

BYCS



Annual Report 2022

BYCS

2022 in
Numbers

12

Staff
members
working in

2

Offices in
Amsterdam
(global)
& Delhi
(regional)

>4000

Kms
commuted
by bike

>385k

Social
media
reach



15

Active projects with

42

Strategic &
Project Partners in

24

Countries with a
focus on supporting

Youth,
children,
caregivers,
and other
vulnerable
groups

33

Published
articles and
interviews

141

Bicycle
Mayors
in



39 Countries on
5 continents

15 Youth
Bicycle Mayor
campaigns

537 Global
Bicycle
Citizens 

>10000

Interactions
supporting our
cycling advocacy
network members

25



Conferences and
events spoken at
and attended

“What I love about BYCS is that it is a global network of people working together for happier, healthier communities. Their solutions are having a big impact on cities worldwide.”

Sarah Roberts
Chair, BYCS Global Board



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Cover image: Volunteer of the Foro de la Bicicleta
Above image: Bicultura Lisbon

Letter from our CEO

In January of 2023, BYCS marked 5 years of existence. What a journey it's been, as we have pedalled our way to become the young, dynamic, and determined organisation that we are today.

Our beginnings as a social enterprise, largely focusing our activities in the Netherlands, while reinvesting profits on our flagship global Bicycle Mayor Programme, set the stage for us to become a truly global NGO last year. By embracing this new structure, I'm confident that we are in the right position to continue increasing access to cycling, and the quality of life it grants, in more and more communities around the world.

The past years have undoubtedly been difficult. The Covid-19 pandemic brought great tragedy and ground our cities to a halt. The increasingly widespread, rapid, and intensifying effects of climate change, the inaction of world leaders, as well as the relatively small allocation of funding and resources to combat such a crisis, has at times felt demoralising, yet has increased our determination to push for cycling as a tool for transformation.

What fills my heart with hope and joy, is the recognition of what we have been urging the world since our inception. The recognition by many stakeholders that the bicycle allows for greater urban resilience, sustainability, health, economic empowerment, and wellbeing. This is why I believe our work is so important. By positioning cycling as a means to unlock the many benefits it affords to our cities and communities, rather than an end in itself, we can build a movement that connects to climate, economic, social, and mobility justice.

In many ways, this past year has been the culmination of our organisation's evolution and internationalisation. Our Bicycle Heroes programme, carried out in schools across the Netherlands for the past 4 years, was scaled to Rome, Dublin, and Lisbon. Our research on cycling and care developed into a new global initiative that supported mothers in Mexico City, Bengaluru, and Istanbul. Our work to build capacity on cycle training led to a gathering of women leaders in Brussels that will shape grassroots cycle schools in 9 European cities. We also had our first team member join in Delhi as a part of BYCS India Foundation, increased programmatic focus on the Latin American continent, began supporting policy-work on the African Continent, and continued to grow the Bicycle Mayor Network across the globe.

Only through the networks and the diverse partnerships we have built over the years, from neighbourhood level activist groups or individual advocates to cities, philanthropies, or multi-lateral development agencies, has our small team been able to achieve so much. It is this wide constellation of stakeholders, working together towards a common vision of our future cities and mobility systems, that gives me energy and excitement for the years to come.

I want to thank you for taking part in our journey, and for reading our 2022 annual report.

Sincerely,

Maud De Vries, CEO, BYCS

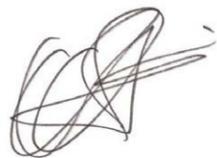



Image left: Maud de Vries

Image right: Kidical Mass Bath - Jamie Bellinger



Vision & Mission

We are an Amsterdam-based global NGO guided by the belief that bicycles transform cities and cities transform the world. We envision an urban future in which half of city trips are by bicycle by the end of the decade. Our mission is to nurture, strengthen, and scale community-led cycling initiatives globally, through a focus on what we call “the human infrastructure of cycling”, as we strive towards this bold vision that we call 50x30.

We believe that one of the best ways to combat many urban challenges is through an exponential increase in active mobility. To achieve this we need to develop and support cycling cultures, in order to increase the demand for and the diversity of cycling. Higher levels of cycling lead to more human-centric cities, and a higher quality of life for all.

Values

Our values inform how we work as a team on a daily basis and guide our mission as a not-for-profit organisation.

Collaboration

We scale our impact by creating powerful partnerships and connecting to a range of global movements on diverse urban issues. We strive to break silos between stakeholder groups and industries in order to shape together a more human-centric urban agenda.

Inclusivity

We recognise that cycling advocacy and transportation more generally are inherently tied to questions of social justice. We strive towards rigorous engagement and participatory processes, supporting the needs of vulnerable communities and underrepresented groups, in order to make cycling in cities accessible to all.

Boldness

We take a radical stance on the needed changes to our mobility patterns, in order to make our cities healthy places to live. We think that the greatest goals require the boldest actions and apply innovative, creative thinking to all our initiatives.

Local Leadership

We believe that knowledge is situated. We value the experience and expertise of local communities and leaders above all, and work to co-develop tools and solutions that are tailored to context.

Global Perspectives

We take a wide approach to cycling “good practices”, recognising that what works in the Netherlands might not work elsewhere. We focus on the process rather than the product, and continuously gather and share learnings from different regions that might inform others in a polycentric manner.

Impact Objectives

Our Impact Objectives focus on 5 urban dimensions that can improve the quality of life for people around the world.



