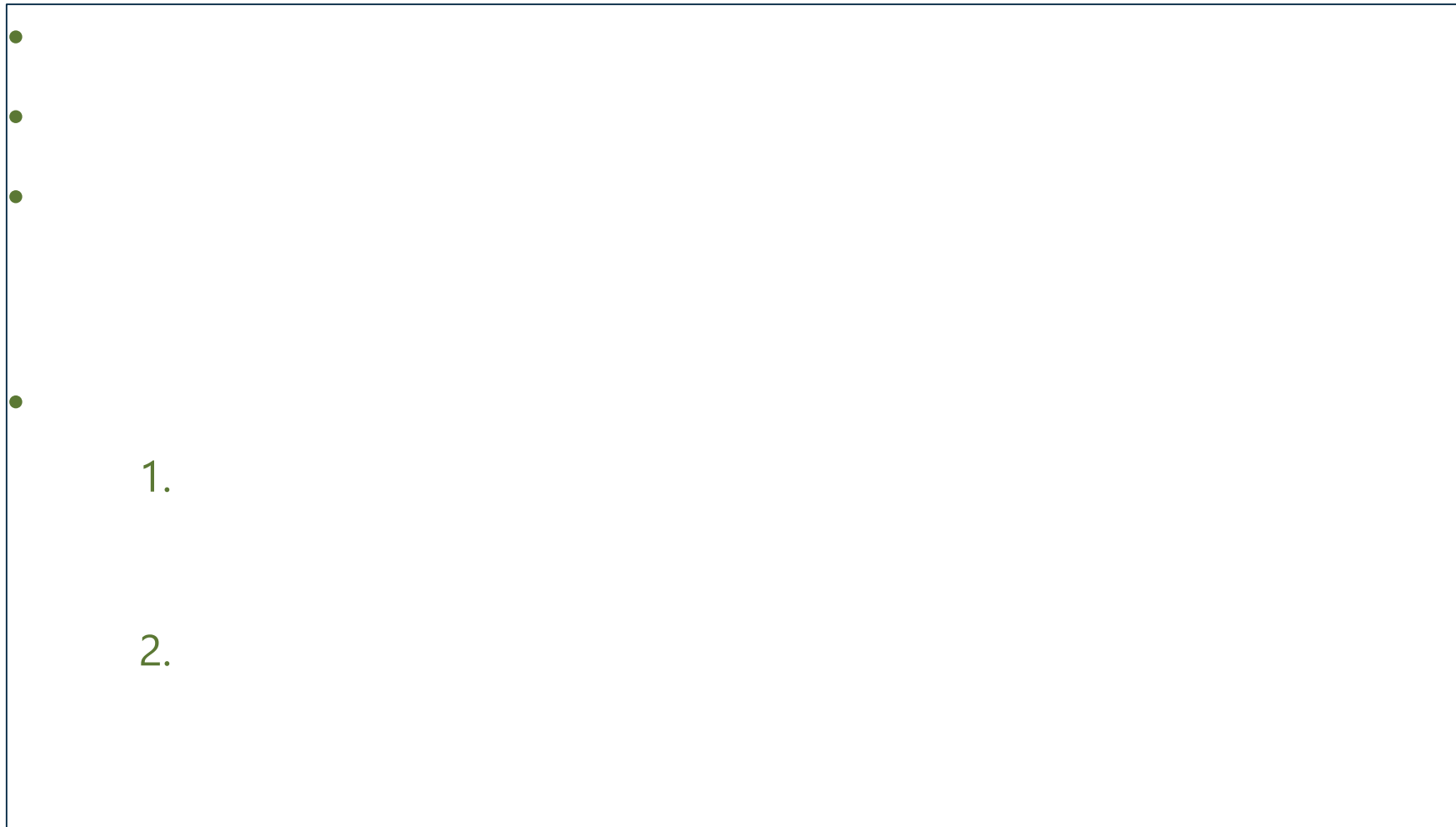
1 Institutional setting



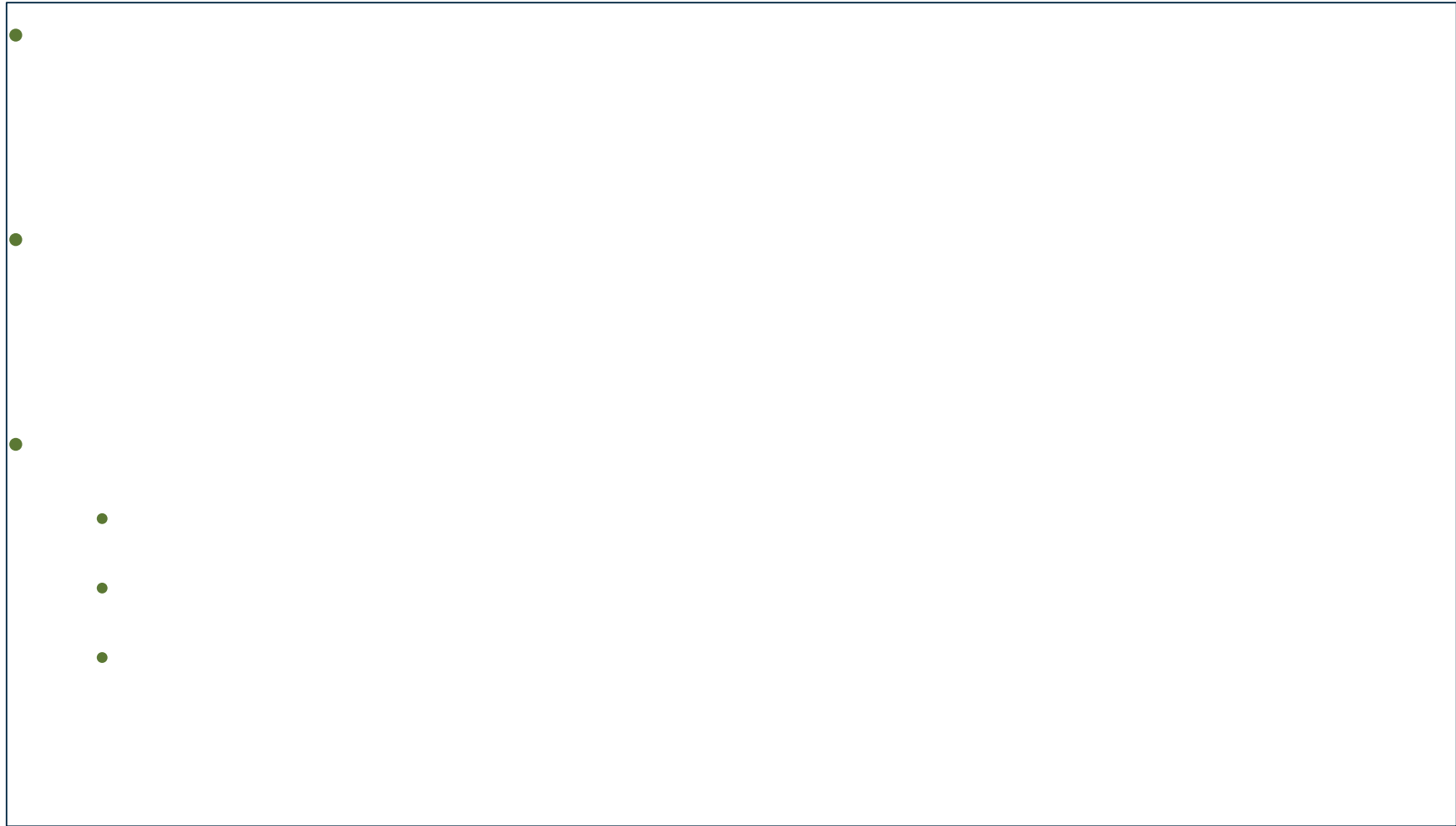
1 Institutional setting



1 Institutional setting



2 Starting point/project goal



2 Starting point/project goal

- The problem the project tries to solve is of congestion in traffic, rising air pollution, overcrowding of public transportation.

