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IHS THESIS SERIES

Disseminating information to a wider audience is important to IHS. For a long time the execution of research activities and publications by IHS staff and their partners has been a key point on the IHS agenda: research is one of the three main services provided by the institution. Research is used to develop knowledge in thematic areas, and to spread knowledge and to profile IHS in markets abroad.

The IHS Research Committee (formerly known as the IHS Editorial Board) has, over the years, taken a role in promoting internal publications by staff and partners and in disseminating information, in the form of occasional papers, project papers, working papers, articles, and reprint series to our clients.

The environment in which IHS currently finds itself offers an expanded number of opportunities to publish. A new Master's course in Urban Management was set up by the Institute for Housing and Urban Development Studies (IHS) in cooperation with Erasmus University Rotterdam (EUR) in 2003, to meet the challenges of a changing market. Being embedded in the research activities within EUR and with the redesign and accreditation of IHS's new Master's programme, the amount of research and publications within the institute is increasing.

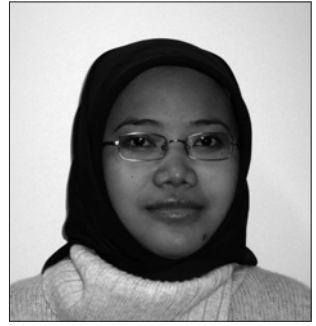
To promote, disseminate and strengthen the publication of the theses developed within our Master's programme and to provide an internal and external forum for the discussion of issues in the fields of urban and regional management and development, the IHS Research Committee publishes an annual publication series called the IHS Thesis Series.

One of the aims of this series is to help the participants of the Master in Urban Management and Development (UMD) programme make their research and final work accessible to a wider audience. It will also contribute to the development of IHS's academic knowledge base by providing theoretically and empirically informed analyses of the changes affecting the urban and regional conditions in developing countries, as well as in developed nations.

In this third issue we present a selection of the theses of the UMD Master's programme: 2007-2008 (UMD 4).

In the back of this publication a CD-Rom is enclosed which contains the full, unedited versions of the selected theses.

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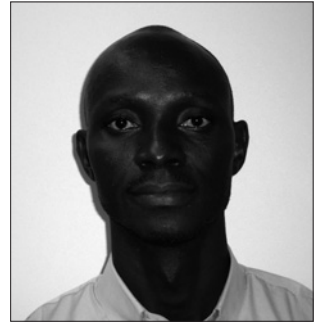
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SUMMARY 1

Towards Interactive Urban Flood Management

A Case of Dhaka, Bangladesh

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Geographically, Bangladesh has a strong relationship with water resources. Floods are a recurrent event in Bangladesh and one of the most well known natural disasters. Dhaka, the capital, is located on the drainage path of the Ganges-Brahmaputra-Meghna basin and suffers annually from floods from water that spills over from the peripheral rivers and storm-water flooding from local rainfall during the monsoon season. Since its early days the city has faced a number of severe floods. The floods of 1988, 1998 and 2004 were the most catastrophic.

As to the urban situation in Bangladesh, the high rate of urbanization in Dhaka has put a serious strain on the natural resources (water and land), infrastructure and built environment. To accommodate the influx of people, Dhaka has been steadily expanding the city out onto land reclaimed from water bodies and wetlands without a concern for adverse environmental impacts. The city has made none of the necessary investments in the additional infrastructure and services required to sustain the new developments. The drastic reduction in natural water storage areas, inadequate drainage paths and their improper operation and maintenance have worsened the flooding situation. Dhaka needs to integrate and coordinate flood management with the overall management of the city. In this light, this research aims to analyse approaches to interactive water resources management that will provide potential improvements in urban flood management in Dhaka.

The research studied different theories on water resources management to gain insight into the concepts essential to this approach. The literature study also focused on flood management theories, as they are an important subset of integrated water resources management. Urban flood risk management is based on three concepts: integrated flood management, total water cycle management and land use planning. The focus of the urban flood risk management concept is on mainstreaming approaches to flood risks into the development process.

