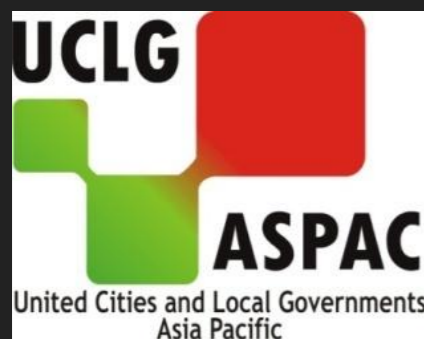

PROMOTING VELO-CITY IN ASIA PACIFIC – THE CHALLENGES AND WAYS AHEAD



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OBJECTIVE

- ▶ To identify the challenges associated with a bicycle-friendly approach in Asia Pacific, and how to address those challenges using the 'evolution of cycling' framework.

Structure of Presentation:

- ▶ 1. Urbanisation growth - key challenges faced
- ▶ 2. How a bicycle-friendly approach can mitigate some of these challenges
- ▶ 3. What are the key challenges to a bicycle-friendly approach and how to overcome those challenges: *Urban Transitions, Moving Lifestyles, Sustainable Economies, Sharing Societies, Design in Motion*

UCLG ASPAC AT GLANCE

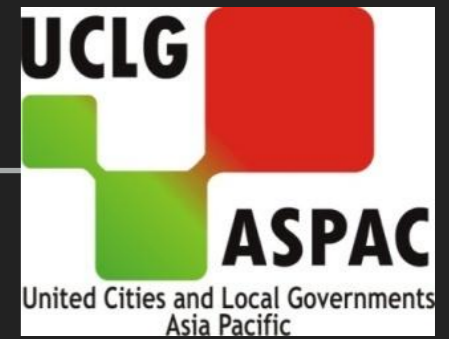


- UCLG is worldwide association of local governments that dates back 1913
- The only local government organization recognized by UN
- Represents and defends local governments' interests on the world stage



- UCLG ASPAC is the biggest among the eight UCLG regional sections
- Represents over 3.76 billion people (more than half of the world population)
- Incorporates economically fast developing countries such as China, India, Indonesia

UCLG ASPAC AT GLANCE



- ▶ Play a role as the key knowledge management hub on local government issues
- ▶ Unite voices and advocate democratic local self-governments and promote cooperation between governments and international communities
- ▶ Carry out broad activities to serve the Members
 - ▶ Capacity development & advocacy
 - ▶ Information & communication
 - ▶ Organizational development & external funded projects
 - ▶ Best practices sharing & research

