

MAKING BARCELONA A CYCLING CITY

Direction of Mobility Services
Barcelona City Council

March 9-10th , Madrid



0. BARCELONA DATA

| | municipis | km ² |  |  | / |
|--------------------|-----------|-----------------|---|---|---|
| Àrea Metropolitana | 36 | 628 | 3.228.569 | 5.141 | |
| Barcelona | 1 | 101 | 1.611.922 | 15.959 | |

TOTAL VEHICLES 968.332



584.848



296.618

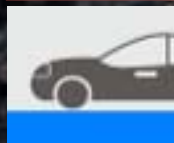


54.094



31.962

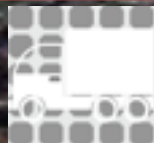
PLACES EN CALÇADA 201.470



9.290



39.988



11.252



5.781



59.723



75.446



142.863

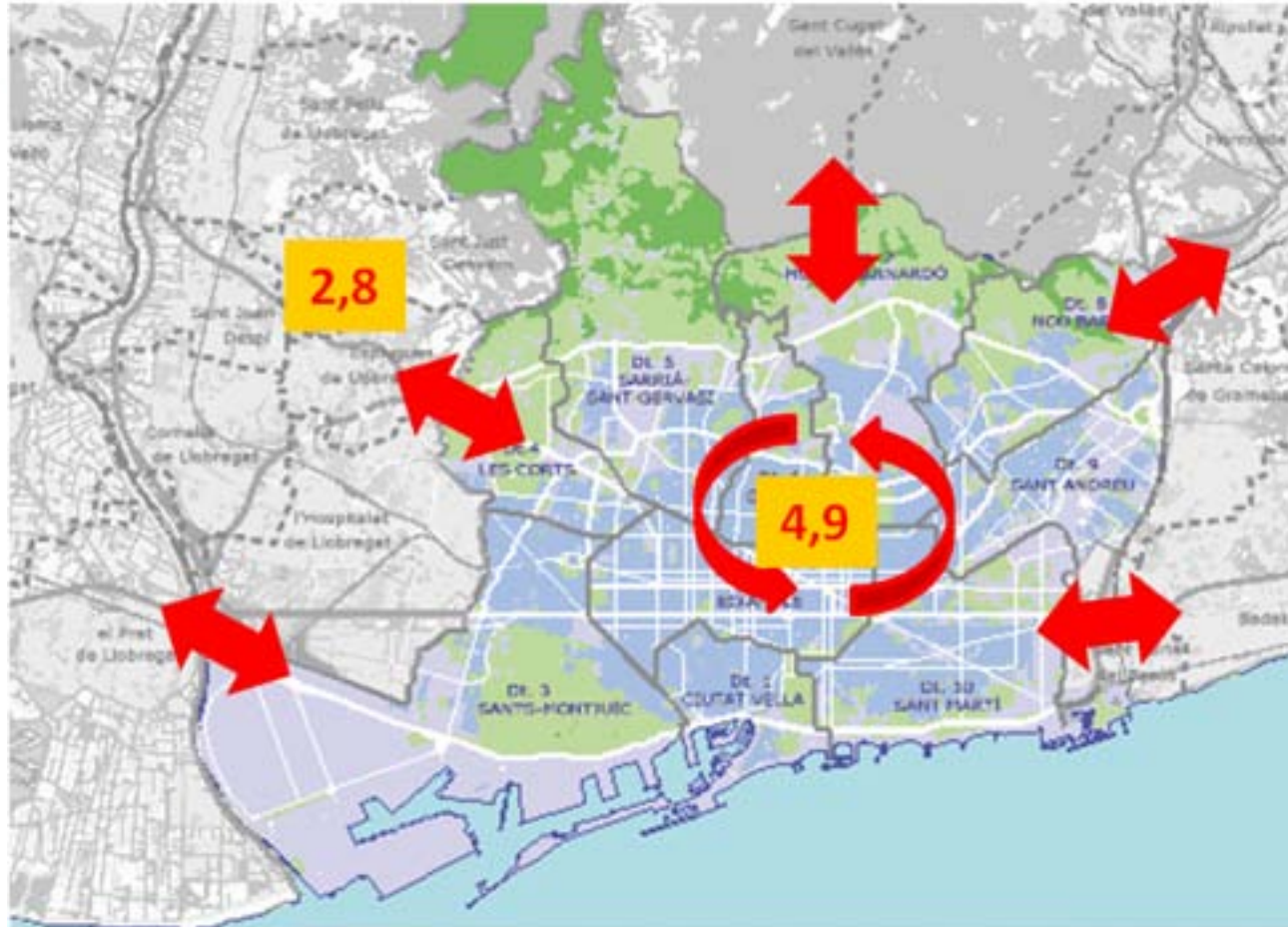


503.244

PÀRQUING 646.107



0. BARCELONA DATA



TOTALS: 7,7 MILIONS

INTERNS: 4,9 MILIONS

CONNEXIÓ: 2,8 MILIONS

Dayly trips



1. EVOLUTION OF CYCLING AT THE CITY SINCE 2008 TO 2014

| Característiques de l'estudi: | | | | | | | | | | | |
|---|-------|-------|-------|-------|-------|-------|-------|---------|---------|--------|--------|
| - Una etapa és cadascun dels trajectes que es realitzen en un desplaçament combinant diversos mitjans de transport. | | | | | | | | | | | |
| - Resultat de l'anàlisi de dades d'etapes del ATM, de les espirals de detecció de la ciutat, activitat turística, transport escolar, aforaments de composició del trànsit, aforaments de bicicletes i de vianants | | | | | | | | | | | |
| - No es tenen en compte els desplaçaments de menys de 5 minuts | | | | | | | | | | | |
| TOTALS (*) | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | % 14/13 | % 14/11 | % mode | |
| | | | | | | | | | | 2014 | 2011 |
| Transport públic | 3.146 | 3.075 | 3.099 | 3.127 | 3.011 | 3.012 | 3.056 | 1,47% | -2,26% | 39,7% | 39,9% |
| Transport privat | 2.227 | 2.153 | 2.147 | 2.088 | 2.057 | 2.028 | 2.014 | -0,72% | -3,58% | 26,2% | 26,7% |
| A peu | 2.369 | 2.397 | 2.447 | 2.500 | 2.518 | 2.496 | 2.483 | -0,50% | -0,67% | 32,3% | 31,9% |
| En bicicleta | 109 | 103 | 107 | 118 | 124 | 127 | 136 | 7,43% | 15,48% | 1,8% | 1,5% |
| Total | 7.851 | 7.727 | 7.800 | 7.833 | 7.710 | 7.662 | 7.690 | 0,36% | -1,84% | 100,0% | 100,0% |
| INTERNES (*) | | | | | | | | | | | |
| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | % 14/13 | % 14/11 | 2014 | 2011 |
| Transport públic | 1.712 | 1.680 | 1.691 | 1.700 | 1.628 | 1.629 | 1.648 | 1,17% | -3,01% | 33,5% | 34,0% |
| Transport privat | 931 | 907 | 907 | 888 | 882 | 867 | 865 | -0,32% | -2,63% | 17,6% | 17,8% |
| A peu | 2.125 | 2.151 | 2.248 | 2.303 | 2.319 | 2.294 | 2.283 | -0,50% | -0,87% | 46,4% | 46,1% |
| En bicicleta | 101 | 95 | 99 | 109 | 115 | 117 | 127 | 8,37% | 16,03% | 2,6% | 2,2% |
| Total interns | 4.869 | 4.833 | 4.944 | 4.999 | 4.944 | 4.908 | 4.922 | 0,28% | -1,54% | 100,0% | 100,0% |
| CONNEXIÓ (*) | | | | | | | | | | | |
| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | % 14/13 | % 14/11 | 2014 | 2011 |
| Transport públic | 1.434 | 1.396 | 1.408 | 1.427 | 1.383 | 1.383 | 1.408 | 1,83% | -1,36% | 50,9% | 50,4% |
| Transport privat | 1.297 | 1.246 | 1.240 | 1.200 | 1.174 | 1.161 | 1.149 | -1,02% | -4,29% | 41,5% | 42,4% |
| A peu | 243 | 246 | 199 | 198 | 199 | 202 | 201 | -0,57% | 1,63% | 7,3% | 7,0% |
| En bicicleta | 8 | 8 | 8 | 9 | 9 | 9 | 10 | 6,08% | 8,73% | 0,3% | 0,3% |
| Total connexió | 2.982 | 2.896 | 2.855 | 2.834 | 2.765 | 2.754 | 2.767 | 0,49% | -2,36% | 100,0% | 100,0% |
| Font: Direcció de Serveis de Mobilitat | | | | | | | | | | | |
| * Dades estan expressades en milers | | | | | | | | | | | |



