

Using public funds more effectively

Analysis of cycling potential for cycle network planning

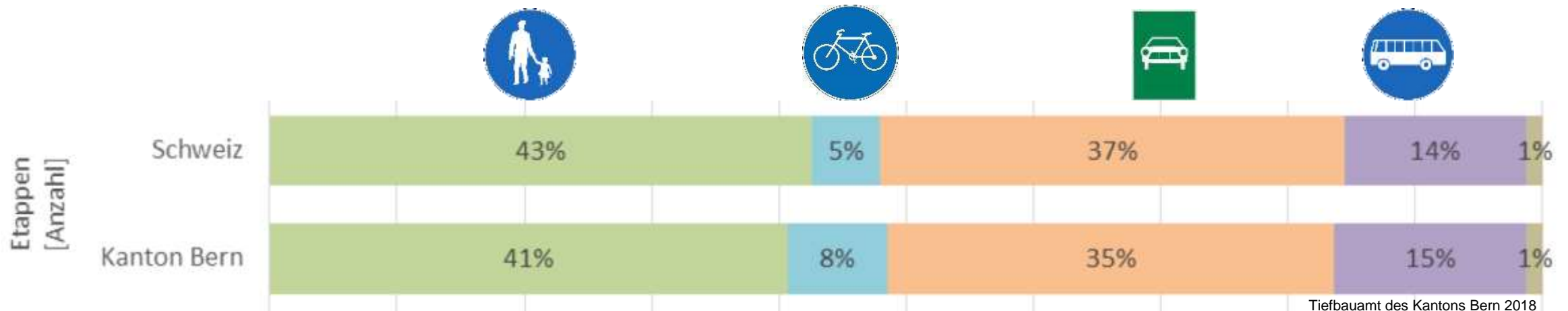


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Investments in road traffic infrastructure (billions)

- Private transport:	10.70 €	46.0%
- Cycling:	0.45 €	1.9%
- Walking:	0.54 €	2.3%
- <u>Public transport:</u>	<u>11.60 €</u>	<u>49.8%</u>
- Total:	23.29 €	100.0%

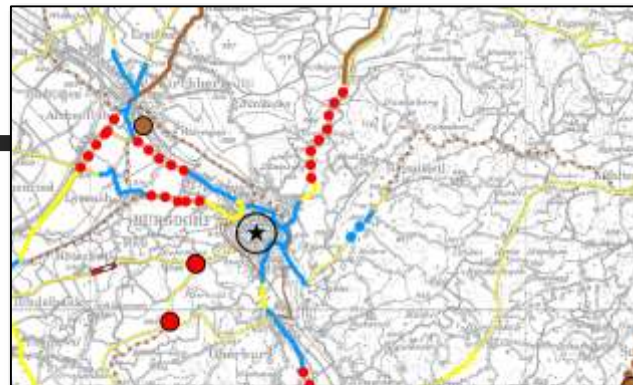


Analysis of cycling potential - WHAT



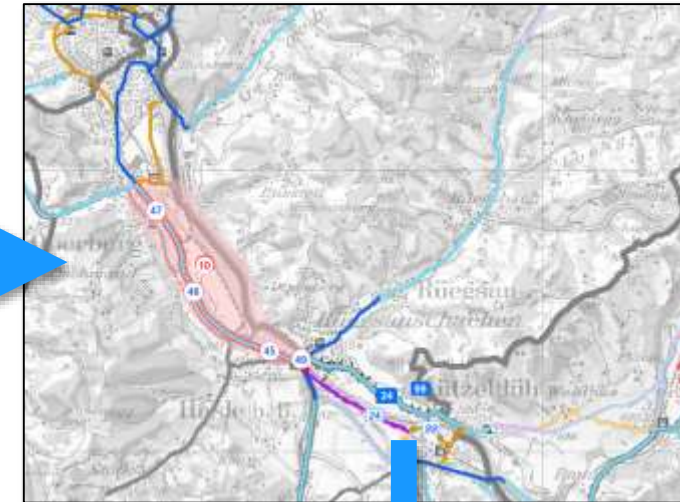
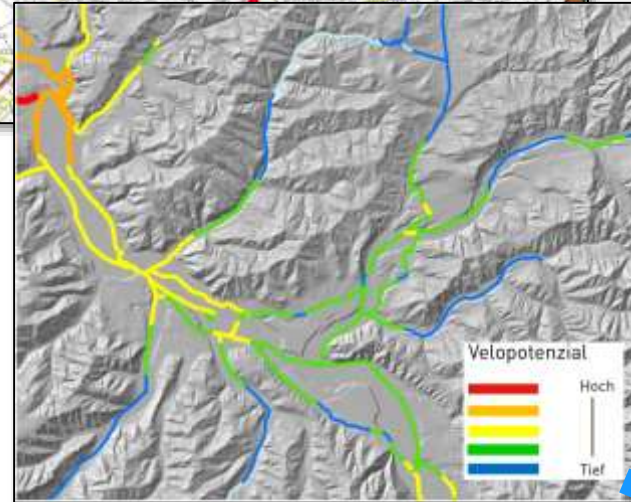
2004: old masterplan

