

A Global Cycling Coalition

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Why cycling?

- Urbanization has far exceeded the carrying capacity of the cities.
- Ongoing and clear modal shift from the non-polluting modes of walking, cycling and cycle rickshaws to polluting motorised two and three wheelers and cars.
- Increasing motorization leading to congestion and pollution.
- Since the perceived problem of congestion was lack of space for cars, the transport engineering solution has been to provide more space to cars.
- Thus cities create a self-reinforcing process of ever more cars requiring ever more road space.



Why cycling?

- The potential of cycling is grossly undervalued and underestimated in international climate, transport and sustainable development arenas (long term, growing multiple benefits)
- Cycling is key in more sustainable transport systems:
 - Zero carbon (better than low carbon)
 - Door-to-door, accessible personally, high potential for short trips
 - Potential in low carbon mobility chains: access trip + public transport trip + egress trip
 - High co-benefits – reduction in congestion, pollution, poverty



Why a Global Cycling Coalition?

- We need a critical mass – are no organized lobbies!
- There are local, national and international barriers to remove
 - Limited knowledge and expertise on cycling inclusive policy making
 - Funding mechanisms do not leverage, or work even against, investments in cycling – investments are too low, and the scale is too local – scaling up, bundling, integrating with public transport/urban plans
- A multidisciplinary approach needed - participatory planning as important as engineering solutions, so diverse partners/stakeholders in the coalition can contribute



Eg. Urban Mobility 2009 Expo India



Vision for global cycling movement

- The Global Cycling Movement envisions the inclusion of pro-cycling policies and plans in the sustainable transport and low-carbon transport agendas in a more systematic and effective manner.



How do we realize this vision?

- Understand the link between cycling and climate change through research and case studies
- Use this understanding to influence national policies, change planning and policy, and support civil society movements



For example through...

- Promotion of cycling in the international climate-sustainable transport policy process.
- Focus on a cycling inclusive NAMA framework (but not exclusively) as this framework should trigger governments to utilize the limited climate funding and help them in the political process to plan for (and invest in) infrastructure for sustainable transport.
- Substantiate “cycling as a carbon sink” concept and promote it
- Calculate the co-benefits of cycling

All relevant for SLoCaT working groups



Contribute to agenda for global cycling coalition

Contributing to, and taking from, work done in all SLoCaT working groups:

