Plenary Session “Governance”

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The global framework

Access to Mobility for All

End poverty, protect the planet, and ensure prosperity for all

PARIS CLIMATE AGREEMENT
NDC’s to reduce transport emissions

Cycling contributes to all Global Commitments: Zero Emission Mobility, Inclusive Mobility, Ensures Access, Reduces Congestion, Improves Health etc.

>> Need for National Commitments/ Local Action to “make cycling happen”
Mutually Reinforcing Governance Levels: Implementing Sustainable Urban Mobility

Mutually reinforcing Levels:
- Local Action creates demand for cycling & informs Nat. Mobility Plans
- National Mobility Policy can trigger local investment in cycling
- International Commitments can identify Nat. policy gaps and push for Local and National Action

Neighborhood:
Pilot projects; cycle events; bike share

City Level:
Guidelines and Tools; Rapid City Diagnostics; Field demonstration Projects; Cycle Events; SUMPs; Local Mobility Policies; Capacity development;

Reg. Level:
Metropolitan Planning; Intra-City Cycle Highways.

Nat. Level:
National Policy Dialogue; Capacity Building; National Policy formulation on Urban Mobility.

Global Level:
Habitat III, SDGs, Paris; Regional and International Dialogue and Coordination; UN-Habitat Governing Council; WUF; SSATP; VeloCity; ITF; etc.
The New Urban Agenda - Global Framework & Partnerships for Local Action on Cycling

- NUA refers to Cycling as a key measure to achieve sustainable and equitable cities (3x) >> result of advocacy work of ECF and other stakeholders

- Action needed at national and local level that will drive forward implementation of NUA

- Monitoring mechanisms of cycling action essential
Domestic Steps to be taken simultaneously

- National Mobility Strategy & secured political/financial support >> linked to Nat. Urban Policies (NUA)
- Local Cycle Implement. Plans & budgetary allocation
- Strong domestic partnerships and multi-stakeholder dialogues
- Participation of the cyclist community in design of cycle infrastructure
- Action/Implementation/Pilots/Events
UN-Habitat’s activities to promote cycling

A combination of normative and operational efforts on different levels of governance
Example 1: Cycling Side Event at UN-Habitat Governing Council

Reaching out to Member States on the importance of cycling for sustainable urban mobility

Cycling towards more healthy, accessible and socially inclusive urban areas
Example 2: Sustainable Urban Mobility Plan for Ruiru, Kenya

Action Plan incl. Recommendations, such as:
- Provide dedicated lanes for NMT; secure cycling lanes
- Improve informal business sites;
- Improve street lighting; signage;
- Rationalize parking (not a public good);
- Revitalize public spaces
Example 3: A policy-makers toolbox for Asian cities

- In response to high motorization rates & decline in walking and cycling in Asia
- To assist policy-makers in promoting NMT & facilitate people-centric Pilot Projects
- Incl. Walkability and Cyclability Assessment tool
- Dissemination in global fora

UN-Habitat
Clean Air Asia
Shakti Sustainable Energy Foundation
Example 4: Bicycle Sharing Scheme at University of Nairobi

- Qualitative baseline survey on cycling situation
- Pilot bike sharing scheme at Campus
- To demonstrate the usage and convenience of cycling as a mode of transport
- Incl. communication strategy, advocacy, outreach
- “Students of today – Citizens of tomorrow”
Example 5: Placemaking Week Nairobi

- Reclaiming space for pedestrian and cyclists
- Activation of Streets as Public Spaces
Example 6: Support to Medellin’s Safe Route

- Improved infrastructure led to increase of cycling of 270%
- Pilot project led to Cycling Masterplan for Medellin
Financing – Making Cycling happen

• Mobilization of funds domestic and international, public and private

• Investment and financial allocations for Cycling in national and local annual budgets

• Communicating the Positive Return of Investment in Cycling (ex. New Zealand, 20 times benefit)
Monitoring Action on Cycling

• Tracking progress on cycling on local and national level essential to monitor action towards global commitments of SDGs, NUA, Paris Agreement

• Clear monitoring systems are required – however, often lacking >> need for capacity building particularly in developing nations
Tracking the SDG Transport Target - UN-Habitat as the “custodian agency”

Indicator 11.2.1

11.2.1 Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities.

Rationale for Monitoring

Purpose

- to provide necessary and timely information to decision makers and stakeholders to accelerate progress against goals

Underlying Framework

- New paradigm of SUM with emphasis on accessibility and inclusiveness
- Reduce the need for mobility by reducing the number of trips and the distances travelled
- Good, high-capacity, multimodal PT systems with comfortable access for walking and cycling
- Modal shift to greener forms of transport

Accelerate progress
Thank you!