BYCS Impact Objectives support the UN Sustainable Development Goals

Theory of Change

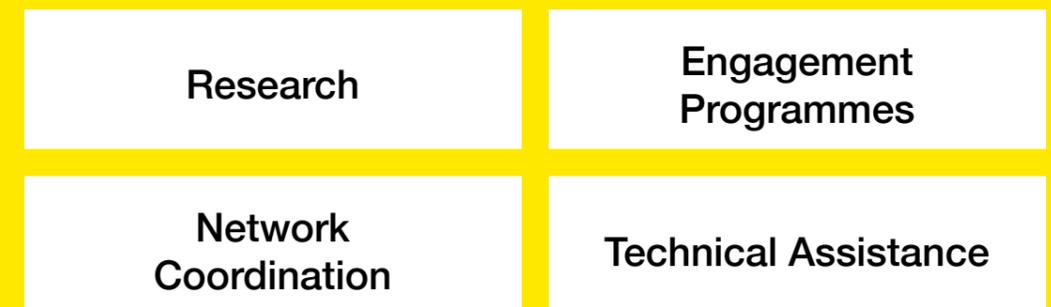
To reach our mission and vision, and realise the **transformational effects on health, environment, the economy, the community, and mobility of large-scale cycling adoption**, we currently implement programmes and advise on policies that aim to complement built infrastructure solutions with a human infrastructure layer. This ensures lasting and equitable adoption of cycling and the strengthening of local cycling cultures. These efforts reach a global scale through our **growing network of partner organisations and networks**.

Human infrastructure examines the role of culture and social networks in how we relate to our environments. Strengthening the human infrastructure of cycling means developing initiatives that **reinforce cycling cultures** and the ability for all individuals to access and perceive cycling as a viable, safe, empowering and joyful part of daily life.

Stronger cycling cultures stem in part from a **higher demand for cycling investment** and therefore higher ridership levels. This can significantly amplify the effectiveness of a cycling strategy leading to higher returns on investment and bigger impact. Additionally, an **increased diversity of demand and ridership**, through targeted engagement programmes focusing on communities that have higher social, economic and cultural barriers to cycling, also contributes to increased cycling cultures. Both of these results, higher demand for investment and a greater diversity of ridership, derive from an **increase in the public's cycling awareness, knowledge, attitudes, and skills**.



In order to achieve greater public cycling awareness, knowledge, skills, and attitudes, our work focuses on four types of activities:



Research

Our research initiatives advance new knowledge on inclusive and holistic approaches to cycling promotion. They are both informed by and in support of the demographics our programmes directly engage. To ensure ease of usability by a wide range of stakeholders, we convey research in a succinct, straightforward manner, and showcase successes and learnings from diverse geographies.

We focus on behavioural science, transport cultures, and research topics related to skills, self-efficacy, access, and street activation. By embracing the human infrastructure of cycling as a lens, we complement the literature on street design and cycling transport planning to ensure a holistic policy conversation.



Image: 880Cities

Knowledge Products

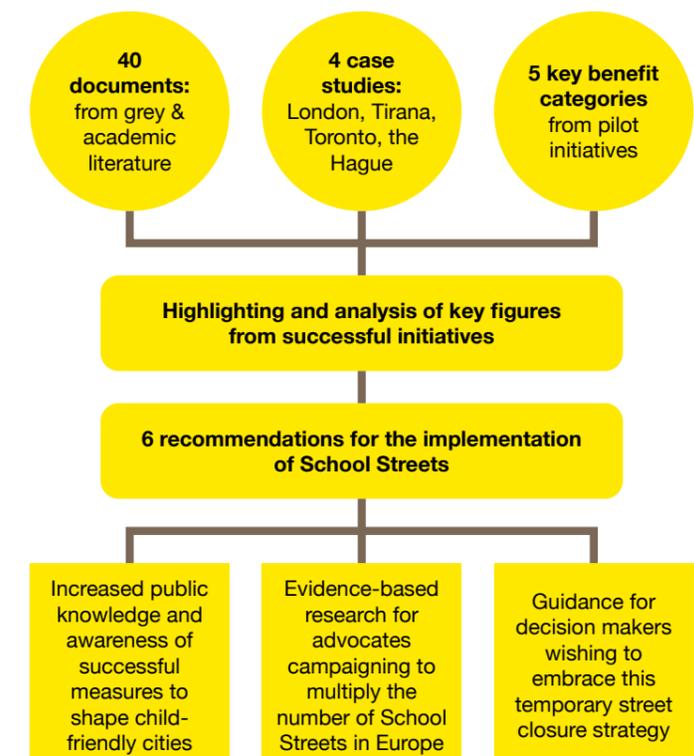
Within the framework of the Streets for Kids campaign of May 2022, we conducted research around the benefits of School Streets initiatives in partnership with the Clean Cities Campaign (Transport & Environment), and wrote the brief: “School Streets to Shape Child Friendly Cities”.

