PATH
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Active Travel and Health

ACTIVE TRAVEL

National Case Study Actions

Policy commitments and funding for active travel are both critical to determining whether the world can get on the right path with the goals of the Paris Agreement.

Read more at
PathForWalkingCycling.com

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The Active Travel Policy Template promotes a clear vision:

For everyone to have a safe, easy and enjoyable walking and cycling experience, to mitigate climate change, support public transport, reduce pollution, benefit public health and create vibrant, inclusive and equitable societies.

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INTRODUCTION

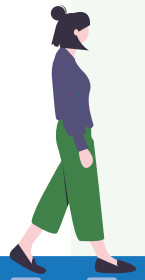
Policy commitments and funding for active travel are both critical to determining whether the world can get on the right path with the goals of the Paris Agreement.

Supporting the vision are five policy goals, objectives and indicators to help accelerate the delivery of 13 Sustainable Development Goals. Every country is encouraged to adopt the template in their Nationally Determined Contributions (NDC's) and to review their existing transport, health and environmental policies to ensure the maximum benefits to people walking and cycling.

The three complementary action areas necessary for maximising active travel include the need to support and encourage people to walk and cycle, to create safe, easy and enjoyable places to walk and cycle, and to embed walking and cycling into the policy process. The 20 evidence-based actions, in the heart of the policy template, are harvested from agreed international policy aiming for fewer road fatalities and injuries, better health, more inclusive access to opportunities, reduced congestion, improved air quality and freeing up space in our cities.

In every region of the world there are inspiring examples of national governments already committing, funding and delivering on the active travel actions. To illustrate the global momentum to embrace action for active travel national case studies are provided in this document. It is hoped that they stimulate more ambition, investment, and action for active travel in every country, especially within future Nationally Determined Contribution policies. Eight of the case study countries already link their active travel transport policy with NDC commitments: Colombia, Ethiopia, Egypt, USA, Rwanda, Singapore, Canada, Bhutan. A further three, in Europe, (France, Spain and Portugal) have also linked climate and transport for active travel although this has yet to be reflected in the European Union's overarching regional NDC. The remaining nine countries (UK, NZ, Australia, Philippines, Indonesia, India, Morocco, UAE, South Africa), are illustrative of the opportunity facing many nations. They have supportive active travel policies, are delivering exemplary actions, and can now easily adopt the active travel policy template into their next generation NDC.

Encouragingly, new regional policy is being developed, based on the PATH policy template and action areas. In the pan European region for example, the Transport, Health and Environment partnership, coordinated by the World Health Organisation and UNECE, has developed both a master plan for cycling and a master plan for walking to be adopted potentially by 56 member states. In the Africa region a pan African action plan for active mobility has been developed, led by the United Nations Environment Program, in association with several active travel NGO's and representatives from national and city governments across the continent. This framework will be delivered through regional partnerships and, it is hoped, inspire the development of complementary national active travel policies in all 54 African countries.*



* Every effort has been made to ensure the case studies are accurate and up to date. The team apologise for any inaccuracies that may have been caused unintentionally. PATH, and its members, would welcome any corrections and updates to the information given so that the case studies, can be kept up to date and be an accurate as possible source of information and inspiration for all national governments wishing to do more to benefit people walking and cycling.

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SUMMARY: PAGE 1 OF 3

		ACTION	COUNTRY	KEY TAKE AWAY
PEOPLE	1	Encourage participation	UK	Active travel messages that promote the personal health benefits, reducing negative local and national environmental impacts, time reliability, money saving and addressing safety and security concerns can be effective at encouraging more people to choose to walk and cycle when embedded into coordinated behaviour change campaigns that target people using their cars to drive short distances and/or people not active enough to benefit their health.
	2	Target campaigns towards specific audiences and needs	New Zealand	Monitoring active travel attitudes and behaviour over time helps target people, places and messages. Investment in campaigns, supported by infrastructure improvements, can increase everyday decisions to walk and cycle instead of using private vehicles.
	3	Celebrate walking and cycling	Colombia	Supporting a regular routine of active travel events, embeds walking and cycling into community culture and increases the perceived value of making journeys on foot and by bike even when there are other choices.
	4	Prescribe walking and cycling	Australia	Healthcare professionals, motivated by the health benefits of active travel, can successfully instigate more people to walk and cycle more often. This is most effective when there are infrastructure improvements being made in parallel.
PLACES	5	Prioritise walking and cycling	Ethiopia	The national strategy sets a target of 80% of trips to be made by walking, cycling and public transport and suggests that a third of the capital expenditure on infrastructure is needed to be spent on expanding and improving walking and cycling facilities to deliver the goal.
	6	Connect destinations	The Philippines	Integrating land use plans with infrastructure programmes ensures the convenience of walkable, bikeable, compact, and connected communities to reduce travel time and energy footprints.
	7	Establish priority active mobility zones	Egypt	Transforming streets to enable people to walk and cycle requires a multi-disciplinary and multi-ministry responsibility. Pilot projects can test the new priorities in practice and allow policies to evolve incrementally with the support of local communities.

Cont'd. overleaf

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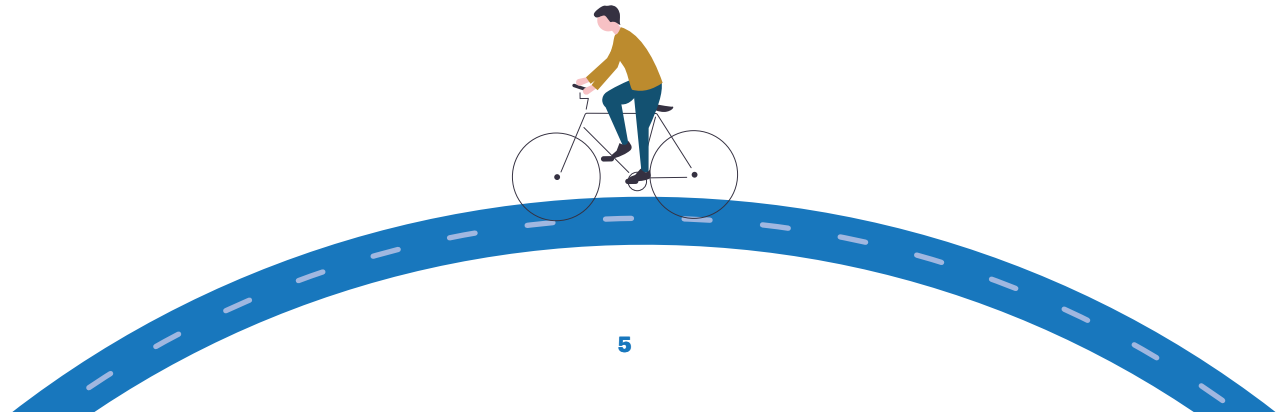
SUMMARY: PAGE 2 OF 3

		ACTION	COUNTRY	KEY TAKE AWAY
PLACES	8	Provide networks, infrastructure and services	Indonesia	Technical support from NGOs can help the pace and scale of national intent to deliver safe, comfortable, inclusive and comprehensive walking and cycling networks. This includes bringing together relevant stakeholders, interpreting global best practice into the local context, and setting a vision and framework for active travel.
	9	Publish design standards	USA	Associations of highway and transportation officials and city transportation officials can be a good source of practical national design standards to ensure high-quality and accessible infrastructure is delivered that makes walking and cycling affordable and convenient travel options for everyone for short trips under three miles.
	10	Enable equity	India	National governments can set a methodology for the preparation of mobility plans to ensure strategic ambitions get delivered in a consistent way to benefit people in both rural and urban areas.
	11	Protect people from traffic	Morocco	Creating and funding a dedicated agency to ensure a proactive and systemic, multi-disciplinary and multi-sectoral approach to road safety can help inform the planning, design, operation and use of transport in a whole country.
	12	Reduce potential for crime and violence	Rwanda	Adopting the principles of safety and universal access complement the ambition for resilience to climate change and environmental sustainability and help ensure the right to safe and efficient transport services and infrastructure are planned and delivered.
	13	Ensure quality at public transport catchments areas and stops	UAE	Safety, security and comfort are a strong foundation for designing a public realm that meets the needs of active and public transport users. An audit checklist, can help evaluate the extent streets are supporting and encouraging walking, cycling and public transport users.



