

Cycle rickshaw and Cycling Advocacy in Delhi

ITDP Strategic Planning Meeting
Ixtapan de la Sal, Mexico
October 01, 2008

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ENGAGED IN CARRYING OUT RESEARCH & ADVOCACY FOR:



Bus Rapid Transit



Cycling, Cycle Rickshaw and NMT

PROJECT CITIES: Delhi & NCR, Agra, Mathura & Vrindavan, Jaipur, Bharatpur & Alwar, Lucknow, Hyderabad, Ahmedabad

Supporting R&D and Innovation in Human powered vehicle development



3. Tricycle for physically challenged

4. Rural Patient Transportation Vehicle (RPTV)



A mode of transportation/ attachment vehicle to transfer patients/accident victims from the place of injury to nearest health center in rural areas/dense urban localities.

ITDP India works closely with:

- PUBLIC
- DECISION MAKERS
- GOVERNMENT DEPARTMENTS AND MINISTRIES
- MUNICIPAL AUTHORITIES
- TRAFFIC POLICE
- MEDIA
- EXPERTS (Traffic & Transportation, Urban Planning, Environment, Road Safety)
- TECHNICAL INSTITUTIONS
- NGOs and Social activists
- UNIVERSITY STUDENTS (interested in innovations, R&D and/or committed to environmental and sustainable development issues)
- CIVIL SOCIETY, Resident Welfare Associations (RWAs) and Trade Organisations

Why Cycle rickshaw ?



Cycle Rickshaw – a sustainable urban transport solution for short distance trips

- A **zero-emission and energy-efficient** vehicle which provides comfortable, safe, low-cost and hassle free transportation.
- Ideal for short distance trips. Can compliment & integrate very effectively as **a low-cost feeder service** to public transport system providing point-to-point service.
- Does not cause safety/accident risk in the residential areas/ near schools.
- **Reduces CAR TRIPS and Helps in massive FUEL SAVING** annually in India (bringing down oil import bill of the country substantially). According to our study & estimates, **Cycle Rickshaw saves over 70 million motorised trips everyday in India** (more than 10 million trips in Delhi alone) resulting in huge **REDUCTION of AIR/ NOISE POLLUTION and GREENHOUSE GASES**.
- Saving huge Government investments & PARKING related problems in a lot of Indian cities.

Cycle Rickshaw in the Indian Transportation context

- According to estimates, **over 7 million Passenger/ Goods Cycle Rickshaws** ply in various Indian cities/ towns (20 States & UTs) with substantial modal share. (**>600,000 operating in Delhi & NCR**).
- Meets mobility requirements of urban dwellers in low & middle income areas and tourist places of numerous cities. Provides **low-cost alternative for carrying short distance passengers (1-5 kms)**; household goods like small furniture, TV, fridge, washing machine, air coolers, AC etc (5 to 15 kms); and construction & business materials.
- **Generates employment and honest means of livelihood to millions of poor and jobless people who are uneducated and/or unskilled.** (still don't figure in any of the MDG or Poverty reduction programmes).
- Ensures **daily bread to over 2% of India's population** without any financial investment or support from the Government.
- A new CR in India **costs Rs. 4,500 to 6,000 (\$100-150)**. And if you want to ply it on rent the charges vary from Rs. 15 to 30 (30-60 cents) per day depending on the vehicle condition and the city you are operating in.

Socio-economic profile of Cycle Rickshaw drivers in Delhi

- Most cycle rickshaw drivers (also known as 'rickshaw puller' or Chalak') consist of poor migrant people who are unskilled, uneducated, small/landless farmer who come to cities to opt for either plying rickshaw every year during lean agriculture period or as a preferred full-time job over other available options such as daily wage labourer, construction/factory worker etc.
- According to a recent study (2006-07) carried out by ITDP India of around 1100 cycle rickshaw drivers in Delhi, around **54% are landless labourer and over 30% are small/marginal farmers.**
- A Cycle Rickshaw Driver normally works for 6 to 8 hours daily (flexible working time) and earns anything between Rs. 100 and 300 (\$2-6) per day.
- Education wise, 49% rickshaw drivers were illiterate, 9% literate, 19% had completed primary education, 13% middle school, and 6% are Matriculate and around 4% have studied up to 12th class and above.