The research conducted semi-structured in-depth interviews with open-ended questions regarding urban flood management in Dhaka. The main findings of the research revealed that the urban floods in Dhaka were managed in an ad hoc manner. Historically, water resources management in Bangladesh has aimed at flood control to protect crops. This stand-alone approach has also been applied to control floods so that economic losses can be reduced and lives saved. The flood control projects in Dhaka have exhibited only short-term economic development outcomes. A comprehensive approach and long-term perspectives on economic development with social, ecological environmental conservation measures have been ignored. In addition, urbanization and flood prevention are closely interlinked in Dhaka. Top-down decision-making processes together with the less than functional integration of the water institutions have failed to result in integrated management of urban floods. Mainstreaming the flood risks into the development planning of Dhaka cannot be achieved in isolation. The introduction of interactive flood management largely depends on the change in the political decision-making process. For sustainable urban flood management, there is an urgent need for interaction with societal actors in the decision-making process.

An interactive approach involves participation of both citizens and stakeholders. It combines top-down and bottom-up formulation of objectives and mobilization of local knowledge to develop local solutions to the water resources management. The continuous monitoring of the water system helps in the assessment of management strategies and supports the decision-making process. This interaction helps to develop new policy approaches.

In response to the current situation in Dhaka, the water and flood managers need to govern in an interactive way. A coordinated and comprehensive management approach along with a strong institutional framework is very important for sustainable development in urban flood management in Dhaka.

SUMMARY 2

Ways through Enmity The Household Livelihood Strategies of the Coastal Migrant

*The Cases of Metropolitan Khulna and
Its Hinterlands, Bangladesh*

Author Sheikh Serajul Hakim

Country Bangladesh

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Rural-urban migration is an essential element of the interaction between rural and urban areas. Especially in today's world, where cities continue to outpace their rural counterparts in terms of development, the exodus of the population from rural areas to cities underscores the continuously widening difference between the two locations. On one hand, growing movement of the population within a country demonstrates the increasing dependence of rural areas on urban areas. Rapid industrialization attracts rural peasants to the city, in search of ever-growing income opportunities. In addition, factors such as a decline in agricultural job opportunities, a reduction in benefits from agricultural works, an increase in natural hazards, or the degradation of the natural environment often leave people without choices and push them towards areas with better opportunities.

The rural coastal areas of Bangladesh were an ideal backdrop for this study, as they produce all the natural and man-made challenges that induce migration. Similarly, Khulna acts as a perfect host for all the migrants coming in from these areas. These two areas, in combination, constituted the study area. As migration takes place, the people, mostly poor, find themselves in the midst of a hostile environment in the city, quite different from that of their places of origin. The research looked at these destitute migrants and assessed the factors that made their livelihoods in both rural and urban areas vulnerable. It also investigated the extent to which change took place in the migrants' livelihood strategies (compared to the times in the rural areas) and analysed the nature of the rural-urban interaction that formed part of the livelihoods of the rural poor in the city.

This exploratory research aimed to study cases (migrant households in the city) selected on the basis of a set of pre-determined criteria. For data collection, a biographic-ethnographic approach was adopted, while in-depth interviews remained the primary source of qualitative data. In addition, a few other participatory research tools (focus group discussions, rapid appraisal tools, etcetera) were used when required. The DFID (Department for International

Development) sustainable livelihood framework constituted the primary framework for research.

As the selected study area was unexplored prior to this research, the outcomes were very interesting and to some extent fascinating. Although migrants were theoretically categorized as voluntary and forced, very little empirical evidence was found to call migration from coastal areas voluntary. As far as the motives behind migration are concerned, it was very difficult to identify a sole reason for migration from the coast. Although natural factors were found to be responsible for forced migration, the research observed that factors other than natural forces actually pose much greater threats to the livelihoods of the rural poor. In reality, the motives behind migration depend largely on the possession of tangible and permanent assets (mostly land). People with such assets do not seem to move permanently. Additionally, migrants in the city still seem to be mentally attached to their places of origin since they have relatives there; in fact, most wish to go back if they have a chance. However, livelihood strategies in the city and in the rural areas did not seem to be markedly different, as most migrants were still uneducated (although some skills were acquired). Similar challenges to those in the rural areas still persisted in the city. Most probably these challenges forced the migrants to continue to live as peasants in the city, as their coping strategies have also remained rural.

All in all, the knowledge acquired in this research can be used to address current vulnerability issues regarding potential migrants' livelihoods in rural areas and those of existing migrants, and hence develop policies accordingly to resolve these issues.

