Sharing expertise with the world

A Public Private Partnership

Roelof Wittink, Director

Dutch Cycling Embassy

A public-private partnership between governments, agencies, unions, traffic planners, manufacturers and universities. Due to additional capacities, a strong alliance.

Partnership at national level:
- Holland Branding
- Export promotion
- Support to worldwide sustainable development

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Paper on Public Bikes India context

Anvita Arora, I-Trans New Delhi

Tonm Godefrooij, Dutch Cycling Embassy

Roelof Wittink, Dutch Cycling Embassy

Public bikes in the context of :

Promoting Active Transport

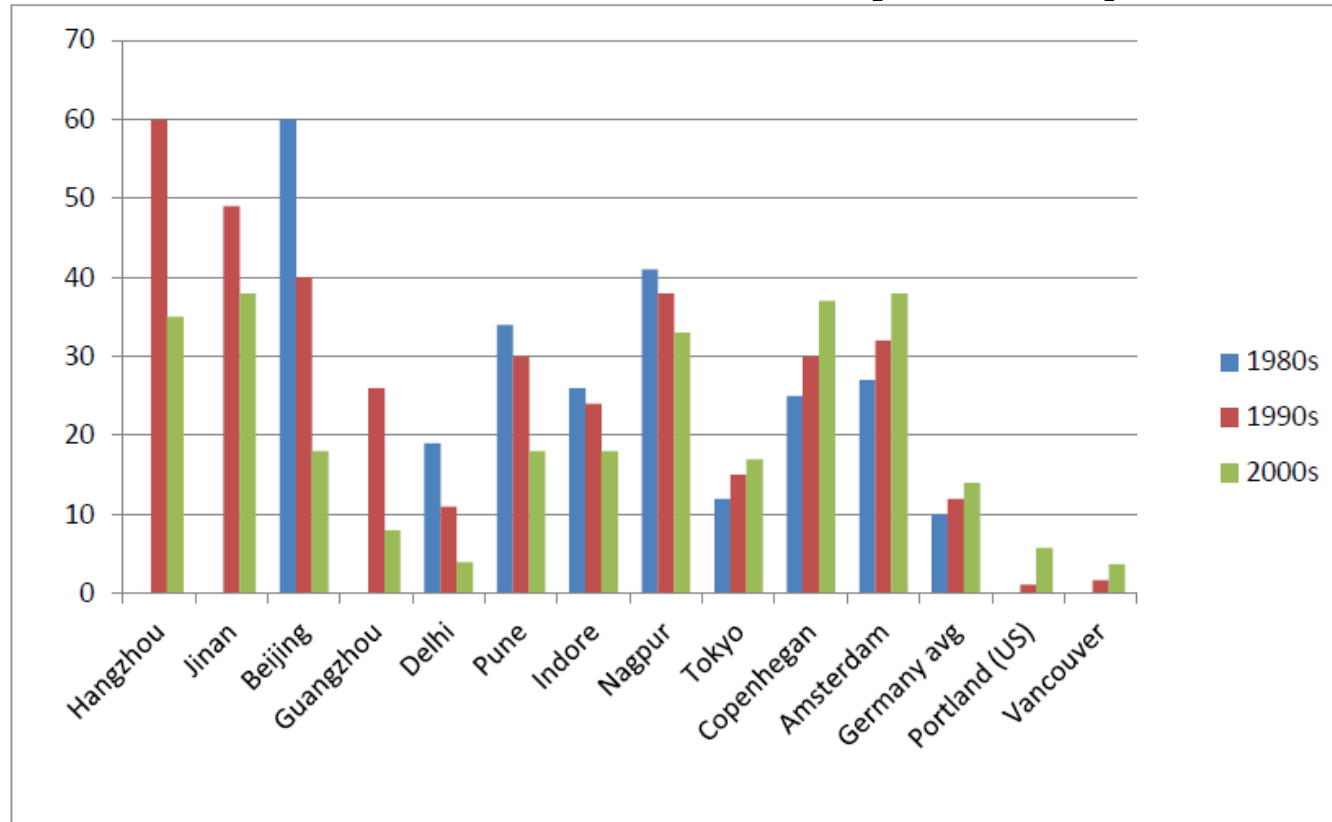Dutch Cycling Embassy

EST conf: National bicycle schemes

1.National cycling policies

2.Local cycling policies

3.How do Public Bikes fit in

To improve   Cycling inclusive planning?

