



# Bike Evolution



## Summary

Bike Evolution is a non-profit organisation registered in 2007. The objective is to promote cycling as a valid alternative to modern urban mobility. To achieve this, Bike Evolution organises events (in association with partners and friends), participates in working groups and other bodies set up by the municipality, and organises and hosts training and design workshops and many other activities to promote safe cycling. Bike Evolution represents its members in discussions with the municipality and other authorities related to urban mobility.

## Why is it a case of energy citizenship?

Bike Evolution emerged as an initiative of a small group of enthusiasts who love to ride bicycles in the city and consider cycling the most convenient and sustainable way to move around – even in a city such as Sofia, which is completely car-dominated. Over the years, the initiative has evolved (as its name suggests) into a fairly professional non-governmental organisation.



MOBILITY



COLLECTIVE



URBAN



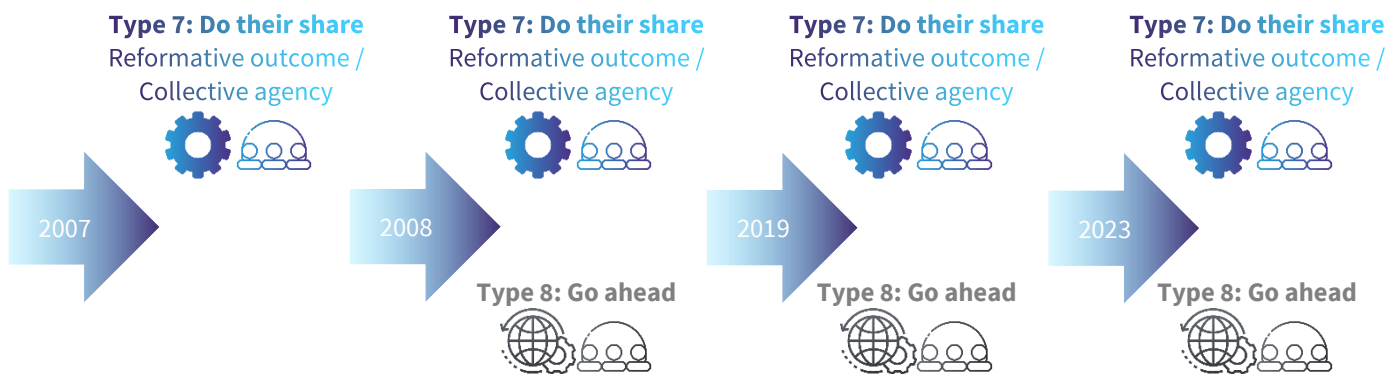
## Goals



1. Promoting cycling as a more affordable, healthy and environmentally friendly alternative mode of transport;
2. Carrying out activities related to sustainable transport and representing cyclists, presenting their views and defending their interests and rights;
3. Providing a platform for developing and implementing ideas and working collectively to improve cycling conditions and culture in Sofia.

## The story and the typology

Since the initiative was founded, there has been no significant change regarding the transformative/reformative aims. In contrast, the objectives have been narrowed down from the more general purpose of supporting and popularising cycling as an environmentally friendly and sustainable transport method to a clear focus on developing relevant legislation and proposing amendments to existing ones.



### Case history summary

For the summary methodology, click [HERE!](#)



This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 101022492.

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## Phase 1: Creation of the case in 2007

During this phase, i.e., the establishment and the initial set-up of the case, the role of intermediaries was crucial (e.g. other NGOs providing support and know-how, donors providing start-up funding). Bike Evolution started as an informal community group and became an established and registered NGO with an Executive Board, Director and professional staff.

	Individual			Collective	
					
 Reformative	1. Do their bit (in the household)	3. Do their bit (within organizations)	5. Make their voice heard	<b>7. Do their share</b>	9. Do the job
 Transformative	2. Do their own (in the household)	4. Do it their way (within organizations)	6. Make their vote count	8. Go ahead	10. Make their claims

**Main type: Do their share**

Reformative outcome / Citizen-based and hybrid agency

## Phase 2: Early stage, 2008-2018

During this stage, the case was active in a wide variety of areas including the organisation of various events and activities to promote cycling and encourage more people to choose bicycles as their preferred transportation option, participation in working groups and other bodies set up by the municipality, the organisation of training and workshops, drafting of municipal plans and strategies for the development of cycling infrastructure.

The professionalisation came at the expense of size. In the initial years, between 150 and 200 people were considered to be active members and participated in the work in various capacities. Many members were active in one or more working

groups. The case had seven working groups: "Finance, Business and Projects", "Planning and Infrastructure", "Events Organisation", "NGO cooperation", "Institutions", "PR" and "ICT".

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**Main type: Do their share**

Reformative outcome / Citizen-based and hybrid agency

**Secondary type: Go ahead**

Transformative outcome / Citizen-based and hybrid agency



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### Phase 3: Mature phase, 2019-2022

In recent years, Bike Evolution has focused its efforts on planning and proposing legislative changes and providing expert commentary on the legislation that affects the interests of bikers. In this period, the case also ended/interrupted its relations with the current municipal administration.

