

# Ankara Cycle Strategy Framework and Masterplan

## Integrating cycling at urban level

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# Future Cities Programme

## Introduction

**Client** UK Government, Foreign & Commonwealth Office

**Programme** Future Cities Programme

**Aim** Remove barriers to economic growth, promote economic reform and development to reduce poverty.

**Participants** 19 cities in 10 countries.



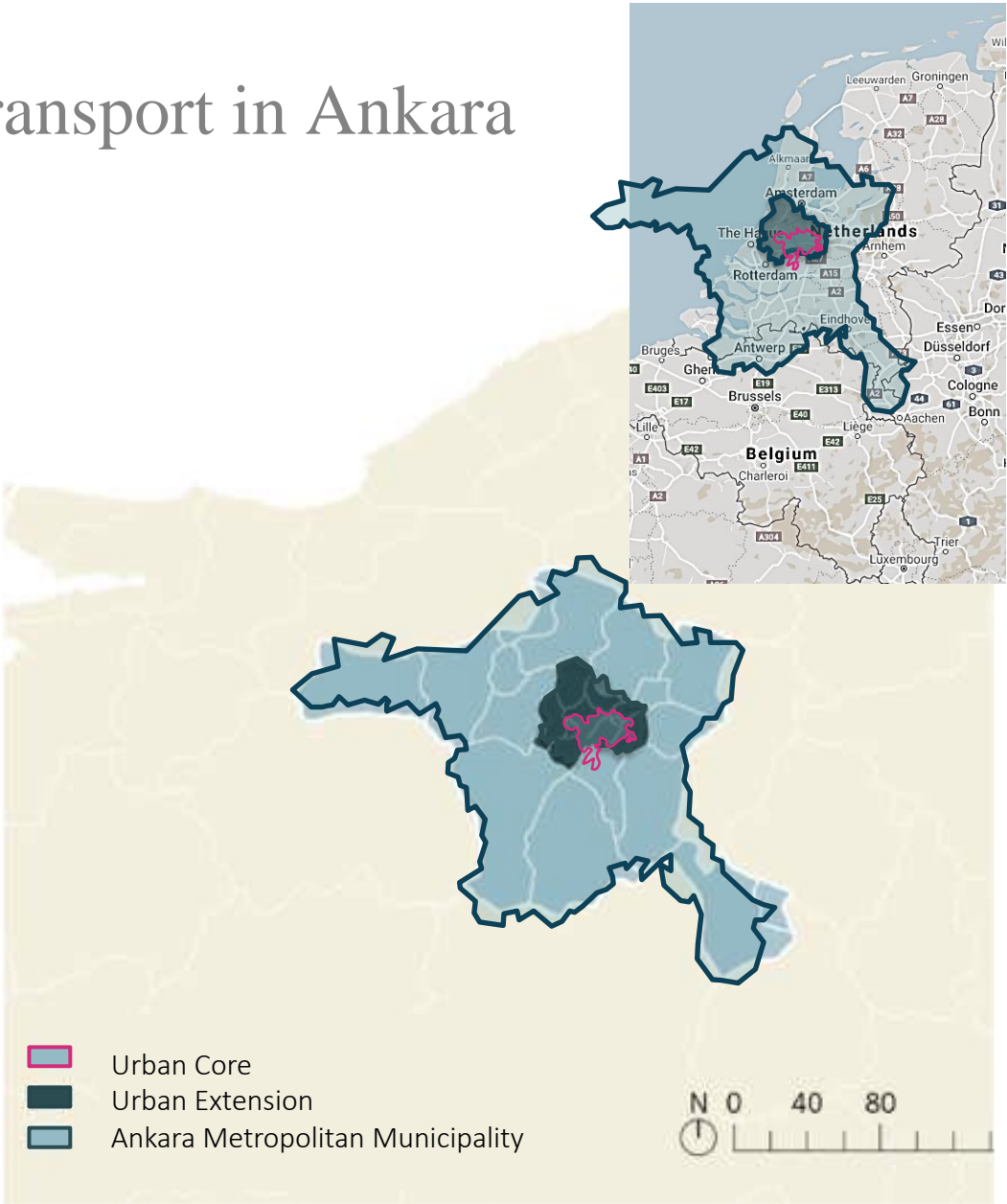
# Future Cities Programme

## Integration of Non-Motorized Multimodal Transport in Ankara

**End User**                      Ankara Metropolitan Municipality

**Focus Area**                      Urban Core

**Project