Karol Bagh Stn –Line 3

Providing efficient feeder service & bringing thousands of passengers daily to and from Delhi Metro Stations



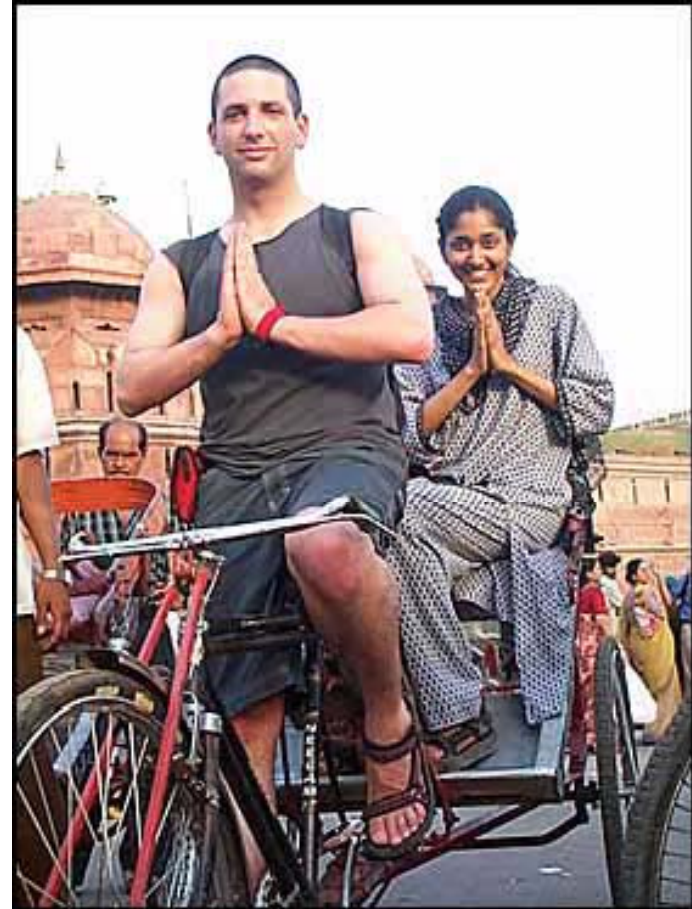
University Stn - Line 2



Welcome St– Line 1

Ricks on Metro Line1 : 14 stations
Ricks on Metro Line 2 : 07 stations
Ricks on Metro Line 3 : 15 stations

Rickshaw helping tourism



Carrying goods everyday





Increasing Global Acceptance

Fast becoming popular among tourists as well as environmentally conscious locals as a pollution-free PediCab or Green Pedal Taxi in western countries.



Increasing Global Acceptance ..



Denver



Berlin



Sydney



New York



Tokyo



Florence



The irony : they are being discouraged from roads, confiscated, crushed and banned in cities

- **Inspite of several benefits, Cycle Rickshaw is largely ignored by policy makers and transport planners.**
- Very often Cycle Rickshaws, if entering/parking in any restricted area or plying without complete papers/ license, are seized by municipal staff or traffic police.
- And it is very sad to see that in Delhi, the Capital of world's largest democracy, **if the rickshaw drivers fail to pay the heavy penalty their hard-earned and only source of honest income is crushed and auctioned as scrap MCD.**
- In most Indian cities the Cycle rickshaw drivers being uneducated, poor, helpless and ill-informed about their legal rights are **subjected to undue harassment and exploitation** in the hands of municipal & police officials.

The irony..

- While we have witnessed rapid growth in number of private vehicles and failed to solve traffic congestion, alarming level of vehicular pollution and road fatalities on city roads, **municipalities are finding easy scapegoat in cycle rickshaws, bicycles and vulnerable road users to blame them for traffic and transport problems.**
- **Discrimination is growing against cycle rickshaws and city commuters who choose rickshaw as their** preferred mode of transport for point-to-point, convenient, low-cost and comfortable journey.
- Recently plying of **Cycle rickshaw has been BANNED in CHANDNI CHOWK and ARTERIAL ROADS OF DELHI.** Unfortunately WITHOUT:-- 1) conducting any detailed study/analysis to understand the social, environmental, economic and transportation implications of ban on affected people and the city; 2) giving any opportunity to the rickshaw community to present their side & problems; and 3) providing any alternative for thousand of dependent poor rickshaw drivers who have been displaced and short-distance commuters.
- Following Delhi, several **other Indian cities are also planning to BAN or CURB cycle rickshaws instead of finding solutions** based on the principals of equity, justice and sustainability.

ITDP India stand

1. Banning Cycle Rickshaw is no solution.
2. Cycle Rickshaw is environmentally, socially and economically a very sustainable mode of transport for commuting and carrying light goods to short distance. Banning them would create bigger environmental and socio-economic problem in Indian cities.
3. Since the Cycle Rickshaw is present in many cities while providing clean/low-cost transportation and work/food for a big chunk of Indian population, we should accept their immense contribution to our transportation needs as well as social & economic structure.
4. The solution lies in **Integrating Cycle Rickshaw along with other NMT modes** such as cyclists, pedestrian etc. into city transport system and including them in all urban transport planning and policies.
5. Why not **create segregated NMT lanes wherever possible** otherwise painted lanes (continuous) or alternate routes for cycle rickshaw and bicycles to co-exist in a democratic, equal & humane country.
6. **Devise effective operational & traffic management plan for cycle rickshaw** so that it can compliment the existing system.