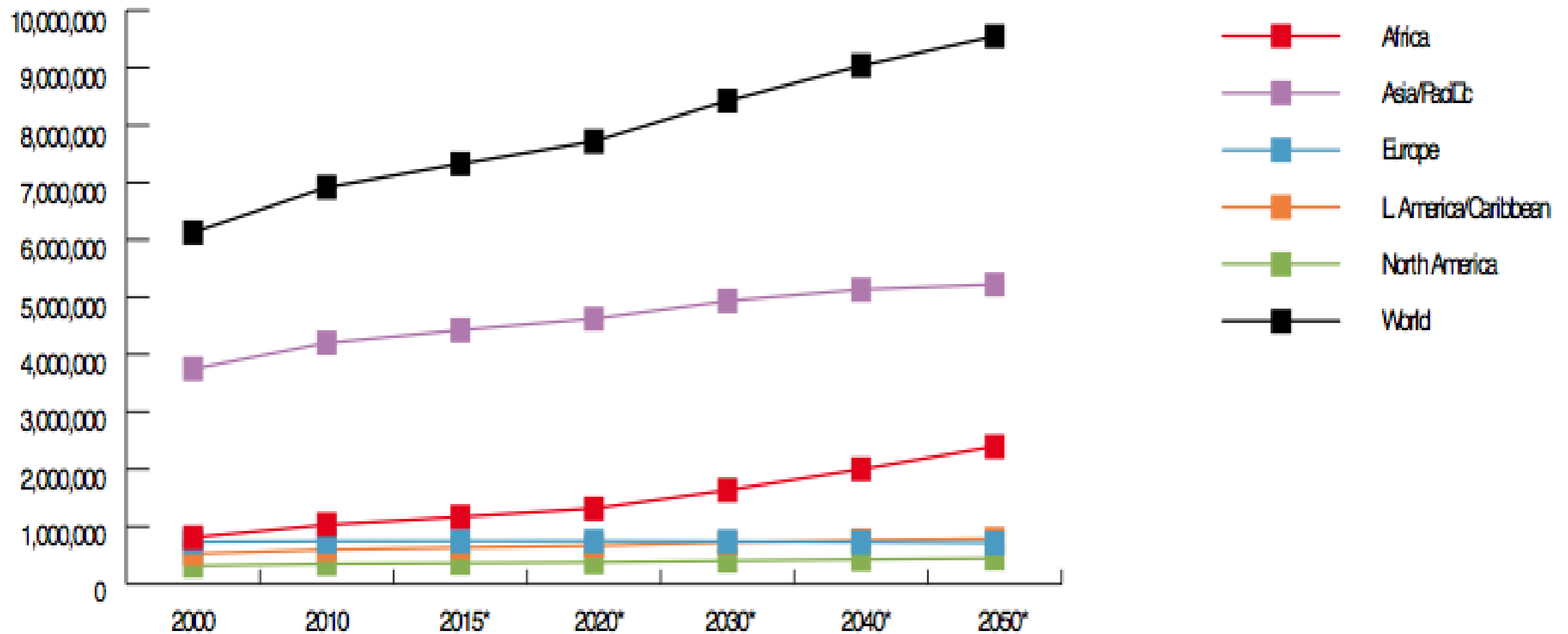


SHIFT TOWARDS
SUSTAINABLE URBAN
GROWTH

CURRENT
URBANIZATION
TRENDS

POPULATION NUMBERS, BY REGION 2000–2050

Graph 1.1 Absolute total population numbers, by region, 2000-2050 (thousands)



* Projection

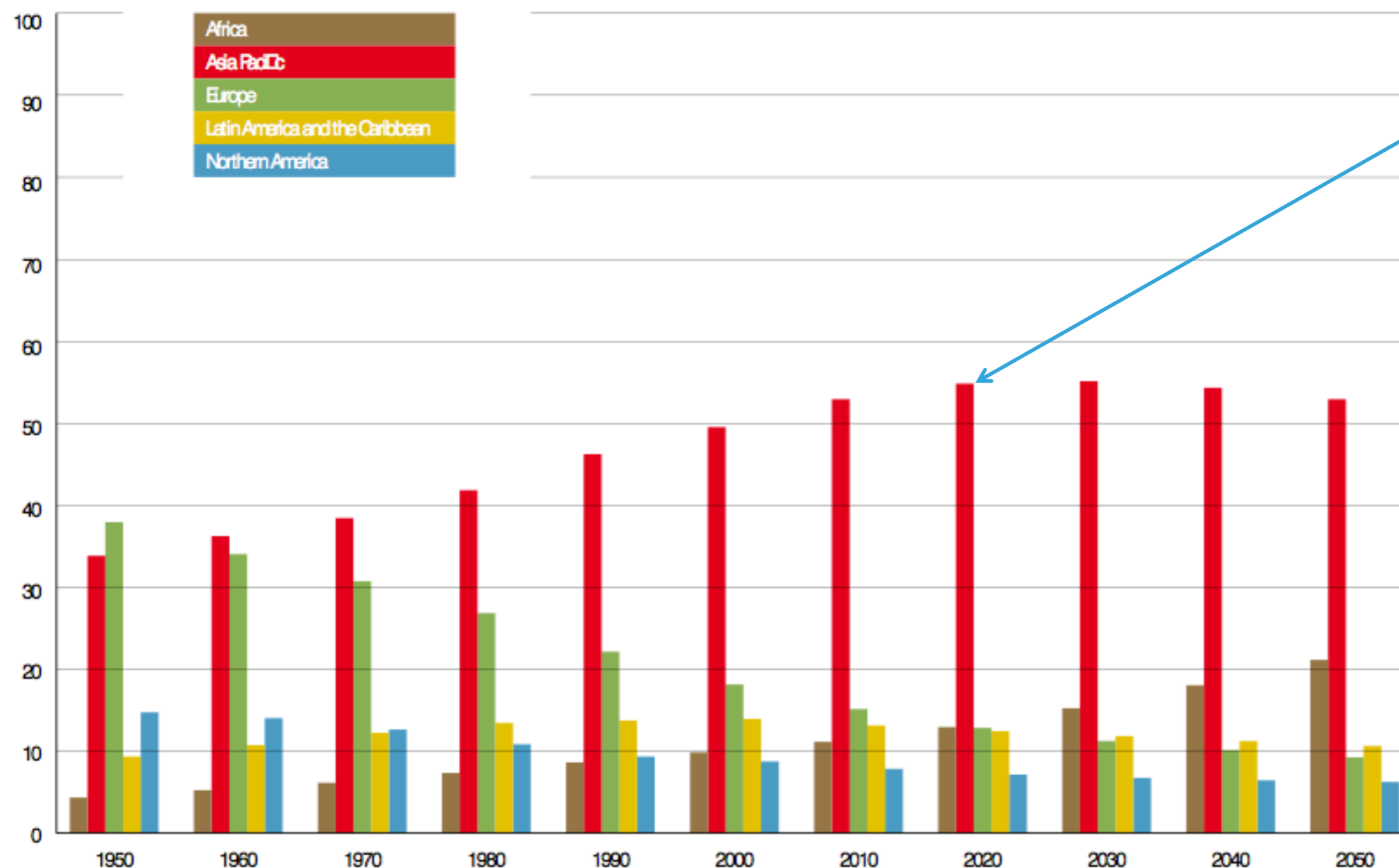
Source: World Urbanisation Prospects: The 2014 revision.



