

SEVILLA**Major increase urban cycling**

Key words: modal shift, behavioural change, university, infrastructural measures

What?

In the short period of time between 2006 and 2009 urban cycling increased in Sevilla by a factor of the order of ten. Specifically, university people reached a larger modal share of cycling

How?

- The Municipality of Sevilla created more than 120 km of bike paths throughout the city. The bike paths are forming a network of uniform (green pavement, 2,5 metres) and bidirectional path, segregated from motorized traffic
- University people are taking advantage of a system of closed bike-parking areas with around 2,000 places.
- the creation of a number of bike-sharing systems such as 'Sevici' (290 stations, 2900 public bikes), 'bus+bici' (172 bikes) and SIBUS system (400 bikes, owned by University)
- support urban cycling associations
- support from institutions (City Council, University, Metropolitan Transport Authority)

Results

- Strong increase urban cycling: 2006 less than 1 %, 2009 6,6 %
- Bikes have become popular (30% uses them once a week, or more.
- Infrastructure, difficult to remove (physical + political)

Weaknesses

- Sevilla only bike-friendly city in region, even in conurbation urban cycling participation in modal split is less than 1%.
- Not yet a clear political consensus
- Some conflicts with pedestrians have arisen

Resources

The Municipality created more than 120 kilometres of safe bike paths throughout the city with a budget of 32 million euros.

Read more on:

<http://bicicletas.us.es>

http://www.acontramano.org/index.php?option=com_docman&task=doc_download&gid=17&Itemid=62

City Contacts:

Marques@us.es



City: Seville

Country: Spain

Total population: 703.206 (2009)

**The Do's + Don'ts**

Ricardo Marqués, Universidad de Sevilla

Do +

- Do make a network of cycle paths connecting the main residential areas with the main spots and the main public transport stations
- Do build your cycle paths along main streets
- Keep in mind those people who do not ride bikes: your goal is to convince them.
- Do make your network of cycle paths in fast pace, otherwise they will be used for parking, cafés or terraces.
- Do provide safe bike-parking areas at main journey attractors: theft is one of the main enemies of cycling

Don't -

- Do not make isolated cycle paths. Cyclists like to ride on the same routes as everybody else
- Do not design your cycling paths thinking about present-day cyclists only.