7. **Use them for as inexpensive feeder service** for Buses/ Metro, Local/ Inter-City Rails, Taxis/ Auto Rickshaws. Promote it in the residential areas, around historical sites, wildlife areas and shopping malls etc.
8. **Provide them adequate parking/ halting stands** near bus shelters/ terminals; railway stations and taxi/ auto-rickshaw stands.
9. Conduct specially designed **training programmes/ workshops** and disseminate useful information regularly amongst the rickshaw drivers **on** various relevant topics such as: following **traffic rules, safe driving, behavior with commuters** etc. in association with traffic police, rickshaw community, NGOs and RWAs.
10. **Devise/start welfare schemes, soft loan facility** and innovative programmes for rickshaw drivers to make them owners of their vehicle and to improve health, education and socio-economic status of rickshaw drivers and their family members.
11. **Encourage & support more R&D work to further improve and modernize the design and technology of Cycle Rickshaw** to make it more efficient, lighter, safer, comfortable and aesthetic.

Cycle rickshaws banned in Old Delhi and all Arterial road of Delhi in May 2006

Rickshaws banned in Old Delhi

New Delhi, May 17

The Delhi High Court today banned plying of rickshaws in the Chandni Chowk area near the historic Red Fort in the capital.

A division bench headed by Acting Chief Justice Vijender Jain directed the Municipal Corporation of Delhi (MCD) to remove all rickshaws to decongest the area.

Meanwhile, the Delhi government today submitted a report in the court that sky bus would be introduced in the area for the convenience of the commuters. UNI







ITDP India response & actions

We believe there is **no environmental, social or technical justification of the ban**. Also, in India, the poor and uneducated cycle rickshaw drivers are un-organized and don't have their voice against any discrimination, denial of constitutional right or exploitation in the hands of Police or Municipal staff.

ITDP India **started a campaign in July 2006 to save cycle rickshaws from being banned** in the city, communicate correct information **and change the perception about** CRs. Under the 'SAVE CYCLE RICKSHAW CAMPAIGN', we have been sensitizing Government, policy makers, media and various stakeholders media about the likely environmental, social impact of ban.

Carried out a detailed SURVEY of (1136 from all Delhi) cycle rickshaw drivers and operators to understand and educate stakeholders and decision makers, the actual condition, functioning and **socio-economic status of Rickshaw community**.

Meetings with/representations to Union ministry of Urban Development in India to press for **INCLUSION OF CYCLE RICKSHAW IN NEWS MASTER PLAN OF DELHI 2021**.

Organised a Signature campaign of cycle rickshaw drivers/operators/passengers. Submitted signature of over 7000 people to the Minister for Urban Development, Chief Minister Delhi, Delhi Mayor.

Started a **forum of cycle rickshaw drivers** to organise them under a platform make them aware about their rights and gather support. More than 1000 drivers, operators and Rickshaw Unions have become part of this forum so far.



- ✓ **Stake-holders workshop** on the likely impact of cycle rickshaw ban in Delhi-
August 2006

NGO seeks review of ban on rickshaws

Aruna P. Sharma
New Delhi, October 18

AN NGO that redesigned the humble cycle rickshaw to make it lighter and rider-friendly, has filed an intervention application in the Delhi High Court, seeking a review of the ban on cycle rickshaws from all arterial roads and Chandni Chowk.

The NGO, Initiative for Transportation and Development Programmes (ITDP), has sought that the court recall its September 6 order banning plying of cycle rickshaws on arterial roads and also the ban on rickshaws in Chandni Chowk.

The case was adjourned till November 28 on Wednesday. The NGO that has been working for the uplift of cycle rickshaw community, says that 40 lakh residents of Delhi use cycle rickshaws for short distance travel and transportation of goods.

They make 10 million short distance trips per day and banning them would mean that these trips will be undertaken by motor vehicles. This will only add to growing pollution levels in the city, it said.

An estimated 6 lakh cycle rickshaws ply on the Delhi roads and as many families are likely to be rendered unemployed by ban on them.

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✓ **Challenged the cycle rickshaw ban** order in High Court of Delhi-October 2006 with two plea but one of our pleas requesting court to reverse ban was dismissed.

✓ Contacted and urged several Members of Indian Parliament to raise the issue and/or support our cause. **ITDP India efforts led to a senior Member of Parliament, Mr. Devendra Yadav (former Indian Minister for Commerce, Food & Civil Supplies, agreed to raise this issues in Parliament. A DISCUSSION UNDER RULE 193 ON THIS APPROVED BY THE SPEAKER OF LOKSABHA (HOUSE OF COMMONS) AND AROUND 40 MEMBERS OF PARLIAMENT CUTTING ACROSS PARTY LINE PARTICIPATED IN THE DISCUSSION AND SUPPORTED THE MATTER** on plight of Cycle Rickshaw drivers and unorganised labour in Indian cities (December 2006).