1. EVOLUTION OF CYCLING AT THE CITY SINCE 2008 TO 2014



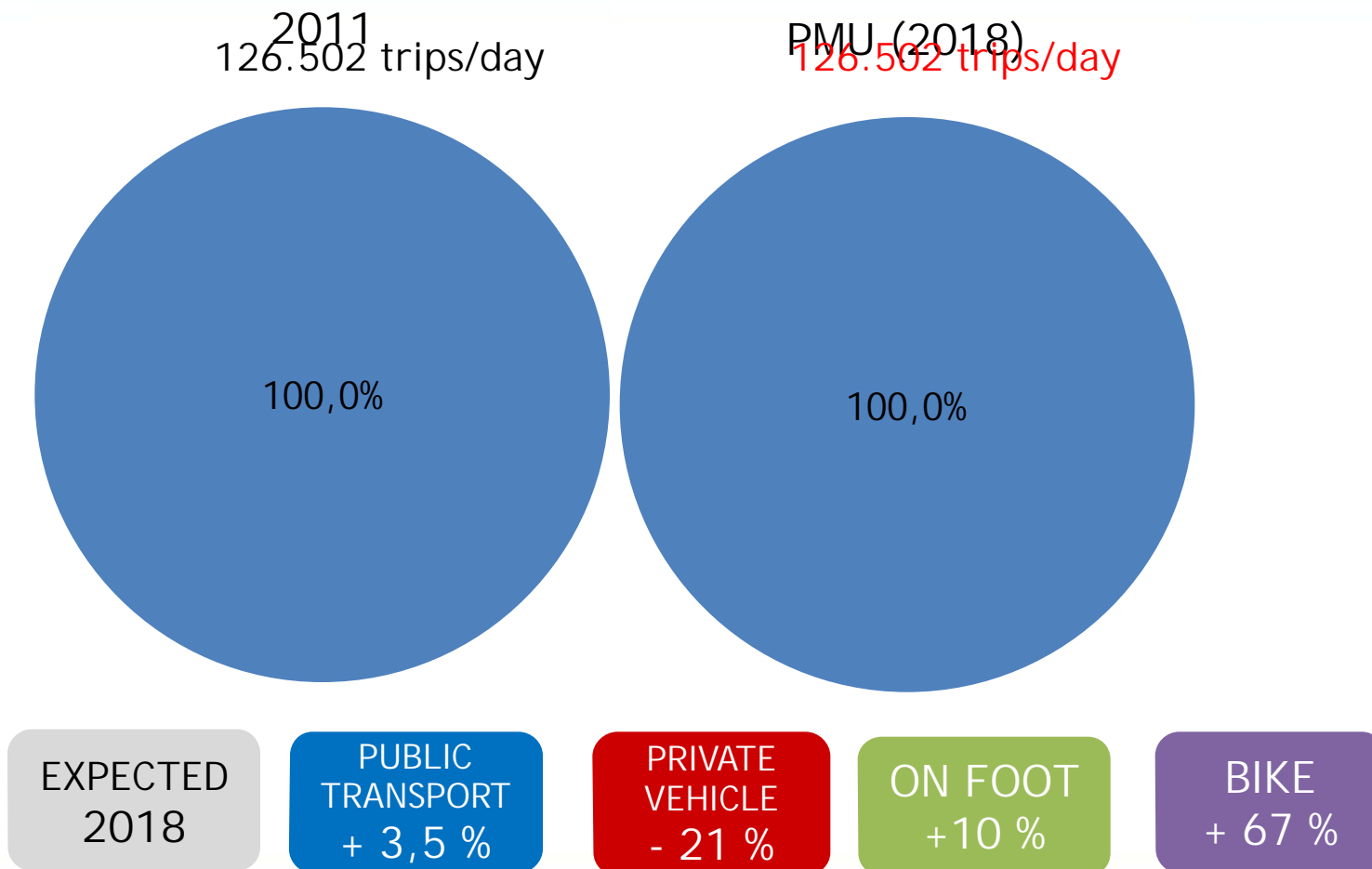
1. EVOLUTION OF CYCLING AT THE CITY SINCE 2008 TO 2014

| | Etapas en desplaçaments en bicicleta | | | | | | | | |
|----------|--------------------------------------|---------|---------|---------|---------|---------|---------|-------|--------|
| ANY | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | % | %14/13 |
| interns | 100.840 | 95.193 | 98.525 | 109.282 | 115.402 | 117.415 | 126.797 | 92,9% | 7,99% |
| connexió | 8.084 | 7.631 | 7.996 | 8.869 | 8.931 | 9.087 | 9.643 | 7,1% | 6,12% |
| | 108.924 | 102.824 | 106.521 | 118.151 | 124.333 | 126.503 | 136.440 | | 7,86% |



2. PROVISION OF CYCLING IN THE CITY UNTIL 2018

The goal from the city is that the number of cyclists increases until 2018 a 67%.





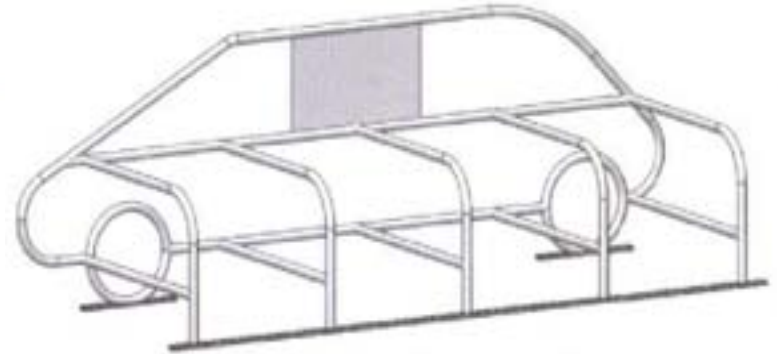
3. MAIN IDEAS

ADVANTAGES

- Cycling reduce the CO2 emissions and the use of the private vehicle in the city
- Bikes takes up less space public

DISADVANTAGES

- Road safety: cycling increases the possibility of accidents
- It gives more pressure on the public space
- It produces some problems between pedestrians and cyclists



Cycling is a system that the city wants to promote, avoiding the use problems. For this reason, the City Council has studied some measures that has been implemented.