Main focus on problems



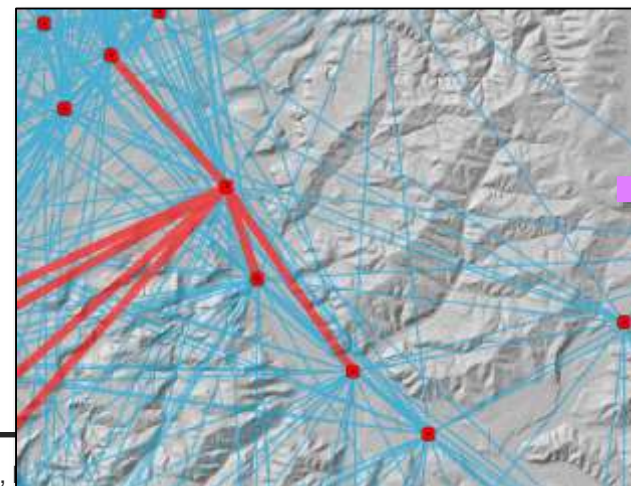
2014: new masterplan

- First use of cycling potential...
- Main Focus on cycle network



2019: masterplan update → E-Bike Potential → Cycle Highways

Improved method



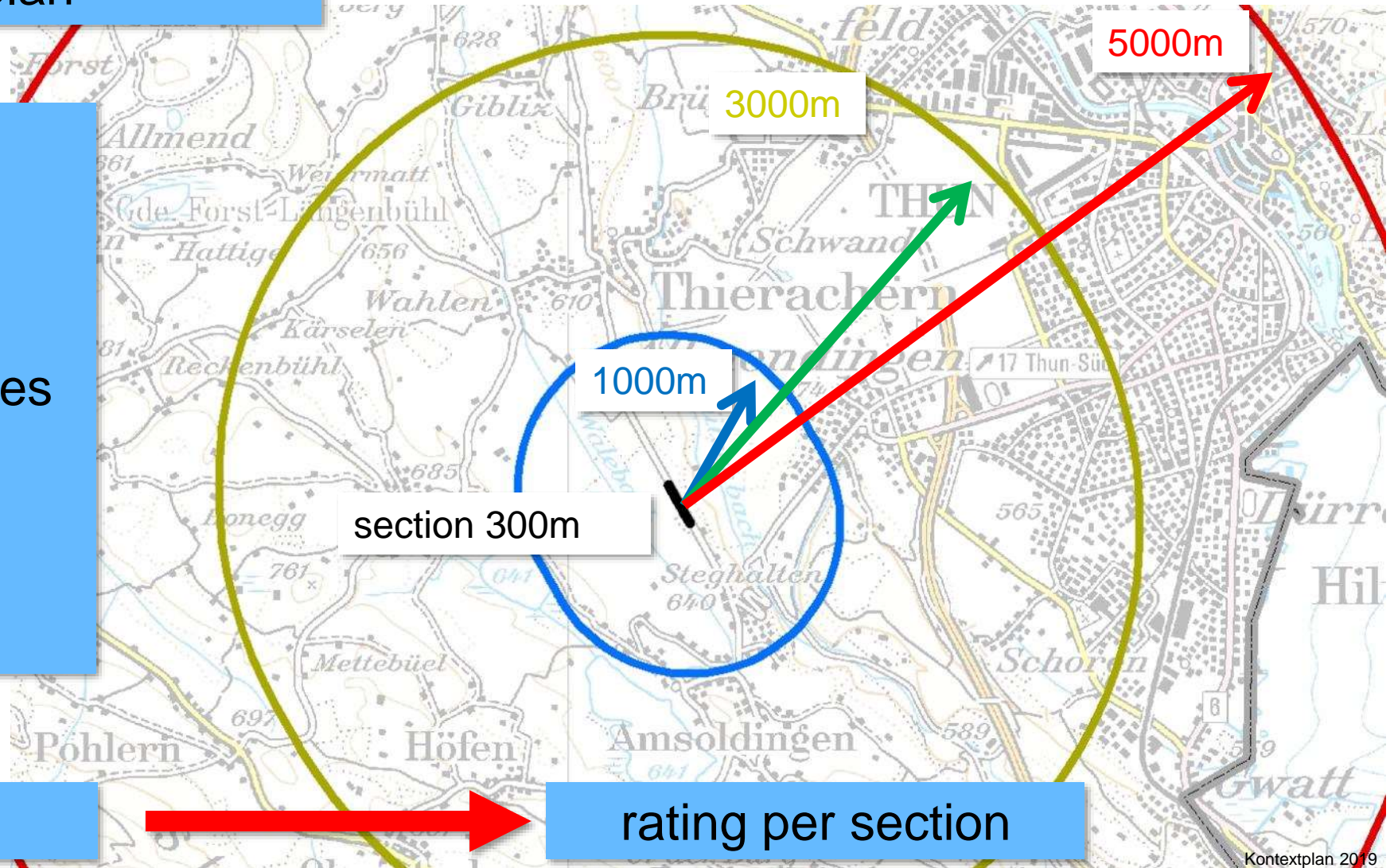


2014: new masterplan

- inhabitants and workplaces
- railway stations
- school routes
- recreational routes
- elevation differences
- other central attractors