✓ As a result of the discussion the labor ministry of union government has prepared a bill on **“Social Security for Unorganized Sector”** the bill is ready to final approval of the parliament.

✓ Networked with **media, social activists and organisation to sensitize on the cycle rickshaw drivers’ status** and motivate them to write/ support on the positive aspects of cycle rickshaws.

✓ Raised voice to **change the veterinary officer** (in-charge of Rickshaw issuing driving license to the cycle rickshaw drivers), now the department is headed by deputy commissioner of MCD-2007



✓ First mass **protest rally at Town Hall** (head office of Municipal Corporation of Delhi)-September 2006



✓ Peace full **demonstration at RajGhat** (shrine of Late Mahatma Gandhi)-October 2006



✓ **Public demonstration** in front of Parliament to put pressure on the labor ministry to –December 2006



✓ Public **demonstration to protest the ban** on cycle rickshaw in Noida-January 2007

ITDP India challenged the banned in Supreme Court of India (SC) through a Special Leave Petition (SLP) -July 2007. SC has issued notice to MCD, Traffic Police, Delhi Government and Central Pollution Control Board (CPCB)

THE TRIBUNE, NEW DELHI JULY 12, 2007

Ban on rickshaws in Chandni Chowk challenged

LEGAL CORRESPONDENT

NEW DELHI, JULY 11

The legality of the Delhi High Court order banning plying of cycle rickshaws in Chandni Chowk here was today challenged in the Supreme Court by an NGO on the ground that it amounted to judiciary encroaching upon the jurisdiction of executive and legislature.

Taking cognizance of a writ petition by the NGO, Initiative for Transport and Development Programme (ITDP), a Bench comprising Chief Justice K G Balakrishnan and Justice R V Raveendran issued notices to the Delhi

government, city police chief and the Municipal Corporation of Delhi (MCD), seeking their replies.

The notice was also issued to Hem Raj on whose public interest litigation (PIL) on Capital's traffic problems, the High Court had passed the order banning plying of cycle rickshaws in Chandni Chowk, which virtually remained choked due to unprecedented traffic conjunction.

Though the High Court had passed the order in May 2006 banning the cycle rickshaws in Chandni Chowk and directed to ply CNG-operated mini buses there for the

benefit of commuters, the direction was enforced by the MCD and the Delhi Police only from June 1 this year.

The ITDP in an appeal, moved before the apex court challenged the High Court order, claiming that apart from violating Articles 19(1)(g) and 21 of the Constitution providing professional freedom and right to life, respectively, the impugned direction was "beyond the jurisdiction of the court".

"The right course should be for the legislature to enact laws on traffic issues, the municipal and traffic author-

ities to prescribe procedure under such laws to regulate the traffic and the courts to interpret them," the NGO in its appeal said.

It also pointed out that the High Court had passed the order without knowing the views of thousands of rickshaw pullers, who were directly affected due to the ban order as it amounted to denying them opportunity to earn their livelihood.

The petitioner also said that the cycle rickshaws in the city were being operated under the rules framed as per the Delhi Municipal Corporation Act, 1960, which provide for granting licence for

them.

Besides, the deputy commissioner, holding charge of traffic police in the Capital had been authorised under the Other Traffic on Road and Streets Regulation, 1980 and the Delhi Police Act, 1978 to control the traffic.

In such circumstances, the main question to be decided by the apex court was whether the High Court had powers to pass such prohibitory order when under the law authorities had been designated to decide the issue, the NGO contended.

It also stated that the order was passed without knowing the views of technical

experts on traffic regulations. The High Court merely had appointed a committee of lawyers to make an on the spot assessment of traffic problem in Chandni Chowk and the panel could not be described as a body of experts, it said.

"What is being done, is that the High Court is taking the decisions for traffic management and is itself overseeing its enforcement.

Such a situation is clearly impressive in law," the NGO said while seeking to set aside the High Court order and permit the ply of rickshaws in the heart of the old city.

Rickshaw crackdown not easy

Following High Court's order, MCD is now roping in ex-servicemen to stop plying of cycle rickshaws in Old City

Neelam Pandey
New Delhi, September 22

The High Court's decision to ban the cycle rickshaws on the busy Chandni Chowk and surrounding areas has become a difficult task for the Municipal Corporation of Delhi (MCD) to meet. At a time when developed countries have been promoting the use of green transport such as cycle rickshaw, Delhi on the other hand has been limiting their use in the city.

Unable to rein them in the civic body has been coming up with various strategies, the latest to join the league is the deployment of ex-servicemen to restrict rickshaws from entering the banned areas.

Not only this, the 40 odd ex-servicemen who would be positioned at various points in the walled city would confiscate all rickshaws plying on Chandni Chowk and would dismantle them.

Lack of enforcement in Chandni Chowk area by the Delhi traffic police has resulted in rickshaws coming back on the streets even though they had been banned initially.