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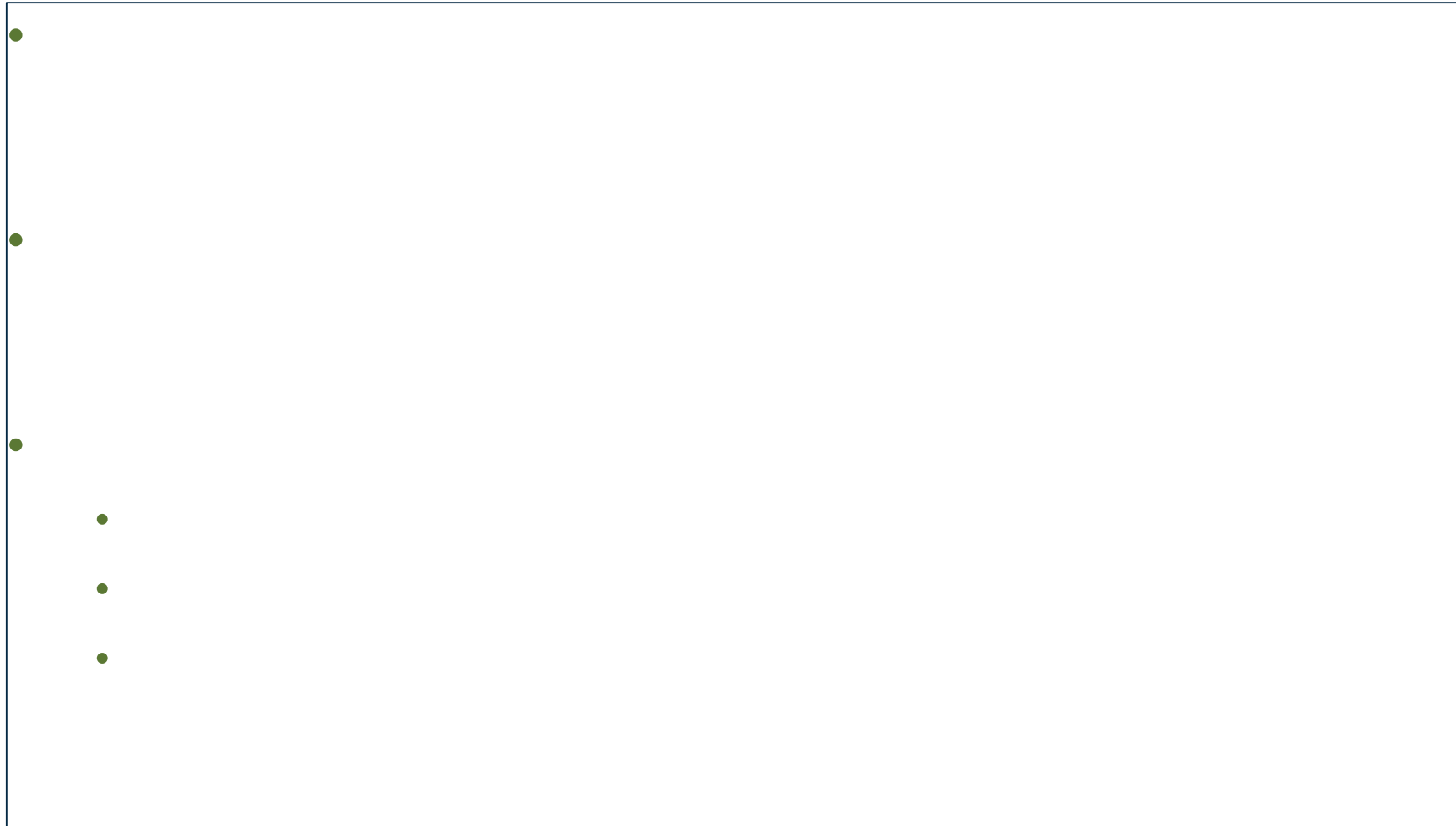
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2 Starting point/project goal



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Including the bicycle in our daily lives, in our cities and in more sustainable mobility models, has many benefits that contribute to the achievement of many of the Sustainable Development Goals.



2 Starting point/project goal



2 Starting point/project goal

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- Pandemic played a vital role for the promotion safe distance among people and cycle as a tool to exercise in the surrounding.
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2 Starting point/project goal



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MAINTAIN SOCIAL DISTANCING,
BUT REDUCE THE DISTANCE WITH NATURE.

