



Highlights- Urbanlogue - S02 E03 - 3rd June, 2020 at 3pm IST

Cycling - A green means to COVID recovery

Summary ([Link to full Video](#))

Ms. Aswathy Dilip, Senior Programme Manager of India Programme of the Institute for Transportation and Development Policy (ITDP), led the session by welcoming the speakers, panellists and participants. The session began with a special message on the occasion of World Bicycling Day from Shri Hardeep Singh Puri, the Minister of State (Independent Charge), Ministry of Housing and Urban affairs (MoHUA). The minister's speech was followed by opening remarks by Mr. Kunal Kumar IAS, Joint-Secretary, Smart Cities Mission (SCM), MoHUA.

The three presentations that followed were by: Ms. Aswathy Dilip on 'Embracing a cycling transformation'; Ms. Antonella Bruzzese, City Councilor for urban planning, green and public space, District 3 - Milan, on 'The Milan Cycling Initiatives'; and Mr. Sathya Sankaran, Bicycle Mayor Bengaluru on 'The BYCS journey across the world'. The final session was a panel discussion and Q&A, moderated by Ms. Aswathy Dilip with, Mr. Praveen Pardeshi IAS, Additional Chief Secretary, Maharashtra Urban Development Department, Mr. Bhaskar Rao IPS, Commissioner, Bengaluru City Police, Ms. Swati Khanna, Senior Sector Specialist, Urban Development and Mobility KfW, Ms. Antonella Bruzzese and Mr. Sathya Sankaran as panellists

The third episode had 1211 registrants from over 150 Indian cities and 30 International cities. The participants from various universities, organizations, media houses, and city corporations raised over 500 questions. This webinar is the third one in the series organised by the Smart Cities Mission in collaboration with the ITDP India Programme aimed to help Indian city officials develop robust transport solutions in response to the pandemic. The Transport & ICT Group of the World Bank and Deutsche Gesellschaft für Internationale Zusammenarbeit GmbH (GIZ) are knowledge partners of the webinar series.

Special Message - Shri Hardeep Singh Puri, Minister of State (Independent Charge) of the Ministry of Housing and Urban Affairs ([Link to Video](#))

- Nearly 20 percent of urban India commutes by cycling. Cycling provides equal access to jobs, education, recreation, and other everyday activities for all sections of society - the rich, poor,

children, women, and others.

- During the lockdown, many depended on cycling to access essentials, and as cities reopen and economic activities resume, many will continue to rely on walking, cycling, and public transport as their primary modes of transport.
- Many cities are responding to the crisis by building wider footpaths and new cycle tracks. Indian cities can learn from these global best practices as we develop short and long term strategies.
- The Ministry of Housing and Urban Affairs is committed to helping cities develop high quality transport systems that offer sustainable mobility options to their residents, urging all the Smart Cities to work towards achieving a vision of safe and fun cycling for everyone.

Introduction - Mr. Kunal Kumar IAS, Joint Secretary, Smart Cities Mission, Ministry of Housing and Urban Affairs ([Link to Video](#))

- Three words -- contextual, sustainable, equitable -- define how we should be looking at transport in the future with the concerns we have about climate and health. Investments in cycling infrastructure can give returns more than 5.5 times the initial investment.
- The general perception of cycling is that infrastructure is not safe. For cyclists to feel safe, we need a holistic approach including sensitisation of people to the rules, demarcation of lanes, investment in cycling infrastructure, and promotion of cycling to work and education.
- We should look at a systemic solution for sustainable transport, not just technology or infrastructure solutions. It is a problem of social consciousness where people in cities should make better climate sensitive choices.

Embracing a cycling transformation - Ms. Aswathy Dilip, Senior Programme Manager, ITDP India Programme ([Link to Video](#))

Cycling can play a critical role in a green COVID recovery as:

- An affordable personal mode that enables physical distancing
- A zero emission alternative to public transport for short and medium distance trips

How can we achieve a vision of safe cities for cycling?

1. Create safe and inclusive infrastructure

Short term : Create **pop-up cycle lanes** on arterial, sub-arterial, and collector streets along existing transport networks by repurposing on-street parking spaces and carriageway lanes and demarcating using paint, barricades, bollards, and cones. Designate **slow zones** with speed limits below 30 kmph on narrow arterial streets, and below 15kmph on local and collector streets frequented by children and elders. Ensure **on- and off-street cycle parking** and Create **temporary shading elements** for cyclists

Long term : Create **city Non-Motorised Transport cell** and implement a **city-wide network plan**, Implement **parking management** and **travel demand management measures**, Update Development Control Regulations to include **shower facilities** and **off-street cycle parking facilities**, Increase **green cover for shade**

2. Ensure access to cycles for all

Short term :Expand **bicycle schemes**, Re-operationalise **cycle-sharing and rental schemes** with regular sanitisation, Ensure **inclusive cycle-sharing systems** with multiple languages and passes and Subsidise **cycle maintenance**

Long term : Scale up **cycle-sharing systems**, Facilitate **state-sponsored community cycle sharing**, Offer **training programmes** for women and students and Promote **cycling to work**

3. Break the stigma around cycling

- a. Conduct **campaigns and events**, and create **local champions**
- b. **Long term investments in cycling**

Develop comprehensive investment strategies, Provide tax incentives on cycles and spare parts, Create employment opportunities in the cycling industry

The Milan Cycling Initiatives - Ms. Antonella Bruzzese, City Councilor for urban planning, green and public space, District 3 - Milan ([Link to Video](#))

In the period from 2010 to 2017, Milan's cycling improved greatly with a bike-share system with 280 stations across the city and more than 200 kilometres of bike lanes built.

