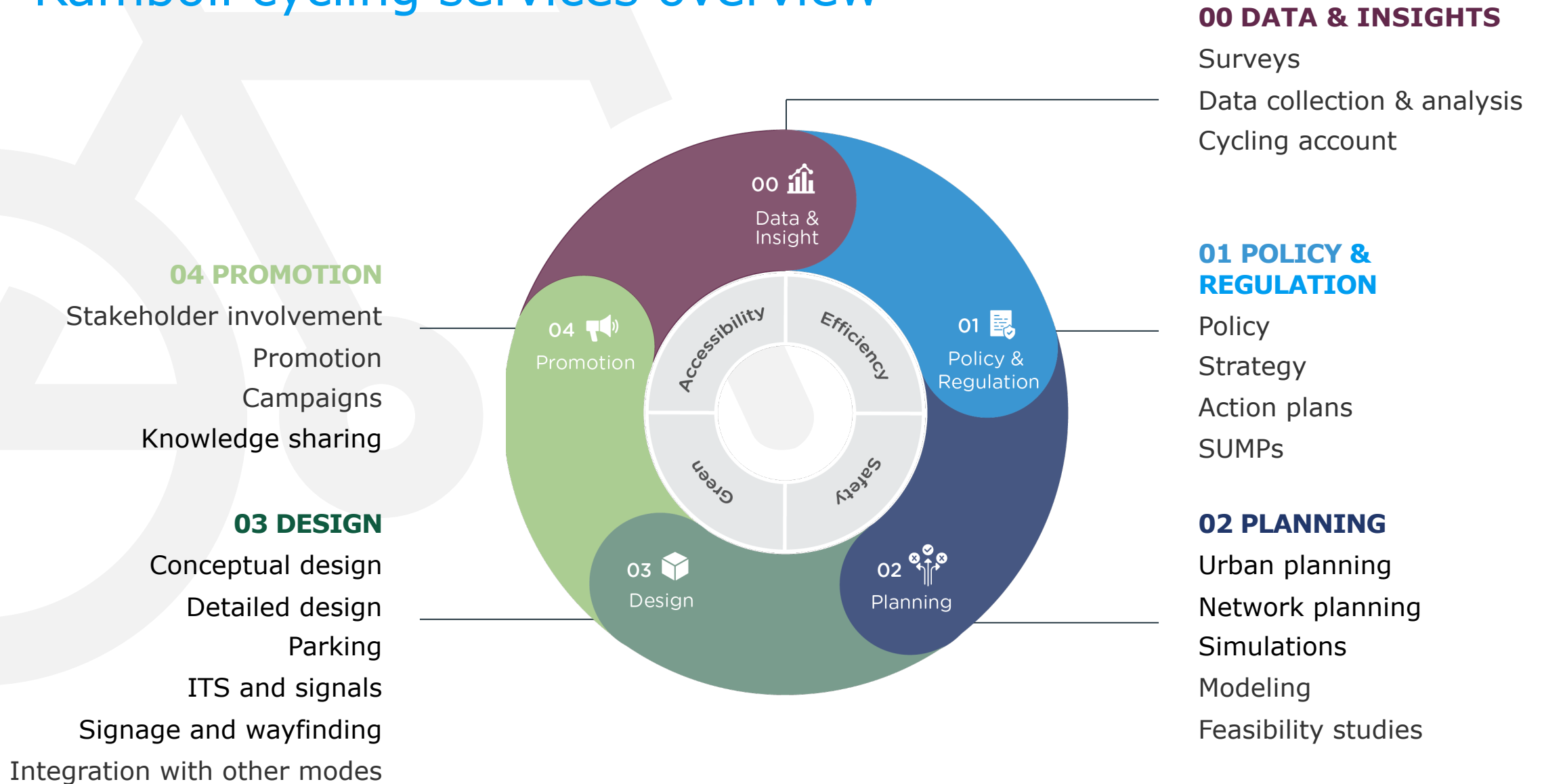




Bright ideas.
Sustainable change.

Planning and designing for cycling

Ramboll cycling services overview



01 Policy

References

01 Policy

Having a **vision, clear goals and targets** are important.

To secure ownership and commitment, it's important to involve the right stakeholders and to **integrate and link cycling policy to other policies** – urban planning, transport, sustainability, health, environment etc.

