

Promoting cycling in bike-unfriendly environments – A global perspective

16 June 2017

Andre Dzikus

Coordinator

Urban Basic Services Branch

UN-Habitat

The global framework



**Universal Access to
Basic Services for All**



THE GLOBAL GOALS
For Sustainable Development

**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.

The context we are talking about in this session



Get in.
Get happy.



Happy?
Really?

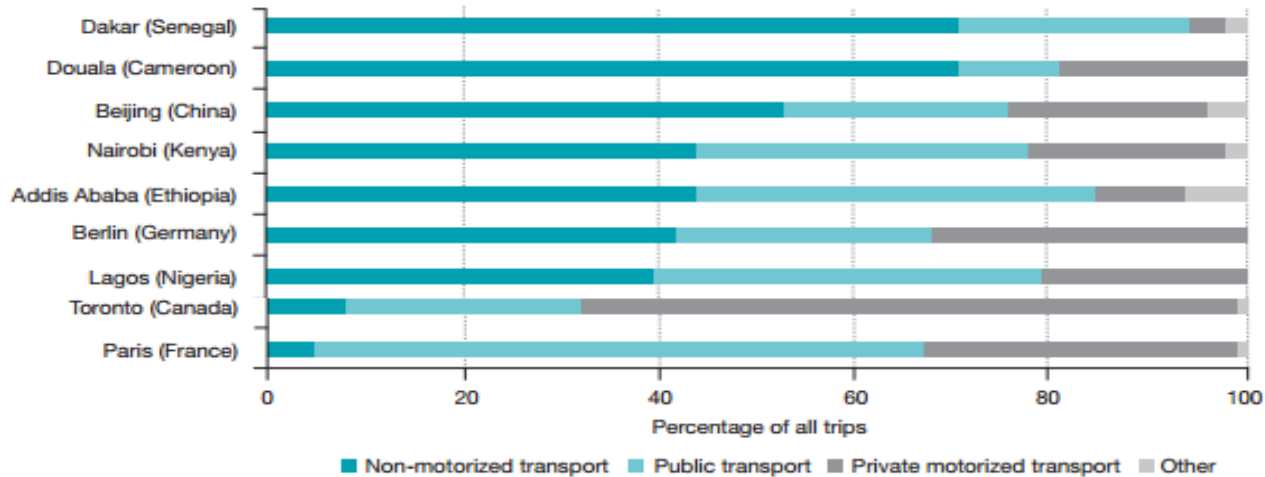
- Urban planners have largely **focused on** facilitating urban mobility by investing in new and expanded **infrastructure for private cars instead of NMT & PT.**
- **Externalities** of car-oriented development include: urban sprawl; air and noise pollution; climate change; traffic jams; traffic accidents 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

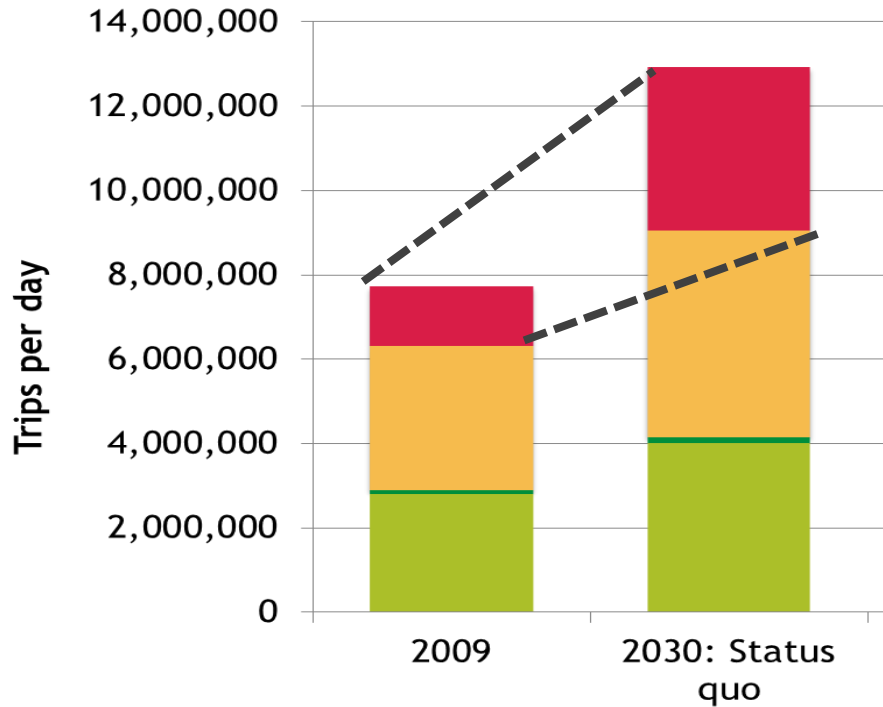


THE RATIONALE

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

Example Nairobi

Business as usual...