SUMMARY 3

Beacon of Hope

The Impact of Housing Microfinance on Housing Improvement and Construction for Low-Income Households in Accra, Ghana

The Case of Boafo Microfinance Services Ltd

Author Samuel Banleman Biitir

Country Ghana

Supervisor Jan Fransen, MA (IHS)

The majority of the housing stock in Ghana is produced informally through incremental building practices because of the lack of appropriate finance mechanisms for housing. Building practices of this kind mean that it takes several years to complete housing units, which exacerbates the current housing deficit in the country.

The government now recognizes the role played by households in strengthening the housing supply in the country and it is attempting to develop viable institutional systems that will provide appropriate housing finance to households that build incrementally. Microfinance institutions, savings and loans companies and banks focusing on developing housing financing schemes for low-income households are being encouraged to help people to improve or build their homes incrementally.

The research examined the market for housing microfinance (HMF) and its impact on housing improvement for the low-income households in Accra. The research methods include a case study and a literature research on the background.

The main findings are: the concept of HMF is relatively new in Ghana and the market for it can best be described as a new and emerging market with the associated high risk factors. In terms of quantity of houses improved/constructed, HMF has had an abysmal impact on housing improvements and construction. This abysmal impact is largely due to the risk-aversion behaviour of the suppliers who are unwilling to take additional risks by expanding the use of HMF. However, in terms of speeding up the incremental building process and, therefore, shortening the time taken to produce housing by the incremental methods, it has had a significant impact.

There is a huge potential demand for HMF services in Ghana. Demand for housing is far in excess of supply and hence there is a huge housing deficit. Housing production is largely driven by individual households that produce housing through the incremental building process. However, the current demand is limited to low-income households which begin

owning homes by purchasing land, and initiate or are about to initiate construction in the peri-urban areas of Ghana.

HMF products target a particular segment of the market. This market segment includes private- and public-sector salaried workers who have either purchased land and have commenced some construction or who desire to purchase land and initiate the building process. A few self-employed entrepreneurs also form part of the target group. However, these are people who have well-established businesses and significant daily cash flows.

All the stakeholders involved need to be active in housing-consumer education and the professional marketing of HMF. Closely related to intensifying housing-consumer education is the need for institutional development of the suppliers and potential suppliers of HMF. Once HMF has been recognized as a major product of an institution, everything should be done to make it succeed – after all, a well-performing HMF product enables the institution to diversify its risks and increase its portfolio. Suppliers of HMF ought to enter into private-private partnerships with building contractors and building materials suppliers. The HMF institutions should identify recognized building material suppliers and contractors and negotiate for the best price of building materials. They could issue coupons to their clients instead of cash and direct them to these suppliers.

SUMMARY 4

Perceptions, Planning and Principles of Public Open Spaces (POS)

Realities of Cape Town and Kosovo Informal Settlement, South Africa

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The perception of public open spaces has repercussions on the way they are used and also on the way they are planned, provided, managed and maintained. This reflects on the state of public open spaces in rapidly developing cities, where they are not only diminishing in quantity but they are also deteriorating in quality. The research looked into the way public open spaces are dealt with in theory and in practice through examining their meanings, roles and characteristics (in a literature review) and their provision (through a case study in Kosovo in Cape Town).

The meanings, roles, characteristics and planning of public open spaces are embedded in the principles of sustainability and livability and their (inter)relationship. Sustainability of public open spaces is a broad concept which the man in the street finds difficult to comprehend, whereas livability is more related to the daily living environment. However, livability provides the foundations for sustainability. Therefore, it is difficult to exclude anyone while studying public open spaces. This research highlights the principles of sustainability and livability from the meanings, roles, characteristics and planning of public open spaces to discover the links and gaps that help in understanding the way public spaces are dealt with.

A single blueprint for a good public open space does not exist. It is dependent on every actor's perception and expected 'role and characteristic' of the space. However, there are principles that are vital in defining the roles and characteristics which favourably or unfavourably influence the use or non-use of a space.

The literature review revealed that the understanding of public open spaces is based on certain principles such as status, size, catchment, accessibility, planning, design, nature, function, form, use and perception. 'Public open spaces' represents a broad term that encompasses a hierarchy of open spaces. These range from city-level spaces such as national parks to the neighbourhood-level market and community-level courtyard; public open spaces that are accessible to all.