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Rich countries take up responsibility

Sources : (Tiwari and Jain 2008, Pucher and Buehler 2008, J. Pucher 2007, Pucher, Buehler and Seinen 2011, Pan 2011, Katia and Kagaya 2011, Pucher and Dijkstra 2000). *Note that: (i) values may not be comparable across cities due to differences in data collection methodologies and definitions, (ii) the 1980s data are not available for some cities.*

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THE MAYOR'S VISION FOR CYCLING IN LONDON

EST conferentie UNCRD Bali 23 april 2013

Embassy

The Mayor: cycling will create better

......places for everyone. It means less traffic, more trees, more places to sit and eat a sandwich. It means new life, new vitality and lower crime on underused streets. It means more seats on the tube, less competition for a parking place and fewer cars in front of yours at the lights

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The Mayor: Timid half-hearted is out

"Road space will be taken from cars and given over to bicycles. Timid half-hearted improvements are out. We will install Dutch-style full segregation on several streets. There will be mini-Hollands: three outer boroughs will be chosen for very high spending concentrated in relatively small areas for the greatest possible impact. We will deliver a massive Dutch-style 'bike superhub' at a mainline rail station, with space for thousands of bikes and 'very good cycle routes radiating from it'.

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Social agenda, equity

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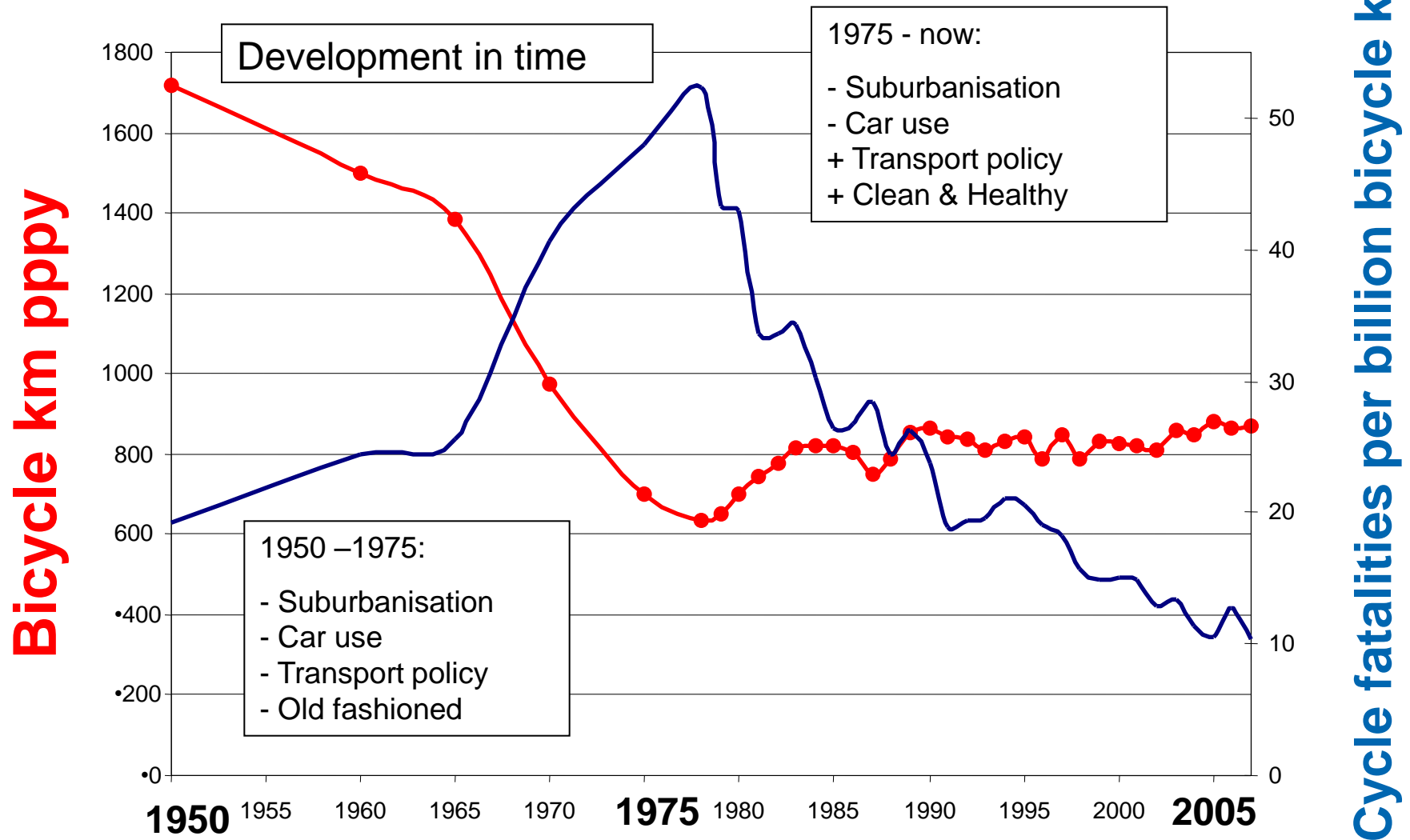# *Dutch Road Safety Design*