Planning**                      Summer 2019 – Summer 2021



# Ankara is a growing city

## Rapidly growing city

In 2020, 5.5 million inhabitants.

Projected to be 10 million inhabitants by 2030's

## Large Area

Urban Core

~700 km<sup>2</sup>

AMM total area

~25 000 km<sup>2</sup>

## Urban Sprawl in the past 70 years

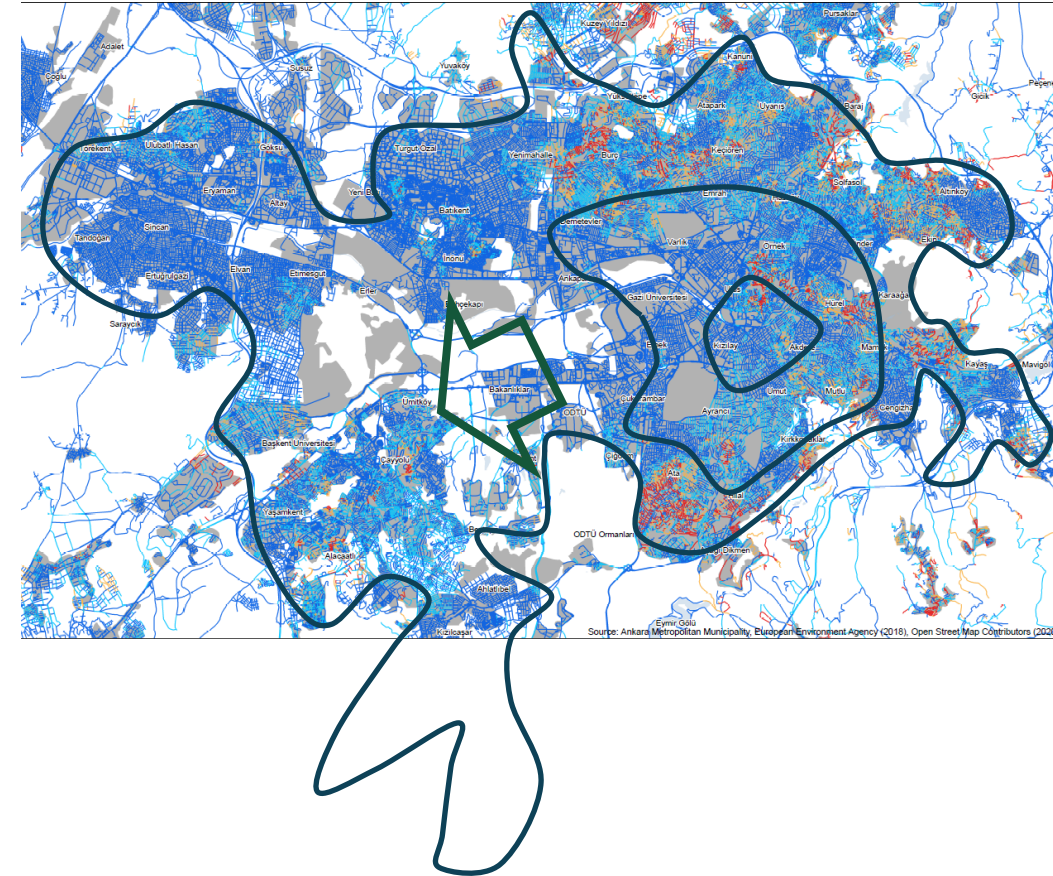
Mainly towards the west

## Varying topography

Old core of the city is hilly while the west is flat

## Diverse neighbourhoods

From informal settlements to upper-middle income areas









# Ankara is a car-dependent city

## Car ownership is steadily growing

Currently 262 cars per 1,000 inhabitants (Turkish average 151)