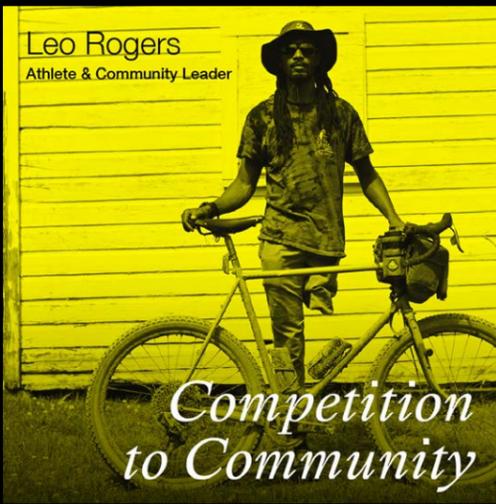
This report highlighted evidence of the positive impacts and benefits demonstrated in the evaluation of pilot initiatives within 5 categories: traffic reduction and safety improvements, air quality improvement, modal shift towards active travel, positive community perception, and the creation of spaces for public joy, wellbeing and healthier communities.

We will continue exploring this emerging street activation strategy, especially in geographies outside of Europe where this approach has not yet been fully embraced, yet holds potential for air quality, active travel, and safety improvements.



Image: Clean Cities Campaign





“ As I started growing up it wasn't necessarily the big names like Lance Armstrong, it was the guys that were out there *doing it for their community*. Like the groups of kids now doing these wheelies and stuff — *I admire those kids.* ”

“ We have to broaden the conversation beyond our initial programmes, and oftentimes the people in the communities are the best positioned to do that. *They have an idea of who needs to be at the table.* ”

Providing Supportive Environments



“ Seeing more of this gender diversity in these advocacy organisations really, I think, *changes the balance of topics that they focus on* and issues that they find important. It's such a breath of fresh air. ”



BYCS Perspectives

Our editorial series BYCS Perspectives showcases global cycling efforts, and articulates, through research and storytelling, how cycling supports many aspects of individual, societal, and environmental wellbeing.

4 editions containing 17 interviews from 12 countries and regions

Knowledge Sharing

Through keynote presentations, panel discussions, and interactive workshops, we presented our research and knowledge on cycling's benefits for mobility of care and early childhood development, our Bicycle Heroes programme and youth engagement, as well as the human infrastructure of cycling and its role in shifting mobility habits and cultures.



25 presentations at virtual and in-person conferences in Belgium, Colombia, France, Ireland, Mexico, Poland, Rwanda, Slovenia, Spain, and the USA



Images: BYCS

Network Coordination

By actively connecting and working with local cycling groups and engaged members of civil society in over 40 countries, we are able to gain valuable insights into challenges and opportunities for the promotion of active travel around the world. This allows us to secure a rapid foothold across a range of geographies to implement programmes in an agile and contextual manner. Through our international programmes, we also redistribute resources to local groups and connect them to global initiatives, further elevating their situated knowledge and expertise, contributing to their long term stability and growth.

As a global coordinating entity, we amplify and elevate the insights of civil society in high level policy decision making, and thus represent their needs and demands in a more participatory and democratic manner.



Image: Dalip Singh

Image: Amanda Padilla

Bicycle Mayor Network

Our flagship advocacy initiative, The Bicycle Mayor Network, continued to be a centrepiece of our civil society mobilisation efforts. Coordination efforts focused on capacity building, and solidifying and enabling connections through working groups, while continuing to amplify local actions at a global scale.

The network expanded both in terms of geographic and individual diversity, now reaching 140 members across 39 countries.

Additionally, in the case of Barcelona, Lima, or Santiago, new Bicycle Mayors achieved greater legitimacy within their cities as a result of being selected from a diverse group of candidates, assembled through a search campaign held by local organisations, by a jury of local decision-makers.

Finally, within our ongoing efforts to increase representation in the Network, we developed new, more inclusive campaign imagery and language, as well as organised online discussions to increase participation from women and gender diverse individuals.

1000 capacity building or assistance interactions logged



205 calls with individual Bicycle Mayors

4536 messages exchanged on internal network channels

Bicycle Mayor Network

2022 Snapshot



1. Josafat Martínez de Luna - Aguascalientes

Josafat Martínez ran an array of events and workshops for cycling, with a focus on young children. With his organisation 'Bici Escuela', he has implemented teaching programmes as well as fun cycling competitions for toddlers. One such intervention involved more than 140 children from a local school, teaching them about cycling for environment and health.



2. Cinthya Munoz - Santiago

In collaboration with Metbus Chile, Mutual de Seguridad CChC and Educleta Chile, Cinthya Munoz and her team conducted an awareness training for coach drivers, through lectures and experiential teaching on the need to share the streets safely.



3. Fernando García - Madrid

Fernando García presented to the General Assembly of Madrid, advocating for the integration of support for cycling culture alongside infrastructure investment, and for the urgency of providing better conditions for current cycle commuters as well as enabling further uptake from future audiences.



5. Remco de Rijk - Den Haag

Remco de Rijk organised a Bike to School Day event in accordance with Clean Air Day on the 7th of September. The group ride was supported by a presentation to the children to help them understand the mobility process they are part of in the city where not everyone has access to cycling, due to a lack of cycling culture or safe infrastructure.



7. Oleksii Khvorostenko - Kyiv

CargoCult, founded by Oleksii Khvorostenko, is an e-cargo bike humanitarian delivery service based in Kyiv, Ukraine. Since the invasion started, their impact has grown rapidly with Oleksii and his team delivering hot lunches to soldiers and volunteers in Kyiv but also food, hygiene items, and humanitarian aid to hospitals in surrounding villages. In total, they've ridden more than 1,500 kilometres and delivered more than 2,367 kilograms of humanitarian aid cargo.