The most important role of public open space is that it is a 'multifunctional space'. Being multifunctional, public open spaces fulfil sociocultural, environmental, economic and political functions for the individual and for society at large. They play a fundamental role in determining the quality of living. They are an indispensable part of urban form.

The development of public open spaces depends on the existence of 'public life'. The characteristics that shape public life require a broader understanding of the principles that influence the vitality of public open spaces. These include the sociocultural characteristics of a community, environmental characteristics of the space; economic opportunities offered by the space and the institutional/political setup of the space.

The case study demonstrated that public open spaces in Cape Town are classified by their physical scale, characteristics, activity, and most importantly the management employed by the local authority. It is also found that provision (160 m² per person) is not an issue as greening has always been on Cape Town's policy agenda. However, principles such as accessibility and management, productivity and image are crucial.

Kosovo has an active public life in its streets. In future plans the public spaces in Kosovo have to be welcoming. It is a function of conviviality, sociability and above all multiplicity of use. The hierarchy of public open spaces and the relationship between the different levels of spaces are crucial to Kosovo. These justify a link to sustainability and livability principles.

SUMMARY 5

Constraints, Opportunities and Challenges in Gender Mainstreaming in Education Planning

Case of Education and Culture Regional Office of Bangka Belitung Archipelago Province, Indonesia

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Country Indonesia

Supervisors Dr Maartje van Eerd (IHS), Dr R. Rijanta

Gender mainstreaming has been promoted by international organizations as the strategy to achieve gender equality as well as to promote gender empowerment. Gender equality is addressed in the Millennium Development Goals as well as the call to empower women, to improve maternal health and to achieve universal primary education. The focus of gender mainstreaming is mostly on women, since women are likely to be subordinated in social constructions and are prone to be in the worst-off segment of the poor. Gender mainstreaming is about promoting participation and accountability in good governance by exercising gender analysis in development planning and implementation. Education is one of the strategic sectors for promoting gender equality, because it is likely to lead to change in social status as well as the existing values within society.

In Bangka Belitung Archipelago, Indonesia, the educational achievement of women as well as their economic status is statistically low. In 2002, this province had the lowest figure for the gender related development index of Indonesia. The provincial government has started the effort to improve the poor quality of women's lives by establishing Gender Focal Points (GFPS) in its working units and by improving the capacity of government officers to perform gender mainstreaming through conducting gender training and socialization sessions.

This research focuses on the constraints, opportunities and challenges of applying gender mainstreaming in the Education and Culture Regional Office (ECO) of Bangka Belitung Archipelago (BBA), using a qualitative case study. The data are primary and secondary and were collected through a desk study, in-depth interviews, questionnaires and participatory observation in ECO of BBA during August and September 2007. The data were collected by interviewing 30 respondents using a questionnaire, and 12 in-depth interviews. The respondents were specifically selected. The in-depth interviews were conducted to crosscheck the data collected by the questionnaires, and the documents on the policies were studied using content analysis to weight the gender issues addressed in them.

This study examined: the organization, its structure and its organizational objectives, the perspective and the capacity of the personnel working in the organization, by assessing the inspiration, commitment, guidance and control within the organization, and its planning system. The latter was based on collection and analysis, decision-making, and application and evaluation, all of which did not happen in isolation from the external environment.

The study concludes that a) the tasks conducted within ECO are gender neutral; b) there is a lack of capacity with which to conduct gender mainstreaming in ECO and, moreover, the personnel working at ECO are of the opinion that gender inequality hardly exists, either in ECO or society; and c) gender mainstreaming is poorly undertaken in the planning processes of ECO. This is not merely the result of internal factors within ECO, but also a reflection of the external environment influencing the planning processes of the provincial government of BBA.

The research points to the constraints, the opportunities and the challenges that exist when engaging in gender mainstreaming in ECO BBA. It also recommends the provincial government to a) use compulsory training to build the capacity of officers; b) conduct gender training continuously; c) create an enabling environment so that the Gender Focal Point is involved in the whole planning process; and d) provide necessary authority to the Gender Focal Point to employ stick and carrot methods to ensure that gender mainstreaming is conducted in the planning of development programmes.