4. MEASURES THAT HAS BEEN IMPLEMENTED

1. BICYCLE SHARING
2. INFRASTRUCTURES
3. LEGAL MEASURES
4. GOODS DELIVERIES
5. TRAINING AND EDUCATION





4. MEASURES THAT HAS BEEN IMPLEMENTED

1. BICYCLE SHARING



LASTEST FIGURES (December 2014)

- 6.000 bikes
- 420 stations
- 209.761.385 bike.Km
- 13.349.000 uses
- 95.886 subscribers



BICING

| | 2011 | 2012 | 2013 | 2014 | %14/11 | %14/13 |
|--------------------|------------|------------|------------|------------|--------|--------|
| Núm. Abonats* | 121.819 | 113.787 | 98.786 | 95.886 | -21,3% | -2,94% |
| Núm. Viatges | 14.439.902 | 16.168.610 | 14.211.750 | 13.349.000 | -7,6% | -6,07% |
| Visites Pàgina Web | 2.179.359 | 1.240.180 | 1.023.754 | s.d. | | |

Font: BSM

* dades novembre 2014



4. MEASURES THAT HAS BEEN IMPLEMENTED

1. BICYCLE SHARING

| bicing Quadre indicadors diaris 2015 | | | | | bicing@ | | | |
|--------------------------------------|--------------|-----------------|--------------|--------------|------------|--------------|-----------------|--------------|
| Febrer | | | | | | | | |
| Data | Units diaris | Bicis en servei | Uso per bicí | Metodologia | Data | Units diaris | Bicis en servei | Uso per bicí |
| 01/02/2015 | 16.325 | 6.000 | 2,75 | mig anul·lat | 01/02/2015 | 51 | 150 | 0,34 |
| 02/02/2015 | 55.696 | 6.000 | 5,62 | assol·lat | 02/02/2015 | 49 | 150 | 0,33 |
| 03/02/2015 | 28.666 | 6.000 | 4,78 | pluja | 03/02/2015 | 55 | 150 | 0,37 |
| 04/02/2015 | 24.383 | 6.000 | 4,06 | pluja | 04/02/2015 | 55 | 150 | 0,35 |
| 05/02/2015 | 15.104 | 6.000 | 3,85 | mig anul·lat | 05/02/2015 | 75 | 150 | 0,50 |
| 06/02/2015 | 52.843 | 6.000 | 5,47 | assol·lat | 06/02/2015 | 99 | 150 | 0,66 |
| 07/02/2015 | 21.390 | 6.000 | 3,37 | assol·lat | 07/02/2015 | 54 | 150 | 0,37 |
| 08/02/2015 | 18.190 | 6.000 | 3,03 | assol·lat | 08/02/2015 | 62 | 150 | 0,41 |
| 09/02/2015 | 55.135 | 6.000 | 5,89 | assol·lat | 09/02/2015 | 95 | 150 | 0,63 |
| 10/02/2015 | 58.030 | 6.000 | 6,34 | assol·lat | 10/02/2015 | 149 | 150 | 0,99 |
| 11/02/2015 | 58.159 | 6.000 | 6,36 | assol·lat | 11/02/2015 | 136 | 150 | 0,94 |
| 12/02/2015 | 57.684 | 6.000 | 6,28 | assol·lat | 12/02/2015 | 125 | 150 | 0,83 |
| 13/02/2015 | 56.734 | 6.000 | 6,13 | assol·lat | 13/02/2015 | 112 | 150 | 0,75 |
| 14/02/2015 | 22.540 | 6.000 | 3,76 | assol·lat | 14/02/2015 | 80 | 150 | 0,53 |
| 15/02/2015 | 18.633 | 6.000 | 3,13 | assol·lat | 15/02/2015 | 69 | 150 | 0,46 |
| 16/02/2015 | 54.512 | 6.000 | 5,75 | mig anul·lat | 16/02/2015 | 96 | 150 | 0,64 |
| 17/02/2015 | 56.892 | 6.000 | 6,15 | pluja | 17/02/2015 | 133 | 150 | 0,89 |
| 18/02/2015 | 59.433 | 6.000 | 6,60 | assol·lat | 18/02/2015 | 144 | 150 | 0,96 |
| 19/02/2015 | 59.259 | 6.000 | 6,54 | assol·lat | 19/02/2015 | 139 | 150 | 0,93 |
| 20/02/2015 | 57.365 | 6.000 | 6,23 | assol·lat | 20/02/2015 | 149 | 150 | 0,99 |
| 21/02/2015 | 21.667 | 6.000 | 3,61 | assol·lat | 21/02/2015 | 82 | 150 | 0,55 |
| 22/02/2015 | 19.304 | 6.000 | 3,25 | assol·lat | 22/02/2015 | 91 | 150 | 0,61 |
| 23/02/2015 | 57.288 | 6.000 | 6,23 | assol·lat | 23/02/2015 | 157 | 150 | 0,78 |
| 24/02/2015 | 57.179 | 6.000 | 6,28 | assol·lat | 24/02/2015 | 188 | 150 | 0,79 |
| 25/02/2015 | 58.159 | 6.000 | 6,36 | assol·lat | 25/02/2015 | 132 | 150 | 0,88 |
| 26/02/2015 | | 6.000 | 0,00 | | 26/02/2015 | | 150 | 0,00 |
| 27/02/2015 | | 6.000 | 0,00 | | 27/02/2015 | | 150 | 0,00 |
| 28/02/2015 | | 6.000 | 0,00 | | 28/02/2015 | | 150 | 0,00 |
| Acum. Mes | 779.380 | 186.000 | 4,64 | | Acum. Mes | 2.451 | 4.200 | |
| Idat febrer 2014 | | | | | | | | |
| Acum. Fins 28/02/2014 | | | | | | | | |
| Acum. Fins 28/02/2015 | | | | | | | | |

| | Units | Average Displacements |
|---------|-------|-----------------------|
| bicing | 6.000 | 31175,2 |
| bicing@ | 150 | 98,04 |



4. MEASURES THAT HAS BEEN IMPLEMENTED

1. BICYCLE SHARING

SOME PROBLEMS OF THE SYSTEM

- Barcelona has an important topography in some parts of the city that makes that users of Bicing only use the bikes to go down.
- The system needs a good service replacement of bicycles at stations that are in high points.





4. MEASURES THAT HAS BEEN IMPLEMENTED

1. BICYCLE SHARING

MEASURES TO IMPROVE THE SYSTEM

- Introduce ELECTRIC BICYCLES (Dec'14)
 - It is a service for subscribers
 - 300 bikes
 - 45 stations (32 in BSM's park cars and 8 in private park cars and 5 on the street)
- Implement ELECTRIC BICYCLES for SPORADIC TRIPS (2014)
 - It is a service for non subscribers
 - Situated in the Central Bus Station





4. MEASURES THAT HAS BEEN IMPLEMENTED

1. BICYCLE SHARING- Encourage private initiative

bcnbike
THE ELECTRIC CITY BIKE FOR RENT

Inglés Español

La Bici Elige tu ruta Cómo Precio Información de interés Dónde encontrarnos

Entrar Alquila tu bicicleta

YOU WILL NEVER RIDE ALONE
La bici eléctrica que te permite crear tus propias rutas por Barcelona.