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SUMMARY: PAGE 3 OF 3

		ACTION	COUNTRY	KEY TAKE AWAY
PLACES	14	Integrate public transport with walking and cycling	Singapore	The comprehensive Walk-Cycle-Ride policy focus is supporting 90% of trips to be made sustainably resulting in an 80% reduction in emissions by 2040.
PLACES	15	Lead the coordination	Portugal	Delivering active travel at a national level benefits from leadership by a political team, supported by nominated departmental focal points, networks of civil society advisors and forums where local authorities share their experiences.
PROCESS	16	Build capacity	South Africa	Institutional and management capacity development through training, policy briefs on best policy making practices, and implementation guidelines can help achieve the policy transformation required to support a healthy and safe transport system.
PROCESS	17	Elaborate an action plan	Spain	Action plans can be open documents that continue to evolve and be updated, to support a more rapid paradigm change from cars to people centred communities.
PROCESS	18	Set the regulatory framework	France	Making a national law helps secure the long-term direction for more sustainable and accessible mobility and underpins the opportunity to create a budget line (the Active Mobility Fund has 250 million Euros for a five year period) to support the transition. An inter-ministerial commission for active mobility can then assess the implementation, specify the timetable and oversee the impact of individual measures.
PROCESS	19	Secure finance	Canada	A 5-year funding commitment to active travel and a simple application process through an online portal helps inspire actions which support the delivery of national policy.
PROCESS	20	Monitor and evaluate impact	Bhutan	A quantitative and qualitative appraisal methodology can help identify the full impact of active travel measures and places walking and cycling as able to deliver on climate, congestion and safety targets quickly, affordably and reliably.

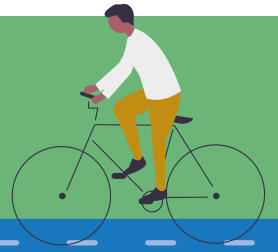
CONTENTS

ACTION 1:	Encourage participation	**Country:**	UK (England, Northern Ireland, Scotland, Wales)	**9**
ACTION 2:	Target campaigns towards specific audiences and needs	**Country:**	New Zealand	**13**
ACTION 3:	Celebrate walking and cycling	**Country:**	Colombia	**17**
ACTION 4:	Prescribe walking and cycling	**Country:**	Australia	**21**
ACTION 5:	Prioritise walking and cycling	**Country:**	Ethiopia	**25**
ACTION 6:	Connect destinations	**Country:**	Philippines	**29**
ACTION 7:	Establish priority active mobility zones	**Country:**	Egypt	**33**
ACTION 8:	Provide networks, Infrastructure and services	**Country:**	Indonesia	**37**
ACTION 9:	Publish design standards	**Country:**	United States of America	**41**
ACTION 10:	Enable equity	**Country:**	India	**46**
ACTION 11:	Protect people from traffic	**Country:**	Morocco	**50**
ACTION 12:	Reduce potential for crime and violence	**Country:**	Rwanda	**54**
ACTION 13:	Ensure quality at public transport catchments areas and stops	**Country:**	United Arab Emirates	**58**
ACTION 14:	Integrate public transport with walking and cycling	**Country:**	Singapore	**62**
ACTION 15:	Lead the coordination	**Country:**	Portugal	**66**
ACTION 16:	Build capacity	**Country:**	South Africa	**70**
ACTION 17:	Elaborate an action plan	**Country:**	Spain	**74**
ACTION 18:	Set the regulatory framework	**Country:**	France	**78**
ACTION 19:	Secure finance	**Country:**	Canada	**82**
ACTION 20:	Monitor and evaluate impact	**Country:**	Bhutan	**86**

MAP OF CASE STUDY COUNTRIES

- Australia **(TP)**
- Bhutan **(TP)**
- Canada **(TP + NDC)**
- Colombia **(TP + NDC)**
- Egypt **(TP + NDC)**
- Ethiopia **(TP + NDC)**
- France **(TP)**
- India **(TP)**
- Indonesia **(TP)**
- Morocco **(NDC)**
- New Zealand **(TP)**
- Philippines **(TP)**
- Portugal **(TP)**
- Rwanda **(TP + NDC)**
- Singapore **(TP + NDC)**
- South Africa **(TP)**
- Spain **(TP)**
- United Arab Emirates **(TP)**
- United States of America **(TP + NDC)**
- UK (England, Northern Ireland, Scotland, Wales) **(TP)**

TP: The country has recognised active travel in their Transport Policy. | **TP + NDC:** The country has linked both policies for active travel.
NDC: The country has recognised active travel in their Nationally Determined Contribution.



ACTION 1

Encourage participation

Promote the positive benefits and impacts of active travel as reliable, convenient, cost-effective, environmentally friendly, and accessible to all.

COUNTRY:
United Kingdom
(England, N. Ireland, Scotland, Wales)

ACTION 1:

ENCOURAGE PARTICIPATION

Country:

United Kingdom
(England, N. Ireland, Scotland, Wales)

Click on links to view relevant policy:

England:

- Active Travel England's Cycling & Walking Investment Strategy

Wales:

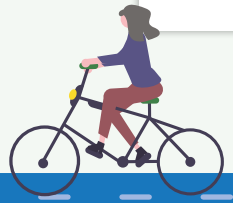
- Active Travel Action Plan for Wales
- Delivery Plan
- Getting People Walking & Wheeling

Scotland:

- Active Travel Framework for Scotland

Northern Ireland:

- Walking & Cycling in Northern Ireland 2022/23



Summary:

Positive walking and cycling messages are embedded into a wide range of activities in England, Scotland, Wales and Northern Ireland including, community maps, real time passenger information and guides; community, school and workplace active travel challenges; promotion and awareness campaigns; park & ride, bike and car share schemes, travel trackers, adaptive bikes and cargo bike schemes; and social prescribing of walking and cycling programmes to encourage healthier lives.

Active Travel in the UK is a devolved activity and each of the home nations has a different approach, funding, and separate legislation to deliver active travel.

In England, Active Travel England (an executive agency of the Department for Transport) aims to 'make every-day journeys simple, easy and fun' so that 50% of trips in towns and cities are active by 2030. Behaviour change theory is being used in Scotland's Smarter Choices, Smarter Places programme to target single-passenger car drivers and the least active. In Wales, key messages include the personal health benefits, reducing negative local and national environmental impacts, time reliability, money saving and addressing safety and security concerns.

