



Non-motorized Transport

LCMPs in Indian cities, Udaipur
Manfred Breithaupt, GIZ





In most cities, **mobility** is dominated by **personal motorized transport**.
Many people choose **cars** to move around...





10-25% of urban areas are taken by **road** transportation infrastructure -
A lot of space for cars but...





...where is the **space** for people?

the **silent** pedestrian, the **invisible** cyclist must be **seen**... and **heard**





Provision of **Cycling Infrastructure**

- (1) **Coherence:**
 - Connect all important origins and destinations
 - Integration with public transport
- (2) **Directness:**
 - Direct routes and avoidance of detours
- (3) **Safety:**
 - Segregated bicycle lanes
- (4) **Comfort:**
 - Smooth pavement
- (5) **Attractiveness:**
 - Avoid deserted and isolated routes





Mayor Peñalosa of Bogotá proved it's not just for the rich.
300km of bike lanes built from 1998 to 2002

For cars

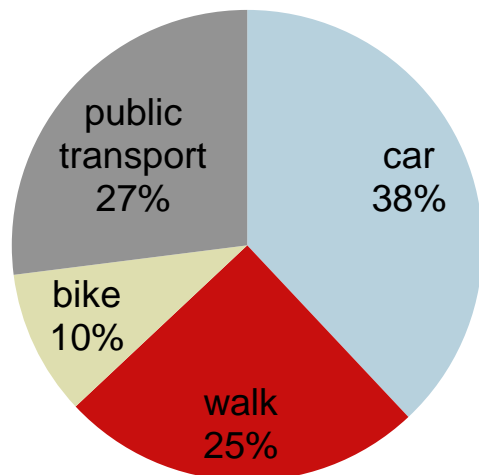


For people



■ International Experiences

Modal-split¹



Examples: Berlin – Cycling

- Dense cycling network: segregated and non-segregated bicycle lanes, cycling on bus lanes, cycling streets, cycling share contin. on rise (now at 13%)
- 12 radial routes from the city centre to the outskirts and 8 connecting tangential routes
- Public bikes and Bike taxis

¹Modal share of bike in Germany:
12 % on average, Münster highest with 37 %



预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/report?reportId=5_15879