SUMMARY 6

Environmental Management in the Toll Road Sector towards Sustainable Urban Transport

A Study of Jakarta Intra Urban Toll Road, Indonesia

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Country Indonesia

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Transportation plays a crucial role in daily urban life. The positive sides of transportation are undeniable and significantly contribute to improving the quality of urban life. Transportation as a key form of infrastructure has wide multiplier effects on the economy by acting on both the supply and demand sides. However, despite the wide range of benefits, transportation contributes to a variety of adverse impacts including the degradation of the environment. These negative effects of transportation include four major types of impacts covering both local and global pollution relating to land, water, air and the use of resources, all of which affect the quality of life. In order to achieve the optimum benefit of transportation, one has to optimize its positive impacts and try to mitigate the negative ones. To do so transportation must be managed and organized in accordance with sustainability principals.

Sustainable transport includes three interrelated systems: economic efficiency (profit), equitable distribution within society (people) and environmental stability (planet). One of the emerging trends in sustainable transport policy is the introduction of a road-pricing mechanism. Road pricing is the term used to refer to a system where the road users pay for entering an area or a roadway. The terms road tolls and road (user) charges refer to a charge for entering a certain area or passing a certain point on a road.

Toll road development has been implemented in Indonesia since 1978 and currently there are about 659 km of toll roads in operation. The main objectives of the development of toll roads are to alleviate traffic congestion in urban areas and to support regional growth. Private participation in toll road financing is encouraged due to the government's limited resources for infrastructure provision. That is why the majority of the toll road developments are situated in urbanized areas such as Jakarta. There is a high traffic volume which is financially feasible from the private sector perspective.

The study aimed to explore two aspects of such developments: the toll roads and the environment. The performance of toll roads is examined in the context of being road-pricing mechanisms that could contribute to environmentally sustainable transport. The main research question was formulated as follows: 'How is environmental management organized and implemented in the toll road sector and how does it contribute to sustainable urban transport?'

The study combines qualitative research with descriptive and explanatory methods. The study undertook a compilation of primary data with in-depth interviews with the key respondents directly involved in the development of toll roads and environmental management (purposive sampling), a literature review and a desk study (secondary data includes policy documents, reports and archival data).

The study concluded that there is lack of emphasis on the environment aspect in toll road development. There is no explicit environmental requirement in toll road network planning or in tender evaluation when choosing a private operator. Environmental concern focussed very much on AMDAL (Environmental Impact Assessment – EIA) and its implementation.

The main problem with AMDAL implementation was its poor enforcement. At least three issues related to its use as a control mechanism. The first issue was the lack of manpower and financing within both government institutions and the private sector. Not enough staff is employed at the Ministry to deal with the workload of the projects and there are only a limited number of workers with sufficient knowledge and experience of environmental management. The second reason for the lack of enforcement is the poor coordination between stakeholders and agencies. This arises from an ongoing restructuring of the institutional framework of most government organizations. Thirdly, no public accessibility to the environmental documents and progress reports exists. This reduces the opportunity for the public actively to be involved in overseeing environmental issues which the government is unable to cover.

The main recommendations of this study are to include more environmental issues in toll road development and to improve enforcement mechanisms for environmental management. The first may be achieved by stating environmental requirements at every stage in these kinds of developments, such as stipulating environmental certification for private companies. The latter can be achieved through strengthening the quality of human resources in environmental institutions, providing greater finances for environmental enforcement or by introducing rewards and sanctions.

Concerning the environmental impact of toll roads on the quality of the urban environment, this study shows that there is a potentially positive contribution of toll roads to the environment through smoother traffic flows (less congestion) and reduced emissions. The complexity of toll roads allows for quantitative measurement of this positive contribution but there is still a lack data regarding their environmental effects. Overall, the results show that the emphasis on toll road development in Jakarta is very motivated by economic goals and less on social goals, and least on environmental goals.

SUMMARY 7

The Development and Consolidation of Water Communities

The Case study of Makoko, the Landless Slum along Lagos Lagoon, Nigeria

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Supervisor Dr Maartje van Eerd (IHS)

This research is about a slum known as Makoko, which is located in the heart of Lagos, Nigeria. The settlement is located partly on land and partly on the Lagos lagoon. Makoko is primarily a fishing community characterized by poor housing and environmental conditions. Located at the centre of the city, the slum has expanded in terms of both its population and in its physical boundaries. The sprawling slum extends further into the lagoon, as the structures built on top of the lagoon multiply daily, polluting the waters they are built upon.