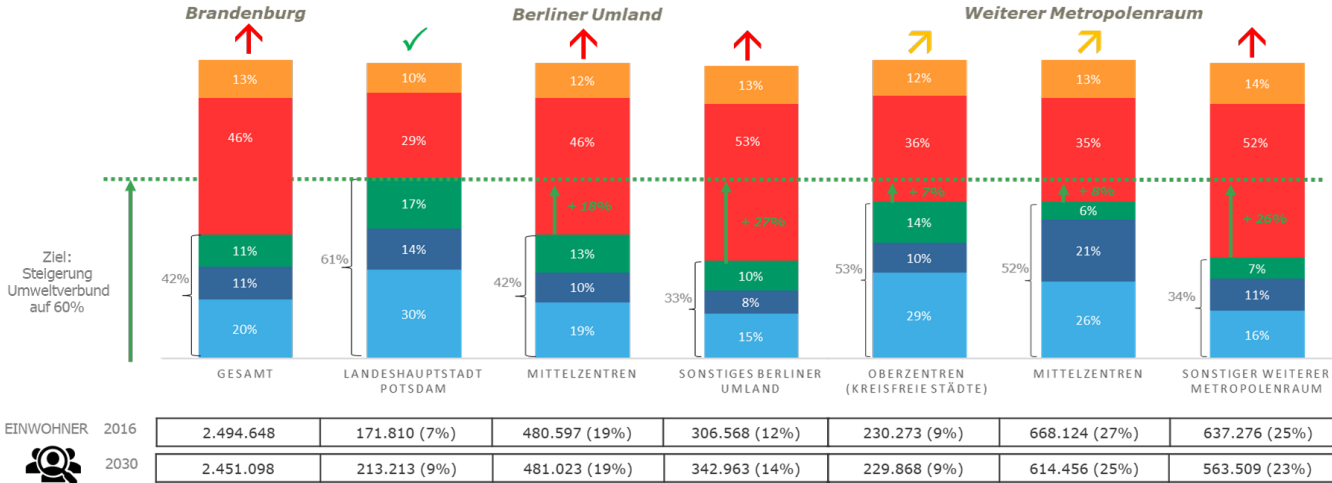
We have extensive experience of developing different kinds of mobility policies for rural and urban, regional and local for smaller towns as well as big cities.

Examples of policies involving cycling are:

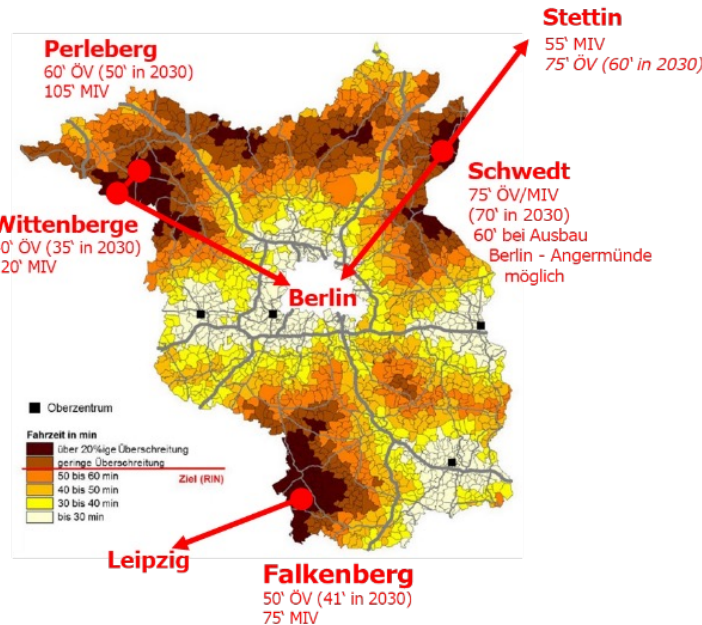
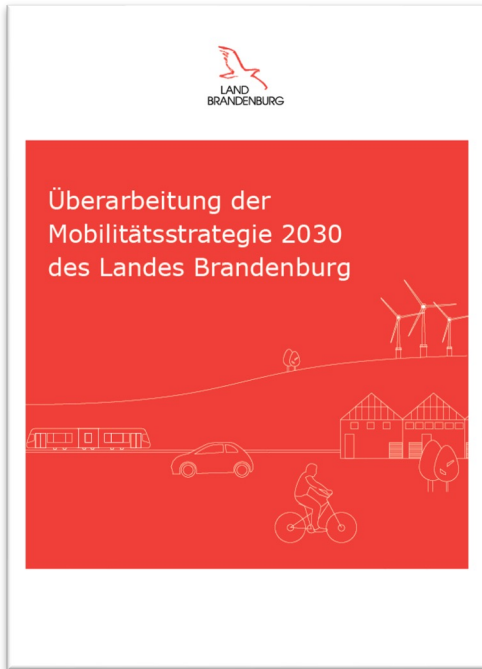
- Sustainable urban mobility plan (SUMP)
- Mobility strategy
- Strategy for active travel
- Cycling strategy



