



The place of cycling policy and programs in the developing world

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Bridging the gap

Pathways for Transport in the Post 2012 Process



Partnership on Sustainable
Low Carbon Transport

Kolkata cycle ban puts squeeze on health and livelihoods at risk

Plan to ease congestion in one of India's most crowded and polluted cities will hit the poor hardest

Annie Gowen for the Washington Post

For the milkmen and newspaper boys of Kolkata, navigating the city's clogged lanes is always a challenge. But now they face a new obstacle: traffic cops waiting to write them a ticket. For riding a bike.

A ban on cycling in one of India's most polluted and crowded cities sparked protests last month and reignited a public debate over the country's attitudes toward its poor – many of whom cannot afford even a bus ride – and its commitment to addressing air quality.

Kolkata, the sprawling metropolis of 14 million, first banned bikes on about three dozen streets in 2008. The police commissioner recently expanded the measure, barring bicycles, non-motorised rickshaws, carts and cycle vans from 174 roads. Authorities said the move was aimed at easing traffic flow.

Although bike travel will be allowed on some streets after business hours, activists say the new restrictions are tantamount to a ban on cycling in the entire city. They say the measure makes no sense at a time when traffic and air pollution are worsening. The air is so bad in Kolkata, for example, that the city's most famous monument, the Queen Victoria Memorial, has turned yellow from fumes and smog.



Rickshaw riders and cyclists protest the decision by authorities in Kolkata to ban them from major roads in the city. Photograph: Dibyangshu Sarkar/Getty

Valuing cycling and walking

- Conventional co-benefits
 - CO2 emissions
 - Congestion
 - Fuel Saving
 - Air pollution reduction
 - Reduced noise pollution
 - Road safety
- Added value
 - Health
 - Productivity
 - Universal access
 - Children, women, elderly
 - Human right to mobility
 - Employment/Job creation
 - City competitiveness
 - Tourism
 - Land use



Valuing the co-benefits

Economic benefits of cycling in EU-27	2010
Health	€121 bn
Congestion-easing	€ 24 bn
Fuel savings	€6 bn
Reduced CO2 emission	€3 bn
Reduced air pollution	€ 1 bn
Reduced noise pollution	€ 0.3 bn
Industry	€ 62 bn
Combined total	€ 217 bn

Learn from Kolkata

- In the developed world cycling is a choice
- In the developing world it is a livelihood, health, access – it is life
- Mobility is a human right
- Changing perceptions:
 - Cyclists and walkers – Valuable, not vulnerable
 - Increasing cycling and walking is a positive choice for cities
 - Institutional support



Actions

- In principle
 - Cycle proofing: Cycling in all transport actions
 - Cycling as 10% of transport funding
- In practice
 - Cycling and walking will not feature in NAMAs and other instruments without
 - Capacity building – cycling & walking institutions/NGOs
 - Co-benefits evaluated - e.g. WHO transport evaluation
 - Multi-modal approach – include mandatory cycling, walking, accessibility elements in major projects



To find out more

- ECF's networks:
 - Velo-city conference series (Adelaide 2014, Nantes 2015, Asian city 2016)
 - World Cycling Alliance (from 2014)
 - Scientists for Cycling (Global)
 - Cities for Cyclists (Global)
 - Industry supporters group (Global)





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THANK YOU

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