GPS
Seguimiento y control de la bicicleta

GPS
Control de la bicicleta

DESCUBRIR
BCN es tuya
Pedalear es divertido
Comienza ahora

Alquila tu bicicleta

Encuentra tu bicicleta

bcnbike
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MasterCard VISA American Express VISA



4. MEASURES THAT HAS BEEN IMPLEMENTED

2. INFRASTRUCTURES

2.1 BIKE LANES

LASTEST FIGURES (December 2014)

- 136.440 trips/day
- 116,0 Km bike lanes
- 442 Km roads to bike (30 zone)



| DESPLAÇAMENTS DIARIS EN BICICLETA | 2011 | 2012 | 2013 | 2014 | %14/11 | %14/13 |
|-----------------------------------|---------|---------|---------|---------|--------|--------|
| Bicicleta | 118.151 | 124.333 | 126.502 | 136.440 | 15,5% | 7,9% |
| % sobre total dels desplaçaments | 1,51% | 1,61% | 1,65% | 1,77% | 17,2% | 7,3% |
| Desplaçaments en "bicing" | 44.217 | 49.282 | 43.633 | 40.709 | -7,9% | -6,7% |
| % Bicing sobre total bicicleta | 37,42% | 39,64% | 34,49% | 31,22% | -16,6% | -9,5% |

Font: Direcció de Serveis de Mobilitat i DOyMO.

VIALS ACONDICIONATS PER A CIRCULACIÓ DE BICICLETES

| | 2011 | 2012 | 2013 | 2014 | %14/11 | %14/13 |
|---------------------|------|------|-------|-------|--------|--------|
| Km. Carril bici | 93,6 | 97 | 104,9 | 116,0 | 23,9% | 10,6% |
| Km de "Carrer bici" | 420 | 420 | 436 | 442 | 5,1% | 1,2% |
| total | 514 | 517 | 541 | 558 | 8,6% | 3,0% |

Nota: Carrer bici, amb logo de bicicleta pintat al carrer.

Font: Direcció de Serveis de Mobilitat.