40% increase since 2010

## Rise in private car usage for commuting

20% increase in the past 20 years

## Congested road network

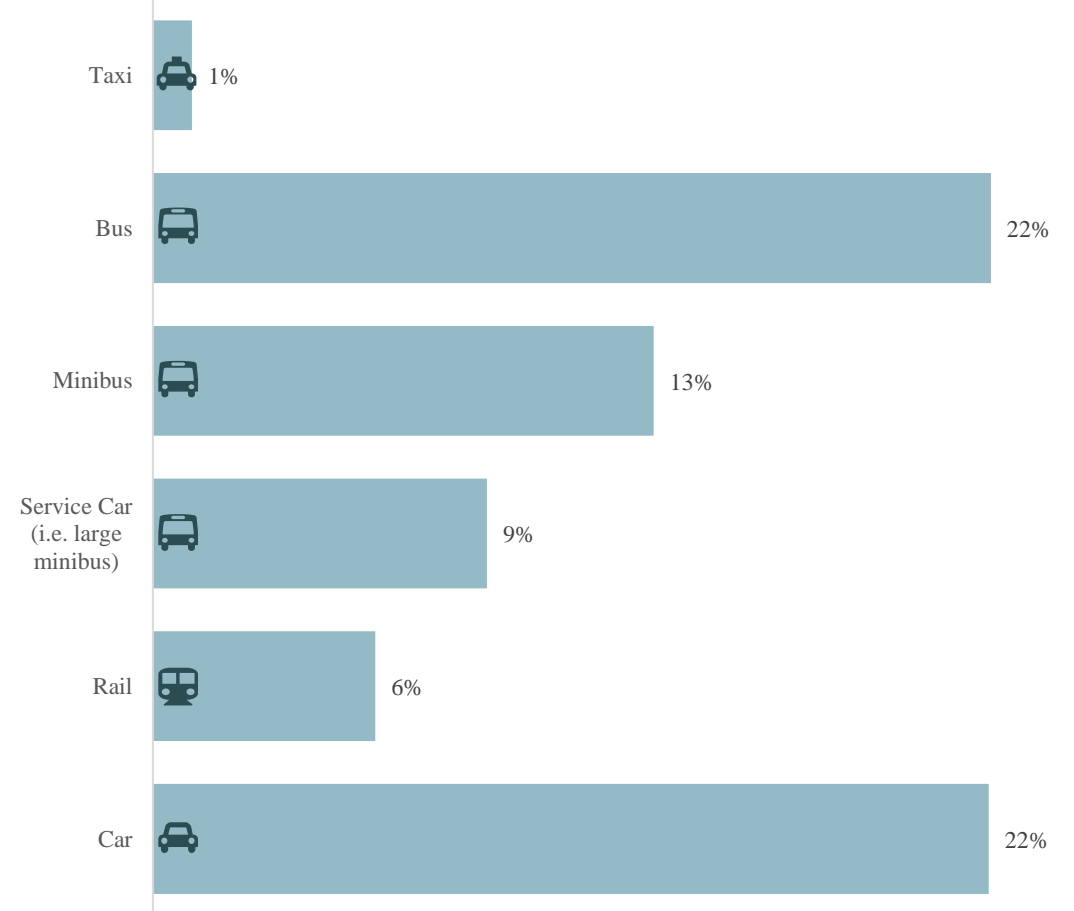
High usage of cars AND road-based public transport