MCD OFFICIAL

shaws whether licensed or unlicensed plying on banned streets. They will be sent to city zone stores to be scrapped within seven days," said a senior MCD official.

These ex-servicemen would keep a constant vigil from 8 am to 8 pm on rickshaws entering the banned area. Earlier the licensed rickshaws were not dismantled if they were found entering the banned area, though they were given a verbal warning.

"We had a meeting recently wherein it was decided that to decongest the area we will take stern action such as confiscating the rickshaws and dismantle them," said MCD Commissioner K.S. Mehra.

In a bid to ease the traffic mess in the area, cycle rickshaws, hand carts and animal driven vehicles were banned on Chandni Chowk road, Esplanade Road (from Link Road to Chandni Chowk), Church Mission Road, Town Hall Road and HC Sen Mary by the High Court.

After the ban, a CNG-run bus service was started on June 3, 2007 to help commuters on these roads.

But visitors in the area complain that these buses are jam-packed and they prefer using the rickshaw for their personal comfort.

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A traffic cop deflates the tyre of a cycle rickshaw. Rickshaws have been banned in the Chandni Chowk area of Delhi.

INTERNATIONALLY POPULAR

Cycle rickshaws are used in most large European cities such as London, Barcelona, Budapest, Berlin, Edinburgh, Frankfurt, Hamburg, Amsterdam, Copenhagen, Milan and Rome. London has one of the largest numbers of Pedicabs, that are mostly based in Soho, Covent Garden and near tourist attractions. In North America, San Diego and New York City each host hundreds of Pedicabs; dozens of other North American cities also have Pedicab services. The first known commercial use of Pedicabs in North America occurred in 1962 at the Seattle Worlds Fair. There are several American and European manufacturers of cycle rickshaws, which often incorporate features rarely found in developing world vehicles, such as hydraulic disc brakes, and lightweight fibre-glass bodies, multispeed gears.



RAJ K. RAJ/HT

IN NUMBERS

The High Court had banned the plying of cycle rickshaws on certain roads on

May 17, 2007

In pursuance of the HC order, the MCD had promised in

July 2006 to go

ahead with

'Scientific

Management of

rickshaws using

sensor chips vis-a-

vis formulation of

new cycle rickshaw

policy. But even the

pilot project has

failed to see the

light of the day.

How many rick-

shaws are there?

Ceiling of license

fixed by the MCD is

99,000 but there are

approximately 4-5

lakh rickshaws on

Delhi roads.

'Rickshaws are most non-polluting'

Supporters say this mode of transport means less number of motorised vehicles and, therefore, less pollution

Nivedita Khandekar
New Delhi, September 22

EVEN WHEN the authorities are busy planning an exit plan for the cycle rickshaws from some of the congested roads in Delhi, supporters of this eco-friendly non-motorised mode of transport ask: Are the south Delhi areas where these rickshaws do not ply free of congestion?

Take for instance, Ashram Chowk where no rickshaws ply. "Has it helped in anyway? Fact is, congestion is no caused due to cycle rickshaws, but due to various other reasons. So what is the

point in banning them on certain roads," asks Nalin Sinha from the Institute of Transportation and Development Policy (ITDP).

In its 'Air Pollution Bulletin October 2006', the Centre for Science and Environment had said it is estimated that cycle rickshaws save more than one crore motorised trips daily across the capital. About the ban, it criticised the officials as not having cared to assess pollution and public health impact of replacing such large number of non-motorised trips with motorised ones.

Add to it, the cost factor.

"At any given time, charges by rick-

shaws would always be less than what an auto rickshaw will charge. For example, I always prefer to take the rickshaw from Nai Sadak to Old Delhi railway station. Moreover, no CNG bus goes this way," asserts Nazma Bano, a resident of Chandni Chowk area.

Disagrees a senior traffic official. "Private cost may be less, but social cost is more. A cycle rickshaw on any road slows down speed of motorised vehicles, which increases pollution no amount."

Claiming that the Master Plan for Delhi 2021 and even the National Urban Transport Policy place much emphasis on non-motorised transport, the ITDP

has taken up cudgels with the High Court and the MCD on behalf of the rickshaw pullers.

"Moreover, the MCD did not even consult the stakeholders and went ahead with the plan without any groundwork," Sinha points out and adds, "It is only the MCD, which is responsible for the mess. By not working out the pilot project it has been promising since July 2006, MCD is liable for contempt of the court."

Sinha also claimed that the MCD does not even have any training facility for the rickshaws and goes ahead with issuing licenses just like that.

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✓ Started **training programme for cycle rickshaw drivers** to educate and sensitize them about traffic rules and road safety in Delhi and Noida (NCR Town of Delhi)- February-May 2008.