There have been several attempts by the Lagos state government to evict the inhabitants of Makoko and clear the slum. These evictions were only successful in destroying the housing, property and livelihoods of those affected, driving them further into poverty. The strategic location of the slum next to the Lagos lagoon and in the heart of the city makes it a target for developers. The poor housing and living conditions in the community give the government a reason to evict the people. However, the slum dwellers have persistently remained in Makoko, as those previously evicted return, those who reside there remain and new migrants flock into the settlement.

This research has been developed to understand the growth phenomenon occurring in Makoko. It aims to study the various reasons why the inhabitants remain in the slum and the importance of the slum to the inhabitants. The perspective of the study is that slum dwellers are intelligent people who would not remain in a location if it did not benefit them in some way. Therefore the study looks at the livelihood assets available in Makoko and how these benefit the people. It also investigates the various ways in which the inhabitants would like to improve their housing conditions and consequently improve their living conditions.

The research looks at the slum from the viewpoint of the inhabitants, with the aim of finding out what the inhabitants want, need and wish to have, in order to improve

their housing conditions. It solely focuses on Makoko community and its inhabitants. The research methodology, therefore, consists of an explorative and descriptive case-study approach.

The research aims to recommend the most appropriate strategy for Makoko inhabitants to improve the housing, living and environmental conditions in the settlement. The research objective is to explore the reasons for the growth of slums, understand the factors that enhance the growth process and eventually help the inhabitants of Makoko and other similar slums to live better and healthier lives.

SUMMARY 8

Community Participation in Community Development Projects

Case Study of Dodoma Municipality, Dodoma Tanzania

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Supervisor Saskia Ruijsink MSc (IHS)

In Tanzania, community participation has been a phenomenon since independence, as it was included in different policies and programmes. However, many of the programmes did not produce the intended results due to some shortcomings in the implementation process. In the late 1990s, the Tanzania Development Vision 2025 and Local Government Programmes were produced and started to be implemented. Among other things both documents emphasized full community participation on all matters affecting people's lives. The reasons behind emphasizing people's participation in the different phases of the project cycle is that it would accomplish the aims of a project more efficiently, more effectively and cheaply because of the people's contribution, which is expected to create a sense of ownership and hence sustainability.

Dodoma Municipal Council laid down a bottom-up planning process which started at village/Mitaa level, where the community meets and discusses its problems, needs, priorities and how to address them. The plans go to the ward level to make a ward development plan, then to the municipal level.

Many projects which need community participation are taking place in Dodoma Municipality, but in reality community participation is poor. The majority of the community members are not willing to participate in any part of the process. This raises questions about efficiency, effectiveness, ownership and sustainability. This study was carried out to explore factors which hinder community participation at all stages of the project cycle in community development projects in Dodoma Municipality.

The research is an exploratory case study which seeks to explain poor community participation. Dodoma Municipality was used as the focus of this study. Primary and secondary data were collected through a literature study, in-depth interviews with the municipal and ward level officers and councillors, local leaders, community members and NGOs and through observation.

The research reveals that the policy that was laid down for local government and the community to implement was done so without any preparatory conditions, such as capacity building and empowerment of the municipality, local-level organizations and the community. People who were supposed to work closely with the community lacked motivation as they were not well equipped with appropriate facilitation tools for participatory approaches. There were also few or no incentives for them to work willingly in a poor working environment. The communities' socioeconomic base was poor, resulting in a division of labour by age and gender, low income, and forcing people with low education into laborious economic activities that left little time to participate. People ignore participation after comparing it to the rewards of other duties that they have to do for their livings.

Creating incentives, capacity building and empowerment at community level, community organization and municipal levels is vital for encouraging community participation.

SUMMARY 9

Dutch Urban Policies that Promote Pedestrian and Bicycle Mobility

Case Studies of Rotterdam, Groningen and Delft

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Supervisor Drs Giuliano Mingardo (EUR)

In the USA, decreased physical mobility and increased automobile dependence are significant problems. Current regulations and policies promote urban environments that adversely impact residents' health. In fact, there is a growing body of evidence which documents the adverse health impacts of common land use patterns in the USA. A wide range of zoning, development and transportation regulations and guidelines that restrict mixed-use development and compact urban design mean that travel distances are often too great to walk or bike. On the other hand, nearly half of all automobile trips in the USA are two miles or shorter. Yet, due to the fact that current regulations and policies do not even require pedestrian or bicycle facilities to be constructed, the option to walk or cycle to a destination is severely inhibited. Given the growing health, environmental and economic externalities associated with this type of urban environment, a change in regulations and policy is needed.