## Public Transport trips are relatively short

Average trip length is 10 km and 66% of travelers ride further than 12 km

## Public Transport travel times are long

Average daily travel time is 71 minutes 72% travelling more than 120 minutes



© Household Travel Survey 2019





# Constraints for the creation of a cycling culture

## Long distances between work and residential zones

Beyond reasonable cycling distance

## Inequality in the relation between terrain and income

Flat areas attract higher-income population and hilly areas comprise mostly low-income groups

## Unregulated on-street parking and poor street maintenance

Unfavourable conditions for cycling

## Weather extremes

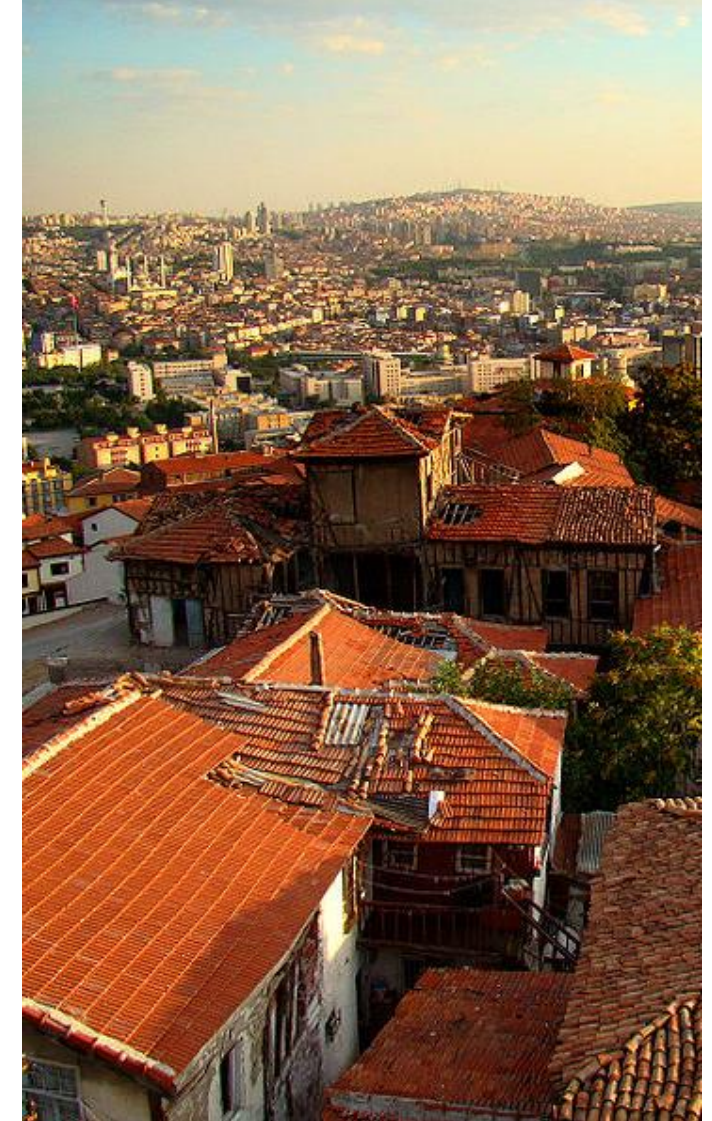
Relatively cold winters paired with hot and dry summers

## Reputation of cycling

Bicycle is seen as a children's toy or a leisure activity, not a mode of transport