8. Mar Mikhelidze - Tbilisi

Mar Mikhelidze was invited to the Parliament of Georgia as a cycling activist to discuss and provide insight on the "National strategy and guideline of promotion of physical activity 2023-2030". Along with other stakeholders, the conversation centred around their aim for a 20% increase in cycling modal share. Mar gave important examples of ways cycling can be better supported and shared critical trends in other cities such as the uptake of cargo bikes.



4. Saskia Heijltjes - Bath

Saskia Heijltjes organised a Kidical Mass that gathered more than 100 participants. This event served to inspire and empower the group involved, as well as advocate and raise awareness surrounding the significance of road safety for children for the rest of the community.



6. Andreas Mueller - Witten

Andreas Mueller's 2022 focus was on promoting and enhancing the accessibility of cycling for children in Witten. This included the collection of unused bicycles to redistribute through local schools. This year, 50 bikes were collected. This initiative builds on connections forged in programmes embedded within school curriculum including cycling education, involving a series of videos titled "Bikest du mit?" which introduces local knowledge of riding in the city, as well as more general knowledge for safe cycling practices.

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9. Spiros Papageorgiou - Athens

Spiros Papageorgiou initiated "Learn about Cycling", a country-wide project in fifty schools to educate the youth and their families about cycling in their city. The project lasted six months, and Spiros was able to present a total of 112 presentations to 5,500 children throughout ten Greek cities.



10. Sindile Mavundla - Cape Town

Sindile organised and hosted the first Active Mobility Forum in Cape Town, in collaboration with the NGO Young Urbanists. The forum seeks to lead a united front to lobby the city of Cape Town to start investing in safe cycling infrastructure and promote cycling as an alternative mode of transport.



11. Chirag Shah - Thane

Chirag was endorsed by the Additional Municipal Commissioner of Thane and was nominated as one of 2022's "Angels of Mumbai" by The Free Press Journal. This nomination was for all of the work he has done, including organising CPR training, co-founding Mein Chalaungi (a women's training programme that has trained more than 70 women), and his continuous efforts in improving the cycling infrastructure.



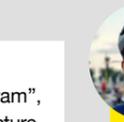
12. Firoza Suresh - Mumbai

Firoza Suresh initiated one of India's largest ever cycling rallies for World Environment Day. With her initiative and the support from her team, the Joint Commissioner of Police of Mumbai City, and CycleChalaCityBacha, they were able to unite 5,000 cyclists of all ages, genders, and backgrounds to push the narrative of cycling in Mumbai forward.



13. Sarika Panda Bhatt - Gurugram

Sarika Panda Bhatt organised the event "Two Wheels Gurugram", to communicate the urgent need for improving cycling infrastructure. This 5-day event and art exhibition was planned with the Sustainable Mobility Network, a pan-India network of 20+ organisations working towards sustainable transport and mobility. In order to spark a conversation around cyclists and their safety, a panel discussion was curated, which saw participation from influential stakeholders of the city addressing social and environment needs, planning and designing & infrastructure, public policy, and more.



14. Felix John - Chennai

Felix John worked with the CMDA (Chennai Metropolitan Development Authority) on a feasibility study for a cycle-to-work bicycle lane on the 40km long technology corridor in Chennai. Felix's role was instrumental in bringing the project to completion, by working with authorities and corporations to promote and enable sustainable mobility.

“With so many consultations going on about our streets and how we move around in them – maybe it’s time to ask young people what they want”

Saskia Heijltjes, Bicycle Mayor of Bath.



Youth Bicycle Mayor Movement

In 2022 BYCS Launched a global youth movement, called the Youth Bicycle Mayor Programme with support from the Urban Movement Innovation Fund. The Youth Bicycle Mayor programme highlights the importance of centring the voice of young people in urban decision making and actively giving them a seat at the table.

As the movement grows in the years to come, the initiative aims to complement BYCS’ work and theory of change, and has already directly influenced the advice we’re giving to cities, the ways we think about engaging diverse stakeholders, and the direct results of our research initiatives.

The 2022 pilot involved 15 campaigns in strategic cities, led by BYCS network members, that had the dual effect of bringing awareness to the lack of youth engagement in our urban planning and to search for a strong young leader who would be a flag bearer, fighting for accessible active mobility for young people.

Our goal in 2023 is to engage with and support the newly appointed Youth Bicycle Mayors, supplying them with training and guidance that enable them to successfully advocate for cycling in their cities.

Image: Amsterdam Economic Board

Engagement Programmes

Our engagement initiatives target support equitable cycling adoption and strengthening the human infrastructure of cycling. We design, pilot, and scale these with government and philanthropic partners, alongside local community leaders and groups. By consistently integrating knowledge for policy components to our engagement programmes, we also gain learnings for our research and technical assistance activities.

We take an “indicator species” approach, seeking to ensure cycling is accessible, safe, comfortable, and fun for those facing the most barriers to uptake. Our principal target groups are caregivers, women, and children, with active initiatives directly supporting them to start cycling.



Image: Bicultura Lisbon

Increasing Access to Cycling Mobilities of Care

Following a scoping study in 2022, we launched a new global initiative in partnership with the Bernard van Leer Foundation, “Increasing Access to Cycling Mobilities of Care”, that includes a dual implementation and knowledge product development approach. In the first phase of the initiative, between July and December of 2022, we coordinated pilot projects in 3 cities - Bengaluru (India), Istanbul (Turkey), and Mexico City (Mexico). Working closely with local implementation partners Purpose, Chain Breaking Women, and Bicitekas, programmes with contextual methodologies and target groups were developed to support the uptake of women caregivers, as well as gather data on their experiences cycling through webinars, surveys, and in-person focus groups.