Lok Sabha discusses plight of rickshaw-pullers

IMPACT:

- ✓ The cycle rickshaw community has **come to one common platform** for demanding their rights
- ✓ The **veterinary doctor has removed** from the cycle rickshaw department and now one of the Deputy Commissioner level office is heading the department and issues licence to rickshaw drivers.
- ✓ The supreme court of India has **issued notices to the concern department** asking why cycle rickshaw banned to ply in Delhi
- ✓ The cycle rickshaw drivers got the **identity card of the forum**
- ✓ The cycle rickshaw drivers are have now started **following the traffic rules and road safety** at most of the areas where we had organised workshops

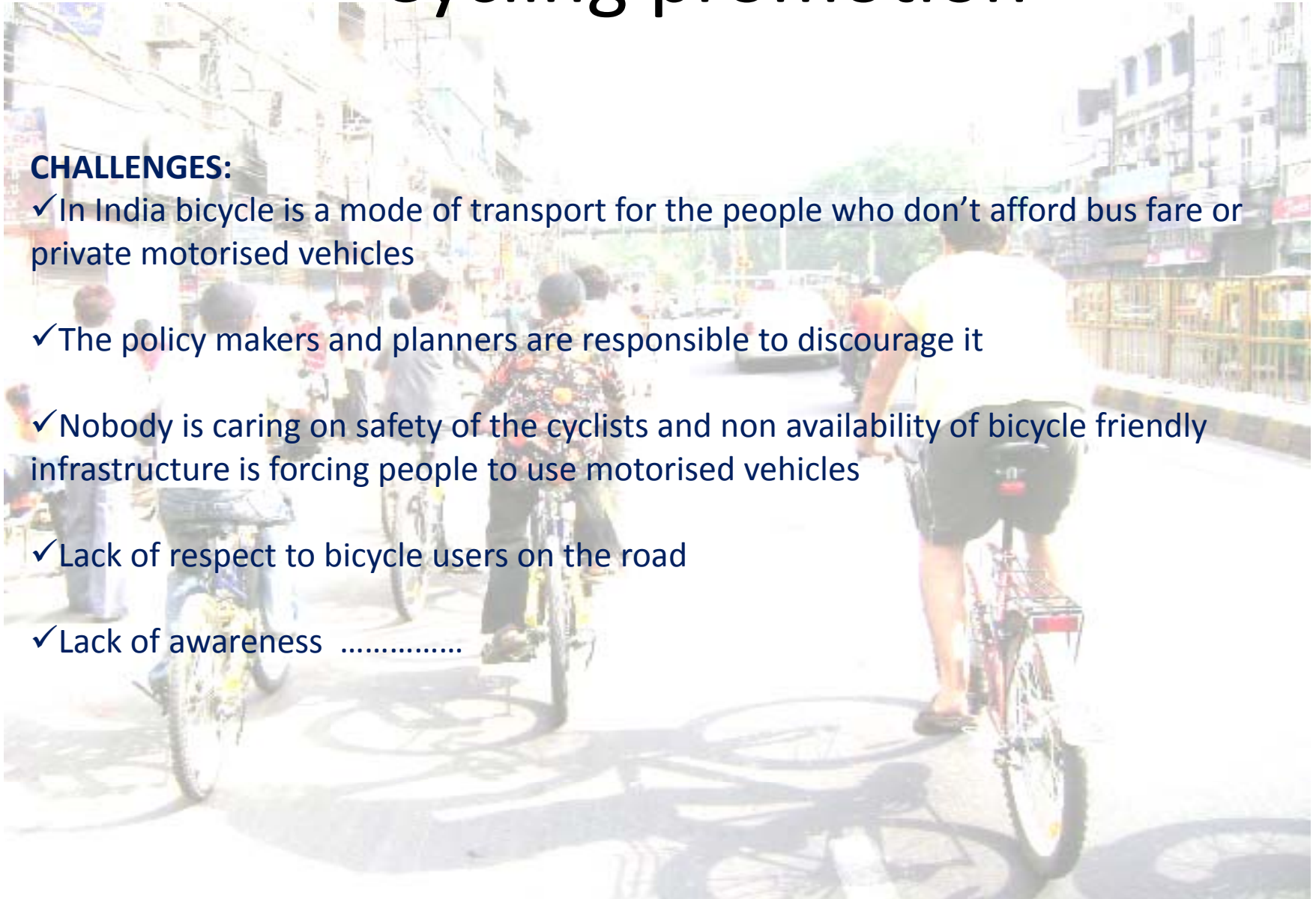
PRESENT STATUS:

- ✓ We are waiting for the reply from the government departments on the notice issued by the supreme court of India.
- ✓ We are filing a application in supreme court of India to challenge the fine of Rs. 500 on unlicensed cycle rickshaws and procedure crushing cycle rickshaws.
- ✓ We are in touch with cycle rickshaw community of Delhi and NCR area and trying to organise them and providing training on traffic rules and road safety
- ✓ We have finished data entry and preliminary analysis of socio economic study of cycle rickshaw drivers. Waiting for funds to professional analysis of the study and release to the media.
- ✓ We have regular meetings with government authorities and media to create pressure removing ban on the cycle rickshaws
- ✓ Met Deputy Commissioner along with cycle rickshaw drivers to complain about the process of seizing cycle rickshaws without giving any receipt (seizer memo)
- ✓ Planning to start regular workshop on traffic norms and road safety issues with cycle rickshaw drivers in association with traffic police of Delhi and Noida