> Traffic flow comes with segregation

> Urban traffic distribution with traffic calming

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Dutch history of cycling and cycling fatalities

Development in time

Bicycle km pppy

Cycle fatalities per billion bicycle km

1975 - now:
- Suburbanisation
- Car use
+ Transport policy
+ Clean & Healthy

1950 –1975:
- Suburbanisation
- Car use
- Transport policy
- Old fashioned
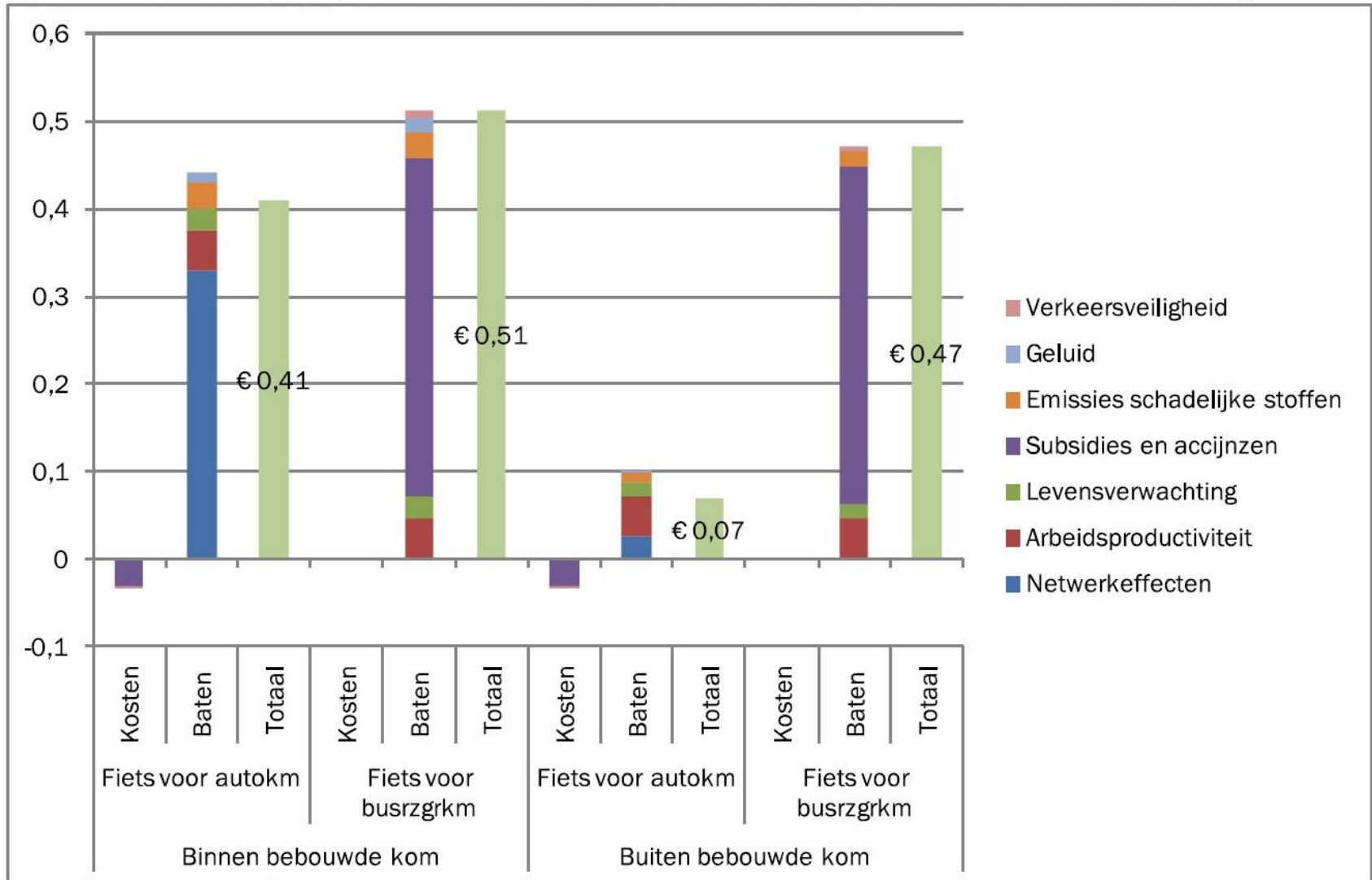
1950 1955 1960 1965 1970 1975 1980 1985 1990 1995 2000 2005
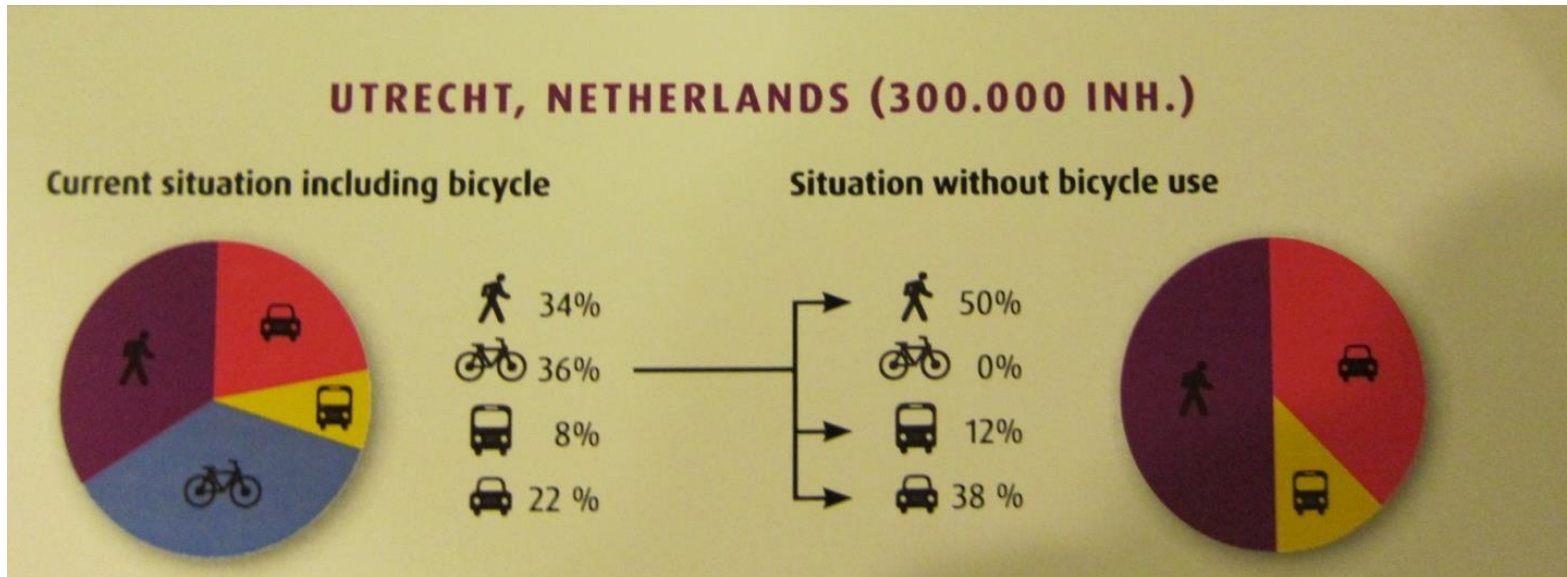
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Optimal cycling most cost-beneficial

