Hot or not?
Cycling in megacities in ASEAN

Stefan Bakker
VeloCity, Nijmegen, 14 June 2017
ASEAN TRANSPORT STRATEGIC PLAN

ST-1 Intensify regional cooperation in the development of sustainable transport-related policies and strategies
   ST-1.1 Institute coordinated approach to further promote non-motorised and public transport in ASEAN cities
METROPOLITAN MANILA / THE PHILIPPINES

- Low bicycle ownership (23% of households)
- Modal share <2%
- Many commuting trips long distance, other trips can be 2-5 kms
- Over 70 km bike infrastructure
MANILA
FREEDOM?

so why can't they provide us with bicycle lanes
PHILIPPINES: SOCIAL MEDIA AND ADVOCACY

- https://www.facebook.com/BikesforthePhilippines?ref=un_c 5556
- https://www.facebook.com/pedalabikemessengers?
- https://www.facebook.com/MountainBikePH?ref=pb
- https://www.facebook.com/MountainBikePH?ref=pb
- https://www.facebook.com/BetokBicycles-17009078
- https://www.facebook.com/Edsa-Evolution-4672680
- https://www.facebook.com/philbikeexpo 23425
- https://www.facebook.com/Kawayantechbamboobike
- https://www.facebook.com/DNC-Bicycles-31202593
- https://www.facebook.com/miguel.floriendo?fref=pb
- https://www.facebook.com/Ateneo-Bicycle-Society-1
- https://www.facebook.com/PinoyMTBiker.org 38083
- https://www.facebook.com/BAMBIKE?fref=pb
- https://www.facebook.com/bsibike
- https://www.facebook.com/All-Trek
- https://www.facebook.com/philbikeexpo
- https://www.facebook.com/philbikeexpo
- https://www.facebook.com/bror
- https://www.facebook.com/bike
- https://www.facebook.com/New
- https://www.facebook.com/mountainbike

10625
https://www.facebook.com/bike
BANGKOK

- 6 lane roads are significant barriers
- Sois (small streets): many are suitable for cycling
BANGKOK: CUL-DE-SACS
BANGKOK: CYCLING INFRASTRUCTURE

Over 200 km of bikelanes (various categories)
# THAILAND: SOCIAL MEDIA RELATED TO CYCLING

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<th>Name</th>
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<th>Type</th>
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<td>Thailand Cycling Club</td>
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>100 fanpages  
>1 million followers

Prepare by: Energy Efficiency and Climate Change Mitigation in the Land Transport Sector in the ASEAN Region

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POLICY ACTIVITY

- Thailand: high-level statements, budget for bikelanes ($40 million in 2015), road guidelines

- Philippines: policy initiatives seeking regulations on cycling-inclusive planning

The new paradigm: “Those who have less in wheels must have more in road.”
For this purpose, the system shall favor non-motorized locomotion and collective transportation system (walking, bicycling, and the man-powered mini-train).

- National Environmentally Sustainable Transport Strategy 2011
SOCIAL ACCEPTANCE

- Association of bicycle with poor people
- Trendy and associated with a healthy lifestyle
- Spill-over effects from recreational to transport cycling unclear
- Bicycle events very popular (esp Bangkok)
- Active advocacy groups
- Universities and university students embrace cycling
EMERGING PICTURE

- Currently niche mode of transport, however there is potential

- Remarkable attention from media, public and policymakers
  - Fashionable, popular with recreational cycling groups

- Existing cycling infrastructure: not yet well-connected, sometimes intended for recreational use
POLICY FOCUS

- cycling-inclusive planning
- education and communication
- transport demand management
- knowledge development
- e-bikes
- data and monitoring
CYCLING PLAN SUPPORTING ‘CAR-LITE SINGAPORE’

https://www.ura.gov.sg/uol/-/media/dmp2013/key-focuses/transport/cycling-for-all/P1_map_rev3_cs3_12Nov2013.jpg?la=en
ARI SKYTRAIN STATION, BANGKOK
EXAMPLE: PROPOSED NMT INTERVENTIONS IN ARI, BANGKOK
NOTES TO (FOREIGN) CONSULTANTS/PRACTIONERS

- Carefully consider local context
- Make use of ongoing developments and opportunities
- Identify key actors to work with and support you
- Make feasible recommendations for short and long-term actions
THANK YOU

www.transportandclimatechange.org

ASEAN Cycling report:

Bangkok NMT study (Thailand Mobility NAMA):

www.facebook.com/TransportClimateASEAN

sjabakker@gmail.com

sjabakker

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