Istanbul

Bicycle access and gamification training was provided for mothers and their children.



Mexico City

Refurbished JUMP bikes were leased to low income mothers, and safe cycling workshops, and social rides were held.

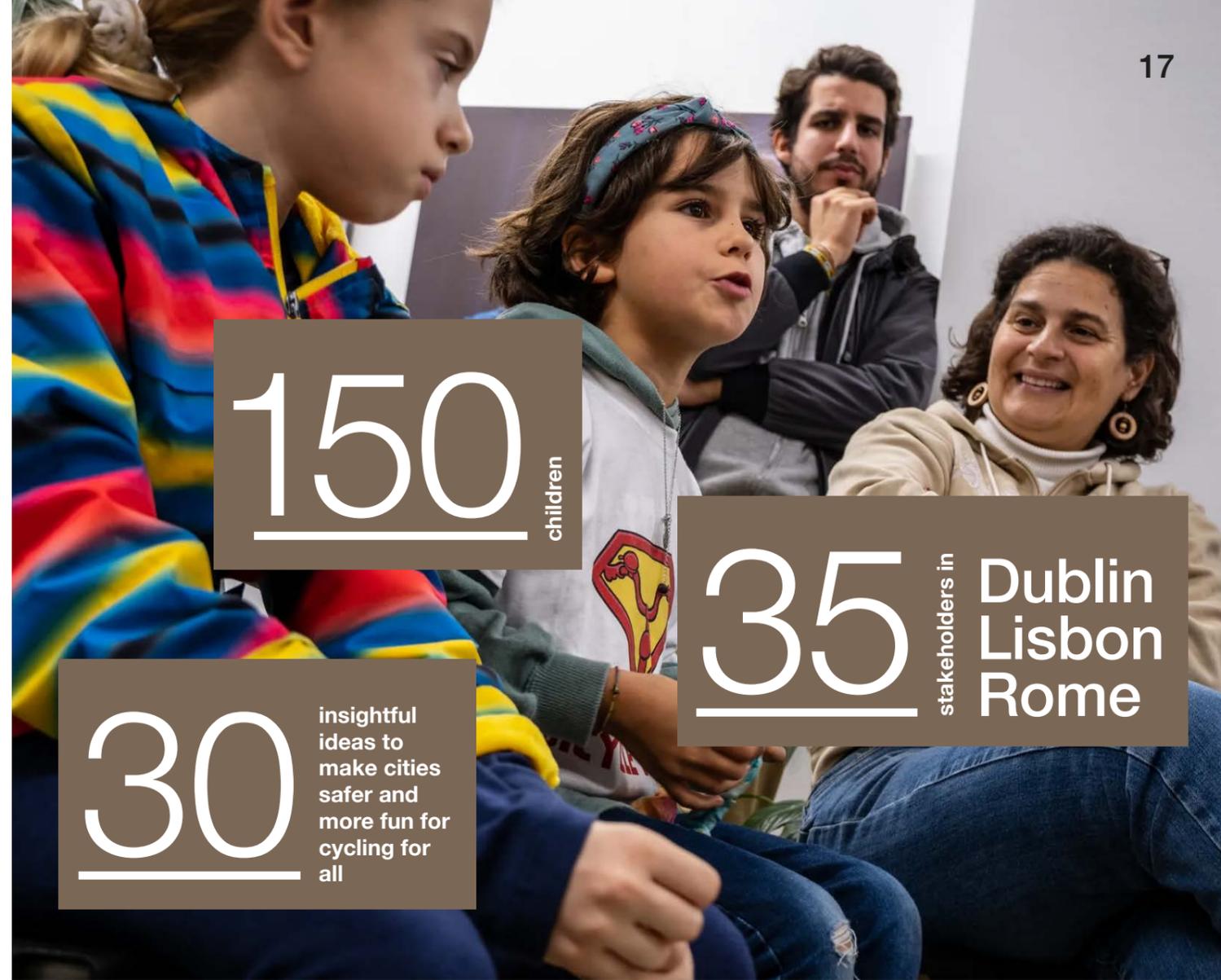


Bengaluru

Caregivers and children learned to cycle and repair their bicycles, and participated in focus group discussions.

Over 100 caregivers and their families were supported by the programmes in pilot cities. These cycling access, education, and awareness pilot programmes will provide key learnings for city representatives and other urban stakeholders in a policy brief and accompanying toolkit that will be published in 2023. The policy brief will also be informed by a global survey to better understand the mobility patterns and barriers of caregivers, especially related to riding a bicycle, as well as potential solutions to address these barriers, which has already gathered 200 responses from around the world.

Images left to right: Chain Breaking Women, Bicitekas, Purpose India



150 children

35 stakeholders in Dublin, Lisbon, Rome

30 insightful ideas to make cities safer and more fun for cycling for all

Bicycle Heroes: European Youth Voices for Active Mobility

Supported by EIT Urban Mobility, the Urban Movement Innovation Fund and local Dutch Embassies, we adapted and scaled our Bicycle Heroes programme, already active for 4 years in the Netherlands, to Dublin, Lisbon, and Rome. A range of interventions and co-creation activities, led by local partners Dublin City Council, Trinity College Dublin, Bicicultura, APSI - the Association for the Promotion of Child Safety, and Roma Servizi per la Mobilità, took place over the course of 10 months. Through inspirational presentations and design workshops, the project highlighted a need for more investment and priority for cycling and greater consideration of the voices and needs of children.

