Beijing Bicycle Strategy and Policy

The way back to "Bicycle Capital of the World"

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Velocity 2016, Taipei
Beijing: Dramatic decline bicycle use

- In the late ‘80’s China used to be the “Bicycle Kingdom of the World”
- > 60% Beijing trips on bicycle
- Dramatic decline

<table>
<thead>
<tr>
<th>Year</th>
<th>Bicycle share in transport in Beijing</th>
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<tbody>
<tr>
<td>1987</td>
<td>62.7%</td>
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<tr>
<td>2000</td>
<td>38.5%</td>
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<tr>
<td>2010</td>
<td>16.4%</td>
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<tr>
<td>2012</td>
<td>14%</td>
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- Nowadays bicycle share < 12%
- How comes?
Reasons behind bicycle declination

Assignment:
- Investigate causes of the decline of bicycle usage
- Develop strategies to reverse the trend
- Estimate the potential of increased bicycle usage
- Generate comprehensive bicycle policy recommendations

Reasons behind declination:
- Travel distance
- Safety
- Status of car versus bicycle
- Institutional settings
- Lack of enforcement
Reversing the trend: 3 angles of attack

- Hardware – Software – Orgware
- High quality infrastructure
  - Cohesion, Directness, Safety, Comfort, Attractiveness
  - Beijing: safeguard existing infrastructure

- Hardware – Software – Orgware
- Promotion
  - Behaviour change, appeal to individual interest
  - Beijing: cultural change; image of cycling

- Hardware – Software – Orgware
- Organization
  - Joined forces: planning, construction, maintenance, enforcement, education
  - Beijing: programme management
Programme Management

- Chairman
- BMCUP
- BMCT
- BTMB
- BMCCAE

Beijing Bicycle Sponsor group
- Representative BMCUP
- Representative BMCT as Program client
- Representative BMTB
- Representative BMCCAE

Bicycle Program steering group

Program manager

Deliver results

Project teams

Recommendation Beijing
Adjust to city scale

- City covering network
- Bicycle & Public Transport
Cycling as means, not goal

- Cycling is no goal in itself

- Cycling is a way to solve other issues:
  - Economical:
    - Accessibility
    - Consumer spending
  - Environmental:
    - Minimum hindrance
    - Climate balance
  - Public health:
    - Exercise
    - Safety

A bike-able city is a liveable city and a loveable city

CO2 footprint

21 g / km
E-bike 22 g / km

101 g / km

271 g / km
Bicycle Toolkit

- Develop your city’s own bicycle policy
- Based on specific (local) challenges

“Search engine” : Question and Answer

Access toolkit
- (A: Take notice of theory)
- B: Why do you want to implement bicycle policy?
- C. What do you want to achieve?
- D/I. What is your problem?
- Recommendation → choose the best fitting tool

Evaluation (looping)
- P. What theme does the tool belong to?
- Q. Could the effect of this tool be enough for this theme?
- R. How much do I need from this tool?
- S. Add another tool of the same theme;
- T. Add a tool of the other themes; take way back
Factsheets

Safe, efficient bike infrastructure

Problem
Too long crossing distance for bicycles. Junctions are too big to oversee, unsafe and uncomfortable.

Solution
Adding explicit lanes for cyclists, refuge islands with shorter crossing distances and safe place for waiting.

Quick win.
Clearer, safer and faster crossing for bicycles. Also more comfortable and safer crossing for pedestrians.
When using poles: may be hazard to cyclists Further no disadvantages

Pro’s & con’s
Costs 300 – 400 RMB /m²
Safety, Comfort, Attractiveness

Category
Problem
Before – After
Situation
Costs / Effects
Question / discussion

- What is most important reason for your city to stimulate cycling? Why?
- What supplement strategies / policies are needed for a real shift?

Contact us

- Visit “Holland Pavilion” – Dutch Cycling Embassy (A01)
- Try the Web-based Bicycle Toolkit
  - In our stand
  - On the Internet: royalhaskoningdhv.com/bicycletoolkit
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