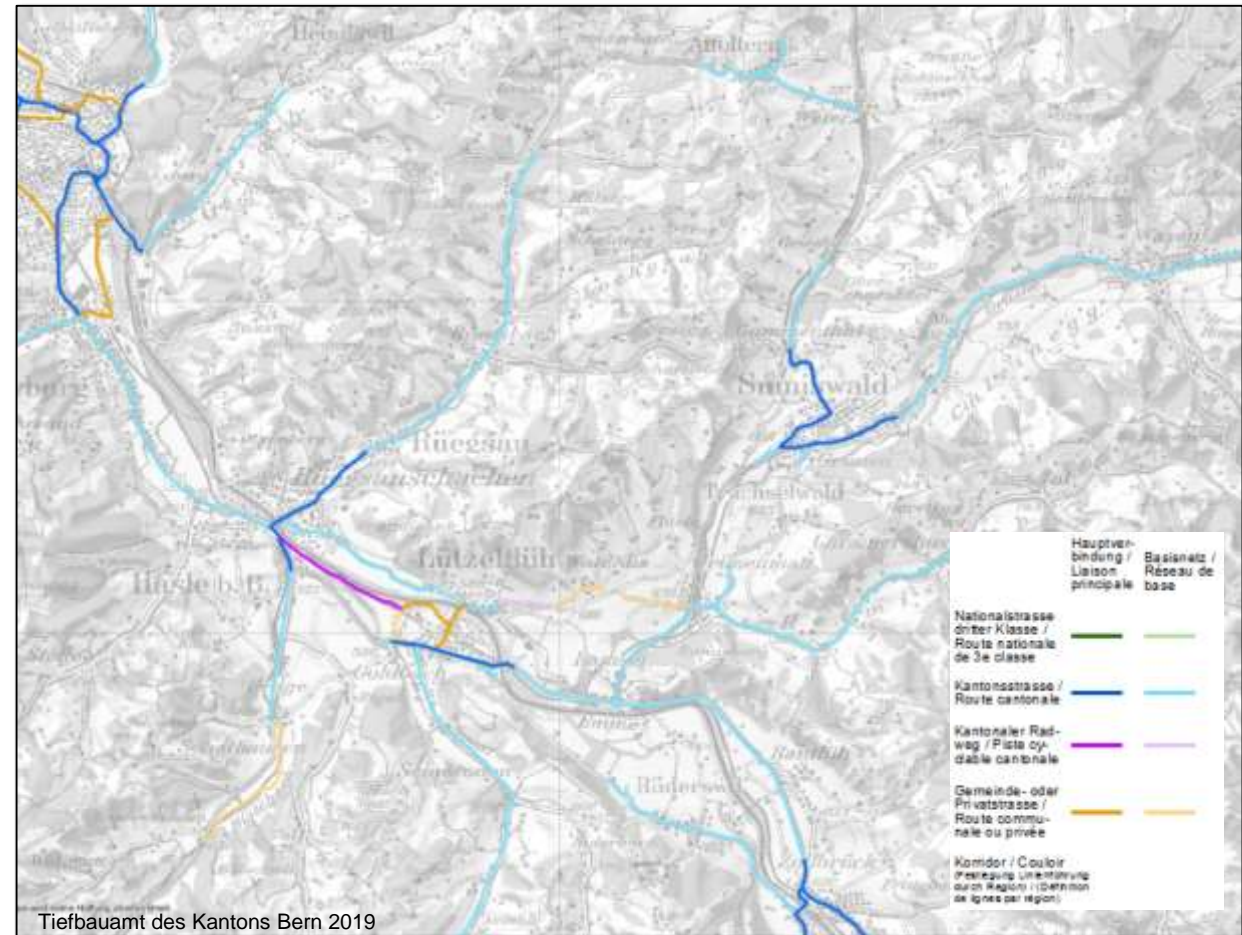