Examples include: **'Walking regularly reduces the risk of a heart attack'** and **'Walking instead of driving can save over 100g of CO2 per Kilometre'.** The Welsh government advises that travel behaviour does not change overnight. Success could be one person walking or cycling to work one day a week where before they drove every day.

One-off events however, that coincide with special days or weeks (such as 'Walk to School Week' and 'National Walking Month'), can then build up to more frequent events throughout the year. Mapping active travel routes and running a campaign to highlight new or existing infrastructure has proven motivating in towns and cities.

Key Takeaway:

Active travel messages that promote the personal health benefits, reducing negative local and national environmental impacts, time reliability, money saving and addressing safety and security concerns can be effective at encouraging more people to choose to walk and cycle when embedded into coordinated behaviour change campaigns that target people using their cars to drive short distances and/or people not active enough to benefit their health.

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" **We're in a climate crisis.** We're in a public health crisis; getting people walking and cycling and moving more are essential to solving both of those in the immediate term and in the long term...

There's lots of evidence to show that will reduce the number of GP appointments by hundreds of thousands, if not millions, a year."

Louise Haigh, UK Transport Secretary, Guardian newspaper, August 2024

ACTION 1:

ENCOURAGE PARTICIPATION

Click on links for further evidence:

Travel behaviour change research:
A scientometric review and content analysis.
Katherine Pawluk De-Toledo, Steve O'Hern, Sjaan Koppel. (2022)
Click here to view

The Health Benefits of Walking:
Connecting Sustainable Transport with Health.
Kelly, Paul & Murphy, Marie & Mutrie, Nanette. (2017)
Click here to view

Complex interventions to reduce car use and change travel behaviour: An umbrella review.
Claire L. Cleland, Sophie Jones, Mehdi Moeinaddini, Holly Weir, Frank Kee, John Barry,Alberto Longo, Gary McKeown, Leandro Garcia, Ruth F. Hunter. (2023)
Click here to view

Journal of Transport & Health.
Predicting walking and cycling behaviour change using an extended Theory of Planned Behaviour.
Emma L. Bird, Jenna Panter, Graham Baker, Tim Jones, David Ogilvie, on behalf of the iConnect Consortium. (Sept 2018)
Click here to view

Interventions to increase active travel:
A systematic review. Journal of Transport & Health
Eleanor Roaf, Harriet Larrington-Spencer, Emma R. Lawlor (2024)
Click here to view

Policies to Promote Active Travel:
Evidence fromReviews of the Literature.
Curr Envir Health Rpt 4, 278–285.
Winters, M., Buehler, R. & Götschi, T. (2017)
Click here to view

SOURCE: Getting people walking and wheeling, Climate Action Wales.

ACTION 2

Target campaigns towards specific audiences + needs

Monitoring active travel attitudes and behaviour over time helps target people, places and messages. Investment in campaigns, supported by infrastructure improvements, can increase everyday decisions to walk and cycle instead of using private vehicles.

COUNTRY:
New Zealand

ACTION 2:

TARGET CAMPAIGNS TOWARDS SPECIFIC AUDIENCES + NEEDS

Country:

New Zealand

Click on links to view relevant policy:

- NZTA Cycling Action Plan
- Understanding attitudes and perceptions of cycling and walking
- Walking and Cycling resources

Campaigns to increase activity: Target the least active groups to walk and cycle more; promote the safe and healthy journey to school for every child; and promote active travel journeys to and from workplaces, supported by employer incentive schemes.

Campaigns to create pedestrian and cycling friendly places: Facilitate retail businesses to encourage footfall and dwell time in public space and provide cycle parking and access.

Campaigns to improve traffic safety: Target drivers to reconsider their mode choice, reduce speed, aggressive behaviour, the use of mobile devices, and give priority to people walking and cycling, especially at crossings and when parking.

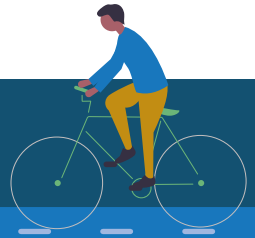
Summary:

Since 2018, New Zealand Waka-Kotahi Transport Agency has monitored the attitudes and behaviours of people walking and cycling. Their research looks specifically at the journey to work and the perception of the school zone. To support an increase in active travel to school, the government has produced the 'Feet First' resource pack for teachers and a national cycling education system called 'BikeReady'. Three-fifths now perceive it to be safe for kids to walk to schools and two-fifths perceive it is safe for kids to cycle to school.

New Zealand's Workplace Cycling Guide provides information on how to be a cycle-friendly employer. Inspiring case studies highlight how to engage with staff, provide end of trip facilities, fleet bikes, and make the business case. In parallel to the guidance, the Government provides a free of charge image library, with more than 1,000 images, to help promote New Zealand as a great place to cycle. In March 2023 an amendment to taxation law was passed which exempts e-bikes from fringe benefit tax when provided for the purpose of riding to and from work as a further incentive. The government has partnered with the Cycling Action Network and Living Streets Aotearoa to coordinate 'On-the Go' Awards to acknowledge the dedication and contribution of schools and workplaces, among others, that have supported a healthier, cleaner and safer transport system.

Key Takeaway:

Monitoring active travel attitudes and behaviour overtime helps target people, places and messages. Investment in campaigns, supported by infrastructure improvements, can increase everyday decisions to walk and cycle instead of using private vehicles.



> “ **For urban areas to thrive people need to be able to move around easily and have a range of choices about how they get to work, connect with family and friends and access services.** We need to build a modern transport system with a mix of reliable transport options that help keep people and products safely moving.
>
> Our plan seeks to increase the pace of change in cities and ensure that investment is targeted to help provide more transport choice and ultimately reduce car dependency”
>
> **The Waka Kotahi plan** – Keeping cities moving, 2019

ACTION 2:

TARGET CAMPAIGNS TOWARDS SPECIFIC AUDIENCES + NEEDS

Click on links for further evidence:

Cycling and walking to work lowers risk of cancer, heart disease and death. – new research (theconversation.com) — Click here to view

The health benefits of bicycling to school among adolescents in China: A propensity score matching study - PubMed (nih.gov) — Click here to view

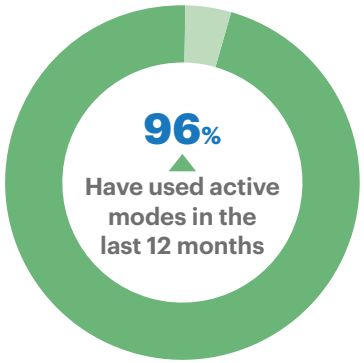
Longitudinal associations of active commuting with wellbeing and sickness absence . - PMC (nih.gov) — Click here to view

Increasing active travel: Aims, methods and baseline measures of a quasi-experimental study. BMC Public Health 14, 935.
Chapman, R., Howden-Chapman, P., Keall, M. et al. (2014) — Click here to view

Building partnerships: A case study of physical activity researchers and practitioners collaborating to build evidence to inform the delivery of a workplace step count challenge. Sports Act. Living.
Niven, A., Ainge, J.A., Allison, M., Gorely, T., Kelly, P., Ozakinci,G., Ryde, G.C., Tomaz,S.A., Warne,S., Whiteford,V., Greenwood, C. (2023) — Click here to view

Younger people are more likely to be using active modes to get around and are using active modes on a wider variety of trip types.

