

总结

Summary

在 2013 年 -2015 年期间，拜客使用包括骑行导赏、行为艺术、调研建议、媒体倡导等方式来推进广州的自行车出行，除了切实的社会改变，还有为后续的行为和同类型组织留下了宝贵的经验。拜客在得到本资助项目期间，出版或制作了：

1. 《广州市中心城区自行车出行调研报告》（报告）
2. 《拜客 - 自行车交通政策倡导指南》（经验总结）
3. 《小洲便桥案例 - 大城·小桥》（视频）
4. 自行车出行地图 APP（手机软件）
5. 广州单车出行长征图（图片）

In the period of 2013~2015,Bike Guangzhou took many ways to promote cycling in Guangzhou,such as performance art riding guided tours research proposal(etc.)We not only changed part of the society,but also left a valuable experience to same type of organizations as us.After got this project fund,BIKE published or made following works :

1. "Research on Downtown Guangzhou bicycle travelling " (report)
2. "BIKE-A Guide to Bicycle Traffic Policy Advocacy"(experience handbook)
3. "Xiaozhou temporary bridge case - Great City·Small Bridge" (video)
4. The APP : Cycling map (phone software)
5. Long March of Cycling in Guangzhou(picture)



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小额赠款计划

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- 陈文光、陈珏希、叶有果、杨标致、王波、刘少坤

- 拜客全体志愿者和活动参与者

- United Nations Development Program(UNDP)/Global Environment Facility(GEF)-
Small Grants Program(SGP)

- Guangzhou Modern Rapid Transit and Sustainable Transportation Research
Institute

- Chen Wenguang, Chen Juexi, Ye Youguo, Yang Biaozi, Wang Bo, Liu Shaokun

- All volunteers and participants involved in our activities.



广州市自行车出行推广项目总结

Guangzhou Cycling Promotion Project Summary

联合国开发计划署
United Nations Development Program (UNDP)
全球环境基金小额捐款计划
Global Environment Facility (GEF)- Small Grants Program (SGP)

拜客广州
BIKE GUANGZHOU

背景

Background

广州经常骑自行车的市民约占全市人口的 10%。(主要分三类人群:工作所需,例如送水送报送快递;休闲娱乐;刚性出行,如接送小孩或上下班代步)

广州市区的绿道网络约有 300 公里,然而大部分绿道仅仅是在人行道划线,并没有起到应有的作用。

广州市政府还没有专门针对发展自行车的政策和工作小组,也没有相关的法律法规来支持绿色出行。由此更没有专门针对通过可持续交通来缓解气候变化的政策和决策小组。

拜客广州是目前市内乃至国内唯一一个专注推动绿色出行的 NGO。

总的来说,广州有不少人踩单车,但路网和政策没有给予相应的支持和配套,限制了市民绿色出行的需求;同时,市民对可持续交通(特别是自行车)方面的认识普遍有所误解和偏差,社会公众过分强调机动车出行(缺乏对可持续交通方面的思考和探讨)。而我们希望公益组织这方面能发挥越来越重要的引导和推动的作用。

Nowadays, the amount of regular cyclists covers 10% of city's population. It mainly consists of three kinds of grouping: Group for works, such as people needs to deliver water, papers or express; Group for fun; Group for rigid, for instance, ride to pick up children or ride instead of walk.

There is 300 kilometers Greenway in Guangzhou; however, most of them lies in sidewalk by drawing a line which doesn't work out.

Yet Guangzhou government doesn't form a team focus on cycling trip development, nor did they pass any related laws and regulations to support green travel. Therefore, no specific decision making group is dealing with sustainable transportation for climate change mitigation.

Bike Guangzhou is the only non-profit organization focus on promoting green travel in urban even the nation.

Generally speaking, there are lots of people ride in Guangzhou, but road system and policy couldn't support to the increasing civil demand for green travel; at the same time, citizen used to have a wrong understanding of sustainable transportation's impact especially the cycling trip while the public overstated the importance of vehicle trip, which lacks deeper thought and discussion about sustainable transportation. We hope that non-profit organizations play a more important role in pushing forward and leading this field.



【绿色出行论坛】现场嘉宾和观众



【沉默骑行】宣传和呼吁道路安全

问题 Problems

目前广州的城市和道路建设基本没有考虑自行车出行的需求，无论是老城区还是新开发的地区，缺少自行车道、自行车道没有得到维护等问题非常突出。市民对绿色出行（骑自行车）的认知还是比较落后，甚至存在歧视和误解。

市民缺少愉快的骑行体验，缺少获取自行车出行的资讯，缺乏渠道，没有组织没有社群。

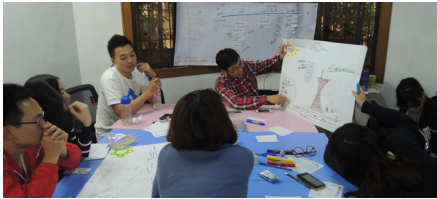
Currently, road construction of Guangzhou doesn't take the basic need for cycling into consideration no matter new or old urban areas. The significant problem is lacking the bike lanes or no bike lanes maintenance.