* Des de 2011 es comptabilitzen els km en un sol sentit

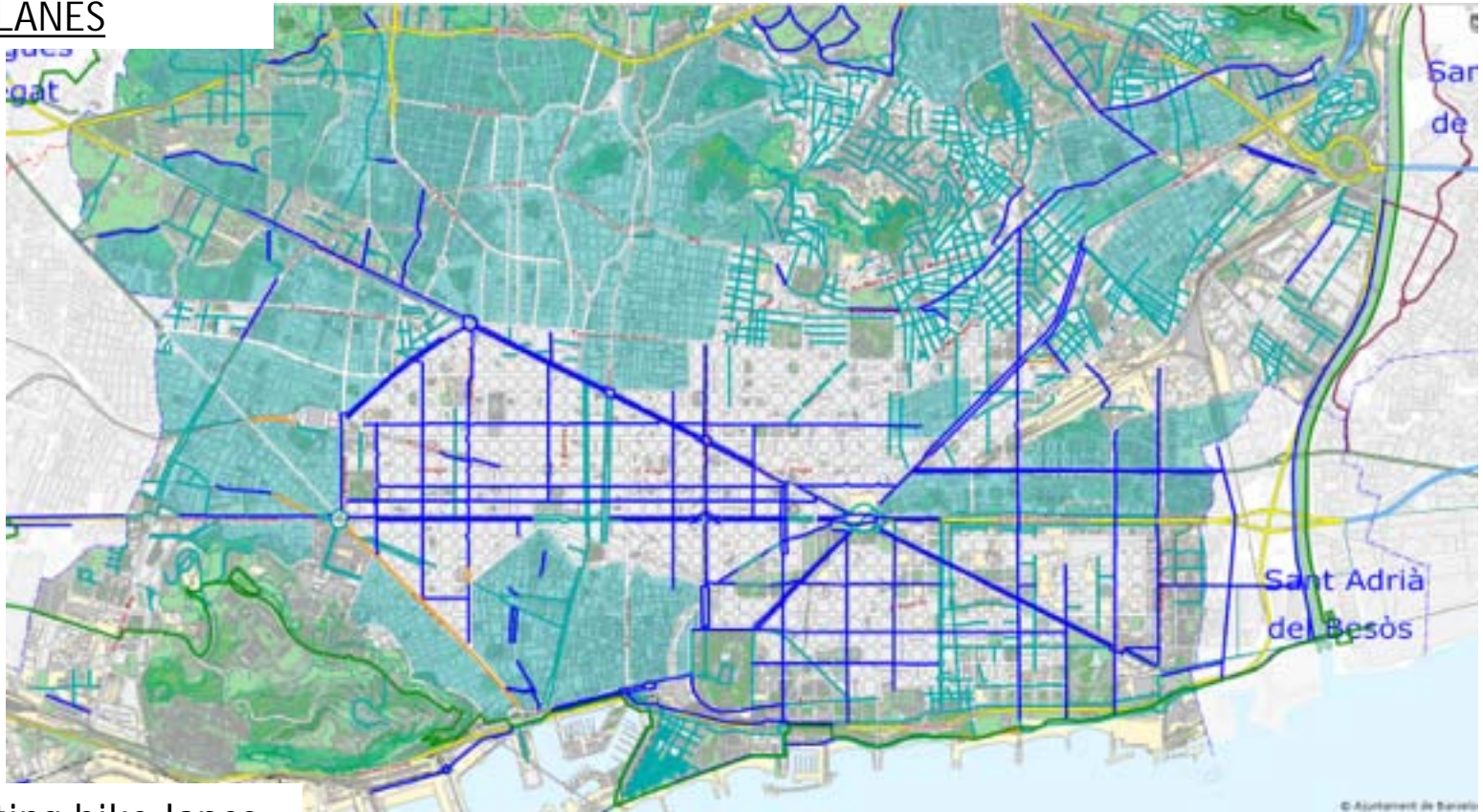


4. MEASURES THAT HAS BEEN IMPLEMENTED

2. INFRASTRUCTURES

2.1 BIKE

LANES



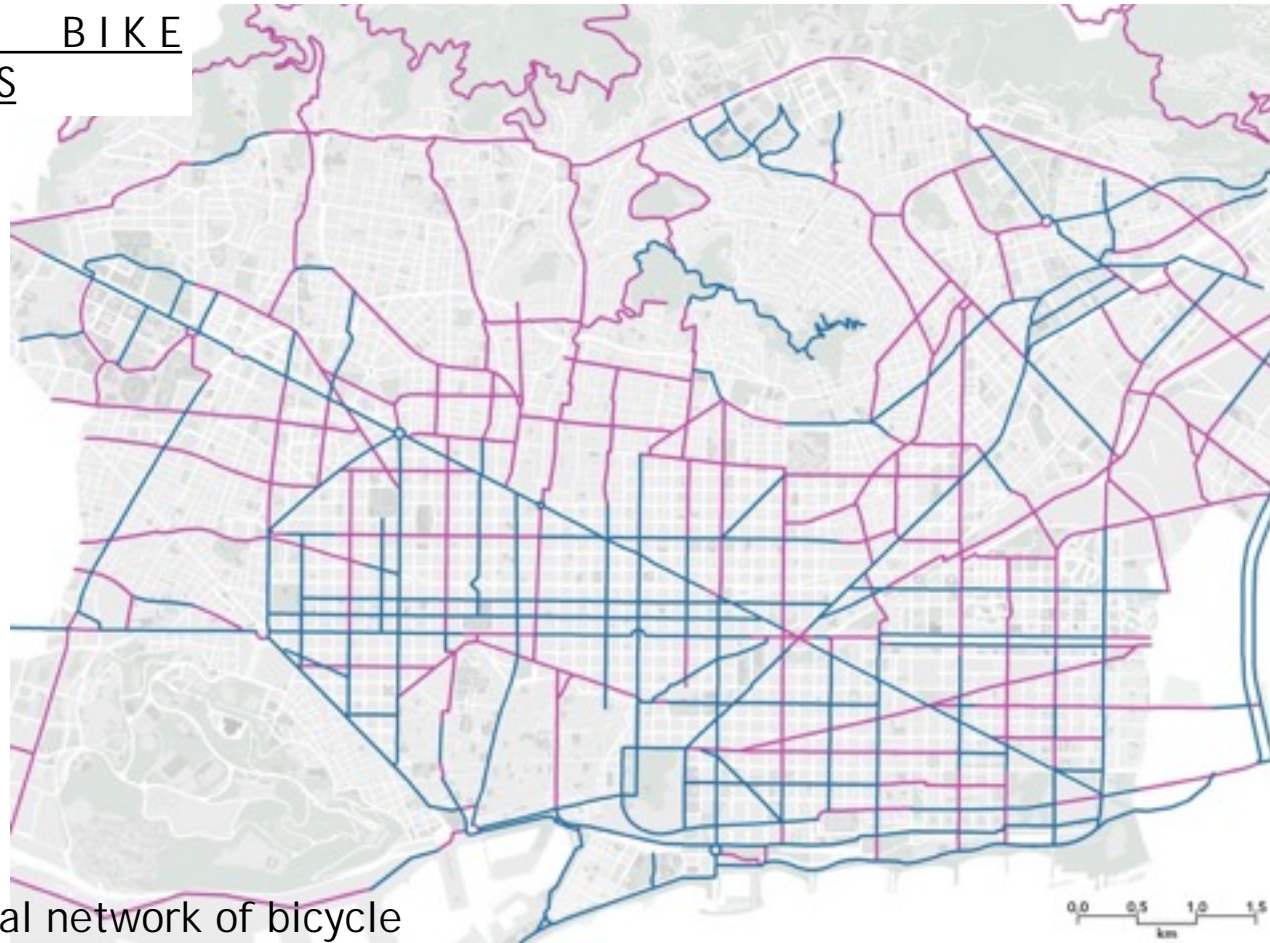
Existing bike lanes



4. MEASURES THAT HAS BEEN IMPLEMENTED

2. INFRASTRUCTURES

2.1 BIKE LANES



Proposed global network of bicycle
(2015-2018)