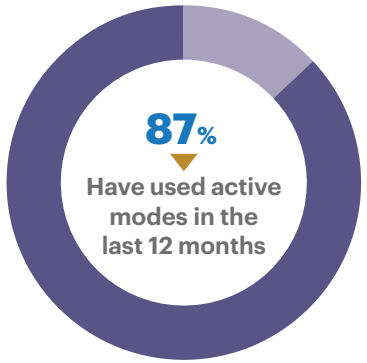
Overall travel behaviour:
18-24 year olds | Jan - Dec 2023



To get to or from:

Work	▲ 60%
School, college, university	▲ 34%
Visiting family or friends	▲ 64%
Shops	▼ 82%
Errands - employment	19%
Somewhere else	47%
School/daycare with children	▼ 8%
Doctor / dentist / pharmacy	▼ 32%
Place of recreation	▲ 44%

Overall travel behaviour:
65 years old + | Jan - Dec 2023



To get to or from:

Work	▼ 18%
School, college, university	▼ 1%
Visiting family or friends	▼ 53%
Shops	▲ 90%
Errands - employment	▼ 7%
Somewhere else	44%
School/daycare with children	▼ 9%
Doctor / dentist / pharmacy	▲ 47%
Place of recreation	▼ 24%

▲ Significantly higher than other groups | ▼ Significantly lower than other groups

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ACTION 3

Celebrate walking + cycling

Coordinate free mass-participation walking and cycling events and a regular programme of free led walks/rides; increase accessibility to bicycles and support bike shared schemes where needed. Celebrate walking and cycling on occasional days such as National Walking/ Bicycle Day, Clean Air Day, World Health Day, World Bike Day. Sustainable Transport Day, National Walking Month etc.

COUNTRY:
Colombia

ACTION 3:

CELEBRATE WALKING + CYCLING

Country:

Colombia

Click on links to view relevant policy:

- Active Mobility National Strategy (ENMA): an action to meet the climate change commitments
- Bogota's Ciclovia
- Active Mobility National Strategy

Summary:

Since 1974 the community has led a programme of mass participation walking and cycling events in the Colombian capital Bogota. The aim of the programme is to promote the appropriation and intelligent occupation of public space, to improve coexistence, social cohesion, respect, family life and the physical and mental health of the population. They were later adopted by decrees and Ciclovía became an official program promoted by the city government and are now administered by the District Institute of Recreation and Sports.

From 7:00 am to 2:00 pm on Sundays and holidays throughout the year, a circuit of 127 km of main roads in the city is opened to active mobility and made car free. On average, one and a half million people enjoy the space, known locally as 'the largest linear park in the world'.

The model has become the standard for Recreational Cycleways in the Americas and is replicated in countries around the world. In 2023, Ciclovía received the special award from the United Nations World Bicycle Day, for its outstanding global leadership in promoting active mobility for all.

Research on the use of Ciclovia identified that women were cycling less than men. Colombia's National Strategy for Active Mobility with a Gender and Differential Approach – ENMA aims to increase walking and cycling rates to reduce car dependency and promote gender equality. The objective is to increase active transport trips by 5.5% within 17 cities through a combination of infrastructure development and behaviour transformation.

Key Takeaway:

Supporting a regular routine of active travel events, embeds walking and cycling into community culture and increases the perceived value of making journeys on foot and by bike even when there are other choices.

> “ **The transport sector in Colombia is responsible for 12.5% of greenhouse gas emissions.** We promote active mobility in the main urban agglomerations of the country.
>
> If more people are choosing to walk or ride a bicycle once a day, we could reduce carbon emissions associated with the transport sector by 67%”.

William Camargo, Ministro de Transporte, Guía de Ciclo Infraestructura de Alto Impacto, 2023.

ACTION 3:

CELEBRATE WALKING + CYCLING

Click on links for further evidence:

Exploring the benefits of participation incommunity-based running and walking events: a cross-sectional survey of parkrun participants. BMC Public Health.
Quirk, H., Bullas, A., Haake, S. et al. (2021)

Click here to view

Building partnerships: A case study of physical activity researchers and practitioners collaborating to build evidence to inform the delivery of a workplace step count challenge. Sports Act. Living.
Niven, A., Ainge, J.A., Allison, M., Gorely, T., Kelly, P., Ozakinci,G., Ryde, G.C., Tomaz,S.A., Warne,S., Whiteford,V., Greenwood, C. (2023)

Click here to view

Guardians of Ciclovia, Bogota who support people walking and cycling during the free mass participation events looking after their safety and well-being.

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ACTION 4

Prescribe walking + cycling

Integrate walking and cycling promotion in health care services (e.g. Active Scripts) to maintain and increase physical activity levels, good mental health and reduce the negative effects and costs of traffic congestion, poor air quality, noncommunicable diseases and compromised public safety.

COUNTRY:
Australia

ACTION 4:

PRESCRIBE WALKING + CYCLING

Country:

Australia

Click on links to view relevant policy:

- National Preventive Health Strategy
- National Research on effective Active Travel interventions
- Increasing active travel in Australia
- Getting Australia Active III
- Supporting physical activity promotion in primary health care
- Walking and talking our way to good health
- Nature prescribing in general practice
- An International Perspective on Social Prescribing

Summary:

Many people in Australia, like in many countries, are not physically active enough to benefit their health. Walking and cycling are being encouraged in behavioural and social marketing campaigns as the most accessible activity that many people can include in their everyday lives.

The national preventative health strategy is training and supporting healthcare professionals to provide advice and support to patients to promote physical activity and to engage in social prescribing (connecting patients with community services to improve health and wellbeing). The goal is to reduce insufficient physical activity among adults by 15%.

Complementing the prescribing, a $100 million national Active Transport Fund coordinated by the Ministry of Infrastructure is available to upgrade and deliver new bicycle and walking paths. Making the needs of people walking and cycling a priority urban design, land use and infrastructure is providing Australians with more access to natural environments, public open spaces and green areas, and active transport networks. The National Walking and Cycling Participation Survey provides insight into walking and cycling activity in Australia.

Key Takeaway:

Healthcare professionals, motivated by the health benefits of active travel, can successfully instigate more people to walk and cycle more often. This is most effective when there are infrastructure improvements being made in parallel.

> “ **We are investing in active travel** to build economic opportunity and also the opportunity for people to enjoy the spaces and places they live in, building connections and improving safety.”
>
> **Catherine King**, Minister for Infrastructure, Transport, Regional Development and Local Government, 2024.

