

## **International cooperation on the integration of cycling planning in city processes: The results of the LOCOMOTIVES program**

Contribution by Roelof Wittink, director I-ce Interface for Cycling Expertise to the Velo Mondial 2006 conference in Cape Town

### **1. LOCOMOTIVES: Low Cost Mobility Initiatives Support Program**

LOCOMOTIVES stands for Low Cost Mobility Initiatives Support Program which supports civil society organizations in helping forward planning for low cost mobility. Accessibility is one of the most important conditions for poor people to improve their livelihood, for income generation, the use of public services, participating in society, social and recreational activities. The inclusion of cycling in urban traffic planning also enhances traffic management, the quality of life in cities and local economies.

The LOCOMOTIVES program empowers civil society organizations with technical expertise and process management to influence city policies in such a way that it redirects urban transport planning to incorporate the needs of mobility for poor people. The LOCOMOTIVES partners involve governments and local experts in capacity building.

LOCOMOTIVES has been an innovative program.

- There was no program to advocate for the integration of cycling planning in urban policies in developing countries; there was political lobby for sustainable transport in general, studies have been made on the significance of cycling for developing countries, pilot projects for cycling facilities have been developed, there was support to make bicycles affordable, but there was no political program for cycling-inclusive planning.
- Expertise in combination with authority were the instruments to raise the political agenda through civil society organisations; no other country can compare with the Dutch level of expertise and authority; the Dutch traffic system balances better than any other country motorized and non motorized transport and presents a wide variety of practical solutions for this
- Empowerment of the civil society organisations resulted in mobilisation of politicians and professionals; the international exchange brought new perspectives, contributed to a new vision and strategy and removed barriers to bring about a fundamental change
- The program came at the right moment: the international lobby for sustainable transport, to change planning for people instead of for vehicles, to bring about quality life in cities with the excellent new practice of Bogotá, makes politicians to accept cycling-inclusive planning.
- Most partners are now respected advisors on NMT policy for government bodies, and they are increasingly able to get their points across.

*“Three years ago I knew nothing about Non Motorised Transport policy and its advocacy. Now, we are recognized as specialists, and governments ask our advice for their policy.”*

## 2. Overview per country

### 2.1. Brasil

The policy and practice on cycling in Brasil was a mix of good intentions regarding non motorized transport and a real pro-motorised transport policy in practice. LOCOMOTIVES gave the chance of an upgrade, to organise technical seminars and community events also. The Ciclo Brasil group at the university and the advocacy group Viaciclo in Florianopolis could help organise events and make the state government launch a state programme focused on sustainable mobility. Ciclo Brasil participated in the creation of the national programme BICICLETA BRASIL by the Ministry of Cities, to promote and fund projects and public work for Bicycle Mobility. Also contact was made with the bicycle industry association leaders and several technicians and advocacy members. The essential part of the LOCOMOTIVES program was funding to organise workshops and participate in international events to meet experts.

The partner in Brasil took the initiative to develop SUSTRAN-LAC, a network of information to share information, to help develop capacity building and policy advocacy and to support projects of sustainable transport and road safety.

### 2.2. Colombia



Before 2003, only Bogotá had an implemented policy on sustainable transport in Colombia. No other Colombian city had even considered a model based on mass mobility transport and instead focused solely on investing in the construction of more roads to diminish traffic jams. PPQ was able to convince about the importance of incorporating bicycle paths and pedestrian public spaces with the currently under construction BRT systems. The video Cycling Friendly Cities, for which the scenario has been written by Enrique Penalosa, is being used for political debate. It shows how planning approaches for Bus Rapid Transit in Latin America, for pedestrianisation in Denmark and for cycling in the Netherlands, together form a strong chain to bring about quality of life in an attractive public space. PPQ uses the LOCOMOTIVES program for assistance to integrate cycling in the planning process.

### 2.3. Ghana

Till 2003 in Ghana there were only very loose statements about low cost mobility and no commitment to providing for this. Since 2003 there has been some level of commitment towards planning for cycling and walking and an effort is being made by the Urban Roads Authorities to ensure that low cost mobility is incorporated in on-going studies. CCE contributed by way of awareness and technical know-how to major on-going studies. CCE has strategically partnered and sponsored representatives from Government agencies and this has really deepened the impact.

### 2.4. India

Both the National Capital Territory of Delhi plans and the Master Plan for Delhi have an explicit policy for bicycle tracks. The municipality of Delhi has established a separate

bicycling engineering cell. The State Government of Delhi has established a committee to oversee the implementation of the Bicycle Master Plan. Both print and electronic media have become more sensitive to the issues facing bicyclists and rickshaws.