4. MEASURES THAT HAS BEEN IMPLEMENTED

2. INFRASTRUCTURES

2.1 BIKE LANES

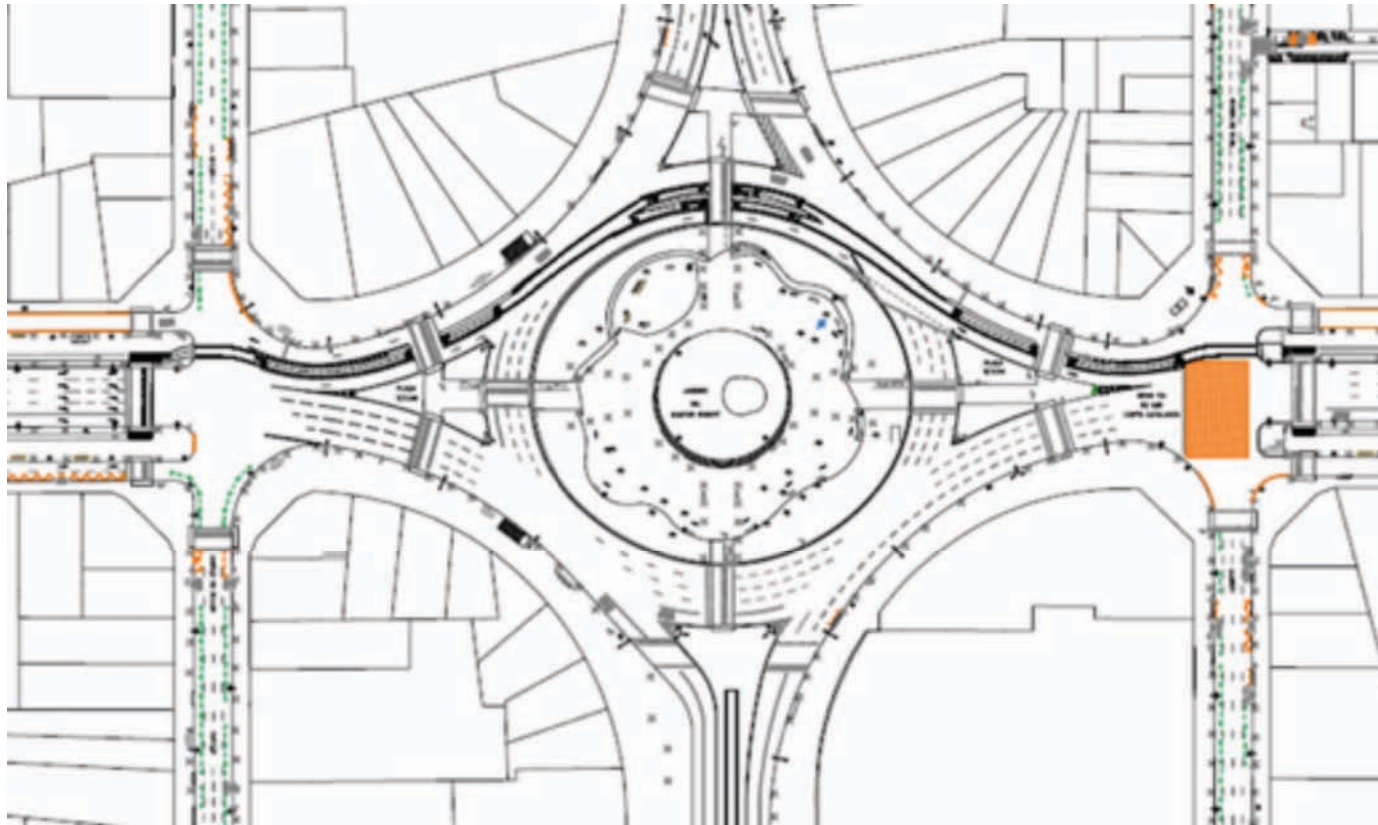




4. MEASURES THAT HAS BEEN IMPLEMENTED

2. INFRASTRUCTURES

2.1 BIKE LANES - Tetuan Square





4. MEASURES THAT HAS BEEN IMPLEMENTED

2. INFRASTRUCTURES

2.1 BIKE LANES

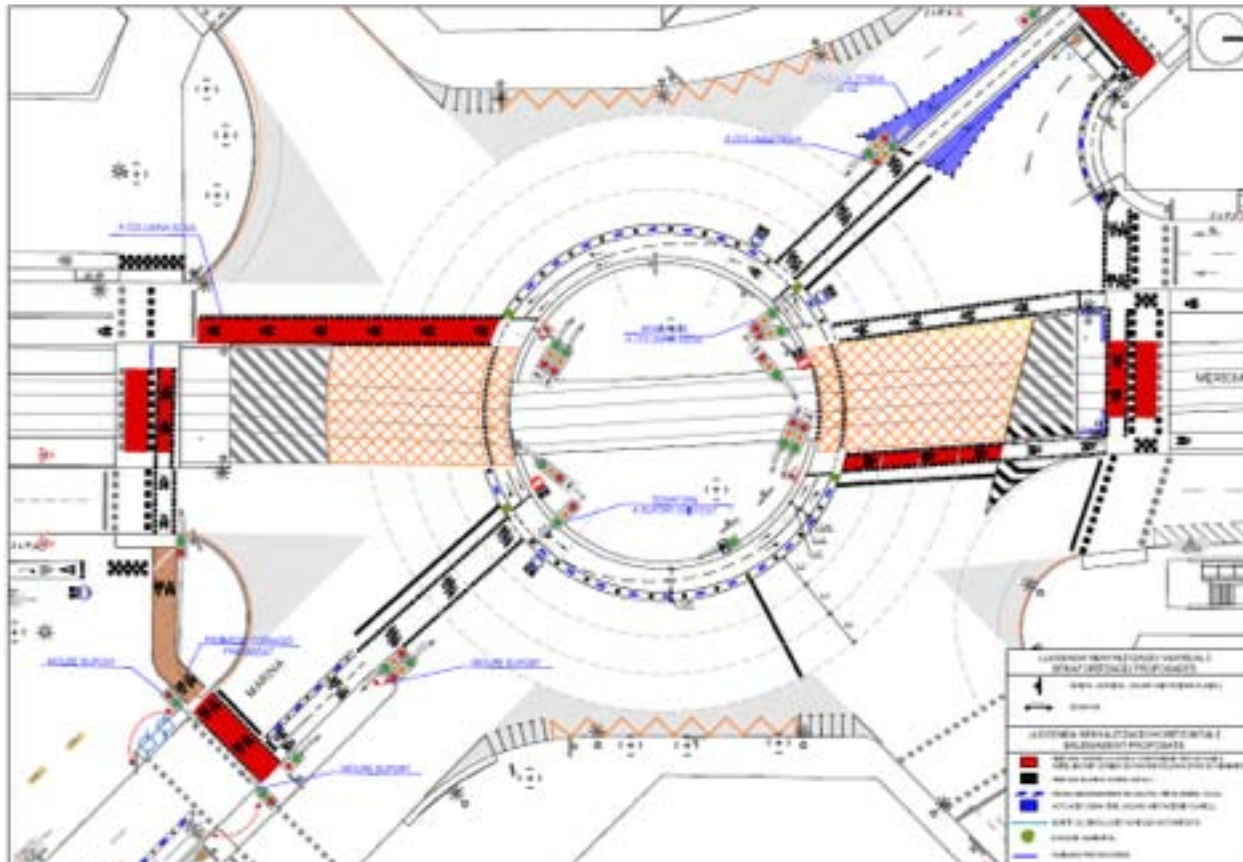




4. MEASURES THAT HAS BEEN IMPLEMENTED

2. INFRASTRUCTURES

2.1 BIKE LANES - Meridiana-Marina Square





4. MEASURES THAT HAS BEEN IMPLEMENTED

2. INFRASTRUCTURES

2.1 BIKE LANES

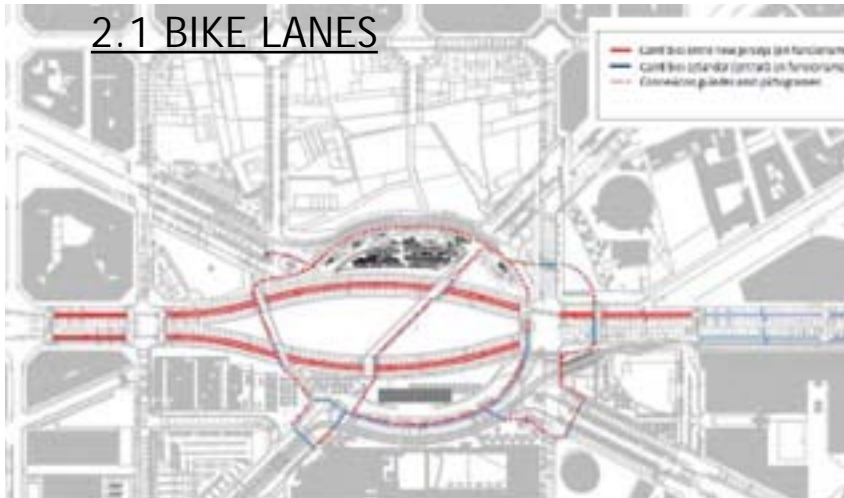




4. MEASURES THAT HAS BEEN IMPLEMENTED

2. INFRASTRUCTURES

2.1 BIKE LANES





4. MEASURES THAT HAS BEEN IMPLEMENTED

2. INFRASTRUCTURES

2.1 BIKE LANES

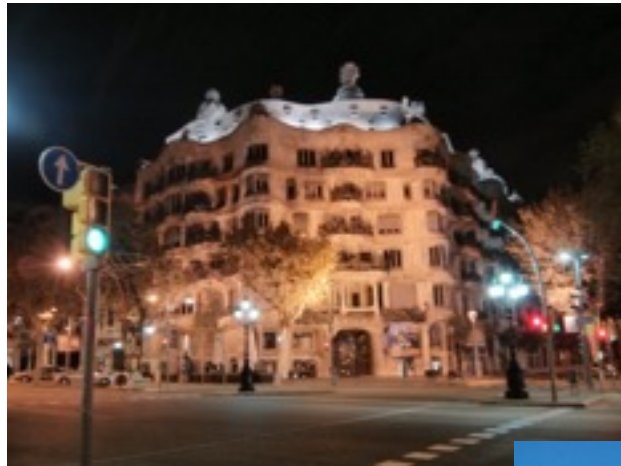




4. MEASURES THAT HAS BEEN IMPLEMENTED

2. INFRASTRUCTURES

2.1 BIKE LANES





4. MEASURES THAT HAS BEEN IMPLEMENTED

2. INFRASTRUCTURES