WORLD ENVIRONMENT DAY

JUNE 5



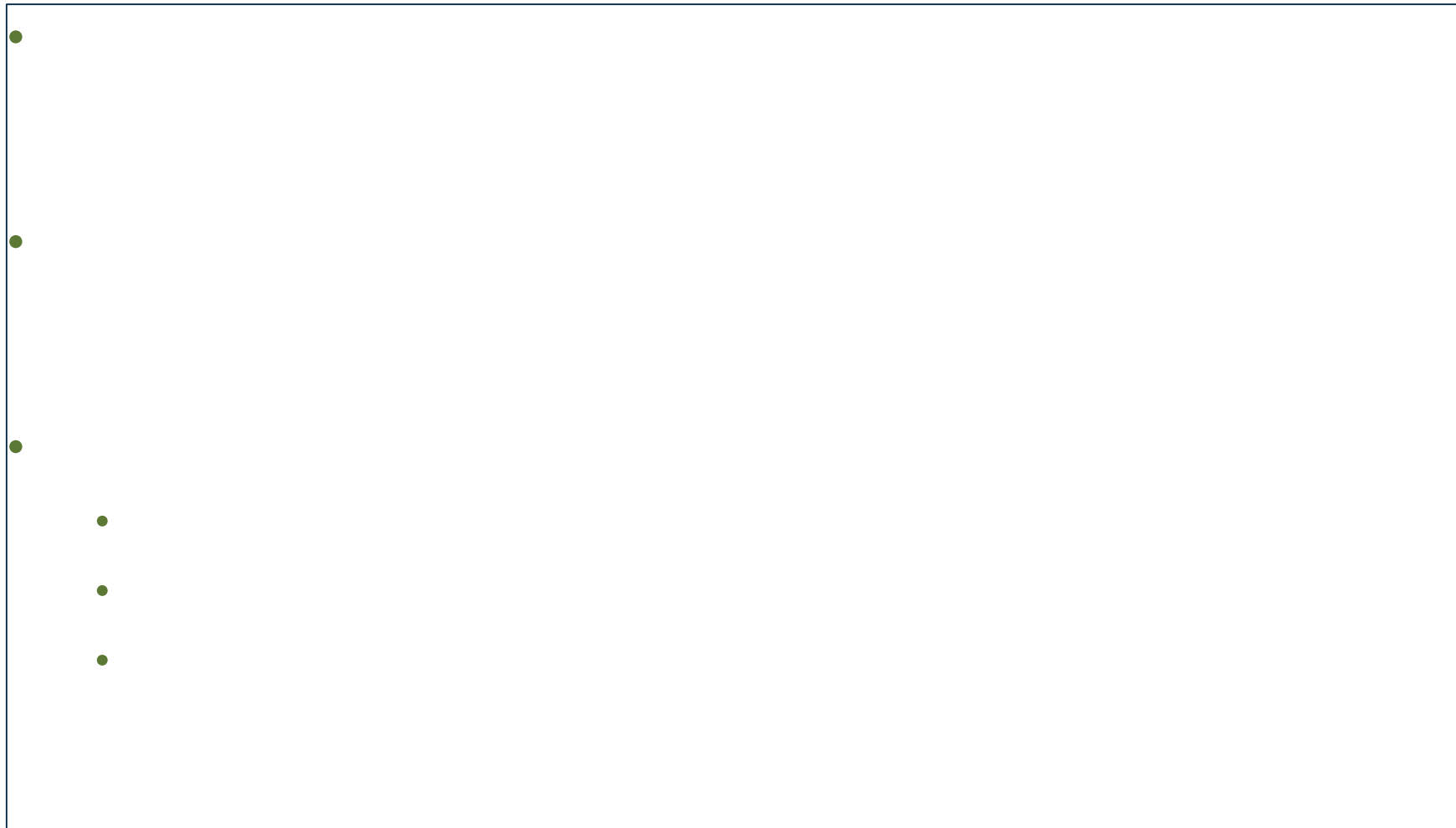
2 Starting point/project goal



2 Starting point/project goal

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- The target of the project are
 - To provide cash incentives as rewards to people who cycle
 - To develop cycle friendly infrastructure in the city, schools
 - To onboard organization to promote cycling as a mode of transportation

2 Starting point/project goal




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greenway nepal
MY WAY IS GREENWAY

