



Kommunaler Spitzenverband in Deutschland und Europa

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Financial Justification of Bicycle Infrastructure

Workshop on Planning & Implementation of Bicycle use in cities

5. – 6. January 2016 in Tel Aviv

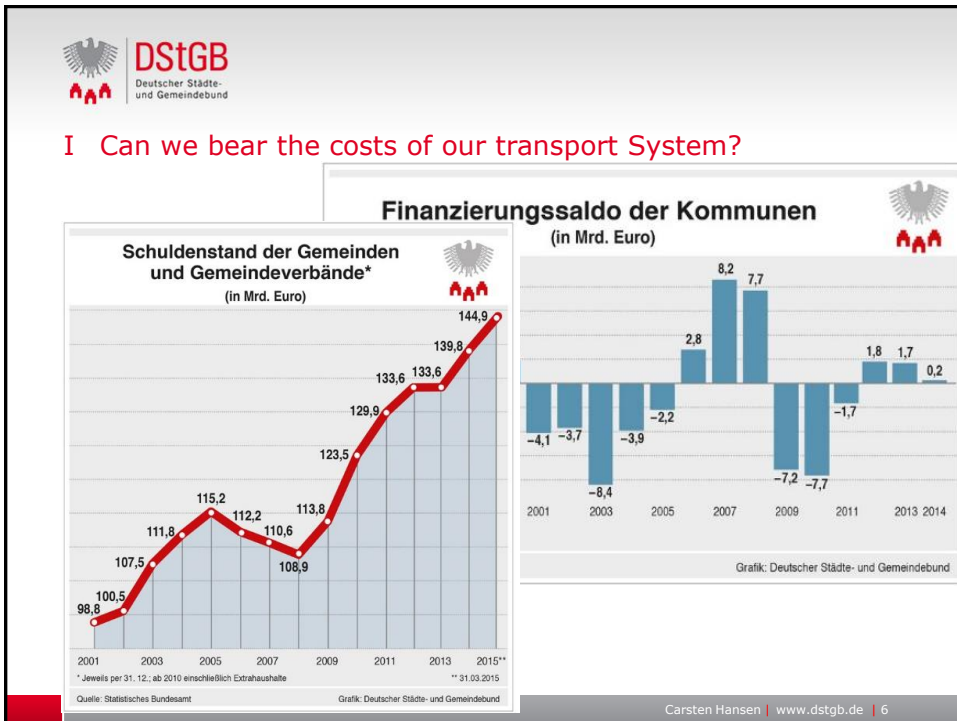
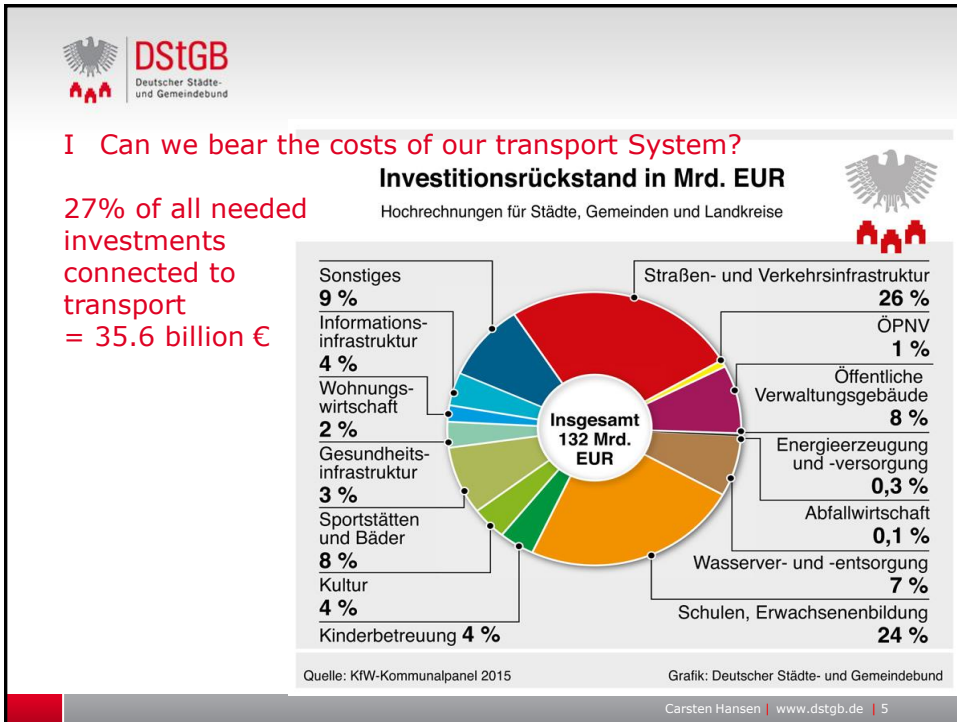
Carsten Hansen | Head of Division
German Association of Towns and Municipalities

Agenda

- I Can we bear the costs of our transport system?
- II Cost-benefit analysis of cycling
- III National Cycling Policy Plan
- IV Delivery Services
- V Conclusion

I Can we bear the costs of our transport System?

- Business as usual vs. Development
- Cycling is a question of lifestyle
- Numbers of cyclists grows
- Enormous needs for infrastructure investments
- Public budgets in a bad condition
- Question of efficiency



II Cost-benefit analysis of cycling

Very popular to calculate economic benefit of investments pro cycling as transport mode

Especially external effects of transport as

- time
- health
- pollution

Copenhagen:

Society pays 4 to 5 cent per kilometer car gets ca. 13 cent per kilometer bicycle

Vienna:

Institut for traffic system calculated 2011: Advantage isn't that big. Controversial because of study design.

Focussing on reasonable aspects: civil engineering

III National Cycling Policy Plan

Different suggestions for different stages

	Infrastructure-investment incl. value conservation	Utility costs	Bike parking	Additional measures
Newcomer	5,0 – 12,0 Euro Resident/Year	1,10 Euro	1,10 – 2,50 Euro	1,0 – 2,0
Fast Climber	8,0 – 12,0 Euro	1,70 Euro	1,20 – 1,50 Euro	1,50 – 2,50 Euro
Forerunner	12,0 Euro	3,0 Euro	0,10 – 0,80 Euro	3,0 Euro

IV Delivery Services

E-Commerce grows rapidly! 2015: 43,6 billion Euro estimated.

Several projects are running to exploit the potential of cargo bikes to take the traffic load from roads.

V Conclusion

Current mainly one-dimensional transport system is expensive.

Public budgets are not necessarily able to bear the needed efforts.

Efficiency potential by shifting to less cost-intensive mobility where possible.

Bicycle infrastructure may be put as an additional layer on existing infrastructure. Bikes fit to multifunctional public spaces

Traffic has to adapt to developments building the frame for transport needs.



Thanks for your patience and attention

Carsten Hansen

Tel.: 030 / 77 307 - 243

Fax: 030 / 77 307 - 255

Marienstraße 6
D-12207 Berlin

www.dstgb.de