ACTION 4:

PRESCRIBE WALKING + CYCLING

Click on links for further evidence:

Exercise care by general practitioners:
Providing sustainable solutions for patients living with chronic disease.
Australian Journal of General Practice.
Keating, S. E., Brown, R. C. C., Sullivan, V., & Ball, L. (2024)

Click here to view

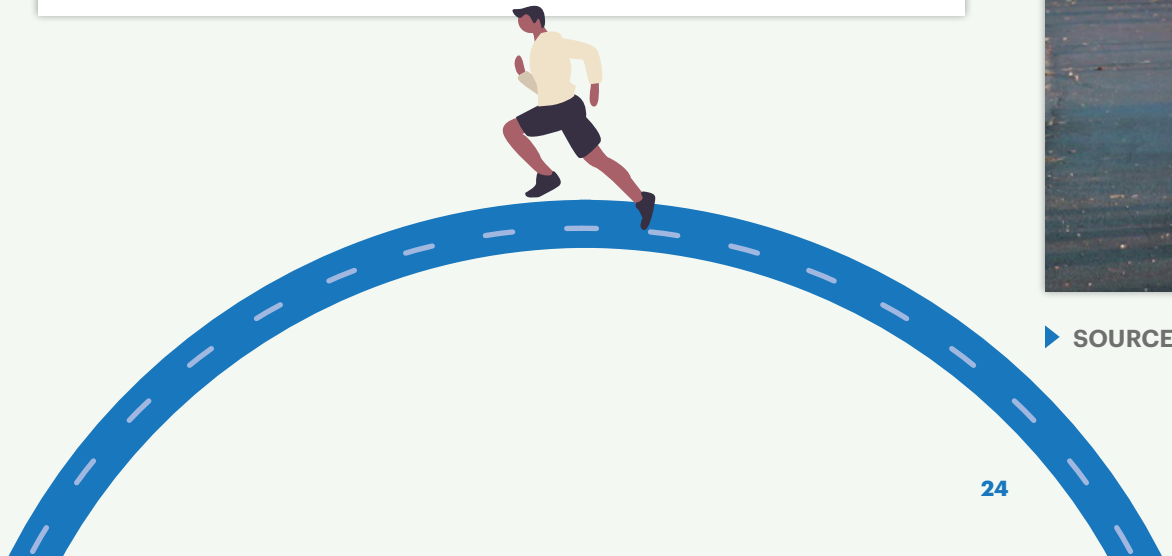
Transport on prescription:
How can GPs contribute to the promotion of active transport?
Australian Family Physician.
Pistoll, C., & Furler, J. (2016)

Click here to view

Benefits, risks, barriers, and facilitators to cycling:
A narrative review - PubMed Central
Logan, G., Somers, C., Baker, G., Connell, H., Gray,S., Kelly,P., McIntosh,E., Welsh, P., Gray,C.M., Gill, J.M.R. (2023)

Click here to view

SOURCE: Heart Foundation Walking, Australia



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ACTION 5

Prioritise walking + cycling

Give priority to people walking, cycling and using public transport by integrating urban and transport planning frameworks at a national level. Support compact and transit-oriented development that is accessible to all, enhances neighbourhood proximity, while providing connectivity between urban, peri-urban and rural areas, and reduces car dependency.

COUNTRY:
Ethiopia

ACTION 5:

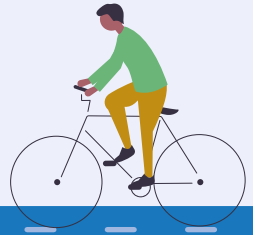
PRIORITISE WALKING + CYCLING

Country:

Ethiopia

Click on link to view relevant policy:

Ethiopia Non-Motorised Transport Strategy 2020-2029



Summary:

The Government of Ethiopia aims to reduce greenhouse gas emissions in the transport sector by 10 Mt CO2e by 2030 by promoting walking, cycling and an efficient public transport system. Transport investments and road space allocation decisions primarily seek to give priority to these modes to support the needs of women and people on low incomes.

The key national action commitments alongside measures to reduce the use of personal motor vehicles focus on investments in high-quality walking and cycling facilities to improve last-mile connectivity to public transport, safe crossings, improved intersections, and dedicated facilities for people walking and cycling. The implementation focus is on more footpaths and crossings, cycle tracks, traffic calmed streets and school zone treatments in the capital and 11 secondary cities.

The Ministry of Transport is providing political leadership for the actions and coordinating with the Ministry of Urban Development and Construction, Federal Police, Ministry of Finance and Economic Cooperation, Ethiopian Roads Authority and regional and district offices to ensure a reduction in road casualty rates for pedestrians and cyclists, an improvement in ambient air quality and a high sustainable mobility mode share.

Key Takeaway:

The national strategy sets a target of 80% of trips to be made by walking, cycling and public transport and suggests that a third of the capital expenditure on infrastructure is needed to be spent on expanding and improving walking and cycling facilities to deliver the goal.

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> “ **Although a majority of Ethiopians walk and cycle, motorised transport is still favoured...** sustainable transport not only will improve mobility for all Ethiopians, but also will lead to a climate-friendly, healthy, active and prosperous future for our nation.”
>
> **Dagmawit Moges**, Minister of Transport, FDRE, NMT Strategy 2020.

ACTION 5:

PRIORITISE WALKING + CYCLING

Click on links for further evidence:

Ranking sustainable urban mobility indicators and their matching transport policies to support liveable city Futures:
A MICMAC approach. ScienceDirect.
Chatziioannou,I., Nikitas, A., Tzouras, P.J., Bakogiannis,E., Alvarez-Icaza, L., Chias-Becerri, L., Karolemeas,C., Tsigdinos, S., Wallgren,P., Rexfelt,O. (2023)
Click here to view

Scaling up safe street designs in Ethiopia
- United Nations Road Safety Fund UNRSF
Click here to view

Amid pandemic, Ethiopia launches national policy to encourage walking and cycling
(unep.org)
Click here to view

Invest in Walking and Cycling For Sustainable, Safe Cities. Here's How.
(wri.org)
Click here to view

Walk21 Integrating Walking and Public Transport
(unece.org)
Click here to view

Moving Toward Active Transportation:
How Policies Can Encourage Walking and Bicycling
Click here to view

Source: ITDP

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ACTION 6

Connect destinations

Promote polycentric "communities of short distances" with mixed-use development, direct and convenient walking and cycling routes, decentralised services, and comprehensive public transport services to allow for the efficient and walk/cycle friendly combination of reasons to travel.

COUNTRY:
Philippines

ACTION 6:

PRIORITISE WALKING + CYCLING

Country:

Philipines

Click on link to view relevant policy:

- Philippines Development Plan 2023-2028
- Philippines State of Programme Report
- Averting "Carmageddon" Through Reform?
- Adopting the 15 minute city approach
- The Philippines National Urban Mobility Program
- All within 15 minutes
- ICSC lauds latest MMDA Bike Count

Summary:

Liveable communities are being established in the Philippines as part of the national aspiration for Filipinos to have a strongly rooted, comfortable, and secure life. Equitable, inclusive, and resilient principles are being adopted to integrate use of space so that people's housing is connected to social, economic, cultural and recreational spaces by active and public transport.

To deliver this, Comprehensive Land Use Plans are being integrated with infrastructure programmes ensuring the allocation of sufficient space to walking and cycling and the convenience of walkable, bikeable, compact, and connected communities to reduce travel time and energy footprints. Zoning ordinances are used to influence the way roads are designed to accommodate infrastructure for active mobility and climate and disaster risk assessments made, as a prerequisite, in the approval of areas identified for housing and community development.

The Department of Health has issued guidelines promoting active transport as a strategy to ensure communities, workplaces and schools support physical, mental and social well-being for all and a target has been set for 60% of these communities to be improved by 2028.

The Department of Public Works and Highways is prescribing the design of active travel standards. Pedestrians and cyclists are being accorded highest priority in the hierarchy of road users. In reality, this means: existing thoroughfares and bridges redesigned and retrofitted for the protection and expansion of bikers and pedestrians; shade trees planted in urban areas to lessen the urban heat island effect, improve climate resiliency, and improve biodiversity; segregated active mobility corridors, showers, lockers, and storage facilities constructed; sidewalks widened, greenways developed, car-free zones and bike-only roads, and other public open spaces implemented; existing intersections redesigned and reconstructed; interchanges re-evaluated and at-grade pedestrian crossings and bike turning spaces included.