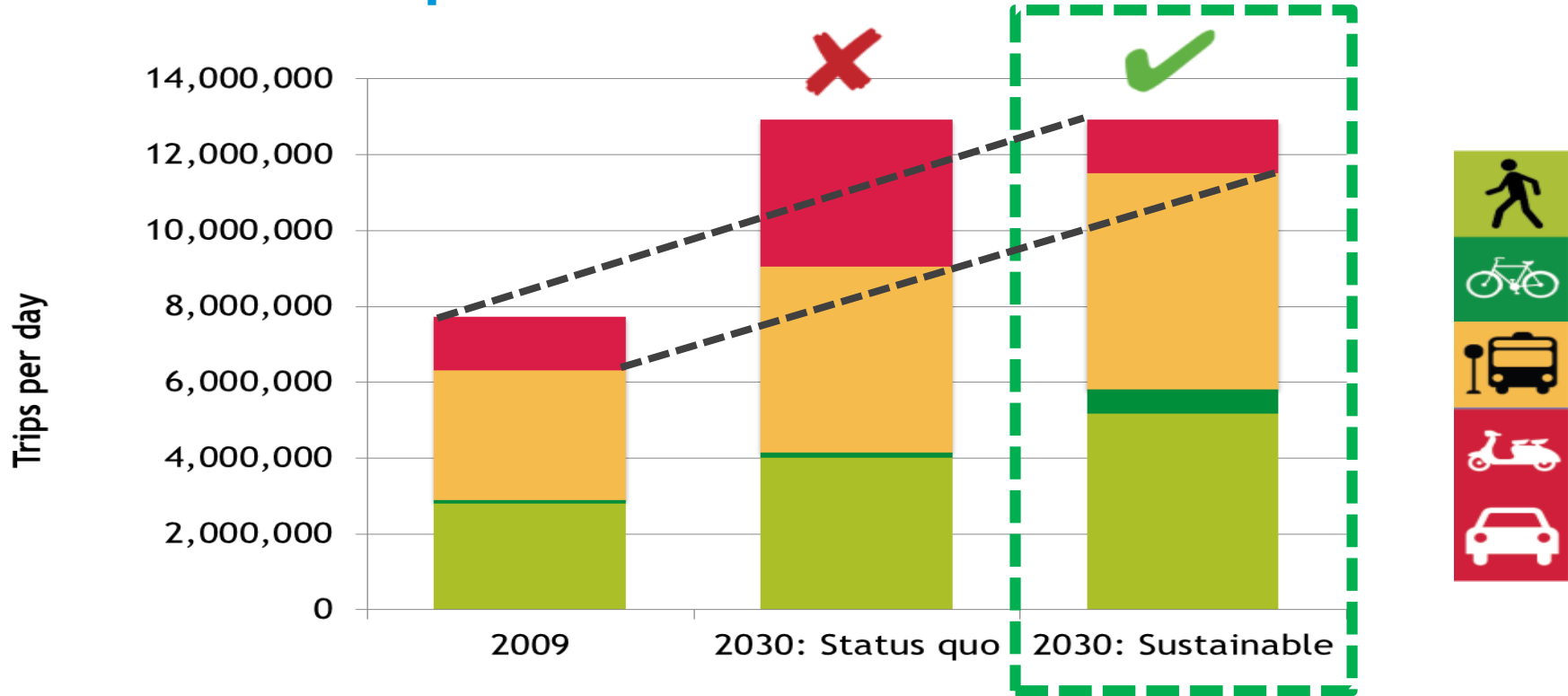


At the current motorization rate, trips by cars and 2-wheelers will **triple** by 2030

Can you imagine:
This to be **tripled** ???