2.1 BIKE LANES





4. MEASURES THAT HAS BEEN IMPLEMENTED

2. INFRASTRUCTURES

2.2 30 ZONE

.....2500 new bicycle logos

2013-2014

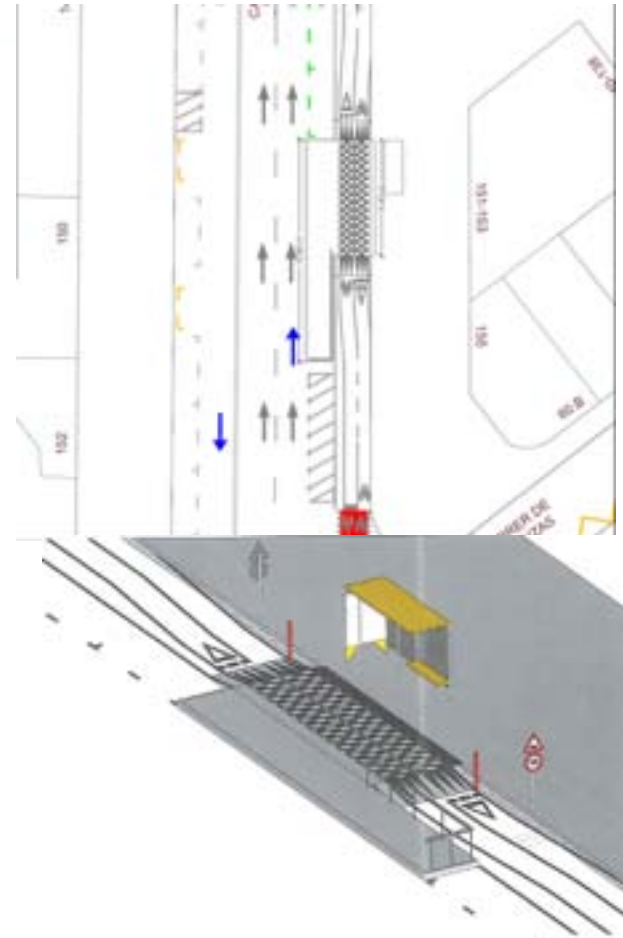




4. MEASURES THAT HAS BEEN IMPLEMENTED

2. INFRASTRUCTURES

2.3 Adaptation of bus stops and bike path





4. MEASURES THAT HAS BEEN IMPLEMENTED

2. INFRASTRUCTURES

2.4 BICYCLE'S PARKINGS

LASTEST FIGURES (Dec'13)

- 22.350 on the street
- 1.157 on underground park cars



| APARCAMENT PER A BICICLETES | | | | | | |
|----------------------------------|--------|--------|--------|--------|--------|--------|
| | 2010 | 2011 | 2012 | 2013 | %13/10 | %13/12 |
| Aparcament s en superfície | 21.387 | 21.673 | 22.245 | 22.350 | 4,5% | 0,5% |
| Aparcament s soterranis | 1005 | 1142 | 1.157 | 1.157 | 15,1% | 0,0% |

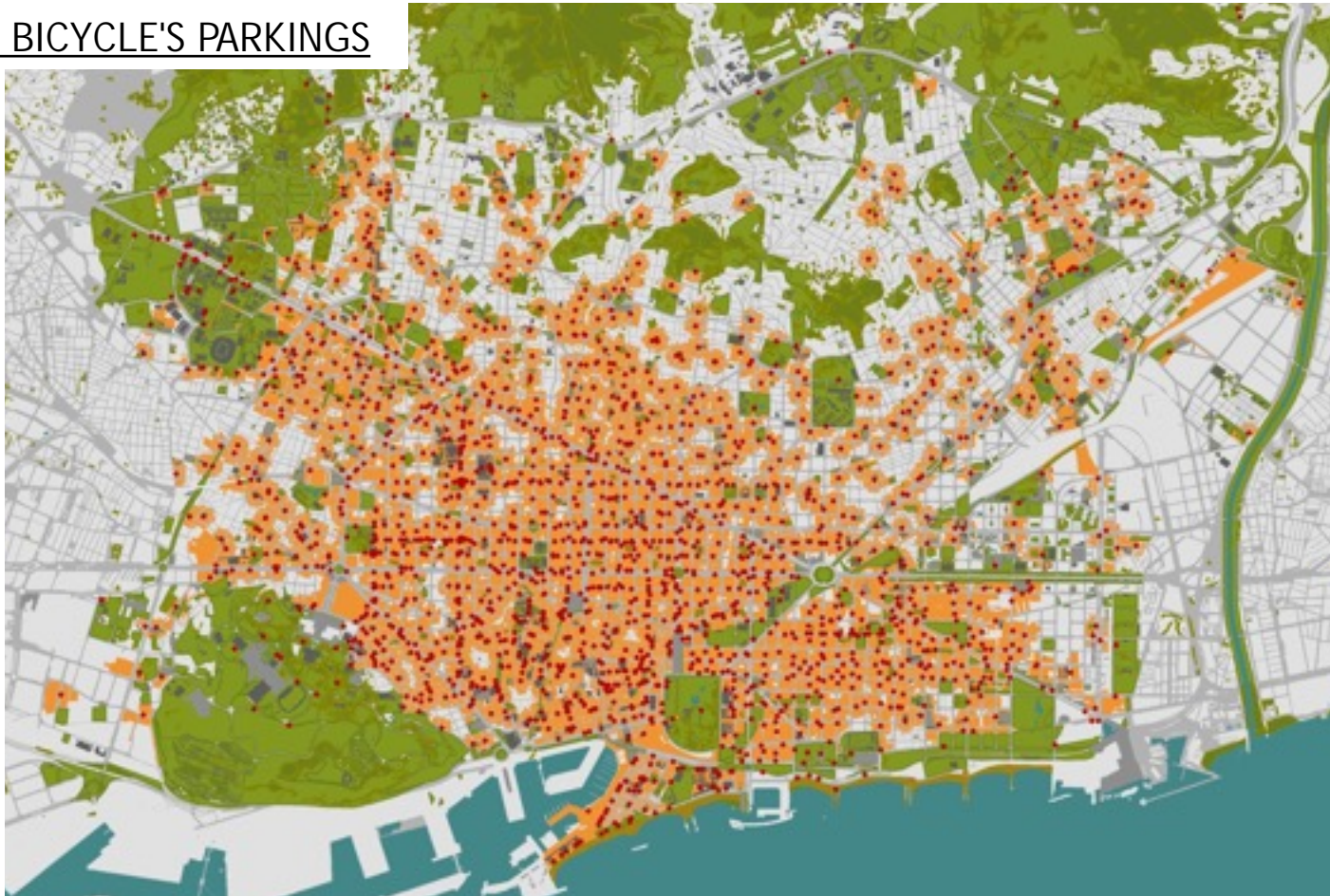
Font: B:SM, SABA i Direcció de serveis de Mobilitat