With the drop in active membership over the years, the working groups were discontinued, and the remaining core of 15-20 individuals now plan and implement all the activities with the assistance of volunteers and interested citizens. For similar reasons (reduction in the number of active members), the number of Executive Board members was reduced from five to three. The agency has not

changed over time – since its establishment, Bike Evolution has been a non-governmental, not-for-profit association of citizens.

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**Main type: Do their share**

Reformative outcome / Citizen-based and hybrid agency

**Secondary type: Go ahead**

Transformative outcome / Citizen-based and hybrid agency

### Phase 4: Current state, 2023-

There has been no change compared to the previous stage, but 2023 is an election year (national and local level), and the predictions are that after almost 20 years of status quo, there will be a change in the Sofia city government, which might restart the cooperation between the municipality and Bike Evolution. Thus, there may be more changes ahead in the longer term.

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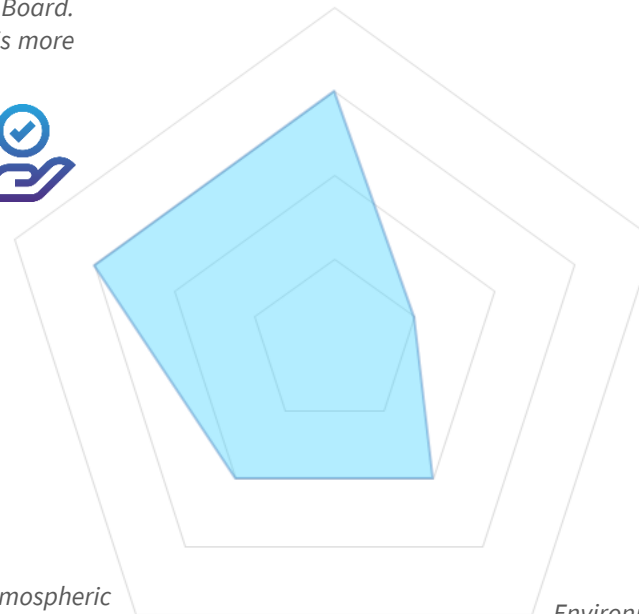
## The aspects of energy citizenship

The case focuses on mobility and therefore does not concern wider energy democracy as such, but rather **democratic participation and inclusiveness in issues pertaining to sustainable mobility in general and biking in particular**. The main democratic deficit Bike Evolution is attempting to overcome is the insufficient participation of citizens, experts and the civic society in the policymaking and decisions.

*Bike Evolution is a membership-based association. Any citizen who shares the goals of the association and pays the annual membership fee can become a member. Decisions based on suggestions made by citizens become compulsory if confirmed and approved by the Board. However, it seems that this happens rather sporadically and is more the exception than the rule.*

### Citizen control

**Citizens can express their views, but their views are not necessarily taken into account**



### Democratic energy future



**Energy democracy is considered a positive value, but it remains limited to formal energy democracy**

*The activities of Bike Evolution are completely open to all citizens who want to get involved, and the initiative itself is an active and vocal defender of the rights of all cyclists, regardless of their age, gender and socioeconomic status.*



### Equity and justice

**Equity and justice issues are not relevant/not addressed by goals**

*There is no explicit mention of the ecological limit of atmospheric carbon emissions or sustainable carbon footprint. However, the representatives of the initiative persistently underline the **potential contribution of cycling to the reduction of carbon emissions** in Sofia. The case is strongly involved in activities to reduce the consumption and emission of carbon.*

### Carbon limit

**Implicit recognition of the carbon limit**



### Environmental sustainability

**Environmental sustainability issues are not explicitly taken into account**

*Environmental sustainability is not a core issue and is **rather seen as a desired and somewhat logical outcome of the main goal** – transport sustainability. The strategy and the measures are not holistic but focused only on the area of mobility.*

## Further information



[facebook.com/Veloevolucia](https://facebook.com/Veloevolucia)

[youtube.com/user/velobg](https://youtube.com/user/velobg)



[velobg.org](https://velobg.org)



[info@velobg.org](mailto:info@velobg.org)



## References

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## Source of images

<http://velobg.org>; <https://www.facebook.com/Veloevolucia>



## Case study authors

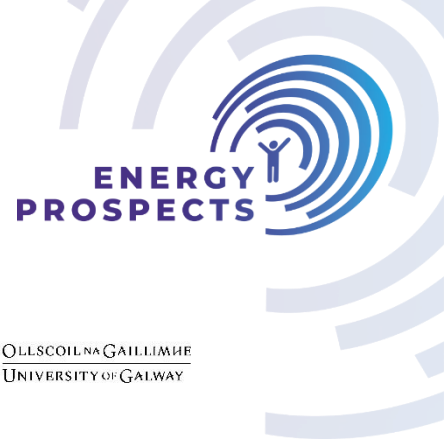
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