

‘NEW DIMENSIONS OF CYCLING’

Framework for cycling-inclusive assessment

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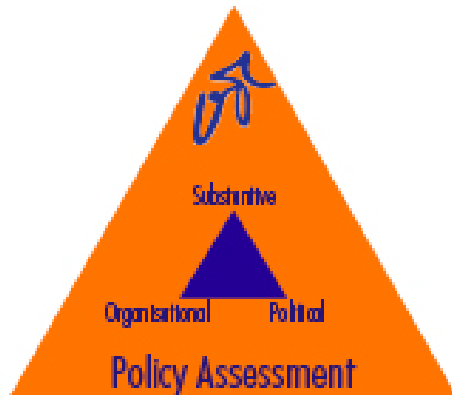
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1. POLICY ASSESSMENT (Summary)



This paper contains a framework for assessment of cycling-inclusiveness of urban areas. This assessment does focus on key elements for describing the state-of-the-art (good and bad practice). It identifies opportunities for urban change, including levels of accessibility, levels of public security and quality of public space. Implementing of cycling in urban situations can be considered as 'environmental innovation' as part of programs for modern city development.

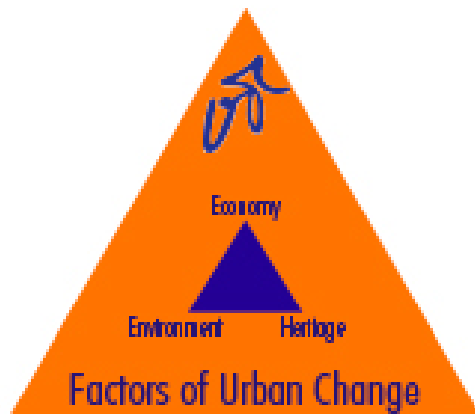
Broad (and expensive) traffic and transport data collection is agreed to be mainly a task of politicians and governmental organizations. They mostly concentrate on area wide data collection. Civil society organizations can only concentrate on small scale (and relatively cheap) data collection. They mostly concentrate on route or spot wise data collection. Before-and-after studies or other long range data collection is a governmental task. New kind of cycling assessments therefore are potentially feasible for civil society organisations.

To understand cultural blockages for cycling one needs to apply a 'holistic approach' and identify and position stakeholders, both geographically and institutionally. This means that every city, region or country has its own key social, economical and technological aspects. Many of the attitudes, opportunities and barriers towards durable cycling can be explained.

I-ce has developed a series of 'knowledge triangles'. Each triangle has proven to be an effective assessment tool because each corner represents a different perspective of a 'cycling issue'. By applying her knowledge triangles I-ce staff shows new dimensions of development and opportunities for cycling.

During Marketplace VeloMondial 2006 the '**assessment pyramid**' of **I-ce**, Interface for Cycling Expertise can be experienced by attendees.

2. LOCOMOTIVES – LOW COST MOBILITY INITIATIVES



For the empowerment of low-cost mobility initiatives in developing countries, **I-ce**, Interface for Cycling Expertise created LOCOMOTIVES, the Low Cost Mobility Initiatives Support Program. From 2003 through 2006, Dutch Development Cooperation (DGIS) is supporting LOCOMOTIVES as a civil society development program. LOCOMOTIVES is an international civil society organizations network.

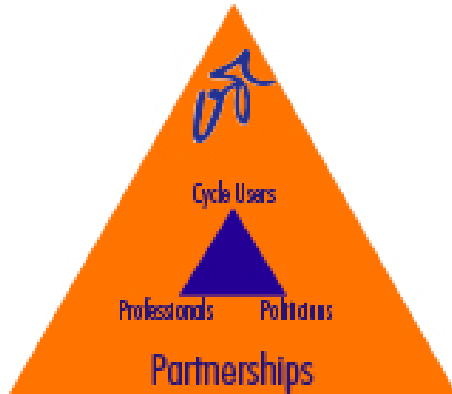
Eleven civil society organizations in nine countries in Africa, Asia and Latin America have developed skills to interact with urban development processes. They are facilitating low-cost mobility in the capitals and other major cities. The countries and cities in which the LOCOMOTIVES CSOs have built constituency for cycling-inclusive planning and facilitated concrete interventions are Brazil (Florianopolis), Colombia (Bogotá , Bucaramanga,), Ghana (Accra), India (Delhi, Pune), Kenya (Nairobi, Kitale), South Africa (Cape Town), Sri Lanka (Kurunegale, Galle), Tanzania (Dar es Salaam) and Uganda (Jinja, Iganga). In the capacity-building process, the CSO partners involved governments, universities, urban stakeholders, beneficiary groups and local experts.