## Poor road safety

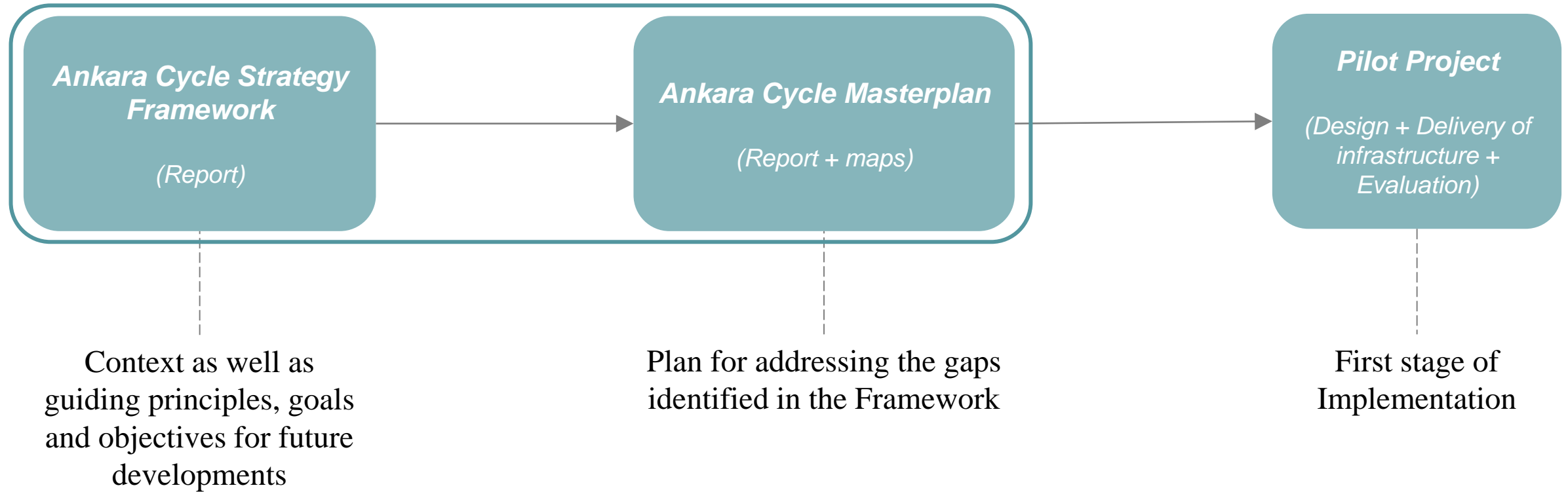
High numbers of accidents



© Bjørn Christian Tørrisen



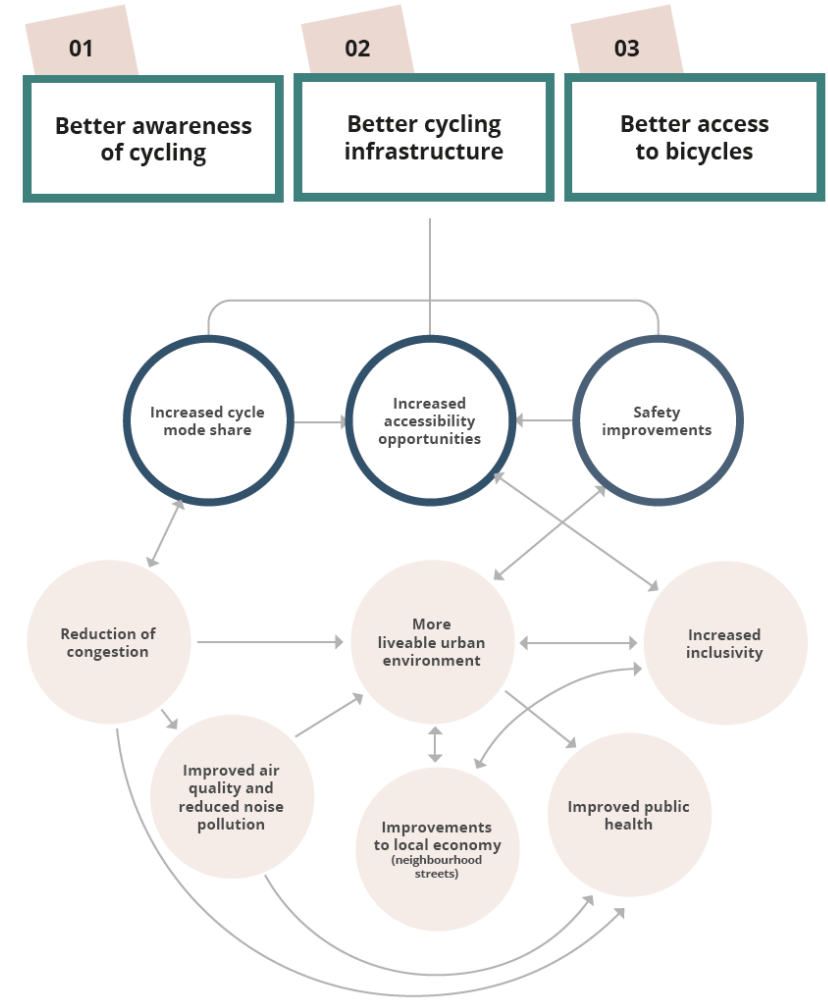
# Our Approach



# How to integrate cycling into daily life?