The programme is already having an immediate positive impact on the participating cities. In Lisbon, the Children’s Council established by Bicicultura has been given permanent space as a children’s group to act both as a consultative body for the organisation’s projects and activities, and as a youth group of its own right focused on the promotion of cycling culture, fluency, and access for children. In Dublin, the City Council has agreed to employ more people in the school transport section, including senior engineers, which will be an important factor in implementing future Bicycle Heroes projects and continuing and expanding the Bicycle Heroes programme in Dublin. In Rome, local officials and teachers are interested in implementing the ideas of the children, and continuing to expand the programme.

Image: Bicicultura Lisbon

TandEM - Women in Cycling

During the second half of 2022, the first cohort of TandEM Women in Cycling, a train-the-trainer programme for women who want to empower other women to cycle, was launched and completed. Co-developed with EIT Urban Mobility, online and in-person sessions featured global experts, and created a sense of community and solidarity. Following the training sessions, participants implemented their own programme to help more women in their city to gain confidence in cycling.

This first cohort enabled us to test whether a short train-the-trainer programme could be effective in increasing cycling uptake amongst women at the neighbourhood level. Based on the success and interest in the programme, a second cohort for 2023 is currently being planned and will be announced during the year.

9
women from
Europe & 1 from
Ethiopia

25

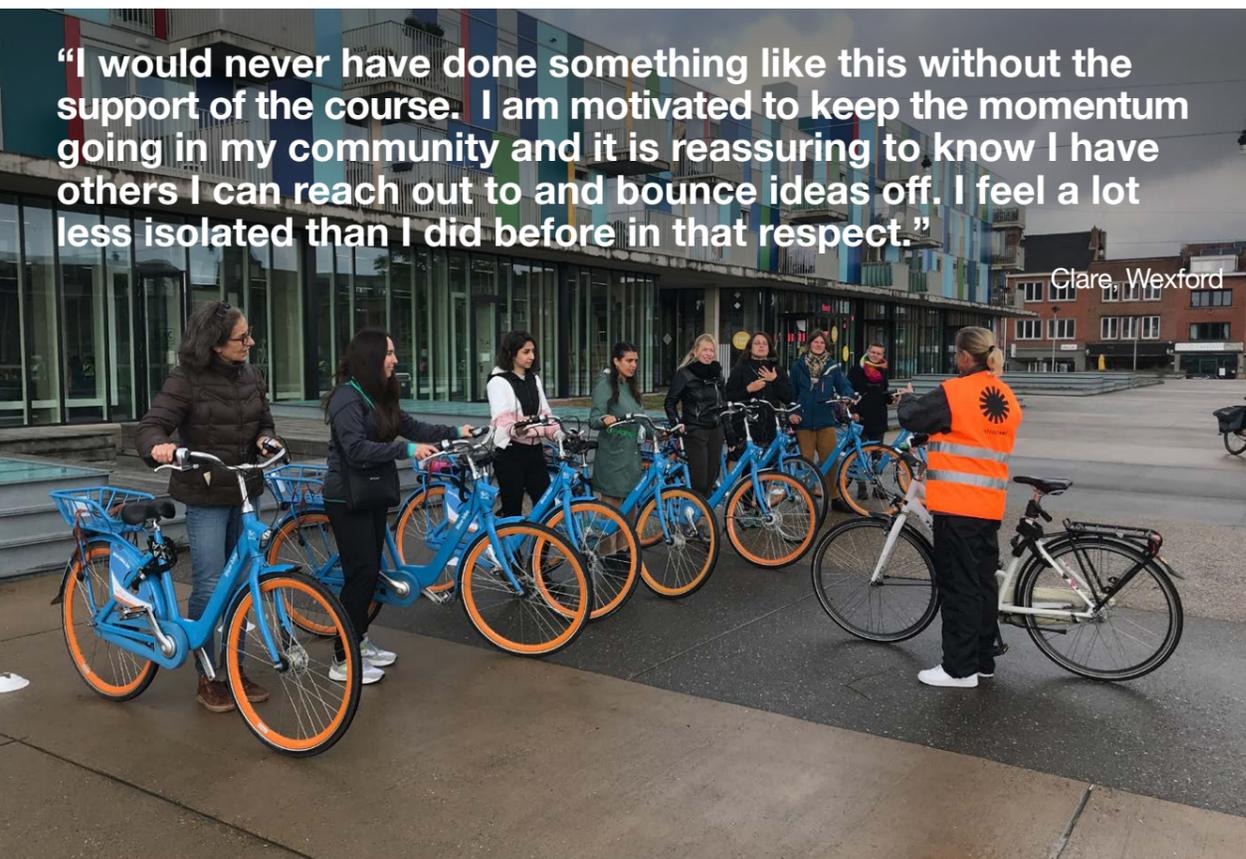
hours of training
including

4 online
sessions and

2 day
in-person training

“I would never have done something like this without the support of the course. I am motivated to keep the momentum going in my community and it is reassuring to know I have others I can reach out to and bounce ideas off. I feel a lot less isolated than I did before in that respect.”