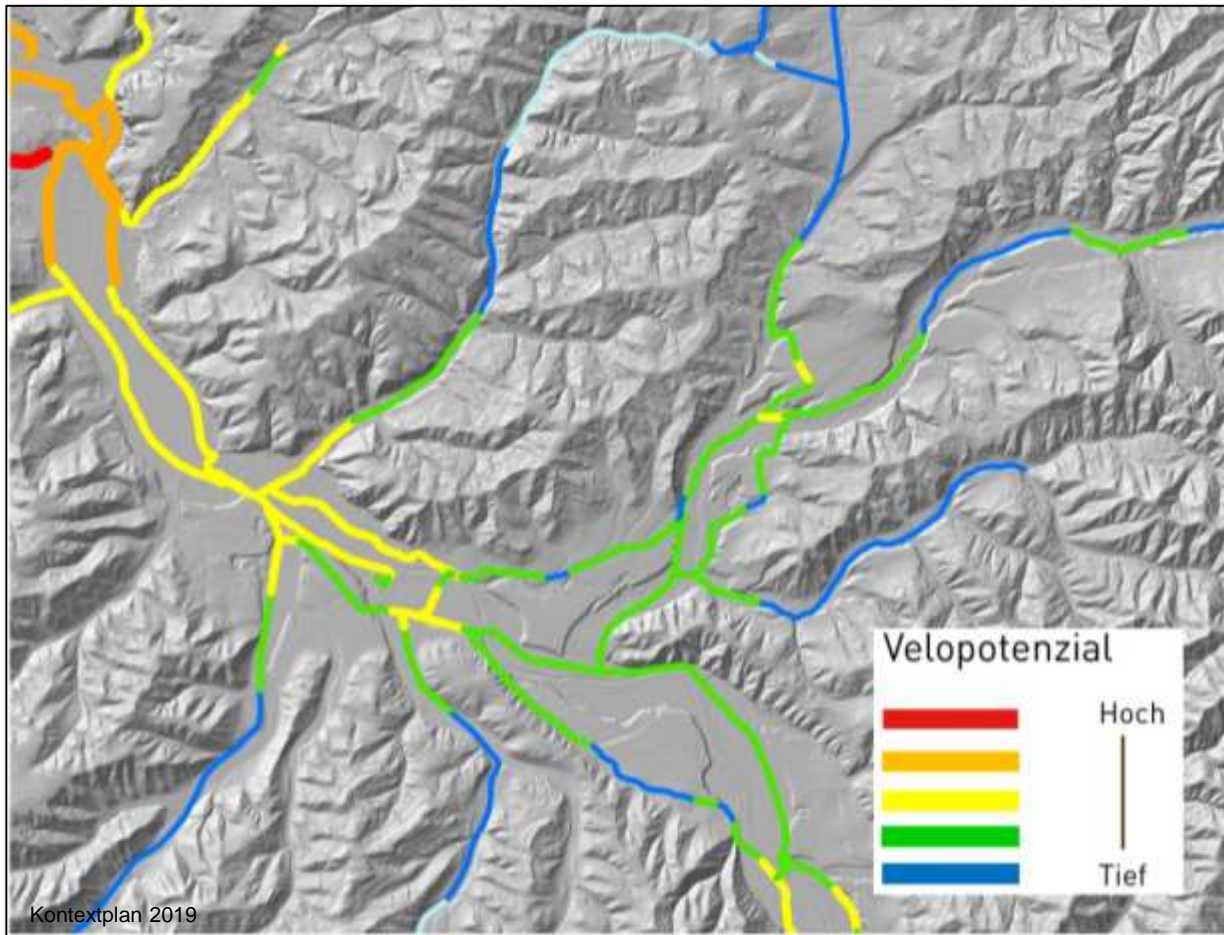
gravity model



