



City of Lund

Cycling in Lund

Since the very start of the LundaMaTs work (LundaMaTs is a strategy for a sustainable transport system), it was clear that cycling plays an important role in Lund. That was nothing anyone wanted to change, rather enhance. Cycling is prioritized in city planning as well as in design. One third of the population are students who prefer cheap transport, like by bike, by foot or by public transportation. Cycling is not only economically preferable, in Lund it is also fast and easy, which explains the general tradition of cycling. As much as 46% of all journeys in the city of Lund are made by bike, which puts a mark on the traffic.

The seamless journey

Within the municipality of Lund infrastructure for cyclists is an ongoing work - between the villages and the city as well as within the villages. "The seamless journey" refers to how easy it should be to change between different means of transports and the change between the bike and public transports is a very important link in the overall system, from parking your bike in a safe way to buying your ticket. In that sense we see cycling not only as cycling, but an important part of the public transports as well.

Because of that, and also to provide tourists with an opportunity to go by bike when in Lund, we have bike sharing system, Lundahoj, with 17 stations and 250 bikes. At Lundahojs bicycle stations you can rent a bike every day all year around. The bike sharing system is strengthening public transport in the municipality because the 17 station is in the workplace densest area. The system allows you to use the bike 30 minutes for free if you have payed an annual fee and you park the bike in the nearest parking place.

Infrastructure

The bicycle net is widely spread, and consists of 280 kilometers bike lanes and bicycle paths. The bicycle net has five main bicycle routes starting in the town center and passes neighborhoods in the city, smaller villages in the municipality and to villages and towns outside the municipality. Those five routes are complemented with many more bike lanes so that a dense network is formed. A lot of effort is taken to create well designed infrastructure for bicyclists that contributes to directness, traffic safety, accessibility, security and comfort. Yearly the bicycle net is improved both on a local and regional level.

Behaviour

The amount of cyclists within the city demands a culture for traffic safety and general efficiency. We are not there yet but are working on it. The quality and undertaking of the bikes is one issue, as many as 17 % of biking accidents are due to badly undertaken bikes. To be seen in the dark by others in the traffic is another issue, as well as wearing a helmet. The knowledge of traffic rules could also improve.



In the pipeline

- To provide cyclists with information we rely on websites and traditional channels today. In the future we´d like to be wherever the cyclists are, preferably in their pocket. An app for cyclists is on its way.
- Between Lund and Malmö it´s about 22 km and it is possible to go by bike. However the path is not optimized to be straight, broad and well suited for cyclists who want to go fast. A high speed bicycle path is planned. The government and the municipalities concerned along the route are working together with the issue.

<http://www.lund.se/en/Citizen/Travel--Transport/Cycling-in-Lund/>

<http://lundahoj.se/en/>

