Promoting cycling in bike-unfriendly environments – A global perspective

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The global framework

Universal Access to Basic Services for All
End poverty, protect the planet, and ensure prosperity for all
NDC’s to reduce transport emissions

Cycling contributes to all Global Commitments: Zero Emission Mobility, Inclusive Mobility, Ensures Access, Reduces Congestion, Improves Health etc.
The context we are talking about in this session

- Urban planners have largely focused on facilitating urban mobility by investing in new and expanded infrastructure for private cars instead of NMT & PT.

- Externalities of car-oriented development include: urban sprawl; air and noise pollution; climate change; traffic jams; traffic accidents etc.
Urban Modal Shares

NMT:
- 37% of all urban trips are made by foot or bicycle
- In poorer and smaller cities, walking is capturing up to 90% of all trips
- Developing countries: poor & unsafe infrastructure for NMT
- NMT is marginalized in urban planning and investments
- High motorization rates
THE RATIONALE

Why do we need more cycling and walking in these contexts?

Example Nairobi
Business as usual…

At the current motorization rate, trips by cars and 2-wheelers will triple by 2030.

Source: ITDP, 2015
Can you imagine:
This to be **tripled** ???
Better Scenario…
Fill the Gap with Sustainable Modes

Source: ITDP, 2015
## UN-Habitat’s Paradigm: Avoid-Shift-Improve

<table>
<thead>
<tr>
<th>Aim</th>
<th>City Intervention</th>
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<tr>
<td><strong>Avoid (System Efficiency)</strong></td>
<td>Reduce or Avoid the Need for Travel</td>
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<td><strong>Compact city planning/ Mixed Land Use/ Pricing and Regulatory Mechanisms</strong></td>
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<td><strong>Shift (Trip Efficiency)</strong></td>
<td>Modal shift from energy intensive modes (cars) to Walking, cycling and Public Transport</td>
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<tr>
<td><strong>Make cycling and walking safer and attractive; Promote Public Transport; Improve street design, provide adequate public spaces; link walking and cycling with PT; Pricing and Regulatory mechanisms.</strong></td>
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<td><strong>Improve (Vehicle Efficiency)</strong></td>
<td>Improve energy efficiency of vehicles and vehicle technology</td>
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<td><strong>Telematics; Regulatory Mechanisms; Facilities for Public recharging of Electric Vehicles</strong></td>
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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
Promoting cycling in bike-unfriendly environments

A combination of normative and operational UN-Habitat Projects
Example 1: Sustainable Urban Mobility Plan for Ruiru, Kenya

From Problem Map to Action Plan

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 1: Sustainable Urban Mobility Plan for Ruiru, Kenya (cont)

SUMP Action Plan - Proposed Design:
More Space for Pedestrians & Cyclists

Source: ITDP/UN-Habitat 2016
Example 2: 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
- Incl. Walkability and Cyclability Assessment tool
- To facilitate people-centric Pilot Projects
Example 3: Pilot Project on Sustainable Urban Mobility in Kathmandu

- Campaign for people-centric transport system
- Pilot Projects to demonstrate people-centric transport planning
- Citizens, including the poor, have improved access to safe, affordable, efficient and reliable transport
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 5: Placemaking Week Nairobi (cont.)

- Critical Mass Event on Bicycles
- Creating a Cycling Culture
- Stakeholder Platform (City, Cyclists, Traffic Police, NGOs etc.)
Lessons learned – “How to”

• Simultaneous and sustained cycling policy and advocacy efforts on ALL levels of governance
• Efforts need to be linked to investment/ budgetary allocations
• Return of Investment needs to be understood by decision-makers ("If I invest x amount on NMT, the long-term benefit will be y")
• Cyclists’ participation in design of NMT infrastructure essential ("they know best what they want")