Figuur S2 Maatschappelijke effecten modal shift per kilometer (netwerkeffecten cf Alkmaar)

70% more CO2 without cycling

UTRECHT, NETHERLANDS (300.000 INH.)

Current situation including bicycle

🚶 34%
🚲 36%
🚌 8%
🚗 22 %

Situation without bicycle use

🚶 50%
🚲 0%
🚌 12%
🚗 38 %

Source: Goudappel Coffeng

If Utrecht with 36% share of cycling would have to care for transport without bicycles, the city would have to face:
75% more car kilometers and 70% more CO2 emissions

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National cycling policy needed

1. Vision on city life and universal access
2. Objectives and the way to reach targets

3. Participatory policy development
4. Projects; pilots, demonstrations, research

5. Instruments for planning & design

6. Information sharing

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The gap between preach & practice

Lack of use mobility data in planning
no door-to-door services

QUITO

Lack of coherence
road safety problems,
stand alone policies

Lack of policy planning
opportunism

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Local cycling policies

➢ Data analyses: Traffic & safety data, mobility needs

➢ Categorization of roads: flow, distribution, access

➢ Network planning, safe, direct door-to-door routes

➢ Priority for sust.modes in traffic management

➢ Reallocate urban and road space

➢ Bike parking in city centres, stations etc.etc.