4. MEASURES THAT HAS BEEN IMPLEMENTED

2. INFRASTRUCTURES

2.4 BICYCLE'S PARKINGS





4. MEASURES THAT HAS BEEN IMPLEMENTED

2. INFRASTRUCTURES

2.4 BICYCLE'S PARKINGS



Street bike parking



Underground parking



4. MEASURES THAT HAS BEEN IMPLEMENTED

2. INFRASTRUCTURES

2.5 BIKE COUNTERS

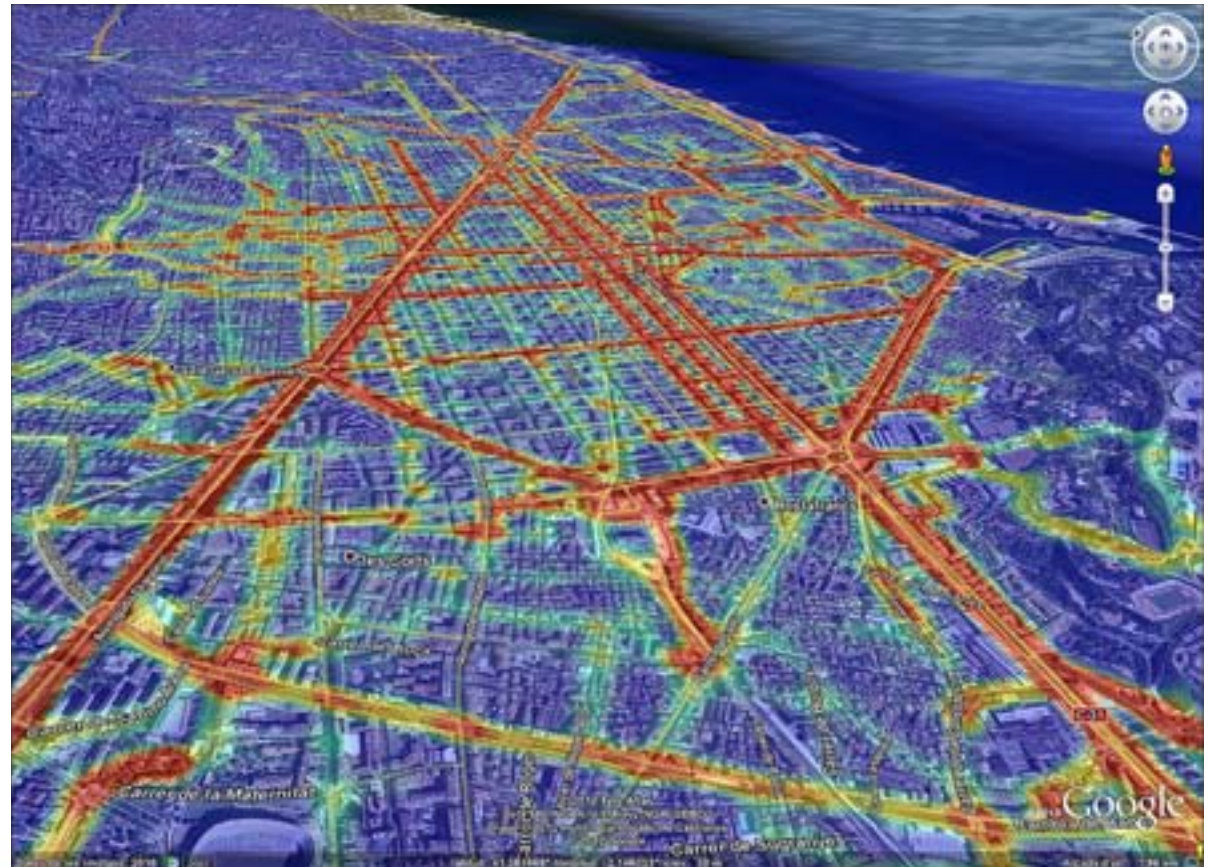




4. MEASURES THAT HAS BEEN IMPLEMENTED

2. INFRASTRUCTURES

2.5 BIKE COUNTERS





4. MEASURES THAT HAS BEEN IMPLEMENTED

2. INFRASTRUCTURES

2.5 BIKE COUNTERS





4. MEASURES THAT HAS BEEN IMPLEMENTED

3. LEGAL MEASURES

TRAFFIC CODE REGULATIONS

- Regulates the use of the bike in the city.
- Basically on the pavement and on pedestrian zone
- Regulation for the bikes on the public transport. It is allow to load the bike on the Tram, on the Underground when there are less users and on the bus if is a folding bike.





4. MEASURES THAT HAS BEEN IMPLEMENTED

- 3. LEGAL MEASURES - FOLDING BIKES ON BUS

Traveler's amended regulation of public transport services surface area of the Metropolitan Transport



CONSELL METROPOLITÀ DE L'AREA METROPOLITANA DE BARCELONA
30/07/2013

APROVAR INICIALMENT la modificació de l'apartat i) de l'article 5. del Reglament de viatgers dels serveis de transport públic de superfície de competència de l'AMB que queda redactat de la manera següent:

Article 5. Prohibicions

Estarà prohibit als usuaris dels autobusos:

Introduir objectes o materials que puguin ser perillosos o molestos per als passatgers i en general qualsevol paquet o objecte de mides superiors a 100 x 60 x 25 cm., excepte els cotxets de nens i les bicicletes plegables degudament plegades. No obstant l'exposat, l'empresa prestatària dels serveis de transport, per a determinats objectes d'ús comú la mida dels quals fos superior a les anteriorment determinades, podrà autoritzar-ne el transport i fixar les condicions específiques quan a la utilització dels serveis per als seus portadors.



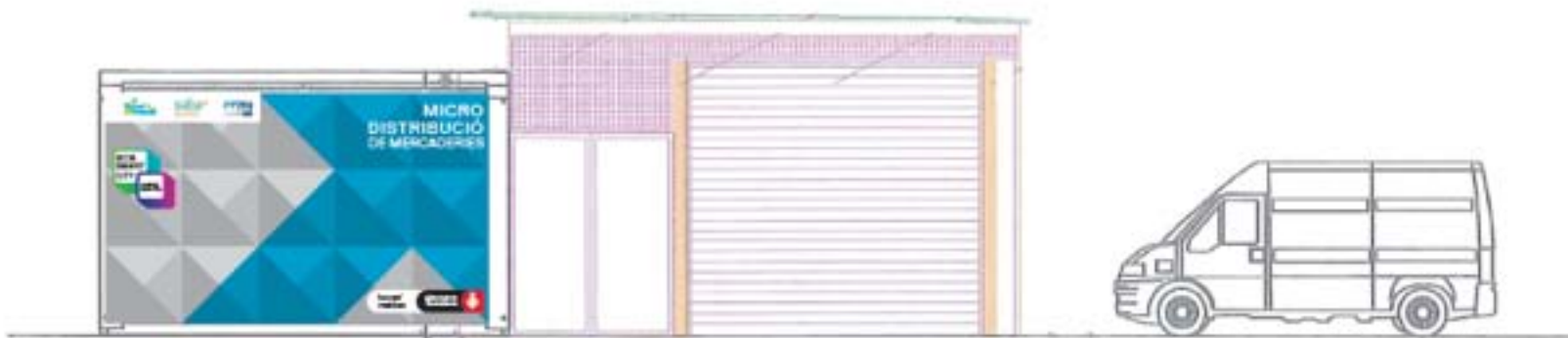
SOTMETRE el present acord a informació pública i audiència dels interessats, per un període de trenta dies, perquè puguin presentar al·legacions i suggeriments, de conformitat amb el que determina l'article 178 del Decret legislatiu 2/2003, de 28 d'abril, pel qual s'aprova el text refós de la llei municipal i de règim local de Catalunya. En cas de no haver-hi cap reclamació o suggeriment l'acord inicial esdevindrà definitiu.



4. MEASURES THAT HAS BEEN IMPLEMENTED

4. GOODS DELIVERIES

PILOT IN 2014





4. MEASURES THAT HAS BEEN IMPLEMENTED

5. TRAINING AND EDUCATION

LOCAL POLICE TRAFFIC TRAINING AREA



THANKS FOR YOUR ATENTION



Ajuntament
de Barcelona