In this circle lives
60 percent of the
global population
and 55 percent of
its urban dwellers

PERCENTAGE GROWING OF URBAN POPULATIONS: POPULATION OF THE WORLD 1950-2050

Graph 0.1 Urban population at mid-year per region as defined in World Urbanisation Prospects (2014)



Source: World Urbanisation Prospects: The 2014 revision, File F03

In 2020, the Asia Pacific urban population will grow to nearly 55% of overall population.

Disaster

Half of world's mega cities, with populations ranging from 2 to 15 million, are currently located in areas of high risk of seismic activity

"About 90 percent of the total affected population in the world are in Asia and almost all of the other deaths, the economic losses and the numbers of events are all rather high in Asia."

Challenges
as the
consequences
of
urbanization



Inadequate urban public services

How we build
urban
resilience?



HOW CAN BICYCLE-FRIENDLY CITIES MITIGATE AND RESOLVE KEY URBAN CHALLENGES?

SIGNIFICANCE OF VELO-CITY

Non motorised transport (NMT) as a key issue to address the SDGs

Goals (relevant to non motorized transport)	Targets (relevant to non motorized transport)	Non motorized transport as a 'solution'
Goal 1. End poverty in all its forms everywhere.	1.1: By 2030, eradicate extreme poverty for all people everywhere, currently measured as people living on less than \$1.25 a day.	Often people living in extreme poverty are still spending unfeasible amounts of income on transport
Goal 3. Ensure healthy lives and promote well-being for all at all ages.	3.4: By 2030, reduce by one third premature mortality from non -communicable diseases through prevention and treatment and promote mental health and well-being. 3.6: By 2020, halve the number of global deaths and injuries from road traffic accidents.	About 1.3 million people are killed every year and 20-50 million are injured and disabled due to road traffic accidents. (source: WHO) The Global Burden of Disease Report of the WHO ranked ambient fine particle pollution ninth among all risk factors in 2010, contributing to 3.1 million deaths
Goal 5. Achieve gender equality and empower all women and girls.	5.1: End all forms of discrimination against all women and girls everywhere.	In many countries women cannot safely use NMT as mode of transport. In some countries women are culturally prohibited from using bicycles.
Goal 7. Ensure access to affordable, reliable, sustainable and modern energy for all.	7.1: By 2030, ensure universal access to affordable, reliable and modern energy Services. 7.2: By 2030, increase substantially the share of renewable energy in the global energy mix. 7.3: By 2030, double the global rate of improvement in energy efficiency.	Transport is the fastest growing sector and predominantly based on fossil fuel (90% of total energy use). Non motorized transport is the cheapest, most renewable and efficient form of personal transportation. Investments in NMT infrastructure are regarded by many modern and developed cities as the most progressive means of living in urban areas. Lack of safe energy access for transport can lead to problems accessing education employment and trade.
Goal 8. Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all.	8.4: Improve progressively, through 2030, global resource efficiency in consumption and production and endeavor to decouple economic growth from environmental degradation, in accordance with the 10-year framework of programmes on sustainable consumption and production, with developed countries taking the lead.	Enhanced use of NMT as a major transport mode helps decrease energy consumption.

Goals (relevant to non motorized transport)	Targets (relevant to non motorized transport)	Non motorized transport as a 'solution'
Goal 9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation.	9.1: Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all.	Non motorized transport is a fundamental aspect of transport as a sector.
Goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable.	11.2: By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons. 11.6: By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management.	About 40 to 60 percent of urban population do not have access to reliable mass transport services, which include NMT networks. Increased infrastructure is necessary.
Goal 12. Ensure sustainable consumption and production patterns	12.8: By 2030, ensure that people everywhere have the relevant information and awareness for sustainable development and lifestyles in harmony with nature.	Enhanced use of NMT as a major transport mode can help decrease energy consumption.
Goal 13. Take urgent action to combat climate change and its impacts.	13.1: Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries. 13.2: Integrate climate change measures into national policies, strategies and Planning.	Non motorized transport can be a means of supporting cities and countries both in mitigating climate change and adapting to it.

* Red indicates SDGs which NMT infrastructure can help address directly

* Black indicates SDGs which NMT infrastructure can help address indirectly



WHAT ARE THE KEY CHALLENGES TO A
BICYCLE-FRIENDLY APPROACH

WHAT ARE WAYS TO ADDRESS THESE
CHALLENGES?