Furthermore, local government units and private developers are being incentivised to have pedestrian-friendly and bikeable developments and programs. The government allocated PHP 3 billion ($53 million USD) from 2020 to 2022 to fund active transport building and maintenance. To monitor the impact of the investment local authorities are encouraged to measure walk scores (proximity), walkability, bikeability, and accessibility within their jurisdictions.

Key Takeaway:

Integrating land use plans with infrastructure programmes ensures the convenience of walkable, bikeable, compact, and connected communities to reduce travel time and energy footprints.

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> “ **The government must improve accessibility to public services and ensure that plans are well-integrated** across various agencies. By creating liveable communities, we provide individuals and families with access to food, healthcare, education, social protection, and quality employment opportunities.”

Mr Arsenio M. Balisacan, Secretary of the National Economic Development Authority

ACTION 6:

PRIORITISE WALKING + CYCLING

Click on links for further evidence:

Bridging the last mile through shared mobility towards an integrated mobility system.
Journal of Science.
Ma. Bernadeth B. Lim, Hector R. Lim, Jr., Ann Wendy M. Rojas. (2022)

Click here to view

Complex Urban Systems: Compact Cities, Transport and Health.
In: Nieuwenhuijsen, M., Khreis, H. (eds)
Integrating Human Health into Urban and Transport Planning. Springer, Cham.
Stevenson, M., Gleeson, B. (2019)

Click here to view

Source: Philippine Urban Mobility Programme

ACTION 7

Establish priority active mobility zones

Set national standards that enable areas near local shops, health centres, public transport hubs, green areas, workplaces, and educational facilities for daily living to be converted to pedestrian/cyclist access only or, as a minimum, give priority to pedestrians/cyclists over vehicular access through lower speed limits and infrastructure. Promote cargo bikes for the delivery of services and goods.

COUNTRY:
Egypt

ACTION 7:

ESTABLISH PRIORITY ACTIVE MOBILITY ZONES

Country:

Egypt

Click on link to view relevant policy:

- 2030 Vision of Egypt
- Sustainable Transport Project for Egypt (STP)
- The Mobility Transition in the MENA Region
- Sustainable Urban Mobility and Low Emission Zones
- Insights from Cairo: Improving Mobility Through Bikeshare
- The walkability of public transit stops in Cairo

Summary:

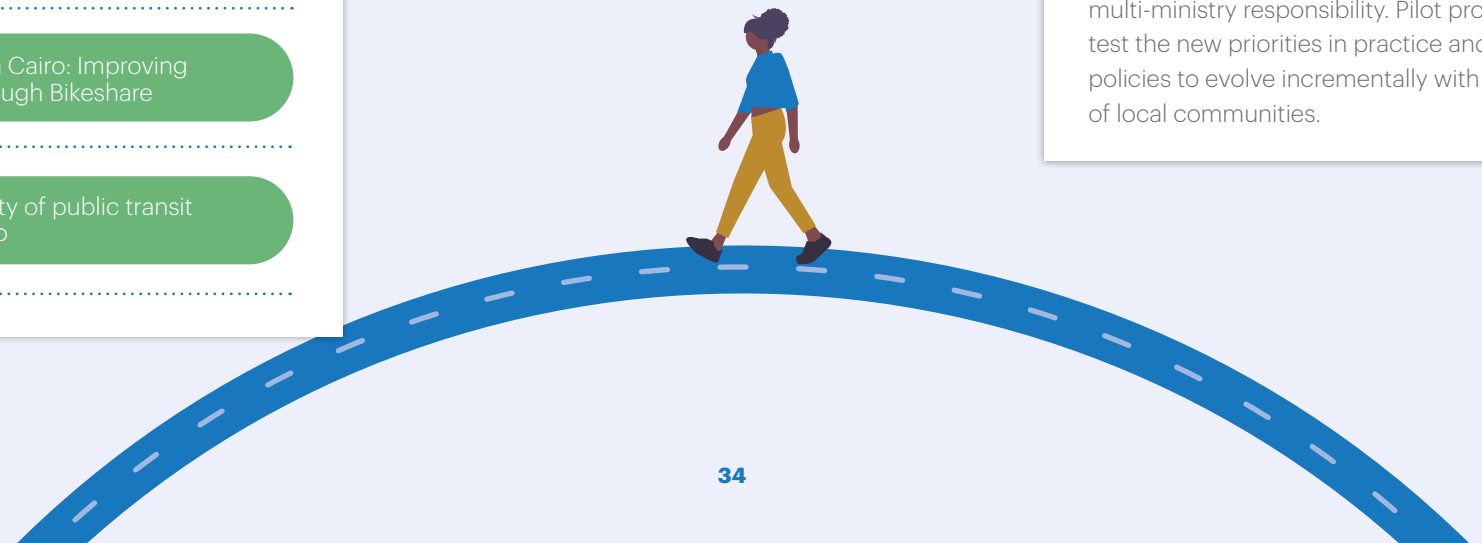
The national agenda for sustainable development in Egypt shares a vision to update legislation and standards to align transportation with climate change national policies. Secure and sustainable transportation systems are seen as a catalyst for economic and social activities and a foundation for the adopted principles of enhancing citizen life quality, equity and accessibility.

The Egyptian code of road design and traffic defines the current standards for street networks but new policy documents for active travel are imminent, supported by UNEP, UNDP and several other technical NGO experts. The Ministry of Housing, Utilities and Urban Development, the Egyptian Company for Management and Operation of the Metro and the New Urban Communities Authority, among others are included in the policy development and are necessary for the proposed transformative implementation.

Pilot projects are being funded, to test the new priorities in practice. Pedestrian and bicycle path networks are being implemented in Shebin El Koum and Fayoum for example, and the infrastructure changes are being supported by a bike sharing scheme, promotional campaigns and an event programme to encourage people to use the new areas and benefit from the changes. In Cairo, NGOs are also testing new methods for engaging public transport users to understand about their experiences and how they could be improved.

Key Takeaway:

Transforming streets to enable people to walk and cycle requires a multi-disciplinary and multi-ministry responsibility. Pilot projects can test the new priorities in practice and allow policies to evolve incrementally with the support of local communities.



> “ **As Egypt embarks on its biggest public transport investment spree in a generation, it’s vital that citizens can walk and cycle to and from the new rail, metro, monorail and BRT stations.** What better way to decide where to invest limited resources than to ask the users themselves on which routes they use and which are in most need? Put the community at the heart of transport investments and increase adaptation and resilience of roads for their most active users.”
>
> **Mohamed Hegazy,** Director of Transport for Cairo

ACTION 7:

ESTABLISH PRIORITY ACTIVE MOBILITY ZONES

Click on links for further evidence:

The Road to Sustainable Non-Motorized Transport in Egypt (researchgate.net)
Abel-Ghani, T., (2020)

Click here to view

The effect of sustainable mobility transition policies on cumulative urban transport emissions and energy demand. Nat Commun 14, 2357 (2023).
Winkler, L., Pearce, D., Nelson, J. et al.

Click here to view

Source: President Sisi of Egypt urges Egyptians to cycle more by leading a convoy around Cairo.