The COVID-19 Crisis

The municipality of Milan prepared a document with strategies for adaptation for sustainable transport called '*Open Streets: Strategies, actions, and tools for walking, granting social distances in urban transfer for a sustainable mobility*' to deal with unsustainable traffic - congestion, pollution, and occupation of urban space with parking

Effects of the lockdown

- Strong urgent push to manage the emergency
- Unique reduction in urban traffic, noise, pollution
- Possibility to test light, cheap, fast, and reversible solutions for effectiveness and consolidate

Steps taken

- **New emergency cycle path network** - 35 kilometres of new routes to be constructed between May and December 2020
- **City 30 - Slow zone** reducing speeds to 30 kmph
- **Open Squares - Tactical urbanism** interventions to improve public spaces for pedestrians
- **Cycle path interventions** - Road signages, emergency devices, curbs (street protection)

The BYCS journey across the world - Mr. Sathya Sankaran, Bicycle Mayor, Bengaluru ([Link to Video](#))

- The Bicycle Mayors are a part of BYCS, an organisation in Amsterdam that empowers individuals

who have been promoting cycling in their cities. They aim to achieve 50 percent of all trips in a city on a cycle by 2030. The network is used to share knowledge, spread information, and assist local governments.

- The different programmes initiated by the Bicycle Mayors in India are -
 - a. **Open Streets** - Brings together different kinds of people to experience how streets can be for all
 - b. **Cycle to Work** - To replace work commutes with bicycles - In Bengaluru, a technology-based platform is being used and a 'buddy system' in Mumbai to help people
 - c. **Cycle for Kids** - To inculcate sustainability and group behaviour in children - The Bicycle Brigade, Walk to School, and Sensitising School Children have been successful - The next step is to work with the government to create safe cycling infrastructure for children
 - d. **Bicycles during Crises** - To help during the current pandemic - Provide food and essentials for migrants
- **Scale-up** - To scale leadership at the ward and neighbourhood levels through the Bicycle Councillor programs. The Junior Bicycle Mayor program creates champions at the school and college level

Key points discussed in the Panel Discussion and the Q&A session ([Link to Panel Discussion Video](#))

Ms. Aswathy Dilip (moderator), Senior Programme Manager, ITDP India Programme

- Cities can initially look at quick and temporary interventions, and then work towards the long-term by breaking the stigma around cycling.
- Cycles also need to become accessible for the most vulnerable members of our society.
- Cycling has social, economic, and health benefits. According to a study, bicycle projects create 46% more jobs than car-only road projects. Cycling for short distances can also result in an annual benefit of USD 23 billion (INR 1.8 trillion) to the Indian economy.

Mr. Praveen Pardeshi, IAS, Additional Chief Secretary, Maharashtra Urban Development Department

- Often, cycling routes are planned in bits and pieces and there is a lack of continuity. Mumbai and Pune should invest in cycle underpasses and bypasses in busy junctions to bridge the cycling network.
- Point to point connectivity from public transport is a new and viable area to invest in. Bus stops, local rail, and metro stations should be connected with nearby neighbourhoods through 'hire and park' cycle programs. Spatial planning should be integrated with time-based planning.
- To make cycling safer for children, dedicated lanes can be monitored during the morning and evening.
- Cities can work towards a cross-country cycling network that integrates villages, and moves away from the congested highway.
- It is critical that there are public investments in cycling to ensure safe and continuous movement of cyclists. The big pay-off here is by using the large road networks in India to help cycling conquer small streets and then take over congested cities
- The Development Plan which is to be legally followed by the city, is a powerful tool in which we can

lay out mandates for cycling lanes.

Mr. Bhaskar Rao, IPS, Commissioner, Bengaluru City Police

- Bangalore, along with the Department of Urban Land Transport did a 17km survey along the Outer Ring Road to reclaim space for cyclists - through a 1.5km wide cycle lane. We intend to put bollards and signages along the entire stretch, and white markers at junctions.
- As Commissioner, I'm passing a Magisterial order declaring these 17 kilometres as cycle lanes. And anyone who enters this inadvertently is likely to be prosecuted by law. We want to have some legal muscle with regard to the cycle lanes.
- To make cycling safer for kids, we had identified 8-10 conservancy lanes of 14km in the city. These lanes can be connected to schools so that kids do not have to cycle on the main roads.
- Cycling should become a positive idea of the elected representatives to ensure people take it up.
- In Bangalore, the bureaucracy is getting sensitised towards cycling and urban planning must move in the same direction. We are including cycle dealers and cycle manufacturers as part of the Cycling Movement. The administrative body has also dedicated a portion of their budget for cycling lanes.

Ms. Swati Khanna, Senior Sector Specialist, Urban Development and Mobility, KfW

- The Green Mobility Partnership between the Government of Germany and Government of India is to the tune of 8000 crores. It covers non-motorized transport, first and last-mile connectivity, intermediate public transport, and buses. Apart from investment finance, the partnership also offers technical assistance and grants.
- All cities, states, Urban Local Bodies (ULBs), Special Project Vehicles (SPVs) are open to approach us for implementation of projects through this partnership.

Mr. Sathya Sankaran, Bicycle Mayor, Bengaluru

- For residents to collaborate with the government, they should start with conceptualising how to ensure that people use cycles for short trips in the neighbourhood. Events like Open Streets and Cycle Day can be used to bring people together and for outreach.
- These events should have a sustained follow and data collection to get more people to take part.

Ms. Antonella Bruzzese, City Councilor for urban planning, green and public space, District 3 - Milan

- In Milan, inter-modality and overall fragmentation of the cycling network must be improved.
- We need a mindset shift, but also political involvement and investment, especially due to the push from COVID-19.