EVOLUTION OF SUSTAINABLE URBANIZATION



URBAN TRANSITIONS: CHALLENGES AND SOLUTIONS





KEY CHALLENGES:

1. POOR INFRASTRUCTURE AND DISTANCE
2. CLIMATE – HUMIDITY, HIGH TEMPERATURE, AS WELL AS NO OF SLOPES
3. NOXIOUS EMISSIONS FROM MOTOR VEHICLES AND INDUSTRIALIZATION
4. POLITICAL WILLINGNESS TO SUSTAINABLE CHANGE
5. ESTABLISHING LOCAL FINANCE OPTIONS

POOR INFRASTRUCTURE AND DISTANCE: JAKARTA

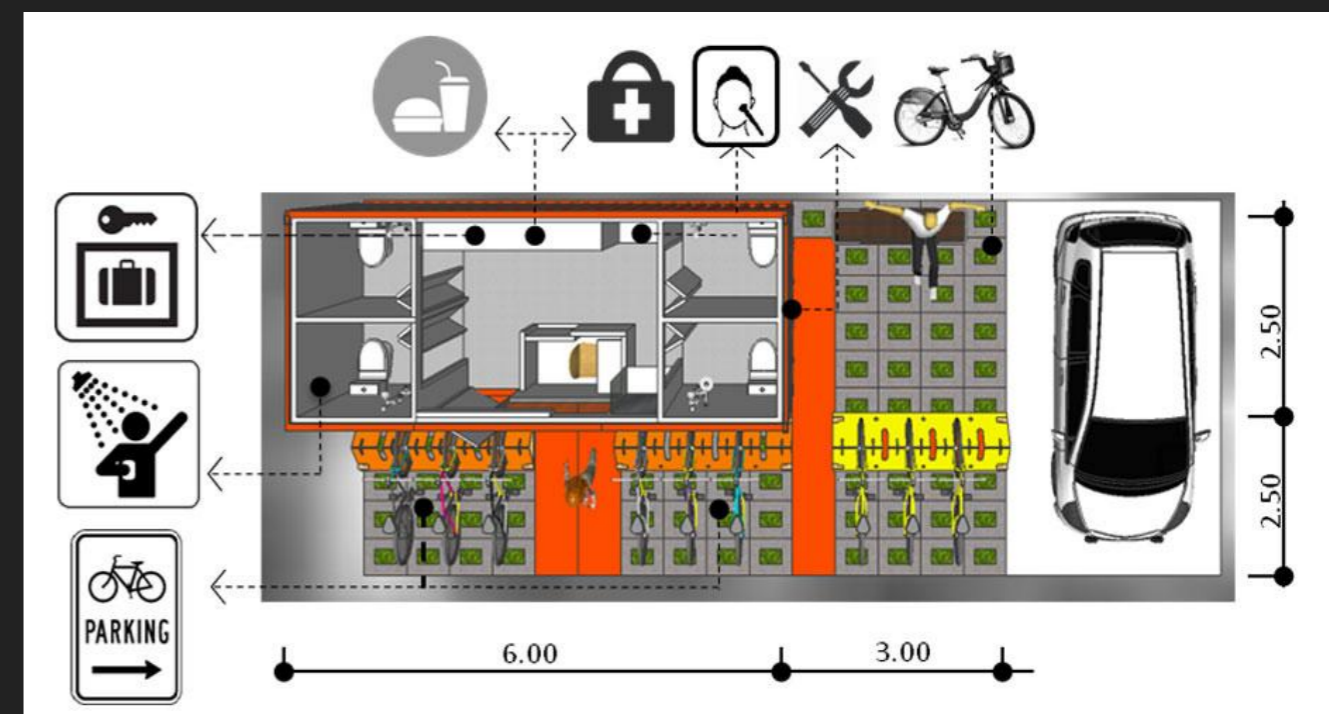
- The capital of Indonesia, Jakarta, is one the fastest-growing megacities in the world with approximately 8.5 million inhabitants in 2013.
- The service sector is predominately located in the metropolitan centre, which results in commuters traveling from residential areas to the centre city in an average time between 82-90 minutes; and a distance covering 5-15km.
- As such, the prospect for bicycle use may not be a realistic solution for commuters.

FINDING INNOVATIVE SOLUTIONS



Short term solutions:

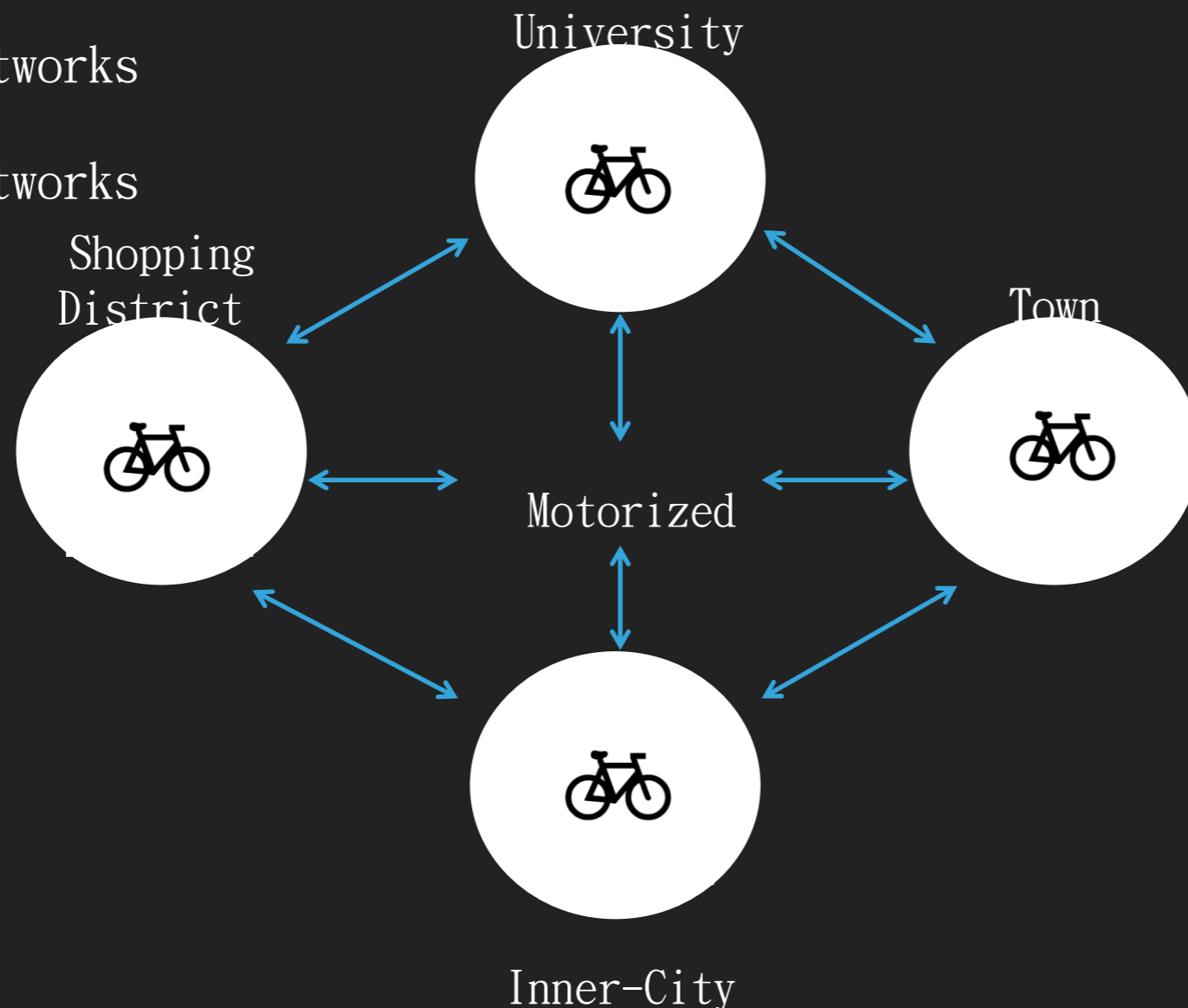
1. The Cyclist Urban Station provides the riders with various facilities to encourage urban riding (i.e showers to address population and climate).



LOCALIZED BICYCLE NETWORKS

Establish local bicycle networks with the aim for localized travel to become non-motorized.

- University Campus bicycle networks
- Inner-town networks
- Inner-city networks



MOVING LIFESTYLES: PEOPLE CENTRIC APPROACH





Challenges

- How to overcome cultural barriers that may prevent and/or discourage women from riding bicycles.
- For example in Aceh, there was issue to not allow women, under Islamic law, to straddle on a motor bike behind male driver. How will this apply to the promotion and use of bicycles



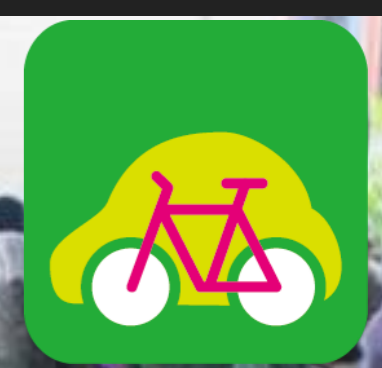
Source: BBC 2013



ENGAGEMENT WITH WOMEN

- ▶ It is therefore necessary to include women's participation in the urban design process.
- For example, the Banda Aceh Administration established the Women Development Planning Consultation to provide room for women participate in urban planning and design.