➢ Public bikes, chain mobility, mobility management

➢ Education, training, police enforcement

➢ Social marketing

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Data analyses

India: DELHI

55-90% vehicular trips < 5 km

7-21% of all trips by bike

UTRECHT, NETH, 34% BIKE

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Categorization of roads

Minimize urban roads with flow function for cars
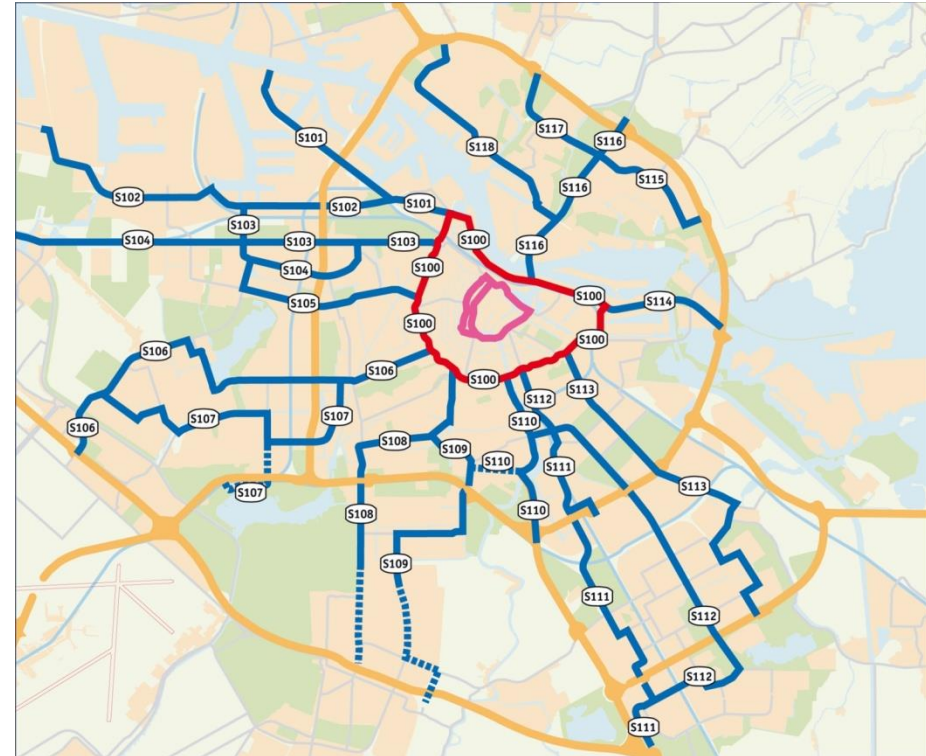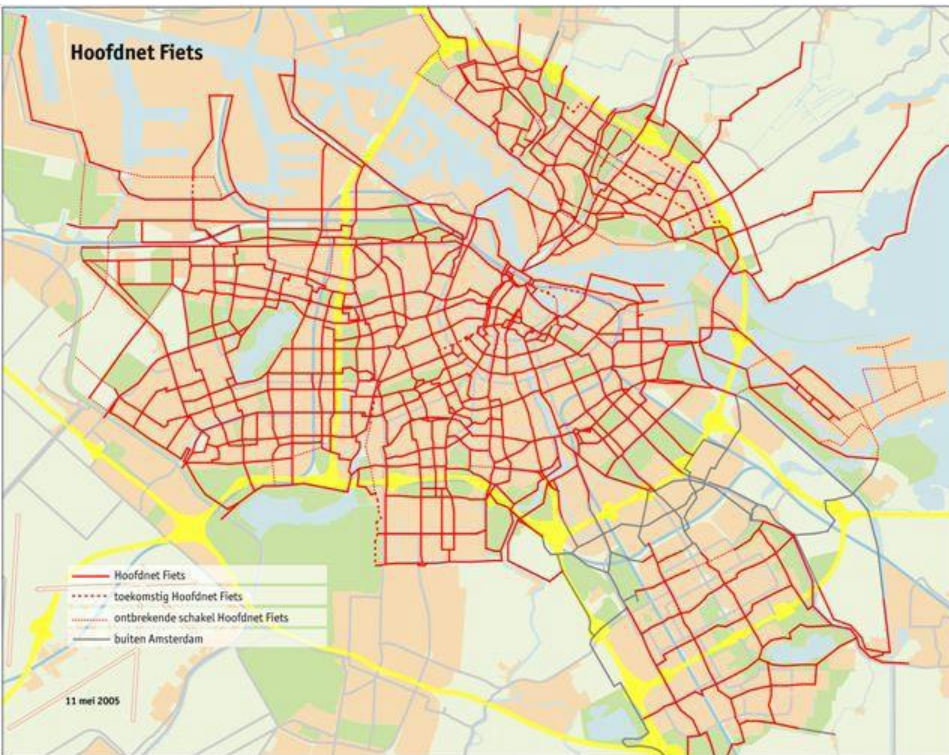
Create also a core network of main routes for cycling

BOGOTA

NIJMEGEN, NETH

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Networkplanning,Amsterdam

A fine meshed network for cycling
and a smal number of roads with a flow function for cars

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Priority in traffic management

Priority at roundabouts

Seamless link to train station

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Reallocate urban and road space

AMSTERDAM

NEW YORK

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Bike parking in the Netherlands

50% PTbike riders use PT more, 10% left car behind

> 50% PT users India walk > 500 meter to bus station

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Education, training and enforcement

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India national policies

NUTP: Equitable allocation of road space

With priority to public and active transport

National Mission on Sustainable Habitats:

Segregated right of way for bikes and pedestrians

Crowded areas change into no-vehicle zones

Improving bicycle technology, safe bike parking

Public bike program

Organising cycle rickshaws through PPP

Promoting cycling and walking as healthy

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But:

Who has ownership of planning for cycling and walking in cities; how will planners and police officers take cyclists and pedestrians as serious as car drivers: Instruments? Re-education?