Citizens perceive green travel (by bike) far behind times, may be misunderstand or despise it.

Also the residents haven't enjoyed cycling are short of channel to get cycling information without organization or coalition.



鼓励市民用单车探索和体味广州



志愿者讨论工作

目标 Goal

针对三个问题，我们的目标是：

1. 广州市民拥有一个获取自行车出行资讯和参与活动的线上平台
2. 广州出台了有利自行车发展的公共政策和措施
3. 市民对单车出行的理解和认识有所不同（认知和文化，认为自行车是“环保时尚健康自由”的生活方式）

1.Citizens of Guangzhou have an online platform of catching the information of bicycle trip and participate in activities

2.Guangzhou issued the public policy and measures which is in favor of the development of bicycle

3.People has different understanding and awareness in the cycling (cognitive and cultural, consider bike is the “green fashion health freedom” way of life)



【绿色出行论坛】现代快速交通研究所中国区副主管刘少坤介绍 BRT 与自行车的结合



【骑行活动】组织市民参与骑行

广州大桥新建

广州大桥是横跨天河区和海珠区的重要交通要道,原先两侧有1.5米宽的人行道而并没有专门的自行车道,大量骑行者通勤时,会存在不少安全隐患。

过去两年,拜客通过和人大代表沟通,媒体的呼吁,在市政府计划新建广州新桥时,成功争取在新桥增设双向各3米宽的自行车道。目前,此桥正在施工当中。预计完工后,可以服务109万人次/年(以每天平均3000自行车车流量计算),减碳约436吨。

Facilitating reconstruction of the new GZ Bridge

Guangzhou Bridge is an important traffic artery which across Tianhe&Haizhu districts. It used to have 1.5-meter-wide sidewalks on both sides but no dedicated bike lanes, thus there are many security risks.

In the past two years, Bike Guangzhou communicated with deputied and appealed through the media to ask municipal government to add bike lanes when they are planning to build a new Guangzhou bridge. And finally we succeed in adding two 3-meter-wide bike lanes on both side.

Currently, the new Bridge is under construction. It is expected to serve 1.09 million passengers per year (calculated on an average of 3000 bike per day basis) after the project is completed, saving about 436 tons of carbon emissions.



地铁户外停车

广州市绝大部分地铁出入口都没有配置自行车停放空间,拜客于2015年的广州市人大会上,通过人大代表张翼提交了一份《关于完善地铁站换乘自行车设施的建议》的建议。未来,广州市有望在地铁129个站点超过400个出入口新增自行车停放站点。

Outdoor metro parking

In Guangzhou, most metro entrances are lack of bike parking station. In Guangzhou Municipal People's Congress meeting(2015), Bike Guangzhou submitted a proposal about how to improve bicycle transfer facilities in subway station through Zhangji(NPC Delegate).

In the Future, Guangzhou Subway is expected to have more than 400 new bicycle parking station in 129 subway entrances.

At earlier, media reported that the city government planned to build 30,000 bicycle parking spots. Thus, Every bicycle parking spot resolves travel problem in four kilometers, reducing about 600 tons carbon per year.

小洲便桥重建

小洲便桥是广州大学城来往市区的唯一一条自行车通行的路上通道。2013年,海珠区建设区表示小洲便桥是危桥,要将其拆除。在2013年-2014年期间,拜客通过申请信息公开、提交信访、写信至市长信箱、行为艺术等方式,促成便桥重建。该项工程估计每周约实现减碳7800kg,一年约390吨。

Reconstruction of Xiaozhou Temporary Bridge

Xiaozhou Temporary Bridge has the only bike lane connecting downtown area and the High Education Mega Center. 2013, Construction Bureau of Haizhu District tried to remove the bridge because of its danger.

In the period of 2013-2014, Bike Guangzhou promoted the reconstruction of Xiaozhou Temporary Bridge by applying for information disclosure, submitting the petition, writing a letter to the mayor and performance art(etc.).

The project is estimated to reducing 7800kg carbon per week, about 390 tons per year.(calculated on riding a bike two kilometers per person to cross the river, while a private car gives off carbon emissions 0.2kg per kilometer basis)

广州市出台慢行交通规划及公共自行车

广州市2014年底表示,计划重新建设慢行交通系统,同时计划投放30000台公共自行车供市民使用。在此期间,拜客通过与广州市交委座谈、通过媒体发声、提交建议等方式,努力协助相关的职能部门完善和优化该规划和公共自行车运营的方案。

以30000台公共自行车每天服务10万人(每人以公共自行车代步4公里)计算,一年累计减碳29200吨。

Non-motorized Traffic System and public bike

At the end of 2014, it is said Guangzhou planed to rebuild non-motorized Traffic System, and planed to put 30,000 bicycles for public use. In the meantime, in order to improve and optimize this planning and operation of public bicycles, Bike Guangzhou discussed with the Guangzhou SEC, appealed through the media, submitted proposals, to tried our best to assist the relevant departments.

Calculating on 30,000 public bicycle service 10 million people per day(every person used public bicycle travelled 4 km instead of walking), the cumulative carbon reduction will reach 29,200 tons per year.