CASE STUDY 1: WOMEN ENGAGEMENT IN BANDA ACEH



Proposal Comparison

Proposal Without Musrena

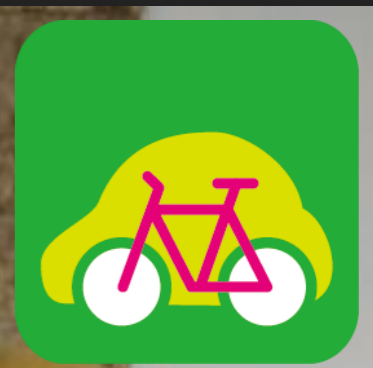
- Road development (Asphalt)
- Improvement of drainage system
- Water supply
- Livelihood
- Embankment construction
- Sport Facility
- Street lights

Proposal With Musrena

- Water supply
- Open space and riverside management
- Waste management training
- Curriculum at school
- Safety and security
- Health quality and facility
- Women's economic production and promotion centre

The Result

- Awards from Indonesian Cities Association
- Gender awards from German Minister of Development Cooperation
- MDGs Awards from National Media, Metro TV
- Women in Banda Aceh has a place to voice their concern
- Women has more courage/place to report the violence



SUSTAINABLE ECONOMIES





SUSTAINABLE ECONOMIES

- ▶ The scarcity of capital – competing cities
- ▶ Domestic investors generally prefer sustainable and liveable cities in deciding to investment or not. Good quality of services, facilities and public spaces.
- ▶ Implementing the right tax and legal settings will encourage effective sustainable developments. i.e decentralisation.



“WELL-DESIGNED AND WELL-MANAGED PUBLIC SPACES HAVE A POSITIVE IMPACT ON LAND VALUES AND ATTRACTS CONSUMERS TO COMMERCIAL AND RETAIL AREAS”

UCLG AFRICA



CITIES THAT HAVE PROTECTED AND ENHANCED GREEN SPACES AND ACCESS TO GREEN SPACES... HAVE DONE BETTER ECONOMICALLY THAN CITIES THAT HAVE NOT.

UNCTAD 2013



JAKARTA OLD TOWN: TOURISM

- ▶ The promotion and use of bicycles can contribute to the tourism industry. Old town received nearly 30,000 to 40,000 visitors each year.
- ▶ Traditional bicycles are used and available for rent to attract tourists.