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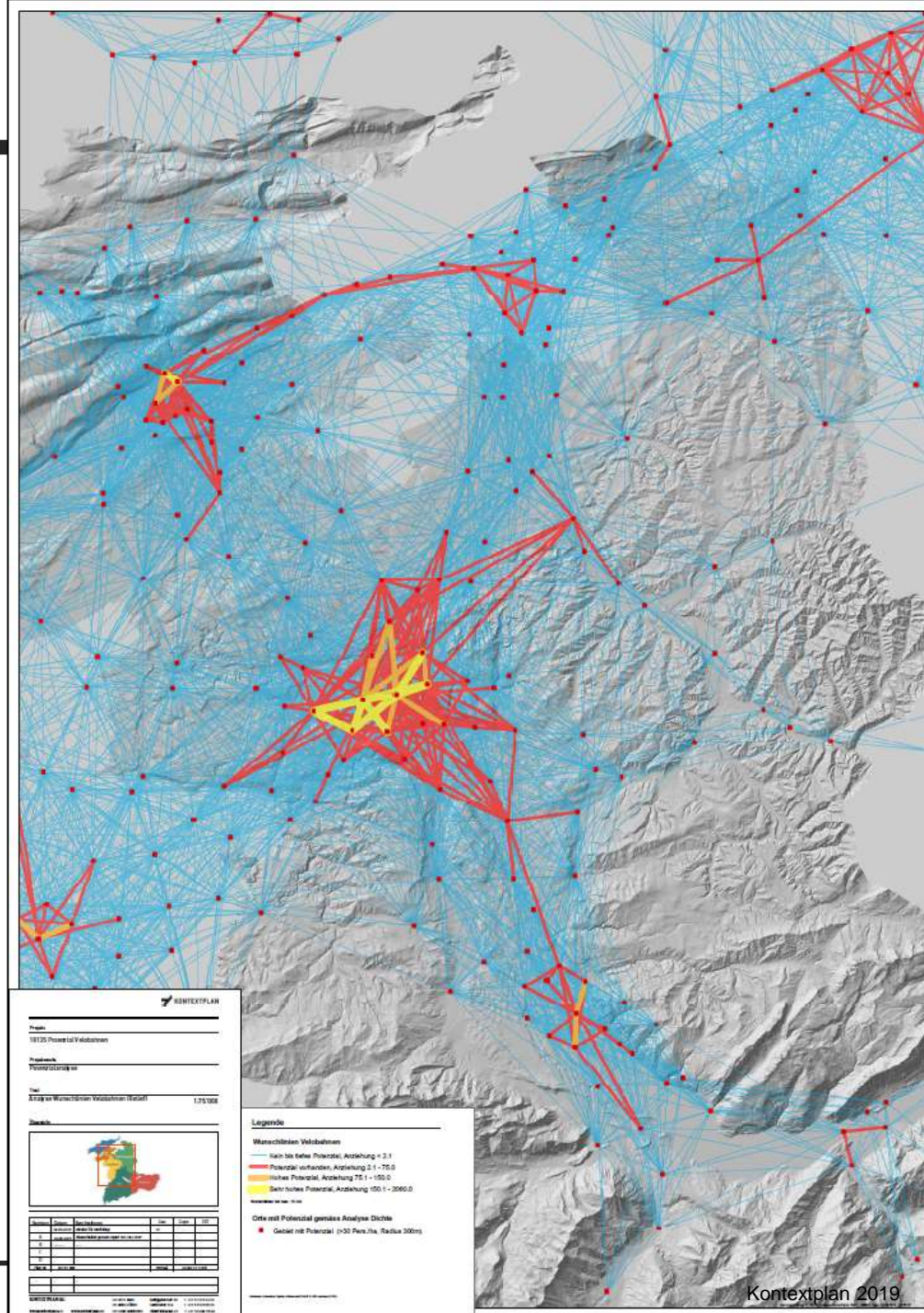