Cycling promotion

CHALLENGES:

- ✓ In India bicycle is a mode of transport for the people who don't afford bus fare or private motorised vehicles
- ✓ The policy makers and planners are responsible to discourage it
- ✓ Nobody is caring on safety of the cyclists and non availability of bicycle friendly infrastructure is forcing people to use motorised vehicles
- ✓ Lack of respect to bicycle users on the road
- ✓ Lack of awareness





✓ Organizing regular **bicycle promotion rides/rallies** through Delhi Cycling Club (DCC)-July 2007 till date



ACTIVITIES

- ✓ Networking with various government department of Delhi to sensitize about the need of **safe bicycle infrastructure**. -October 2006-till date

- ✓ Started **Delhi Cycling Club** in 2006 end to popularise cycling amongst the people of Delhi NCR (specially car users) and organize regular bicycle events on various themes. More than 400 people have become members of the Club, who participate in rides on weekends and help in creating awareness on benefits of cycling

Formed an online group “**delhicycling@googlegroup.com**” (October 2006) to provide a platform for pro cyclists and cycling enthusiast. Around 250 have registered as online members and participate in regular and useful discussions and information/experience sharing.

- ✓ Started **Heritage Cycling Ride** in Delhi in association with local groups. Have also written to Indian Tourism Ministry, Municipal Corporation of Delhi and Delhi Government to adopt and support this as a regular programme.

- ✓ In December starting ‘**Delhi Cycling Campaign**’, a multi-stakeholders campaign to -- gather support for cycling; fight for the rights & safety of Cyclists; and demand from Government and Municipality for better infrastructure and facilities for Bicycle.

- ✓ Planning and working on launching a programme to promote **Safe Cycling and Walking** specially amongst school students



48° c art festival, Delhi:

48° c is a public art festival, to raise consciousness by the arts in response to urgent ecological issues affecting the city, scheduled to be held in Delhi in 12th -23rd December 2008 . It hopes to showcase, discuss and highlight issues of the urban environment and ecology through the medium of art to all sections of the citizens of Delhi.

The proposed 2 week festival co-funded by GTZ, is an addition to the large successful Festivals held in Munster, Berlin, Boulder, Sharjah and Shanghai.

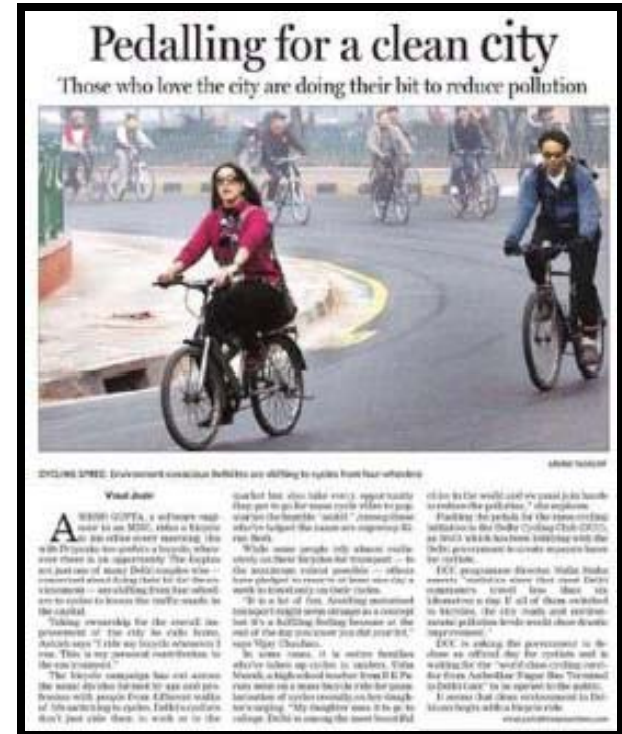
ITDP India has been approached to be a partner organisation for the event.

ITDP India is tying up with orginsors to participate/ promote bicycle as green and sustainable transportation.