BANYUWANGI TOUR DE IJEN

- ▶ Improved infrastructure and raise local economy



SHARING SOCIETIES

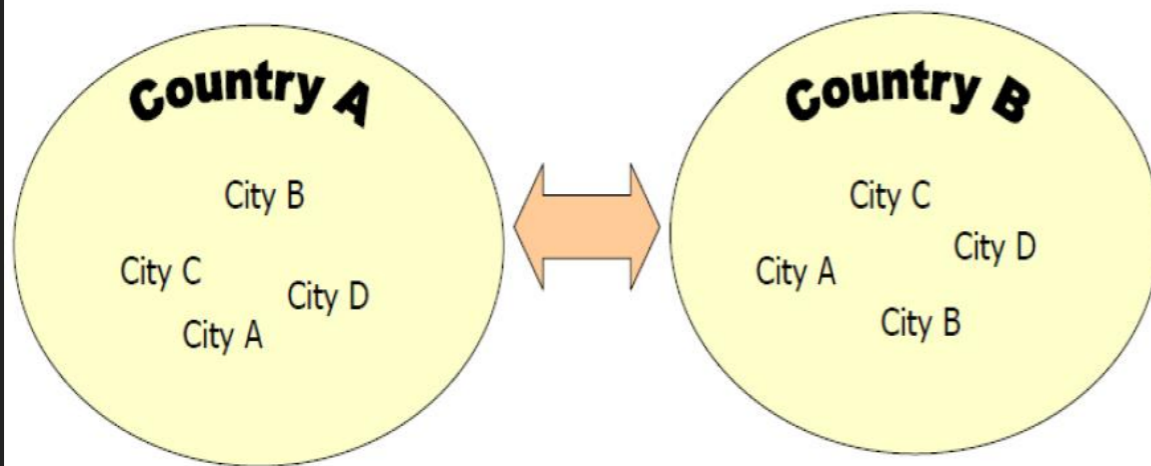




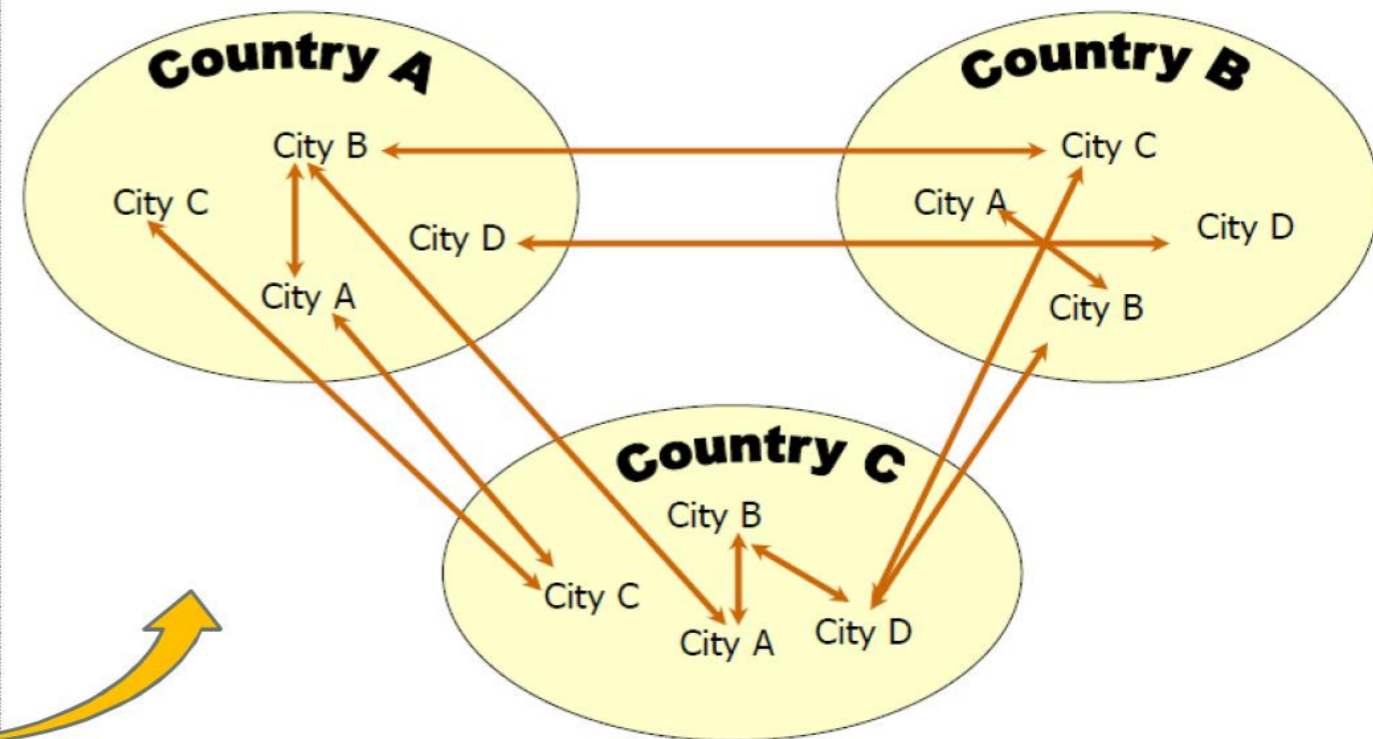
SHARING SOCIETIES

Municipal Cooperation

Traditional type of cooperation:



New type of cooperation:





Twinning and Partnership among Cities and Local Governments in ASEAN Member States

- UCLG ASPAC puts a great emphasis in promoting twinning and partnership between local governments and peoples through the exchange and transfer of success stories in good governance.
- Project DELGOSEA (Democratic Local Governance in Southeast Asia) was launched by UCLG ASPAC, KAS Manila, Local Governments Associations in several countries, to enhance cooperation amongst cities and local governments in ASEAN Member States.
- It has been based on “bottom-up approach” – the program has been tailored based on the needs of cities and local governments.