2014: new masterplan



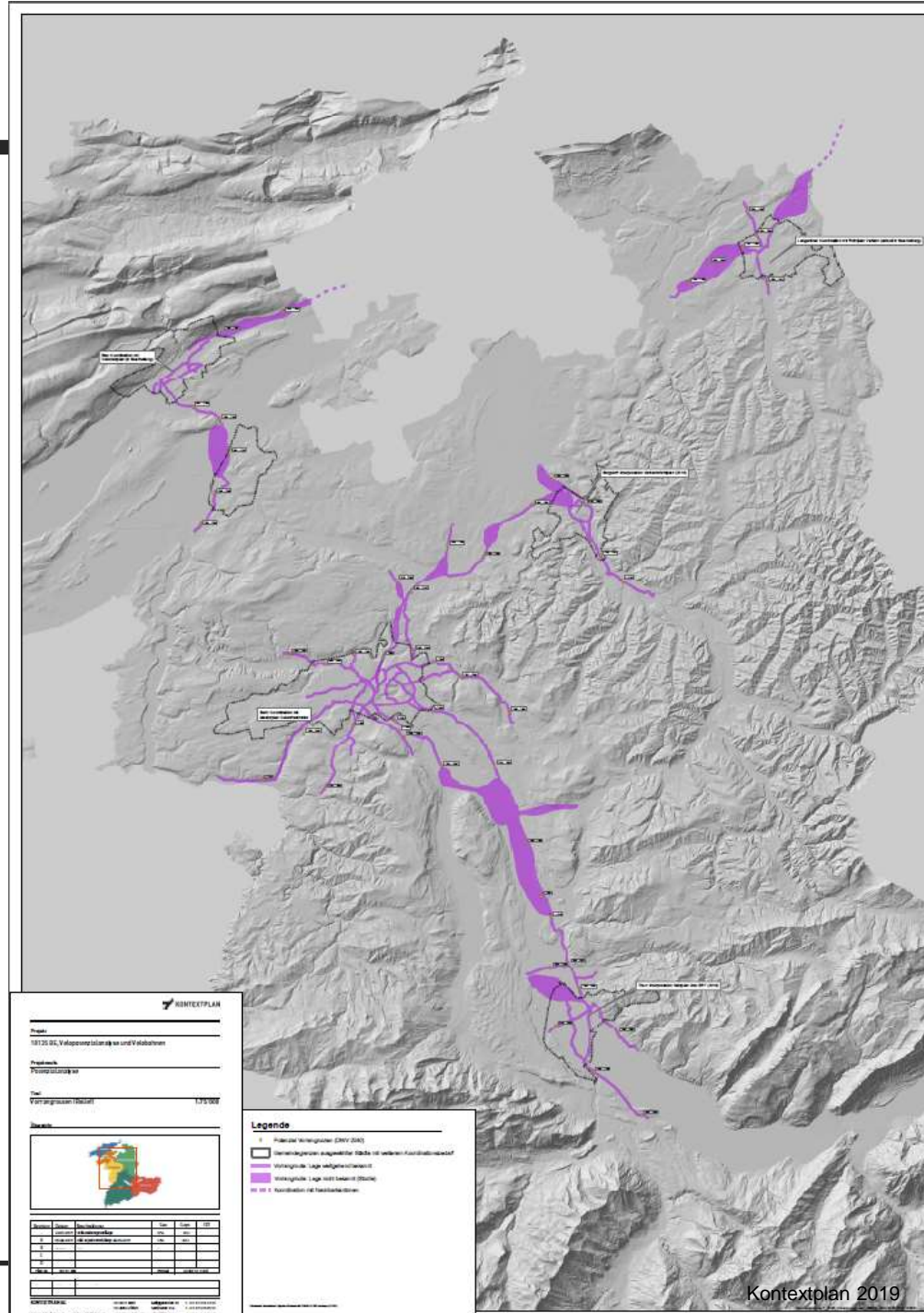
2019: update & improvement

- E-Bike Potential
- Cycle Highways



2019: update & improvement

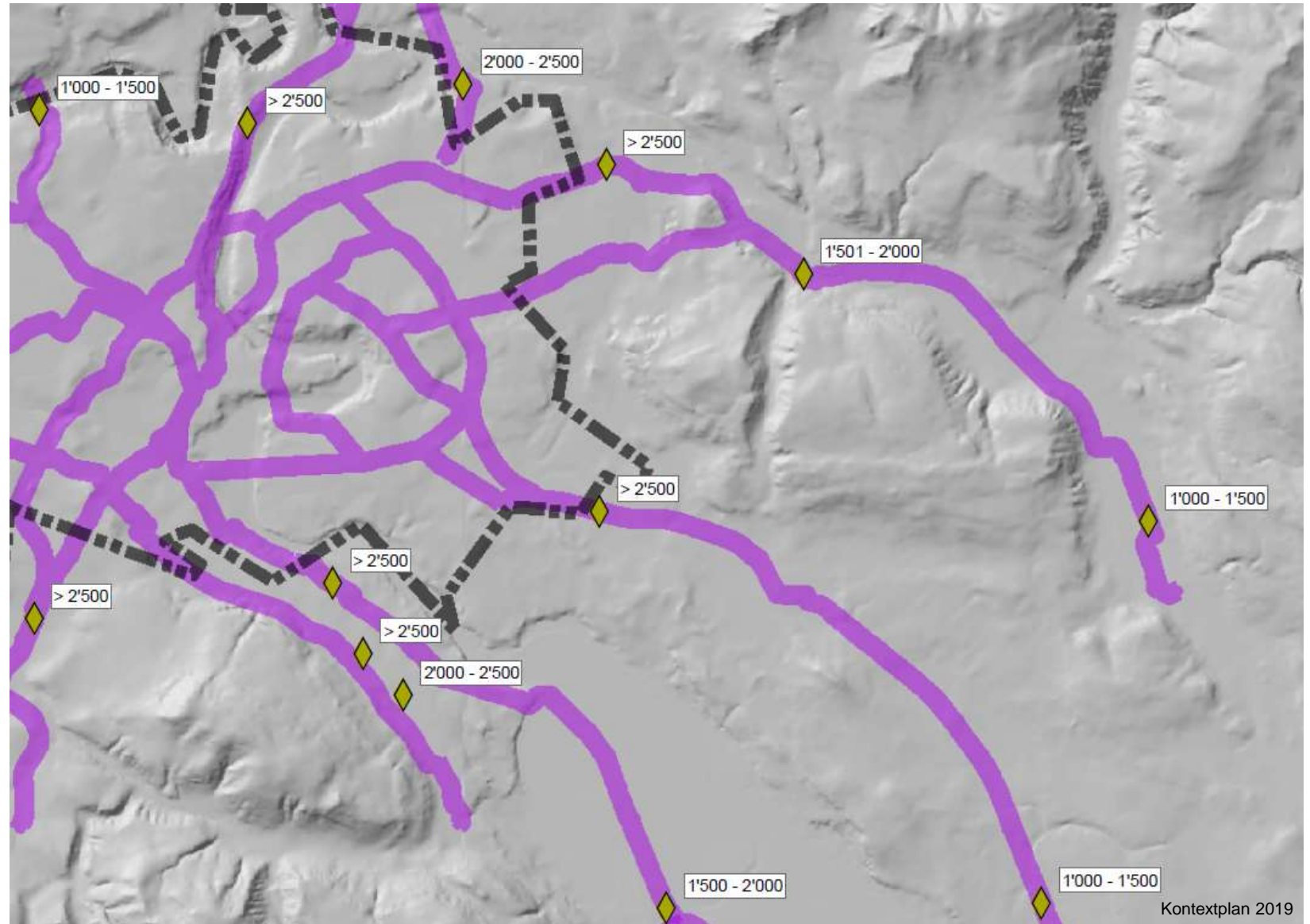
- E-Bike Potential
- Cycle Highways





2019: update & improvement

- E-Bike Potential
- Cycle Highways
- prognosis 2040 (actual numbers)



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Analysis of cycling potential – RESULTS? ... to early to say but...



© Stadt Bern 2016

2015: ca. 4'800



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2017: ca. 5'500



Thank You

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