Remarkable about the Delhi approach is that three levels of advocacy work have been combined:

- the requirements of groups like rickshaw pullers and other bicycle users have become explicit with the user surveys undertaken jointly with grass root organisations;
- media became more aware of NMT related issues; TRIPP and IDS surveyed how these topics were covered.
- the City Council became aware that technical knowledge regarding bicycle solutions was insufficient, so TRIPP was invited to propose a training program for the Delhi engineering cell.

## 2.5. Kenya

A new thinking towards the policy development for non motorized transport had began in the 1990's at various circles. A key trigger to this process was the World Bank sponsored SSATP programme that covered a number of cities including Eldoret and Nairobi. The inclusion of users in the entire policy and implementation process was lacking prior to the intervention by LOCOMOTIVES. Practical Action (formerly called ITDG) was key in getting various stakeholders together. The other initiative that got impetus from the LOCOMOTIVES support was the clear focus on the needs for cyclists. The project has influenced politicians and organizations towards fully integrating low cost mobility issues into planning and design.

## 2.6. Sri Lanka

Before 2003 there was no policy on cycling. Thanks to the LOCOMOTIVES program, Practical Action (formerly called ITDG) Sri Lanka established a dialogue among citizens and authorities on cycling promotion. Practical Action also worked with stakeholders on cycling infrastructure issues. Through the LOCOMOTIVES program, Practical Action Sri Lanka has influenced the urban development authorities to carry out a cycling master plan. Cycling is nowadays perceived as an important component in urban transportation. So the main achievement in the last years has been that both on the national level as well as city levels the importance of cycling and walking has been recognized.

## 2.7. South Africa



In 1982 Cape Town implemented a Bicycle Demonstration Project: 33kms bike paths in Southern Suburbs Schools followed by bicycle lockers at train stations in 1983.

By 2000 a City strategy for non motorized transport started to develop. In 2003, the city won the bid for the Velo Mondial 2006 conference. This accelerated policy development and the implementation of some new facilities, supported by the Velo Mondial Sub Committee Infrastructure. Bicycle Paths are under

construction in new areas and LOCOMOTIVES contributed with technical assistance.

With support by ITDP (USA) BEN set up a system for importation and refurbishment of used bikes and a academy for training of bike mechanics. Establishment of independent bicycle dealer projects have led to greater volume and availability of low cost high quality bikes.

Employers buy bicycles for their employees.

Bicycle Programs at schools and workplaces increased bike usage and greater demand for bike lanes; in this there is cooperation with the University of Cape Town. Three Car Free Days have been held by the city and the provincial government, with support by BEN and other stakeholders.

## 2.8. Tanzania

Tanzania was with Kenya involved in the Sub Saharan Africa Transport program. This program focused on interventions for traffic calming and facilities for walking and cycling. The LOCOMOTIVES support enabled AALOCOM to lobby for the inclusion of non motorized transport into the national transport policy. Most significant has been the contribution to the planning for a Bus Rapid Transit system in Dar es Salaam. The LOCOMOTIVES contributed with a number of studies and design input to define the facilities for cycling to come along with the planning for BRT and AALOCOM was appointed in the steering committee of the BRT. In progress is a strategic cycling plan for Dar es Salaam which already give directions to the integration of cycling with Bus Rapid Transit but aims to set the basis for a city wide cycling-friendly network. Another essential contribution by LOCOMOTIVES was the funding that enabled AALOCOM to organise campaigns.

## 2.9. Uganda

Non Motorised Transport with the exception of pedestrians was not given ample consideration in terms of regulations in Uganda. FABIO succeeded in a fundamental change. Cycling now receives political support.

A pilot project is in progress in Iganga where the Town Council passed a resolution to implement a project and to develop a strategic plan. FABIO is now regarded as specialist on non motorised transport and invited for hearings and consultations. These results were realized by organizing an efficient lobby on safety and non motorized transport in Parliament, and providing inputs into transport policy formulation at national level.

## 3. Follow up

The overview shows the variety of initiatives the LOCOMOTIVES partners developed and the demand for support by I-ce. The direct funding enabled the civil society organisations to empower their organization and improve their logistics. I-ce initiated and mobilised a Dutch network of experts to give lectures, help moderate workshops, review plans and designs, contribute to data collection, conceptual development and policy formulation.