## Guiding principles to lead the thinking for the Masterplan

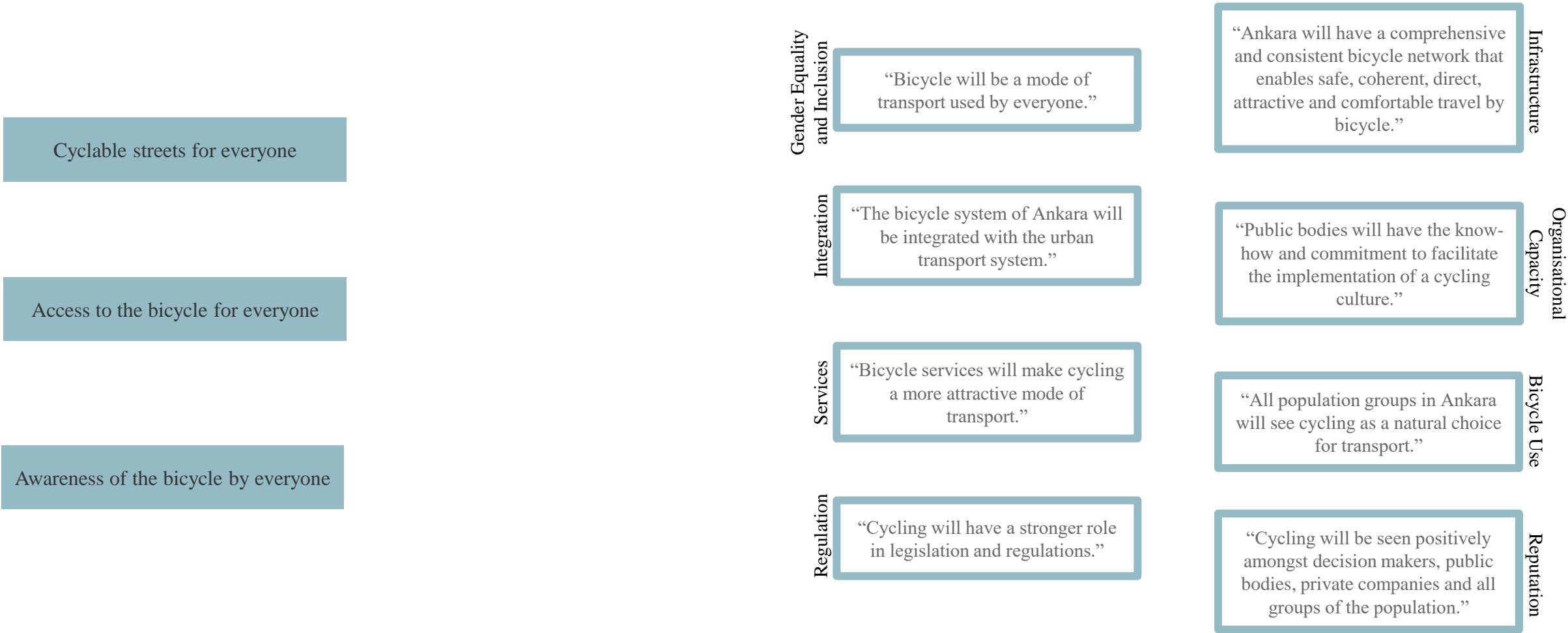
1. Cyclable streets for everyone
2. Access to bicycle for everyone
3. Awareness of cycling for everyone