LOCOMOTIVES partners intervene in the city processes through their own specific and local activities. The program also identified and elaborated cross-cutting issues, which will be published by the end of 2006:

- Cycling advocacy and campaigns
- Integrating Non-Motorized Transport (NMT) in Bus Rapid Transit (BRT) systems
- Strategic Cycling Planning
- Cycling data collection
- Ridership issues: bicycle affordability; cycling to school

The LOCOMOTIVES program has developed into an international civil society organizations partnership for cycling-inclusive cities, which will continue as part of **I-ce**'s Bicycle Partnership Program.

3. BICYCLE PARTNERSHIP PROGRAM (BPP)



The international reputation of the **cycling-inclusive** planning of transport and management of traffic in the Netherlands is similar to the fame the country enjoys in water management. Whereas water management is regarded as a core competence, cycling is still missing on the international policy agenda of the Netherlands. **I-ce** wants to change this situation through the Bicycle Partnership Program (BPP).

The Bicycle Partnership Program aims to support 50 cities in Africa, Latin America and Asia in achievement of their development goals on poverty reduction, environment and sustainability through **cycling-inclusive** city planning and transport management. To this end BPP will mobilize in Dutch society the required knowledge, personnel assistance and financial aid. Leaders will act as cycling ambassadors who put international political weight behind the local ambitions. BPP is concluding agreements with cities with a cycling-inclusive ambition so as to give them access to international facilities for cycling-inclusive planning and design of infrastructure and facilities. Preconditions are a supportive development policy up to 2010, the involvement of cyclists and beneficiaries and a commitment regarding the local share in the financing of the process.

The BPP cities are acting as pilots in regional networks, which means the experience gained with **cycling-inclusivity** will benefit other cities. For this there is cooperation with regional networks, such as the Clean Air Initiative for Asian Cities (CAI-Asia). BPP supports the establishment of sustainable transportation networks like SUSTRAN-Africa and SUSTRAN-LAC (Latin America). BPP hosts LOCOMOTIVES, the international network of civil society organizations for low-cost mobility.

In BPP **I-ce** will also interact with national ventures, such as:

- Bicicleta Brasil, the national cycling strategy of the Ministry of Cities in Brazil
- FIFA 2010 South Africa, cycling-inclusive planning on the road to hosting the soccer world championship
- Indian Locomotives, India's CSO network for integral urban transport policy making.

For the provision of support from the Netherlands, **I-ce** is concluding arrangements for the:

- deployment of cycling experts from municipalities and consultancies
- internationalization of Dutch standards and manuals
- international university cooperation for cycling-inclusive research and education
- fundraising for low cost mobility organisations and cycling projects
- transfer of bicycle parts and assembly technology.

4. *I-ce*, INTERFACE FOR CYCLING EXPERTISE

The transport system in the Netherlands is renowned worldwide, not in the least for the high proportion of bicycle transport (almost 30% share of all journeys), its bicycle-train transport chain and the cycling culture and awareness in civil and professional society. Authorities and agencies are setting an international standard when practising a cycling-inclusive approach to planning transport and managing traffic. Developing and developed countries alike consider the Netherlands a role model for modernization and sustainable development, in which the enormous demand for transport among the urban populations can be mitigated without ever increasing congestion and pollution. It amounts to a promise of urban and economic quality with controlled use of public space and investments. And there is the prospect of reducing the greenhouse emissions, accidents and health impacts caused by motorized transport. .

With the statement 'The Netherlands is a cycling laboratory', *I-ce* was founded in 1996 to be an interface between the international demand for cycling expertise and the cycling practice rooted in Dutch society. As an interface, *I-ce* provides assistance in two ways between demand and supply: by developing good practice and enabling access to source knowledge.

I-ce has become an expertise centre that supports capacity-building for the planning and design of cycling-inclusive facilities in an urban policy and development context. *I-ce* delivers expertise to governments, expert institutions and lobby groups. *I-ce* is supported by an extensive network of experts in the Netherlands and abroad. *I-ce* initiates and participates in collaborative ventures such as Velo.Info, SUSTRAN networks in Africa and Latin America and Clean Air Initiatives for Asian Cities.

In providing assistance to developing countries, *I-ce* has created targeted programs for civil society organizations (LOCOMOTIVES) and cities (Bicycle Partnership Program). For the European and international market, *I-ce* provides:

- technical assistance for policy formulation, planning, engineering and design
- interactive training of cycling-inclusive capabilities
- research into international cycling issues
- cycling-related documentation and its dissemination.