Clare, Wexford



Images: BYCS & EIT Urban Mobility



Start Cycling Toddlers

Building upon ideas developed during the Green Deal Fiets initiative, and leveraging recognition from the Tour de Force Innovation Prize, we initiated a pilot programme focusing on toddlers at daycares in the municipality of Almere with implementation partner Groeifiets. To encourage an early introduction to the bicycle through playful learning, balance bikes were leased to daycare centres, and children between 2-4 collectively learned how to use balance bikes independently. Teachers were able to track progress, and within 9 weeks about half of the children moved from balance bikes to pedal bikes.

These activities also served as entry points to engage parents on the benefits of cycling, as well as better understand their needs and barriers to start cycling. From these conversations, bicycles were also lent to parents, free repairs were provided, and lessons for adults, as well as activities such as going grocery shopping on a bike, or cycling through the neighbourhood with the children on their bicycles, were held.

The programme has been highly successful, and we are now working to expand it to other cities in the Netherlands and globally from March 2023 as START. This scalable version will be certified for the Dutch CROW Standard.

Image: BYCS & Gemeente Haarlem

Technical Assistance

Our research, networks, and programmes enable us to gain learnings for governments and organisations around the world that are seeking to promote cycling in their local urban environments. We apply this knowledge through coordination and participation in a variety of international consortiums to advise on behaviour change, strategic communications, and community engagement.



8

countries
represented
by attendees
of a

3

day virtual
summit
and

2

technical
visits to
Mexico City
and Bogotá



Supporting Cycling Cultures in Latin America

Throughout the year, we provided technical assistance to the World Bank, supporting their objectives to promote active travel in the Latin American region. Our role focused on increasing awareness of the benefits of cycling and supporting the development of a regional, multisectoral network engaged in the promotion of cycling as a solution to several challenges posed by urban mobility in cities across the continent.

The Latin America Cycles knowledge exchange initiative, supported by the South South Knowledge Facility, took place from January to June. We created a holistic advocacy and communications strategy around the initiative to mobilise participation. We also shared learnings and highlighted underrepresented voices through two bespoke campaigns entitled “Why I cycle”, showing the diverse individuals and uses of cycling in the region, and “Facts & Myths of Cycling”, that synthesised academic research showing the benefits of cycling. Our team also supported and participated in the study visit to Mexico City.

Within the framework of this partnership, our team also collaborated with the World Bank, the Peruvian Ministry of Culture, and citizen observatory Lima Como Vamos to adapt the Bicycle Architecture Biennale to the Latin American Context and leverage the exhibition to promote cycling among citizens of Lima and local decision makers.

The Latin America Cycles initiative culminated at the World Bike Forum in Manizales, Colombia, where the PLAMOB cycling knowledge platform for Latin America was launched by the World Bank, which will be developed throughout 2023.

Green Deal Fiets

The Green Deal Fiets is a coalition of businesses, governments, and knowledge institutions, that work together on how to increase bicycle use in the Amsterdam Metropolitan Region. This year, we continued to develop and coordinate this coalition, in partnership with the Amsterdam Economic Board, The Metropolitan Region of Amsterdam, and the Amsterdam Region Transport Authority.

In 2022, Start Cycling Toddlers pilots were developed under this framework, and other topics such as labour conditions, bicycle service stations, as well as knowledge development, are in development. These will begin implementation in 2023, with the opening of the first Cyclist's Service Station in Schiphol Airport, a proposition on cycling in the form of a handbook, and a campaign for employers.



Images: Amsterdam Economic Board



Bicycle Stimulation Gelderland

In order to support the Gelderland Province's target of 35% bicycle modal share by 2030, we developed an impact strategy for the region. Through research and information gathering during consultation workshops with multiple government departments including housing, climate, sports, and mobility, an impact pathway and value creation model was created. Target group research at primary schools in Tiel and Nijmegen was also conducted, to supplement expert perspectives. This information gathering resulted in the proposal of:



Throughout the process, a continuous yet flexible network coordination approach between stakeholders enabled more civil servants and political-administrative representatives to commit themselves to the consultation and the advisory process.

Based on the suggestions presented to the region, implementation of a series of quick wins and interventions will be developed in 2023 through a multi-sectoral approach.

Image: Bart Ros & Niels Bosman via Unsplash

Pan African Action Plan for Active Mobility

We are working alongside a range of global and regional partners, such as the United Nations Human Settlements Programme (UN-Habitat), the University of Cape Town (UCT), Ochenuel Mobility, the SADC Alliance of NGOs for Road Safety, and the Institute for Transportation and Development Policy (ITDP), to support The UN Environment Programme's (UNEP) efforts to develop a Pan-African Action Plan for Active Mobility (PAAPAM).

PAAPAM aims to raise the profile of active mobility as well as highlight the potential role of active mobility in addressing strategic and local priorities, including accessibility to goods and services and improved health and well-being. As the partner on global cycling cultures, our role is to provide guidance that ensures the representation of policy measures that can help all people to identify with, access, and feel confident to cycle.

We took part in the first consultative meeting for PAAPAM, during the Africa Regional Forum for Action - Inclusive and Active Mobility in a Changing Climate conference in Kigali, Rwanda, that brought together 100 senior level members of government, civil society, the private sector and academia to address long-standing issues, and launch the action plan procedure.

In 2023, Africa's 54 countries will be engaged in four regional forums to ensure practical knowledge sharing, the development of common priorities and setting of relevant performance indicators. The Plan is set to be drafted in time for COP28 in 2023.