There is a need for a Masterplan approach in setting targets and strategic planning, and a need for a vision on how to create road safety

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Best practices in India

Make cycling inclusive planning instrumental:

National mission on Sustainable Habitat has
Parameters how to deal with walking and cycling

Delhi developed and so created ownership for
Street design guidelines, to incorporate facilities for
walking and cycling

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Public bikes national policy India

Bikes available for shared use for those without bike

Toolkit: Improve the status of the cycling

Incl. informal cycle bases systems in national policy

Institutional structure for planning & implementation

Protocols incl service level benchmarks

Product design: bikes, locking system, parking stations, integration of IT, information, research

Financing mechanisms: model for concessions, sources, incentives, financing road-map 3 years

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Where do public bikes fit in?

How to position public bikes in strategies to promote cycling and sustainable urban transport?

What do they add to mobility options? Who might be the target groups?

How to integrate with bike parking strategies

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Public transport

Public transport has become much more modern

Car sharing is upcoming market

Chain mobility: Park and bike, Train and bike

Public bikes are showcase of a 'cycling' city, a catalyst for change: changes in mobility policy with the opportunities for city branding, and changes in the perception of cycling related to changes in life style

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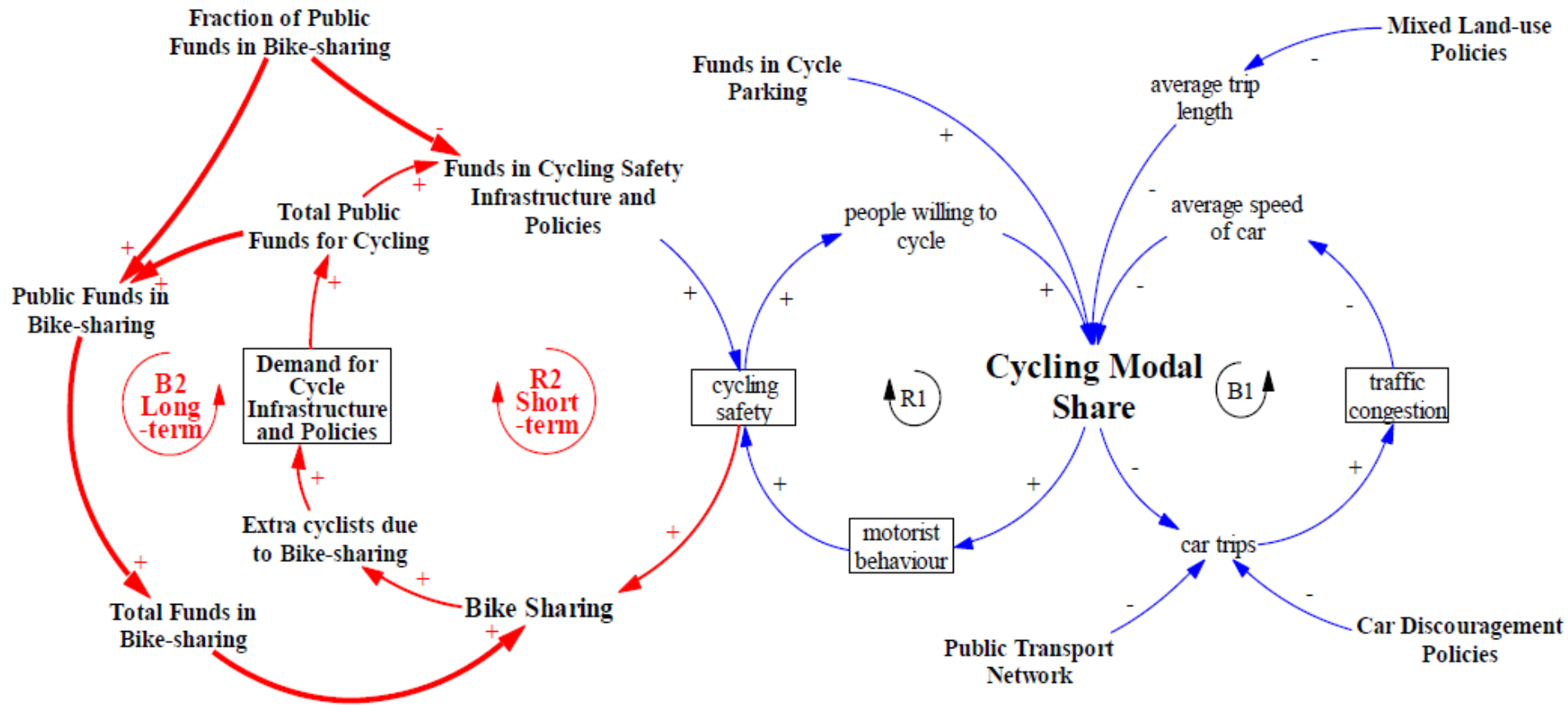
Combination with mobility policies