1. Data collection and GHG assessment
2. Post 2012 instruments
3. Financing
4. Outreach and policy dialogue



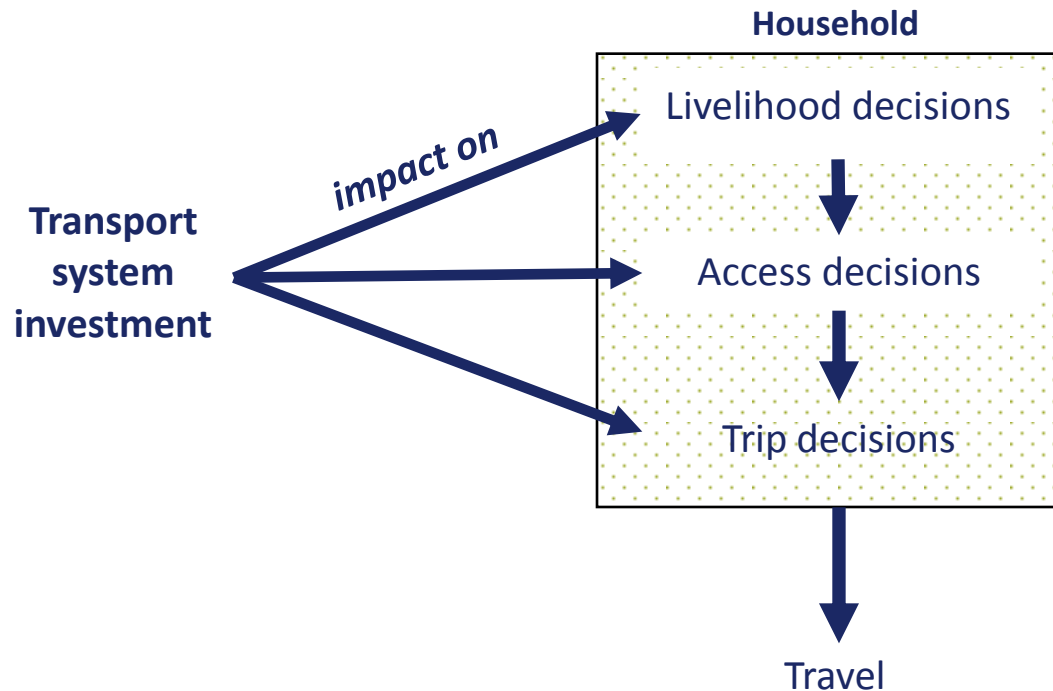
1. Data collection and GHG assessment

- Review current indicators for transport investments and performance on their inclusion and relevance for cycling
- Propose cycling inclusive mobility and accessibility indicators that value the entire mobility chain and assess corresponding data needs
- Collect GHG emissions data for relevant competing modes in order to value avoided GHG emissions



Understanding access

- Individual transport decisions in an urban poverty context are based on livelihood decisions
- Transport planning provides access by impacting on decisions that result in trips