MOST OF NEPAL'S CITIES CAN BE MADE CYCLE-FRIENDLY

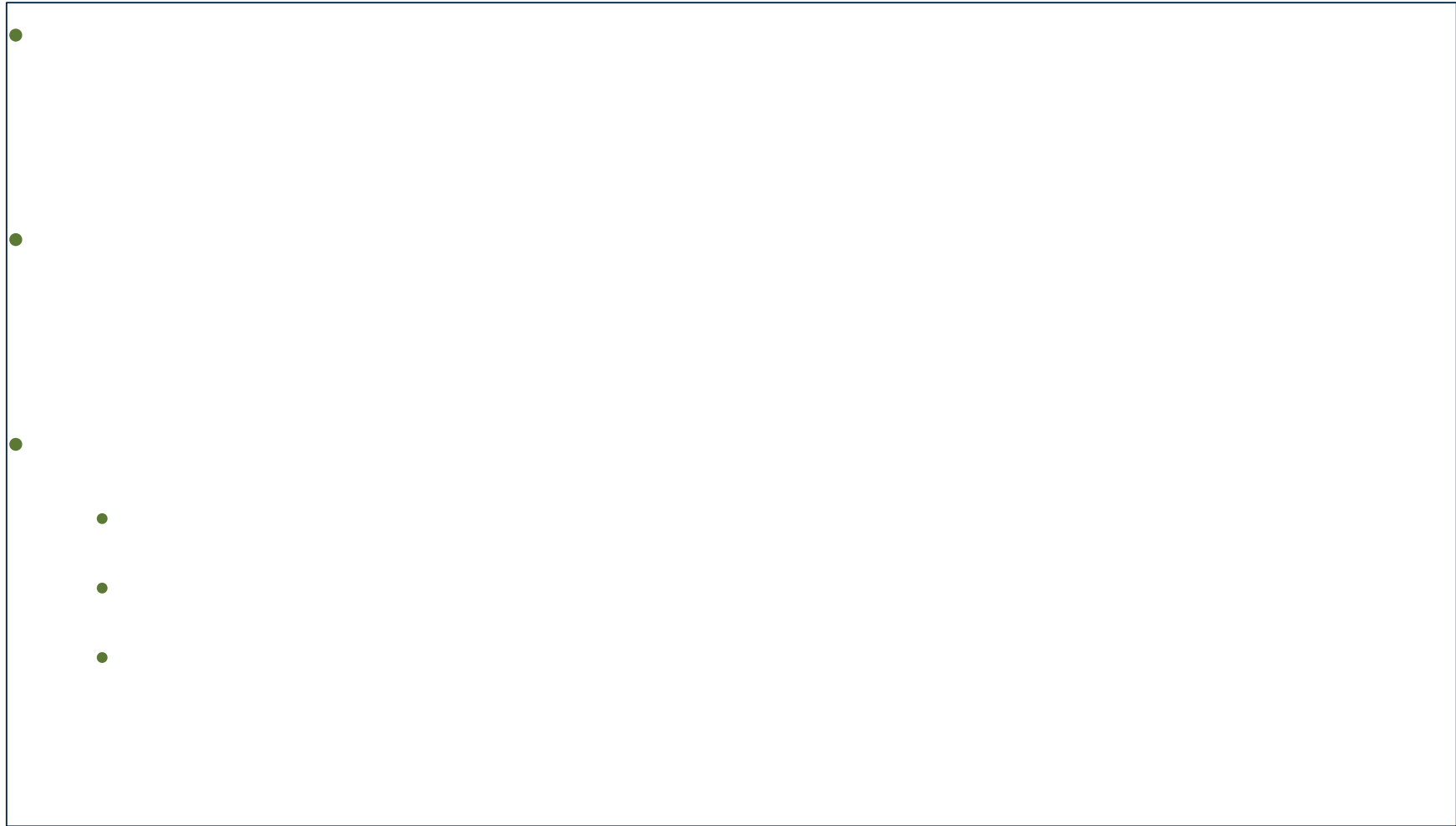
How about starting from your own organization ?



The image shows a group of five cyclists standing on a stone path on a grassy hillside. They are wearing helmets and colorful cycling gear. In the background, a large, calm lake is nestled between steep, forested mountains. The sky is clear and blue. The overall scene is peaceful and scenic, emphasizing the beauty of cycling in nature.

Ministry of Road and Transport
UNDP
KMG
Ncell

2 Starting point/project goal



3 Approach

- The different methods to promote cycling is defined in terms sector wise:
 - Governmental: We have provided a cycle friendly policy to the local governments which is yet to be implemented.
 - Bicycle Learning: Cycle as a tool to teach students about the different learning concepts.
 - Bicycle to Work: Bicycle Plan being developed for private organization.
 - Sustainability: Bicycle sharing with GPS tracking system
- Gamification of Cycling is the tool taken into consideration through the mobile application "Greenway"

4

Outputs

- Concrete results from the project are:
 - Number of kilometers rode in cycle by cycle users
 - Quantity of CO2 saved by them
 - Number cycle users in the specific city
- Fighting the Pandemic: It helps to maintain distance while travelling as well as cut down the time required to travel from one place to other.
- Municipal Staff would provided with bicycle and as well as reimbursement of Nrs 1,000
- Informal waste workers to get a subsidy of 50% on every bicycle being bought.
- Target to have 5,000 users on the application who would cycle.

5 Lessons learnt

- One of the main Lessons learnt in due course of implementation are:
 - People want to cycle but are afraid to cycle due to lack of policies friendly for cycle.
 - Cycle lanes being encroached for parking by other modes of transportation.

6 Follow-up

- Some Question:
 - What are the leading examples of promoting cycling culture?
 - How do we make sure to thrive cycle friendly business with support of local bodies?
- Further Plans:
 - The institutions plans to develop bicycle sharing system in the city.
 - Long term Reward mechanism to be developed for cycle users
 - Making Institutions and Education hubs take a lead role on implementing cycling culture.