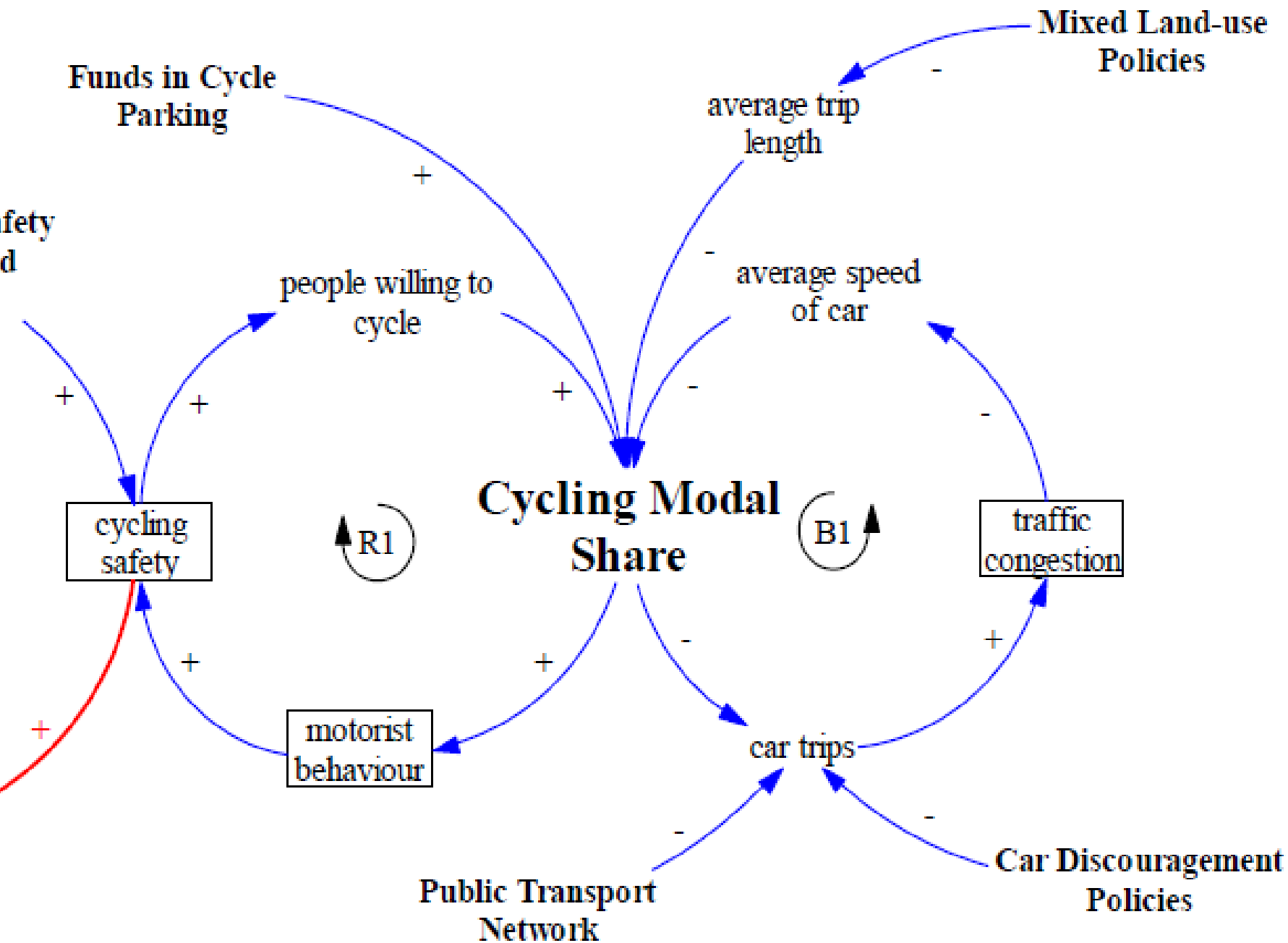Optimal mix of transport modes should be the aim