Mobility strategy Brandenburg



- Description: The government of Brandenburg aims at increasing modal share of sustainable mobility from currently 42% to 60% in 2030. Active mobility and intermodal integration is a crucial part to achieve this goal.
- Project Manager: Torsten Perner (DE)
- Client: Federal State of Brandenburg
- Scope:
 - Developed of general policies in 9 subject areas customized for the 6 different regional types
 - Elaboration of the strategy paper
 - Participation process – Online commenting
- Delivery period: 08/2020 - 06/2023
- Ramboll Business Units: Ramboll DE, RMC



BICYCLE TRAFFIC ACTION PLAN FOR CITY OF VANTAA

CHALLENGE

The goal of the city of Vantaa is to increase bicycle traffic. The development of bicycle traffic in Vantaa has made partial progress, but the city has lacked a more detailed plan and program for the systematic development of bicycle traffic, which is why the development has not been systematic.

WHAT WE DID

We made a bicycle traffic action plan for the city, which will enable systematic and systematic development. The program set out a vision, objectives, development guidelines and twenty actions to ensure the right direction of development. Residents' surveys, international best practices, heat calculation and information on the current state of the city were used in the preparation of the work.

EFFECT

The result of the work was a concrete program of actions that the various parties in the city can take towards implementation and monitor the progress of the work. When implemented, the program will facilitate cycling in Vantaa and enable the growth of bicycle traffic in line with the goal.





Cycle path prioritization program for City of Lahti

The challenge

Lahti is aiming for carbon neutrality by the year 2025. In terms of emission reductions, transport is the most challenging sector in Lahti. One of the targets is to increase the share of cycling from 11 % (2016) to 16 % by 2030. Systematic promotion of better bicycle traffic conditions requires a prioritized investment program for the cycle network.

Our approach

We divided the bicycle traffic network into approximately 200 separate “projects”. The projects were then prioritized with the help of multi-criteria analysis. Based on an analysis of development needs, the most urgent projects were distributed into two baskets and preliminary investment costs were estimated.

The result

The prioritization programme ensures that bicycle traffic investments can proceed systematically. The prioritization allocates funding to the most urgent projects, based on their effectiveness in increasing the modal share of cycling. The project also facilitates the coordination of urban development projects and street renovations.

Ystad, Sweden

Small Town Bicycle Planning

Challenge

Provide guidelines and actions necessary to implement an attractive network that can encourage bicycling and achieve the Swedish Municipality of Ystad's goal of 35% more bicycle trips from 2018-2028.

What we did

Prepared a bicycle plan for the municipality of Ystad, including a description of existing conditions and deficiencies, as well as providing quantifiable goals and general design guidelines of physical and non-physical features for future bicycle paths.

Effect

Convenient and attractive bicycle network recommendations in the plan encourage the inhabitants of Ystad Municipality to shift to more sustainable modes of transportation.



Greater Copenhagen

Analysis of potential for more cycling in Greater Copenhagen

Challenge

Greater Copenhagen Region (Capital Region and Region Sealand in Denmark and Region Skåne and Region Halland in Sweden) was developing a cycling strategy and action plan and needed an analysis of the potentials for more cycling.

What we did

We analysed the potential for car commuters to switch to bicycle or e-bike the whole trip or combining the bicycle and train for longer commutes. This was a foundation to a suggestion of goals for a cycling strategy for the metropolitan area.

Effect

Data and numbers about the potential for model shift between cars and bicycles, reduction in cars on the roads, CO2 emissions and sick-days as well as cost-benefit for society.