PRESS ON DCC EVENTS :



Cycling for health



NEW ZEAL: Staffers from various Diplomatic Missions and members of Delhi Cycling Club during a ride to promote cycling for a healthy life and cleaner environment on World Health Day in New Delhi on Sunday. PHOTO: V.V. KRISHNAN

THE HINDU • MONDAY, AUGUST 25, 2008

On a bicycle tour of the Capital's heritage

Staff Reporter

NEW DELHI: Taking forward the unique initiative of promoting bicycles as a green, healthy and energy-efficient transport and at the same time helping people learn about Delhi's rich heritage, the Delhi Cycling Club organised its third "Heritage Bicycle Ride" in the Capital on Sunday with support from the Initiative for Transportation and Development

The places covered included Humayun Tomb, Tomb of Mirza Ghalib, Purana Qila, Nizamuddin Dargah among others

The famous places covered during the cycling ride included Humayun Tomb, Suburb (Neela Gumbad), Tomb of Amir Khuro, Tomb of Mirza Ghalib, Sher Shah Suri Gate (Lal Darwaza), Khairat Manzil, Matka Pir, Purana Qila, Tomb of Abdur Rahim Khan-i-Khana, Barahpala and

Nizamuddin Dargah Complex.

Two volunteers trained as heritage tourism guides from Indian National Trust for Art and Cultural Heritage Delhi chapter accompanied the group to explain about the history, architecture and significance of these monuments.

Open to all cycling enthusiasts and children aged 13 years and above, the event aimed at bringing together all

those concerned about environment, health and heritage of our cities.

Apart from free registration, arrangement for extra bicycles for people who don't have their own bikes but are keen to join the ride was also made.

The first two heritage bicycle rides were organised by Delhi Cycling Club last year to discover Shahjahanabad and Lutyens' Delhi area.

CITY
METRO NOV 21 09 08 10




CYCLE CRUSADERS TAKE TO STREETS!

TEXT: A SARVAT

Delhi's bike enthusiasts held a night rally at Vijay Chowk on Friday evening to raise awareness about cycling's advantages and the on-road dominance of the two-wheeler every day.

A group of 30-40 cyclists, including lawyers, doctors, businessmen and students, started the event by riding towards India Gate.

All the participants agreed that cyclists were not given the same treatment as motorists. They said that the traffic police often harasses them by asking for bribes or asking them to stop at a police station.

The event also began on a Friday. It was a day when the traffic police was on a strike. It was a day when the traffic police was on a strike.

— ANIRUDDH GUPTA
Aniruddh Gupta

I used to cycle a lot as a kid. For the past three years though, I haven't had the courage to ride. The traffic is impossible. I am riding today after a very long time.

— JOHN OLIVER
Teacher

Delhi car riders have no right to kill me on the road.

The condition of cyclists is very bad here. Use of cycles leads to less petrol consumption and litter people.

— KILDEEP PRASAD
Photographer

All we need is some space and respect. The way people ill treat and blow horns at cycles is pathetic. We will hold this rally on the last Friday of every month.

The cycle was my first mode of transport when I came to Delhi many years ago. With the use of bicycles we can reduce jams, fuel and money.

— ASHISH DRAKAR
Blogger

FRIDAY, 20TH SEP-2008

MEMBERS OF DELHI CYCLING CLUB HAS STARTED THE CRITICAL MASS RIDE IN DELHI



Last Friday of the month? Time to ride through the city

DEBESH BANERJEE
NEW DELHI, SEPTEMBER 26

On any other day the sight of over 300 cyclists riding in harmony in the heart of Delhi's rush hour traffic would have been unusual. But on Friday evening when a large number of cyclists came onto the Delhi roads they carried forward the torch of a historic movement, the Critical Mass movement that started in San Francisco in 1992 as a peaceful statement to show how unfriendly the city was for cyclists. And after

16 years of its origin, the movement has spread like wildfire to over 300 countries, with cycle rides being organised on the last Friday of every month. In Delhi, the cycling community had the fire. All it required was a spark. That spark was supplied by a general email sent to all the members of an online cycling community, the Delhi Cycling Club by one of its members, Chander Lal. "I had wanted to organise something like this for long. So I just sent out mailers to everyone informing them of a gathering on September 26 at Vijay Chowk. Surprisingly people turned up in large numbers," says Lal, 42, an intellectual property rights lawyer. The sole aim behind the critical mass movement is not clearly defined, except that it is a large group of cyclists meeting at a set location at a given time and riding through the city in large groups. "We



just want to show that we can also merge with the traffic," said Lal.

Among the 300 cyclists, many organisations participated in the ride that started from Vijay Chowk and culminated with around Connaught Place in a span of two hours.

"This is a leaderless movement and involves people who share a passion for riding. People of all ages are welcome," says Simon Bishop, 41, a transport planner from London, who has worked in building cycle-friendly policies in London.

300 cyclists from all over the world rode along the roads in Delhi on Friday.
Newswire photo

The cyclists were dressed in proper gear complete with helmets and knee pads and fluorescent jackets.

Many were first timers also. "I used to cycle in my home town of Sydney, Australia, where this movement is quite popular," she said. Owing to custom, the group plans to continue with such mass cycling movements, on every last Friday of the month. "It is just the first time and we have seen a good turnout. Let's hope we are able to sustain this effort," says Bishop.

Thank You