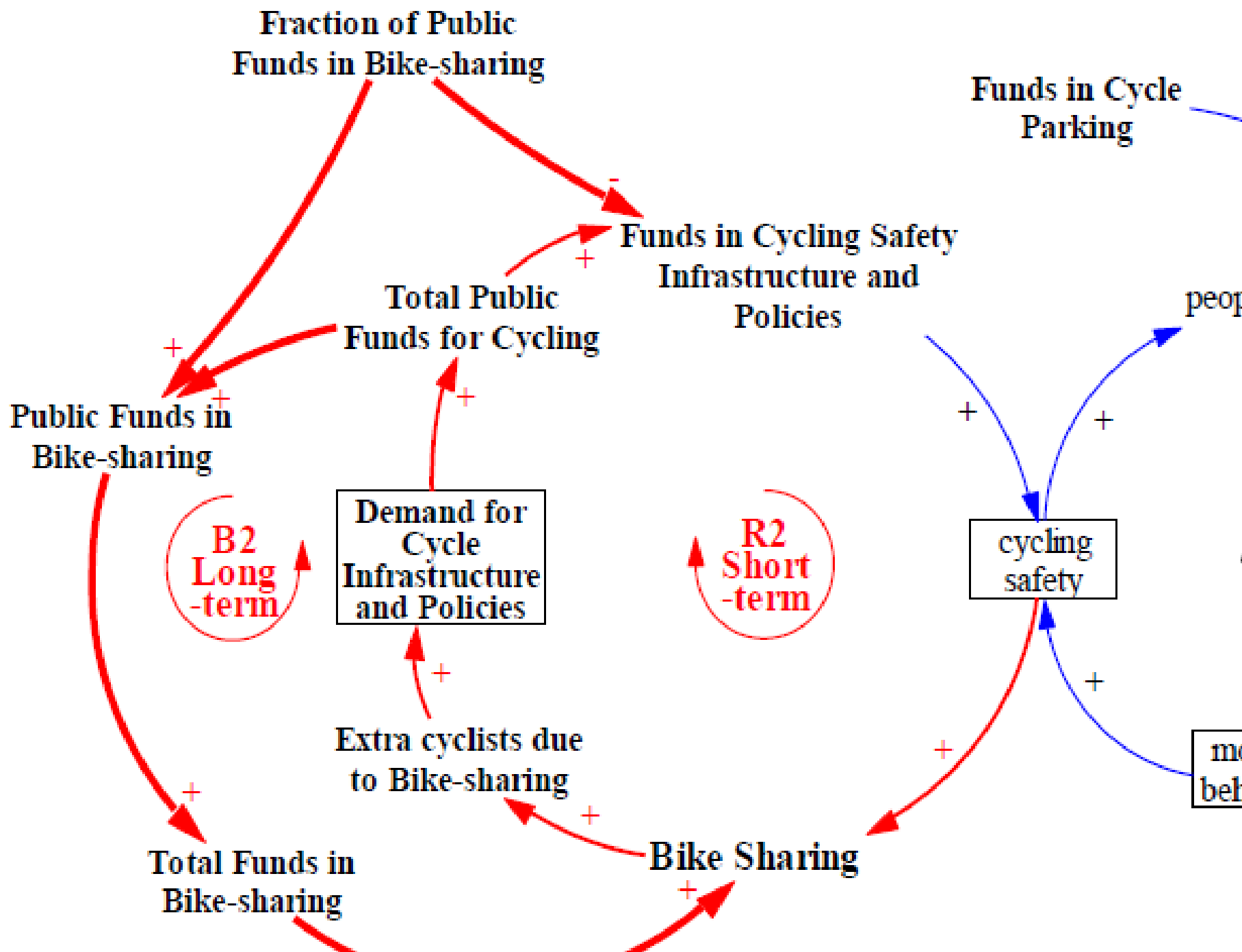Every trip by bike has benefits for the person and for society, compared to the use of any other mode. When cycling becomes as convenient, safe and efficient as other modes, it is a mode for all people

Public bikes are important catalyst in transformation although share is low when cycling levels are high

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Long term Implications Public bikes

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Mixed Land-use Policies

Funds in Cycle Parking

average trip length

average speed of car

fety d

+

people willing to cycle

+

+

+

-

Cycling Modal Share

+

-

R1

B1

cycling safety

+

traffic congestion

-

+

+

+

+

-

motorist behaviour

+

car trips

-

-

Public Transport Network

Car Discouragement Policies

Technical aspects

Manned or full automatic? Manned demands less technology, creates more services and more jobs

Dutch system connected to trains is manned and combined with parking private bikes; their costs per bike are less than with full automatic systems in lower income countries

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Dutch OV Fiets, PT Bike

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Scanning

...**With a handheld scanner with chipreader we read the cards and the keys of the bikes and we register which customer receives which bike…**

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Ecuador, Quito, manned for the time

Technical there is no problem

Anyway, which system you choose, there is no technical problem to install a system. There is huge opportunity for local functional systems and no need for a "one size fits all" approach

STOCKHOLM

RIO DE JANEIRO

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