# How to integrate cycling into daily life?

## Subsequent goals for the Masterplan

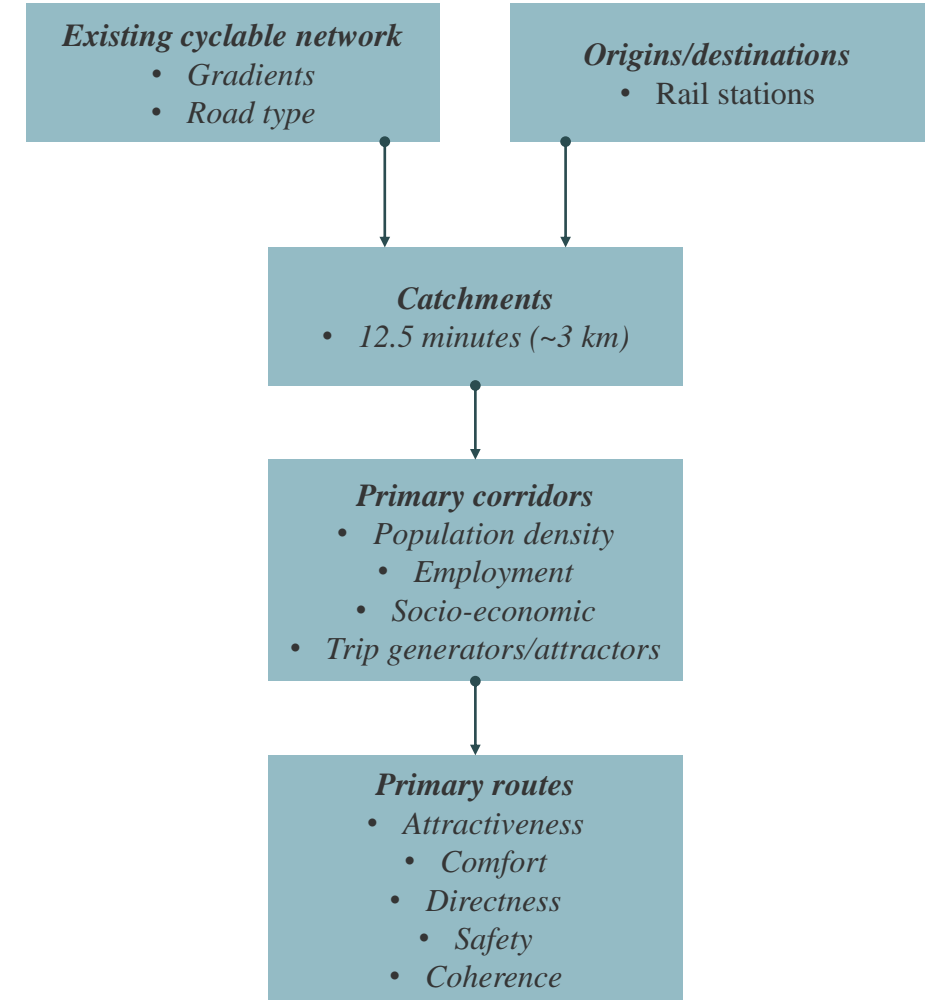


# Approach to the Cycle Network

The Masterplan is successful only when also the habitually underrepresented groups are considered:

1. Children,
2. Elderly people,
3. Women,
4. Low income citizens,
5. People with disabilities,
6. Migrants (unregistered citizens),
7. Visitors.

Having Gender Equality and Social Inclusion (GESI) related KPI's ensures that the implemented cycle Masterplan is for everyone.







Thank you for your attention

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