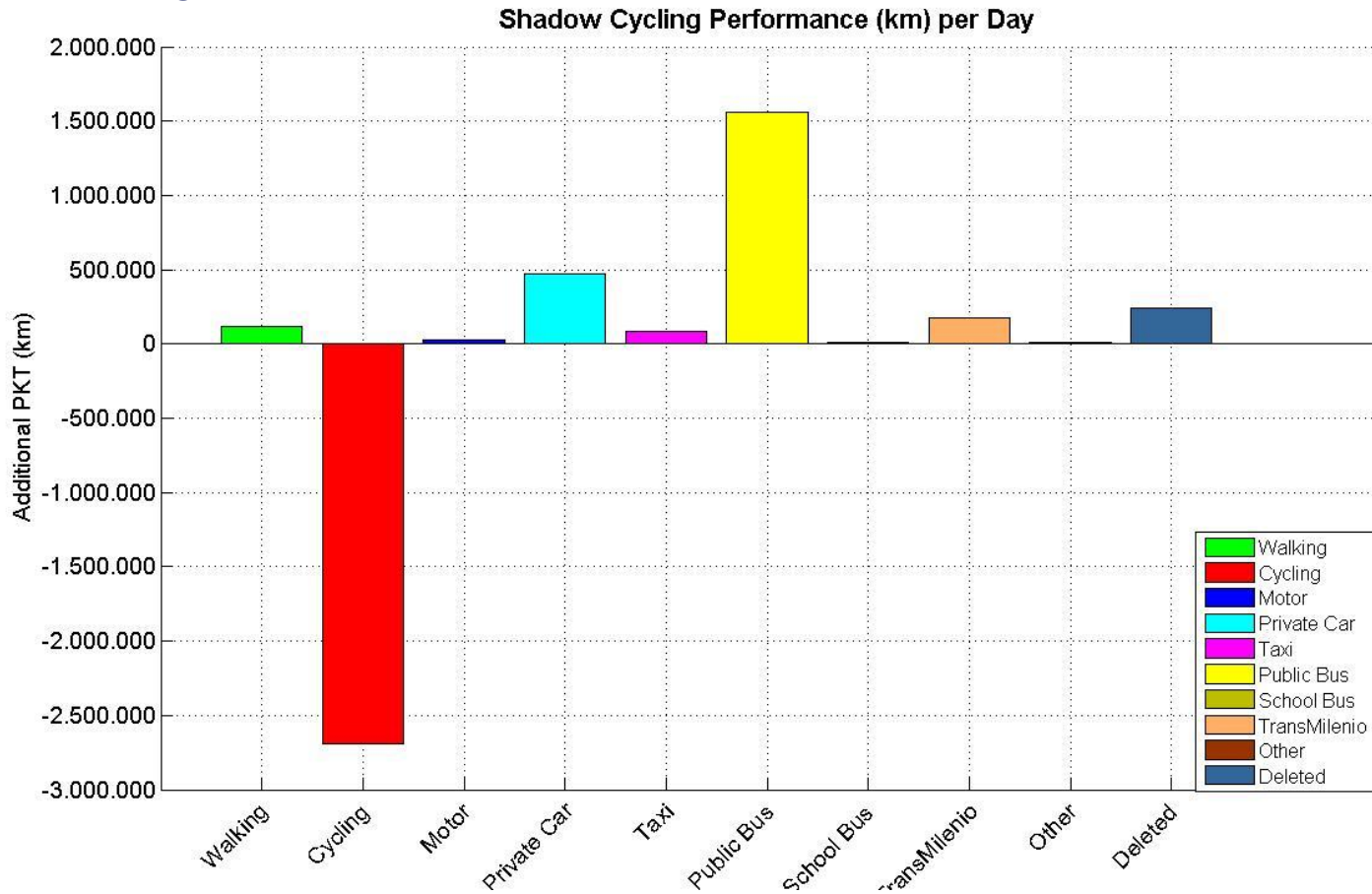
2. Post 2012 instruments

- Value zero-emission in 'Cycling as a Carbon Sink' concept -> *example*
- Structure NAMAs to incorporate zero-emission target values
- Structure the Avoid-Shift-Improve approach for cycling
 - Pro-cycling urban designs to *avoid* motorized trips in the first place
 - Cycling as a main mode and in integration with PT as alternatives to motorized modes to *shift*
 - *Improve* bicycle technology, infrastructure and parking to make cycling more attractive
- Develop and propose MRV on cycling
- Build capacity for governments to enable them to develop and implement transport NAMAs that are cycling inclusive



Valuing zero emissions using Shadow Cycling Performance (1/3)