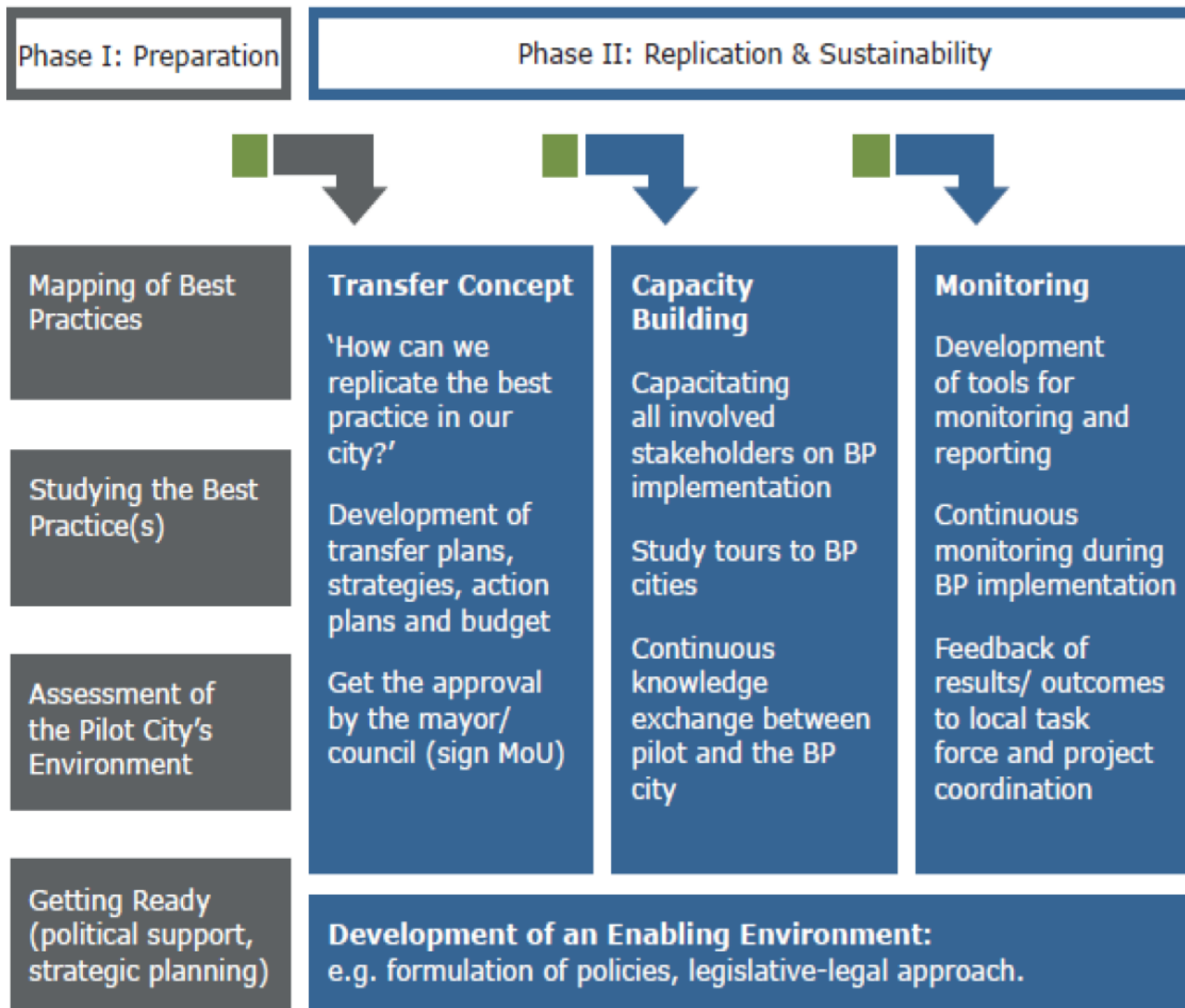
DELGOSEA

Partnership for Democratic Local
Governance in Southeast-Asia

Replication at Glance

DELGO'SEA

Partnership for Democratic Local
Governance in Southeast-Asia



More documentation of the transfer process, please visit:
<http://www.delgosea.eu/cms/Downloads>

South-South Cooperation

(Since 2010, DELGOSEA has selected and transferred more than 24 best practices on good governance)



- Standing Committee: 14 (9 LGAs, 5 NGOs)
- National Government representatives as the adviser of the Network
 - Partners: 2,000 organizations

Tips for Successful Municipal Cooperation

- Focus on result – Achieving good results through clear local and micro implementation. Involves small-scale projects (realistic ones);
- Mutual interests and respect (foundation of partnership);
- Involves practical experience and know-how;
- Commitment – strong political commitment to link with others;
- Role of leaderships – visionary leaders;
- Complementary resources and cost-sharing concept;
- Demand-driven activity based on actual needs of cities;
- Role of facilitators to successfully match between demand and supply;
- Community participation at all stages of the cooperation;
- Good understanding on the barriers and benefits;
- Reciprocity – recognizing the need for a give-and-take reciprocity in the activities;
- Support from national/state governments;
- Free flow of information-enhancing transparency and building trusts.



Reflections

- 70% of cities worldwide are connected in various forms of municipal cooperation or city-to-city cooperation.
- Municipal cooperation helps transfer know-how, managerial and technological knowledge and experience. It promotes long-term relationship for sustainable programs/projects.
- Municipal cooperation with and in Asia is not yet optimal. Need to find ways to accommodate the secondary, medium- and small-cities.
- How to find much-faster “revolving mechanisms or multiplier effects” to upscale at larger scope (sub-national, national or regional levels).
- Need to find systematic ways to implement municipal cooperation especially in the Post 2015 Sustainable Development Agenda.
- Necessary to review how to make the official development assistance more effectively.

DESIGNING IN MOTION





DESIGNING IN MOTION

- ▶ National and local governments need to adapt and accept new ideas and have innovations in order to improve urban design and development. This includes attending and/or appointing workshops to develop new ways of working.
- ▶ Local Government Associations, civil society and the business sector must be consulted and involved in the urban design process.

CONCLUSION

- ▶ We need to find sustainable solutions to key urban growth challenges
- ▶ The need to review urban development through a ‘People Centric Approach’ is key. Good leadership and political will are needed.
- ▶ Exchanging ideas and ways of working between cities allows best practice and resource sharing.
- ▶ City-to-City Cooperation can further enhance meeting our common goals.

THANK YOU



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