Better Scenario... Fill the Gap with Sustainable Modes

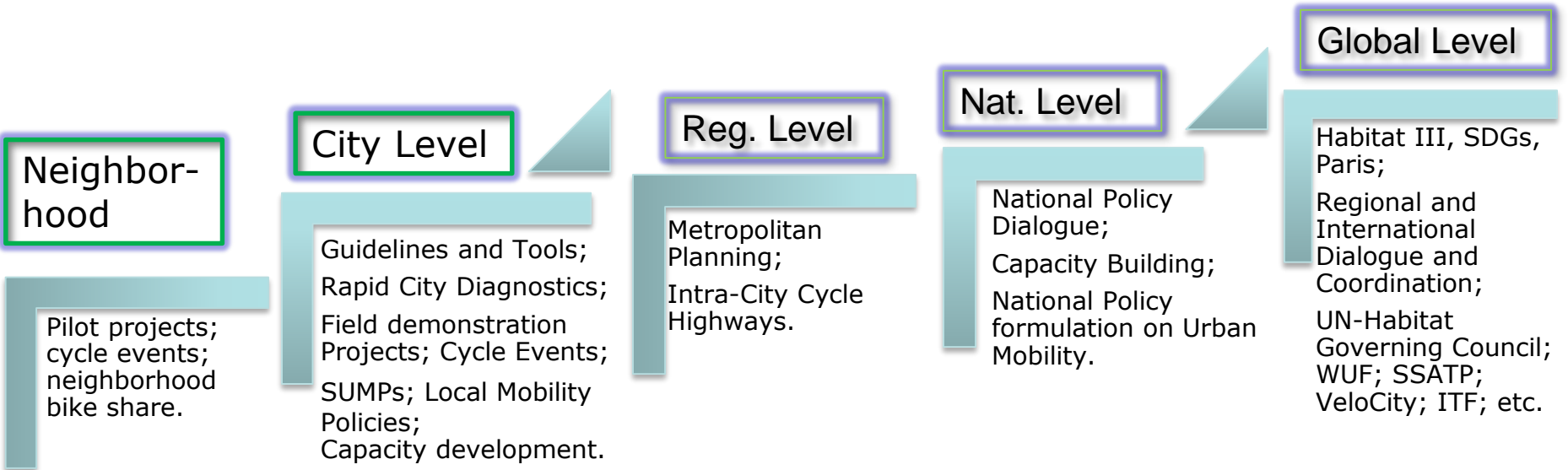


UN-Habitat's Paradigm: Avoid-Shift-Improve

	Aim	City Intervention
Avoid (System Efficiency)	Reduce or Avoid the Need for Travel	Compact city planning/ Mixed Land Use/ Pricing and Regulatory Mechanisms
Shift (Trip Efficiency)	Modal shift from energy intensive modes (cars) to Walking, cycling and Public Transport	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.
Improve (Vehicle Efficiency)	Improve energy efficiency of vehicles and vehicle technology	Telematics; Regulatory Mechanisms; Facilities for Public recharging of Electric Vehicles



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 PLANS AND PROPOSALS

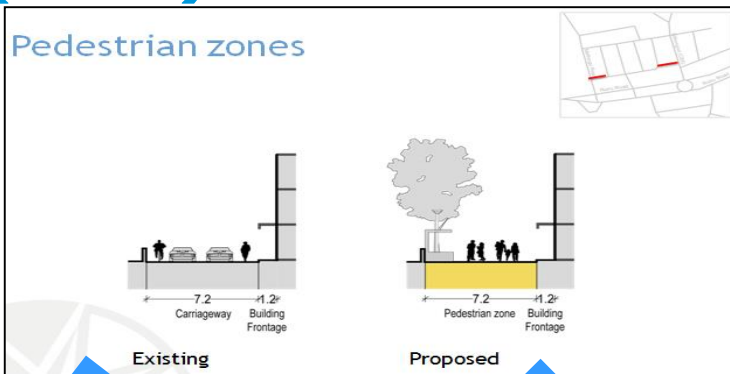


Action Plan incl. Recommendations, such as:

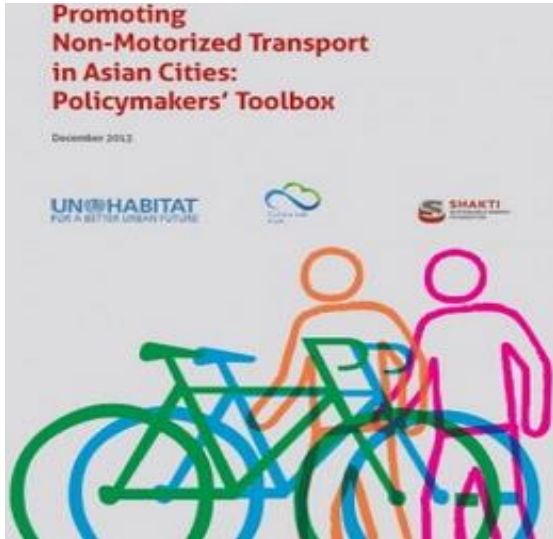
- Provide dedicated lanes for NMT; secure cycling lanes
- Improve informal business sites;
- Improve street lighting; signage;
- Rationalize parking (not a public good);
- Revitalize public spaces

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

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



Example 2: A policy-makers toolbox for Asian cities



UN-Habitat
Clean Air Asia
Shakti Sustainable Energy Foundation

- 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



UN-Habitat
Clean Energy Nepal

- 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

UN HABITAT
FOR A BETTER URBAN FUTURE

C4DLab
Innovation Lab

University
of Nairobi

J.S. Research
Group
your voice



RENT A BIKE



UON Bikeshare is a bicycle sharing initiative championed by C4DLab, the Innovation Lab of University of Nairobi in collaboration with UN-Habitat and J.S. Research.

OPERATIONAL HOURS - 0700 HRS - 1900 HRS

PRICING - KSH. 40 PER HOUR

For inquiries, kindly contact us at



bikeshare.c4dlab.ac.ke

- 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”*)