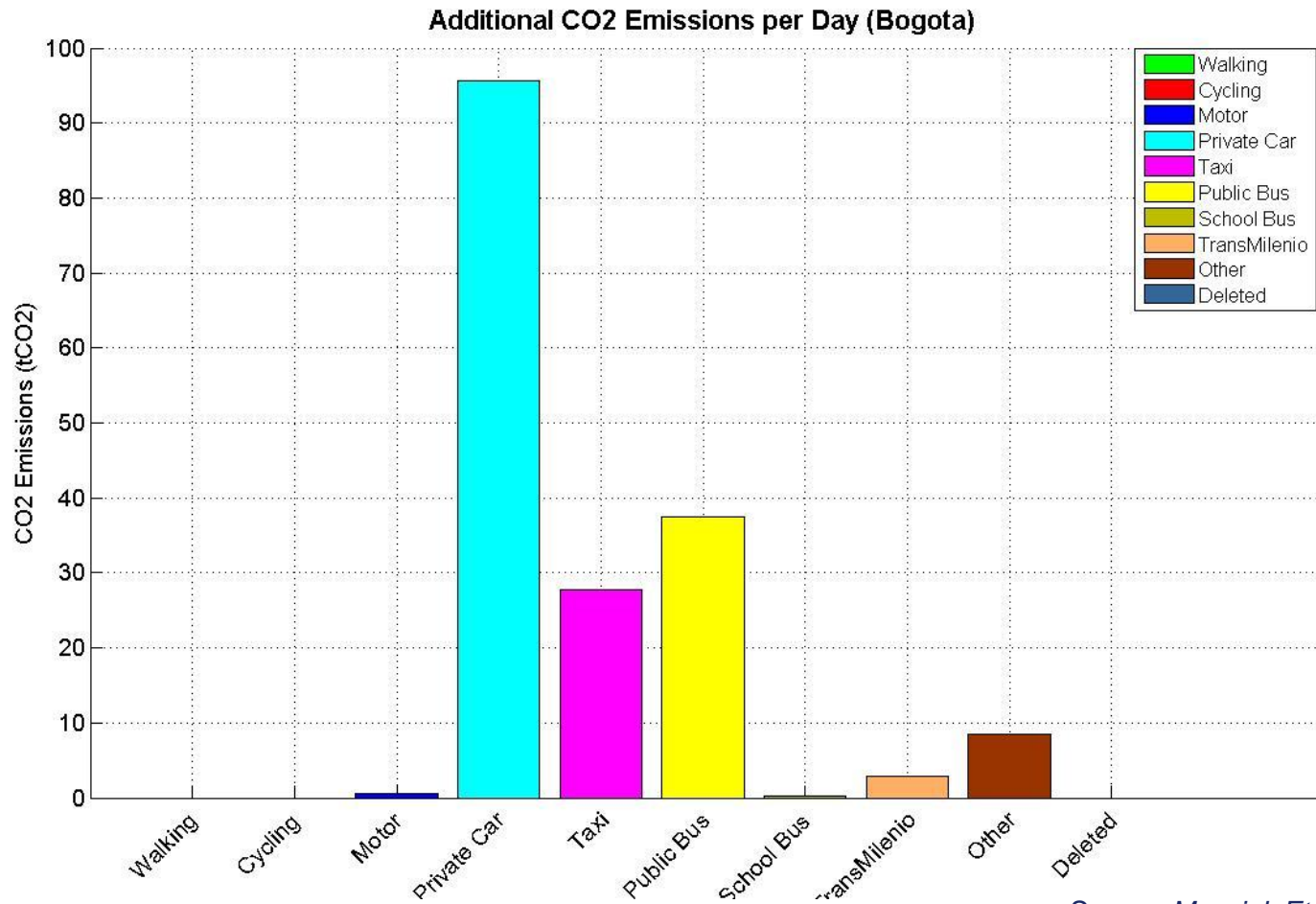
Case Bogota, Colombia



Source: Massink Et Al. (2010)

Valuing zero emissions using Shadow Cycling Performance (2/3)

Case Bogota, Colombia



Source: Massink Et Al. (2010)

Valuing zero emissions using Shadow Cycling Performance (3/3)

Case Bogota, Colombia

Transportation Mode	Emission (tCO2/year)
Walking	-
Bicycling	-
Motor	295
Car	17'538
Taxi	6'946
Public Bus	23'488
School Bus	95
TransMilenio	1'144
Other	5'050
Total	54'545

Source: Massink Et Al. (2010)

- When traded on Carbon Market (tCO2 Price ~ 20\$)
USD \$ 1.1 million per Year

2. Post 2012 instruments

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Cycling in mitigation action

- Shadow cycling performance could be a way to look at avoided emissions in tonnes CO₂
- The multi-benefits of cycling enable the alignment of mitigation actions (Supported NAMAs) with wider sustainable development ambitions of governments.
- A typical 'Cycling NAMA' would be a planning or investment component of bigger or bundled NAMAs rather than stand-alone projects.
- The ultimate aim is a cycling inclusive transport system, but for that to happen, cycling needs to be made exclusive, explicit first



3. Financing

1. Develop and propose a financing environment for governments (climate, transport, environment) that stimulates domestic decision making in favour of investments in cycling inclusive transport planning (what exactly, what frequency, based on barrier removal or infrastructure, etc.)
2. Use the post-2012 instrumental framework to lever such investments



4. Outreach and Policy Dialogue

Strategy

- Combine walking and cycling in advocacy for raising their status/profile, for more equitable investment policies, for stimulating compact city planning
- Create local showcases of long term, growing multi-benefits
- Think in actors: donors, national bodies, local authorities as targets and as partners
- Think networks: LOCOMOTIVES, India and Africa, Sustran-lac
- Think in events: Velo-city Global, CSD-19, Earth Summit, COPs, UNEP Road safety campaign
- Showcase benefits and co-benefits:
 - Substantiate the costs and benefits ratio of cycling
 - Advocate for distribution of costs of transport in a fair way



Cycling movement partners

- Donor agencies (multilateral, bilateral)
- Civil society (international cyclist federations, environmental organisations, climate agents, etc. and networks thereof)
- City networks (ICLEI, Sustainable Cities, EcoMobility)
- Bicycle industry, consultancies
- Universities (Cycling Academic Network)



Cycling in the SLoCaT agenda