An external auditor did a Mid Term Review of the program and concluded as follows:

“LOCOMOTIVES was based on the idea that Civil Society Organisations in the developing world are the most capable player to stimulate the development of low cost mobility policy and practice. This could be enhanced by providing the Civil Society Organisations with specialist technical assistance from The Netherlands, and connecting the Civil Society Organisations to a wider LOCOMOTIVES knowledge network.

My conclusions are that assumptions at the start of the program can be confirmed:

- City processes have showed a remarkable increase in low cost mobility policy development in the last three years;
- Municipalities and local (and in some cases regional/national) level authorities have shown great interest in the use of the knowledge on non motorised transport available through the LOCOMOTIVES expertise;

- The LOCOMOTIVES partners have gained recognition and respect for their contribution, and are now in a stronger position to influence non motorised transport policies and practice in their cities.

#### 4. LOCOMOTIVES as a network



The LOCOMOTIVES program operated in a bi-lateral way. Learning from I-CE was important. The LOCOMOTIVES partners concluded that their network should stay. A brainstorming on topics for future co-operation yielded a wealth of ideas that are of direct use for the partners in their respective countries. LOCOMOTIVES needs its own organizational direction and will establish its own communication mechanisms. Such network will boost the South – South knowledge exchange.

The Bicycle Partnership Program will facilitate the LOCOMOTIVES network and BPP-cities will have to involve civil society organisations in policy development.

The LOCOMOTIVES network is open for new members. The facilitation of members by the Bicycle Partnership Program will vary and might regard participation in the exchange through internet and e mail, support to local projects, participation in international meetings facilitation of activities and/or support to the role in a BPP city.

***Bicycle, bicycle, you are just a miracle, we move.....***

#### 5. Issue papers

In 2006, the final year of the program, LOCOMOTIVES will produce issue papers and analysis of the city processes.

Each partner will deliver a city status report which cover the integration of cycling in urban and transport planning and the situation regarding different stakeholders and the strategic position by civil society.

The issue papers on cross cutting themes regard:

- Strategic cycling planning: the integration of cycling in sustainable city policy to facilitate mobility and accessibility; the creation of a city wide cycling friendly structure will honor cycling as an efficient urban mode of transport; multi stakeholder process; methods (master plan, strategic outline, demo routes)
- Advocacy and campaigns: agenda setting for integrated cycling planning, linking up with local, national and regional agenda's for urban planning and a vision on cities, traffic management and road safety, air quality management, health etc. Mobilisation of citizens, communities and a wide variety of stakeholders
- Ridership topics: increasing ridership, by school programs and projects for other target groups, by bicycle supply and collection, training of maintenance; poverty alleviation is an important aim of the promotion of cycling, but cycling is a mode for all; target group segmentation regards e.g. gender, commuting and leisure, school children etc.



- Integration Bus Rapid Transit and Non Motorized Transport: planning for Bus Rapid Transit creates an excellent momentum to speed up planning for cycling, to make cycling a feeder to public transport and at the same time promote a coherent network planning for cycling which can not only be a function of planning for public transport
- Data collection: A strategy is needed for the selection of data and methods for collection and analyses. Rapid assessment might be of help to support the policy process and to involve road users, citizens and other stakeholders in policy development. The assessment of mobility needs is a function of targets for accessibility. Indicators for social, economic and environmental progress will direct data collection. The current transport facilities have to be reviewed to know the best options for a cycling network and missing links in connections.

## **6. The Bicycle Partnership Program**

I-ee established in 2006 the Bicycle Partnership Program which will cover her programs in developing countries. The Bicycle Partnership Program 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. Leaders will act as cycling ambassadors who put international political authority behind the local ambitions.

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. Preconditions are a supportive development policy up to 2010, the involvement of beneficiaries – multi stakeholder approach - and a commitment regarding the local share in the financing of the process.

To this end BPP will mobilize in Dutch society the required knowledge, personnel assistance and financial aid:

- Cycling knowledge and professional capabilities;
- Fundraising for civil society organisations and cycling projects;
- Cycling ambassadors (international political authority);
- Quality bicycle parts and assembly technology;
- International university cooperation for cycling-inclusive research and education

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), the Clean Air Initiative for Latin America (CAI-LAC). In Africa the BPP takes the lead for regional networking.

## **7. Conclusions**

LOCOMOTIVES started as an innovative programme in 2003. Through civil society organisations it has succeeded in a remarkable increase in low cost mobility policy development. The results of the program will be mainstreamed in the Bicycle Partnership Program that will establish arrangements with about 50 cities for cycling inclusive planning in a multi stakeholder approach. The BPP will facilitate the LOCOMOTIVES as an international network of civil society organizations.