

Cycling city SEVILLE

The Spanish city of Seville with around 700.000 inhabitants is a newcomer regarding cycling policy. The modal split in Seville is 38 % private cars, 17 % public transport, 34 % pedestrians, 5 % motorbikes and 6 % bicycles. One of the main problems has been the increase in car ownership over the last few decades. However since 2005 there has been a big push towards creating mobility plans in Spain and Seville has developed its own sustainable mobility plan.

While 2004 cycling made up less than 1 % of the mode share, this has been increased to 6 % in 2010. In absolute numbers daily journeys made by bike rose from 6.000 to nearly 70.000.



Photo 1: Cycling track in Seville. Source: Environment Office, Municipality of Weiz, Austria



Photo 2: 1/3 of the bicycles used in Seville comprises of rental bikes. Source: Office for Environment Municipality of Weiz, Austria

How could a city that did not have a 'bicycle culture' make such remarkable progress?

Mainly investments in infrastructure and the bike sharing system as well as promotion are reasons for changes of the modal split in Seville:

- Within 36 months over 100 kilometers of bicycle roads were established. The space for new bicycle tracks was mainly created by removal of some car parking and traffic lanes.
- 2500 rental bicycles and 250 pick-up/drop-off points highly appreciated by both residents and visitors are part of a very successful bike-sharing program.
- The inner city center is car free while cycling is allowed.

Through ambitious political will to prioritize bicycle transit as safe mobility Seville has achieved great reductions in greenhouse gas emissions.



Velo City 2011

From 23rd to the 25th of March 2011 Seville hosted the conference "Velo-City 2011".

Velo-city is currently the most important and interesting international event related to the bicycle as a mean of urban transport. For Seville the conference acted as a spotlight on their success to date. More than 900 cycling interested people from 48 countries attended the event.

Gro Harlem Brundtland delivered a keynote speech, stressing the importance of public health in the contexts of economies, security, mobility and morality. **"We must respond to global health threats just as we do to nuclear threats"**, Brundtland stated. Francesca Racioppi, who runs a WHO-office in Rome, said a similar thing when she commented that "people don't care what's good for them: they care about what they enjoy."

At www.youtube.com/watch?v=3P1L_mjJHn0 you can watch a motivating video about "The velo city 2011".

An outcome of the conference is the **"Charter of Seville"**, developed by the ECF (European Cyclist Federation) and the City of Seville. The document lists the benefits of cycling and was given to all Ministers of Transport.

The Charter of Seville can be downloaded in English, French, Spanish and Italian at

www.ecf.com/manifesto/charter-of-seville/



Photo 3: Gro Harlem Brundtland, former Prime Minister of Norway, at the Velo City Conference

In this respect Seville challenge for the future is now to keep on expanding and improving the cycling path network (especially in the suburbs) and target new groups of potential cyclists. The flat topography, warm weather and cobblestone streets are good conditions for Seville to increase cycling as an alternative to passenger car driving.

During the Velo City Conference the representatives of the ATN project disseminated the teaser postcards and participated at several discussions, working groups and meetings and informed the other participants about the main tasks of the project.