Image left: Lucas Snaije

Image right: Ana Dujmovic via Unsplash



Sustainable Mobility Network India

The Sustainable Mobility Network is a collective that works towards the vision for adopting the triple zero approach - 'Zero Emissions, Zero Exclusion, and Zero Road Deaths'. The collective is concentrated in four states: Delhi, Karnataka, Tamil Nadu and West Bengal. We partnered with Asar and Purpose in India to support this programme in Bengaluru for the second year, while expanding to the cities of Delhi and Chennai. The regional work for the Sustainable Mobility Network is carried out with support from the Bicycle Mayors.

In each city, we are working closely with several organisations such as the Council for Active Mobility, Jhatkaa, ITDP, YLAC, The Urban Catalyst, and others. Our aim is to activate new voices on sustainable mobility, generate consistent media on new projects, and push key policy changes that introduce measures to disincentivise private car use, improve public transport, and help cities re-allocate street space.

In Delhi, regular cycle commute sessions to promote uptake of cycling to work were held, alongside advocacy in schools. We also supported several initiatives such as the 'Cities for Cyclists' campaign by Greenpeace India. In Chennai, several partner initiatives were also supported and amplified, on the topics of cycle lane planning, transit oriented development, and traffic calming on school streets. In Bengaluru, our work continued to highlight active mobility news and events, and we successfully campaigned for the passing of the Active Mobility Bill in the assembly winter session, after receiving over 4200 signatures from the community. We also launched the Slow Streets Initiative, now being spear-headed by the Directorate of Urban Land Transport (DULT), and the Government of Karnataka, with 150 potential slow streets mapped in 4 communities. These efforts will carry over in 2023.

Our Partners

Thank you to all the organisations that made our work possible in 2022.



Looking Ahead to 2023

In 2023 we will continue to carry our message of cycling as a tool for urban transformation at the global level, while retaining our civil society ethos and grassroots support. This will be achieved through the tandem development of global advocacy through international coalition building and technical assistance, balanced with on the ground action through neighbourhood level implementation of cycling programmes and network mobilisation. Within each of our activity verticals, we have also defined the following strategic thematic focuses:

- 1) Cycling for Families (Care & Children)
- 2) Human Infrastructure for Inclusive Cycling
- 3) Urban Health & Wellbeing

Finally, we will also continue our efforts to find a sustainable financing model for active mobility interventions, and our organisation. While interest is growing around the potential for cycling as a transport solution, the investment required to dramatically increase cycling uptake remains inadequate. In 2023, we will continue to advocate for, and demonstrate the truly transformative potential of cycling and walking.



Image: Bicultura Lisbon

Who We Are

We are a small, passionate team of urbanists, human geographers, communicators, and campaign creators. We are people who use bicycles in our everyday lives, to get to where we need to be.

Maud de Vries - Co-Founder, CEO
Maarten Woolthuis - Co-Founder, CFO
Daniel Eppstein - Director of Operations & Development
Matrushri P. Shetty - Director of Operations & Development (BYCS India Foundation)
Lucas Snaije - Research & Advocacy Manager
Alex Baum - Programmes & Systems Manager
James Crossley - Creative & Communications Manager
Simon Alvarez Belon - Bicycle Mayor Network Coordinator
Daniela Abril Gutierrez - Project Coordinator
Kharisma Pandu Pratama - Global Networks Intern
Valeria Leyva Reyes - Content & Network Trainee
Mira Klein - Content & Communications Intern



Board of Directors

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Oona Eager

BYCS India, Board of Directors

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Sonal Kulkarni
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Marijke Kuijpers
Iris Maertens
Tobin Postma
Aparna Saroagi

Max Schreuder
Julien Vincelot

How You Can Support Us

Partner with Us

We are always seeking to partner with like-minded organisations, whether it is to co-develop new programmes, advocacy initiatives, or research.

If you are interested in our mission, reach out to us:

connect@bycs.org

Donate to Support Our Mission

With your help, we can unlock the transformative potential of the bicycle.

Donate at:

bycs.org/donate



Help us find a Bicycle Mayor in your City

We are always searching for the perfect advocates to join our network of changemakers. If you know someone who might be a great Bicycle Mayor, let us know! bycs.org/find

Become a Bicycle Citizen

Help us spread the message of cycle-centric cities through custom advocacy tools and by connecting with other advocates in more than 50 countries. bycs.org/bicycle-citizens

Subscribe to Our Newsletter

Stay up to date through our monthly email, sharing our latest editorial, updates and curated reading on active transportation and human-centric cities: bycs.org/newsletter

Follow and share our story

@BYCS_org to join us on [Twitter](#), [Facebook](#), [Instagram](#) or [LinkedIn](#).

Find out more on www.bycs.org

The logo for BYCS, consisting of the letters 'BYCS' in a bold, black, sans-serif font.

bycs.org

A woman wearing a light green jacket and a black face mask is riding a red bicycle with a large red basket in the front. The basket has the text 'QUEMA CALORIAS NO GANHA DINHEIRO' written on it. In the background, another woman in a red safety vest is riding a similar red bicycle. The setting is an outdoor area with a white brick wall and some equipment.

We believe that a 200
year-old invention is a
fundamental enabler of
human progress and
planetary regeneration.

It is one of the simplest
solutions to some of the
world's most complex
urban challenges.