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ACTION 8

Provide networks, infrastructure + services

Plan, implement and maintain national walking / cycling networks and provide co-funding for relevant authorities to build regional and local active mobility networks. Ensure that national co-financing leads to the creation of well-designed networks of safe, accessible, continuous, green and quality streets, sidewalks, bike lanes and paths, secure bike parking and schemes to reduce bike theft, safe crossings and junctions that are walking and cycling-friendly at the scale of the pedestrian/cyclist, supported by information and signage systems to encourage exploration.

COUNTRY:
Indonesia

ACTION 8:

PROVIDE NETWORKS, INFRASTRUCTURE + SERVICES

Country:

Indonesia

Click on link to view relevant policy:

- Indonesia Non-Motorized Transport Policies
- Indonesia NMT Policy Guideline
- Appropriating cycling in Indonesia
- Comprehensive Planning is a Game-Changer for Walking and Cycling in Jakarta
- Indonesia NMT National Vision
- NMT Strategy Indonesia

Summary:

During the COVID-19 Pandemic the Ministry for Health recorded a significant increase in the number of pedestrians and cyclists and the Indonesian Bicycle Industry Association reported a 30% uplift in bike purchases too. This was seen by the government as an opportunity to help reverse the increase in prevalence of non-communicable diseases from the additional physical activity and to help reduce the congestion and pollution in the transport system by keeping people on their feet and in the saddle.

The Ministry of Transport's land transport policy in Indonesia focuses on the connectivity of infrastructure to support community mobility that upholds human values and justice, which is safe, secure, accessible, high quality and integrated. There are several laws, regulations and technical guidelines published to help realise the vision particularly to benefit pedestrians and cyclists.

The responsibilities for delivery are shared between several ministries, departments, agencies and city governments. To support the coordination of effort several non-government agencies, including GIZ, UNEP and ITDP, have provided additional technical support and guidance.

A national vision for walking and transport infrastructure has been published to assist the planning and prioritising of safe, comfortable, inclusive and comprehensive walking and cycling networks. The emphasis is on the principles of comprehensive, safe, comfortable, inclusive and integrated with public transport facilities. The importance of continuous sidewalks, and crossings, prioritising pedestrians and cyclists' safety at intersections, and appropriate width dimensions for cycling lanes with physical protection to protect them from vehicles.

Pedestrian and bicycle path networks are being built in the central business districts of cities; the catchment areas of public transport are being made safer and more convenient; and school safety zones and safe routes to school are also being targeted to restrict vehicle speed, parking and overtaking and improve pedestrian crossings, sidewalks, signalling and provide bike parking.

Key Takeaway:

Technical support from NGOs can help the pace and scale of national intent to deliver safe, comfortable, inclusive and comprehensive walking and cycling networks. This includes bringing together relevant stakeholders, interpreting global best practice into the local context, and setting a vision and framework for active travel.

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> “ **Urbanisation is a tool to improve quality of life.** It is a priority of the government to develop Indonesia.”
>
> **Mochamad Basuki Hadimuljono,** Minister of Public Works and Housing

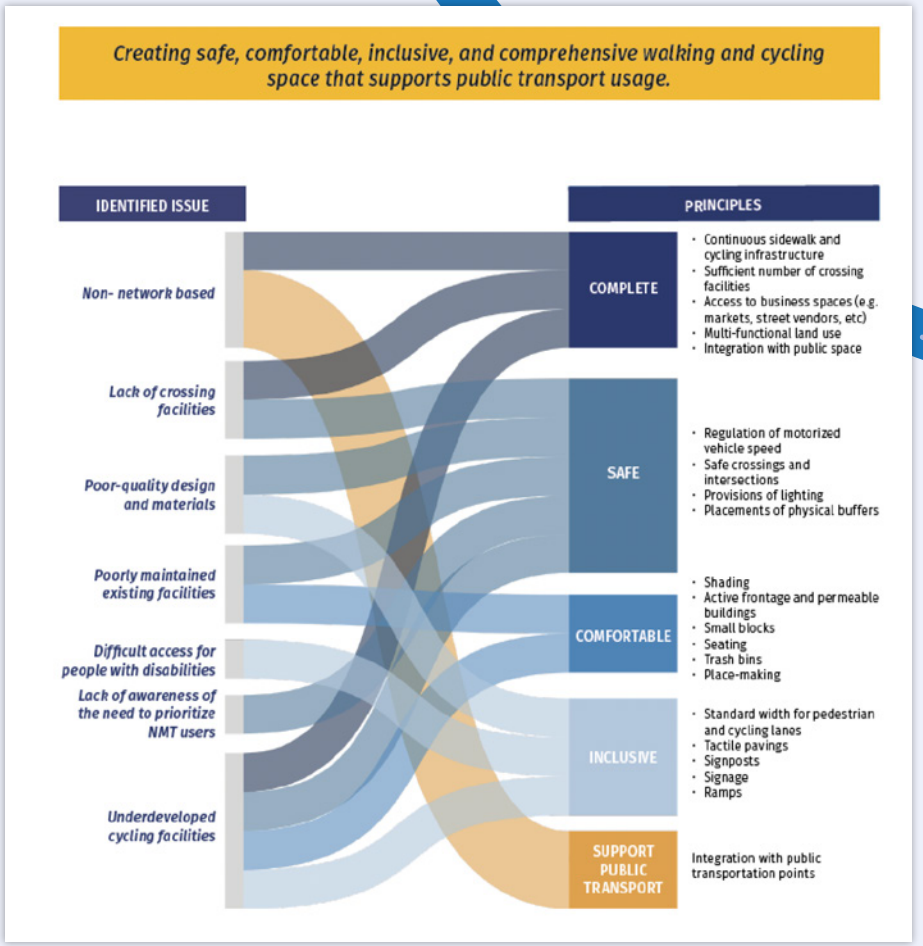
ACTION 8:

PROVIDE NETWORKS, INFRASTRUCTURE + SERVICES

Click on links for further evidence:

More than walking and cycling:
What is 'active travel'?
Cook S. et al. (2022)

Click here to view



Source: The National Vision of Non-Motorised Transport Infrastructure, 2020

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ACTION 9

Publish design standards

Publish national design standards to provide high quality safe and accessible walking and cycling infrastructure for all. Link national investment to these standards

COUNTRY:
United States of America

ACTION 9:

PUBLISH DESIGN STANDARDS

Country:

United States of America

Click on link to view relevant policy:

- Active Transportation
- Manual on Pedestrian and Bicycle Connections to Transit
- Federal Funding Resources
- Mn Bicycle Facility Manual 2020
- Creating Built Environments That Expand Active Transportation and Active Living Across the United States
- Complete Streets
- Federal RAISE Grants Illustrate Widespread Demand

Summary:

The Bipartisan Infrastructure Bill (BIL), passed in 2021, legislated for national design standards to ensure high-quality and accessible infrastructure to make walking and cycling affordable and convenient travel options for short trips under three miles.

'Complete Streets' are the design model being promoted by the government to enact the legislation, which prioritises safety, comfort, and connectivity for all users of the roadway, including but not limited to pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. In general, this includes the need for careful consideration of measures to set and design for appropriate speeds; separation of various users in time and space; improvement of connectivity and access for pedestrians, bicyclists, and transit riders; consideration of pedestrian access routes for people with disabilities; and addressing safety issues through implementation of safety countermeasures.

