Seville
The transformation into a Cycling City and the Velo-City Congress 2011
Matthias Nuessgen

Programme and Content

mnuessgen@velo-city2011.com

www.velo-city2011.com
Information on Seville

Learning how to do it

The Director Plan

The Public Bike Scheme

Velo-City 2011

Carfree Sunday
Natural Conditions

Average daily maximum temperature in August: 35º C
Average daily maximum temperature in January: 16º C
Rain on 60 days a year

Very good cycling conditions

Location in the valley of the Guadalquivir
Very flat landscape
Latitude of San Francisco
Information about Seville

Impressions
Impressions

Information about Seville
Learning out of errors

Avoid unconnected Cycling Lanes or abrupt endings
Learning out of errors

Avoid dangerous intersections
Avoid cycling lanes on the pavement

Learning out of errors

Learning how to do it
Learn from best practice

Separate Cycling Lanes from motorized traffic
Bidirectional Cycling Lanes

Learn from best practice
We learned that the network had to be realized while it was being planned. This way the **Public Participation** is way more active and dynamic.

In Seville the realization, redaction and approval of the Director Plan was done

**Simultaneously to the construction of the network**
plan de la bicicleta de sevilla

PLAN DIRECTOR PARA EL FOMENTO DEL TRANSPORTE EN BICICLETA. SEVILLA 2007-2010

marzo 2007
Planning Principals:

**Connectivity:**
Capacity of the network to connect multiple destinations: utility

**Continuity:**
The network is never interrupted, especially not in intersections

**No steps:**
The Bike lanes should not have steps in their transitions form the walkway to the pavement: commodity

**Bidirectional:**
Generates a sense of company to the users and the impression of a bigger number of cyclists to others
The Director Plan

Evolution of the Network

AÑO 2006: 12 Km de Vias Ciclistas

AÑO 2007: 77 Km de Vías Ciclistas
- Nº estaciones de Sevici: 100 (1,000 bicicletas)
- Nº abonados de Sevici: 3,500
- Nº plazas de aparcamiento de bicicletas privadas: 684

AÑO 2010
- 6.6% del total de desplazamientos en Sevilla se realizan en bicicleta
- Ahorro CO₂: 36,000 árboles
- Ahorro energía: consumo anual 1,000 hogares
- Fuentes de Datos: SUMPA

AÑO 2008: 92 Km de Vías Ciclistas
- Nº estaciones de Sevici: 200 (2,000 bicicletas)
- Nº abonados de Sevici: 15,000
- Nº plazas de aparcamiento de bicicletas privadas: 1,428

AÑO 2010: 120 Km de Vías Ciclistas
- Nº estaciones de Sevici: 250 (2,500 bicicletas)
- Nº abonados de Sevici: 68,000
- Nº usos de Sevici en 3 años: 12 Millones
- Nº plazas de aparcamiento de bicicletas privadas: 5,728
Network of Cycling Lanes

The Director Plan

Sevilla en bici
www.sevillaenbici.com

- **Green**: RED PRINCIPAL DE VÍAS CICLISTAS (Cycle Lanes Main Network)
- **Orange**: RED COMPLEMENTARIA (Complementary Network)
- **Red**: VÍAS SECUNDARIAS (Secondary Network)
5728 Bicycle Parkings

Demand: approximately 40,000
Transformation into a Cycling City

**Key Numbers**

<table>
<thead>
<tr>
<th></th>
<th>2007</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Km of Bike Lanes</td>
<td>12</td>
<td>120</td>
</tr>
<tr>
<td>Daily trips</td>
<td>6,000</td>
<td>60,000</td>
</tr>
<tr>
<td>Total modal Split</td>
<td>1%</td>
<td>5,5%</td>
</tr>
<tr>
<td>Modal Split of mechanized trips</td>
<td>1%</td>
<td>6,6%</td>
</tr>
<tr>
<td>Bicycle Parkings</td>
<td>0</td>
<td>5728</td>
</tr>
</tbody>
</table>
General Information

Implantation in April 2007

250 Stations with access to the Network of Cycling Lanes

2500 bicycles

Covers the whole city

Cheap to use (10 € annual fee / 1\textsuperscript{st} half hour is free of charge)

Works 24 hours a day on 365 days a year
Public Bike Stations

The Public Bike Scheme
Long Term users (16 of June 2010: 54,458)

The Public Bike Scheme
Number of trips (16 of June 2010: 12,825,097)

The Public Bike Scheme

Data

- Jun-08: 1,584,044
- Jul-08: 1,906,169
- Ago-08: 2,146,891
- Sep-08: 2,632,220
- Oct-08: 3,204,295
- Nov-08: 3,775,382
- Dec-08: 4,209,527
- Jan-09: 4,685,688
- Feb-09: 5,262,109

[Bar chart showing monthly trips from June 2008 to February 2009]
Daily trips per bicycle / Monday to Friday

The Public Bike Scheme
The Public Bike Scheme

Impressions
The Public Bike Scheme
VELO-CITY
SEVILLA 2011
EL CYCLO DE LA VIDA
THE CYCLE OF LIFE
MARZO 23-25
With the thematic proposal for Seville 2011 we intend to follow the path of Copenhagen, put less emphasis in the classical technical themes and concentrate more on the benefits of cycling for the society.
Main Themes

Health
The bicycle as a healthy mode of transport

Education
Towards the change of mobility habits

Efficiency of public investments
regarding sustainable transport

Economic Impact and Employment
The social component of cycling economy
Historic relation with America and geographical relation with Africa
Health
Education
Efficiency of public Investment
Economy and Employment

Velo-City 2011

Social Point of View

Technical Point of View
Opening Conference
The humanist and social Vision

Synthesis and Introduction

Humanist Profile + Technical Profile
- Subplenaries (150 Participantes)
- Technical Questions (50 Participantes)
- Round Tables (15 Participantes)

Synthesis and Closure
**Ciclo-Vida**

There is the idea to organize a Carfree Sunday on some of the important Roads of the City that will remain as a Footprint of Velocity 2011

Seville as a Meeting Point of Spain and South America

... and as the entrance of good practice from Latin America
**Best Practice**

**Carfree Sunday**

**BOGOTA – COLOMBIA (1976)**
- 2 Million participants
- 121 Kilometers
- Every Sunday and **festivos**, 7.00 a 14.00 hrs.

**MEDELLÍN – COLOMBIA (1984)**
- 50 000 participants
- 29 Kilometers
- Sundays and **festivos**: 7.00 a 13.00
- Tuesday and Thursday: 20.00 a 22.00 hrs.

**QUITO – ECUADOR (2003)**
- 40 000 participants
- 27 Kilometers
- Every 15 days, 9.00 a 15.00 hrs.

**GUADALAJARA – MÉXICO (2004)**
- 120,000 participants
- 25 Kilometers
- Every Sunday 8.00 a 14.00 hrs.

**SANTIAGO – CHILE (2006)**
- 3 mil participants
- 7 Kilometers
- Every Sunday, 9.00 a 14.00 hrs.

**LIMA – PERÚ**
- 100 mil participants
- 4,5 Kilometers
See you in Seville!