After examining the above mentioned problems in the USA, I formulated the objective to learn from the Netherlands, which has succeeded in making cycling and walking a safe and attractive alternative to driving. Living in the Netherlands and experiencing this first-hand furthered my interest in learning how the Dutch had achieved such high cycling rates and contributed to pedestrian-oriented development. Therefore, I decided to look at Dutch policies that promoted pedestrian and bicycle mobility. Moreover, I wanted not only to explore the urban policies in the Netherlands to gain a critical understanding of how these policies promote pedestrian and bicycle mobility, but also to see what provisions could be used as examples for improving walking and cycling conditions in the USA. Accordingly, the most transferable measures that were found are applied to the Sustainable Community Development Code (SCDC) of the Rocky Mountain Land Use Institute in the USA.

In order to gain a critical understanding of the Dutch approach, I chose to do case studies of three cities in the Netherlands: Rotterdam, Groningen and Delft. These three cities all

have different contexts and approaches for facilitating pedestrian and bicycle transit. Therefore, it was beneficial to research the various perspectives. Rotterdam, Groningen and Delft were also beneficial cities to study based on their varying sizes: respectively large, medium-size and small, based on Dutch standards. The theoretical framework for the research was established by conducting a literature review on urban policies that contribute to bicycle and pedestrian mobility. The literature review revealed two broad categories for consideration: the built environment (transportation systems, land-use patterns and urban design) and policy instruments (hard and soft). These two categories, along with the location, established the scope for my research.

I established an analytical framework to define how the data would be collected and subsequently analysed. The data collection has two components and is the same for each of the three cities. The components are: (1) fieldwork, consisting of interviews and observations; and (2) desk research which is a review of the policies collected as well as a literature study. Once the data were collected, I applied the SCDC attributes to it to determine which measures are applicable to the USA. The SCDC is structured by policies provisions, which can be an approach to removing obstacles, suggesting incentives that might be created, or focusing on enacting standards that might be adopted to ensure progress in a particular area. Levels of effort are then assigned to these innovative approaches.

While several differences exist between the Netherlands and the USA, the Dutch approach provides many invaluable lessons for improving bicycle and pedestrian infrastructure in the USA. Conventional wisdom might suggest that the differences in history, culture, topography and climate are responsible for the success in the Netherlands. However, this research as well as other studies done in this field reveal that policies are the impetus for making cities either people-friendly or car-friendly. Notably, most of the data collected pertain to bicycles as much more is needed for these systems as opposed to pedestrian facilities. The case studies revealed that the promotion of bicycle use requires political support and continuous attention. This not only means specific bicycle policy, but that the bicycle is applicable and supported by all policies. The bicycle should also be regarded as a main transport mode, being taken into account along with motorized transport and public transport. Additionally, municipalities in the Netherlands uniformly use the guidelines published in the Design Manual for Bicycle Traffic, which describes what is required for the creation of bicycle-friendly infrastructure.

The Design Manual for Bicycle Traffic developed by CROW (the Dutch national knowledge platform for infrastructure, traffic, transport and public space) provides numerous guidelines that if applied can assist in making the bicycle a fully fledged participant in an overall traffic and transport system. In the context of the Netherlands, these guidelines demonstrate that if good functional policy guidelines are available, then they will be used and it is not even necessary to make them compulsory. The lesson for the USA is that a uniform, functional and knowledgeable set of policy guidelines like those provided in the CROW manual can be the starting point for changing legislation in this field. A small project which incorporates the necessary measures for bicycle traffic can be initiated, then if successful, can be applied in other communities and in this way standards can be developed that promote the bicycle as a main mode of transport. The other benefit to creating a set

of regulatory standards is that uniformity in these systems creates a seamless system for users, meaning that if the system is easily recognizable, then it is more comfortable to use, and thus will gain more participants and in addition increase safety as users will know how to behave.

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The IHS Research Committee produces a series of publications and would like to invite its partners in client countries to submit work for publication in one of the series described below.

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