The Federal Highway Administration is providing transportation agencies across the US with support for the planning, developing, and operating of a Complete Streets approach. The objective is to make their funding and design the easiest option and default approach; for the safety of all road users to be integrated into planning and data analysis; and for the design, construction, operation and maintenance of all streets to be implemented so that streets and networks are equitable.

The following publications are being promoted to support the national complete streets design model as agencies plan, develop, and operate equitable streets and networks that prioritise safety, comfort, and connectivity to destinations for all people who use the street network:

1. The Global Designing Cities Initiative (GDCI) **Global Street Design Guide, 2016** and the **Designing Streets for Kids supplement, 2020** - reflecting designs that save lives, prioritise people and transit, reflect diverse communities, and better serve everyone on the street.
2. The National Association of City Transportation Officials (NACTO) **Urban Street Design Guide, 2013** - highlights street design strategies that prioritize safe driving and transit, biking, walking, and public activity. The guide offers direction for cities seeking to improve street design to create more inclusive, multimodal urban environments.
3. The American Association of State Highway and Transportation Officials (AASHTO) **Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2021** – provides guidelines for the planning, design, operation, and maintenance of pedestrian facilities along and across streets and highways. The guide recommends methods for accommodating pedestrians, which vary among roadway and facility types, and addresses the effects of land use planning and site design on pedestrian mobility.

ACTION 9:

PUBLISH DESIGN STANDARDS

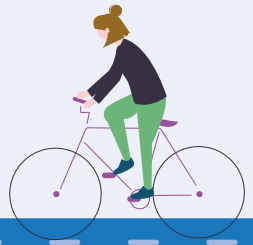
Summary (Cont'd):

4. The American Association of State Highway and Transportation Officials (AASHTO) **Guide for the Development of Bicycle Facilities**, 2012 – provides detailed planning anddesign guidelines on how to accommodate bicycle travel and operation in many riding environments. It covers the planning, design, operation, maintenance, and safety of on-road facilities, shared use paths, and parking facilities. Flexibility is provided through ranges in design values to encourage facilities that are sensitive to local context and incorporate the needs of bicyclists, pedestrians, and motorists.

The Active Transportation Infrastructure Investment Program is a new competitive grant program to realise the complete streets vision by funding construction projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines. The US Department of Transportation is planning to invest $7 billion into active transportation networks. This will improve safety on roads by reducing pedestrian and cyclist fatalities and promote economic growth through increased options to get to work, shops, and school. In addition, multiple grant programs are available to help cities and towns invest in pedestrian and bicycle infrastructure to improve mobility and help people access public transportation.

Key Takeaway:

Associations of highway and transportation officials and city transportation officials can be a good source of practical national design standards to ensure high-quality and accessible infrastructure is delivered that makes walking and cycling affordable and convenient travel options for everyone for short trips under three miles.



> "**The Active Transportation Infrastructure Investment Program will support projects that enable people to walk, bike, and roll** safely and conveniently to school, work, transit, health care facilities, and other destinations."
>
> **Polly Trottenberg,** U.S. Transportation Deputy Secretary

> “ **The funding we’re making available today will help improve connectivity and address barriers to safe, accessible and equitable pedestrian and bicycle networks, especially in disadvantaged communities and those where many people rely on public transportation.”**
>
> **Shailen Bhatt** Federal Highway Administrator

ACTION 9:

PUBLISH DESIGN STANDARDS

Click on links for further evidence:

Design effects of cycle infrastructure changes:
An exploratory analysis of cycle levels.

Xiao, C. S., Patterson, R., Ogilvie, D., Van Sluijs, E. M., Sharp, S. J., & Panter, J. (2023).

Click here to view

Integrated Cycling Planning Guide Investing in Cycling from EU Structural Funds

Click here to view

Geometric Design Parameters for cycling infrastructure, ECF, 2022

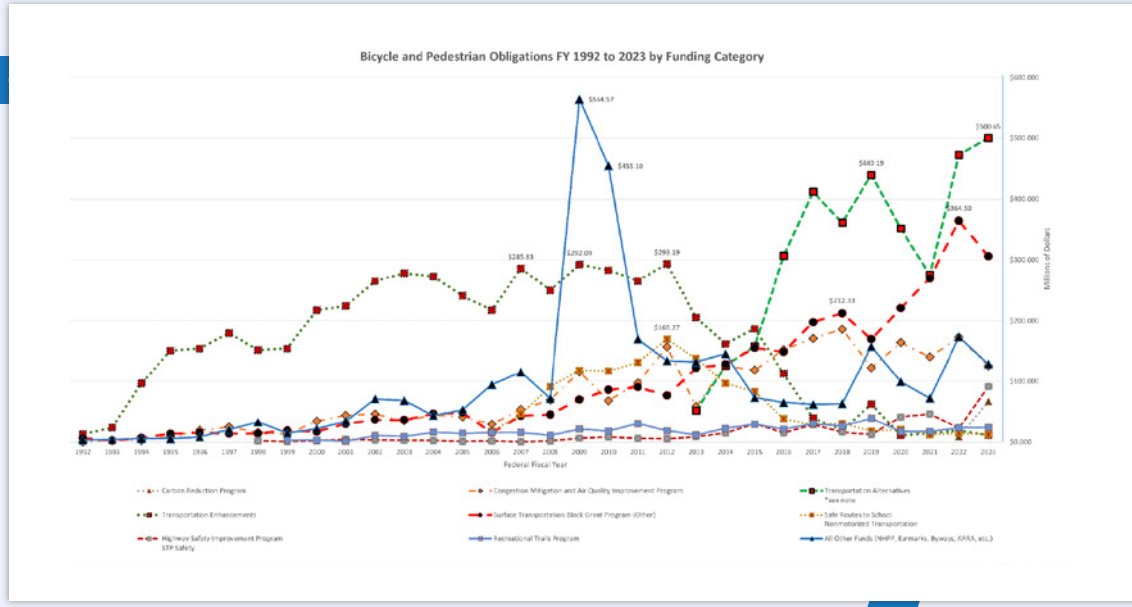
Click here to view

Walking and Cycling Infrastructure Design Guidance, Sustrans, UK, 2024

Click here to view

Design Manual for Bicycle Traffic, CROW, NL

Click here to view



Source: Complete Streets

ACTION 10

Enable equity

Consider the needs and concerns of people who might have increased vulnerability or challenges when walking and cycling, based on gender, age and ability to move and interact with the environment. Establish a national methodology and funding for walking and cycling audits that include all types of people walking and cycling to target and prioritise areas for improvement

COUNTRY:
India

ACTION 10:

ENABLE EQUITY

Country:

India

Click on link to view relevant policy:

- Women and Transport in Indian Cities
- National Road Transport Policy
- T20 Policy Brief Gender-Inclusive Mobility
- The Dawn of India's Walking and Cycling Revolution
- Making Indian cities inclusive means making them more walkable

Summary:

The National Road Transport Policy in India recognises that in low-income regions, both rural and urban transport is largely on foot or bike; In medium-size towns in India, a significant proportion of trips are walked or cycled; and the bike or cycle rickshaws are the dominant mode of transport in small towns of low income states. The policy is protecting and enhancing the security and convenience of pedestrians and cyclists as a priority by building sidewalks and bike paths to help enhance the productivity and income of those dependent, to improve access to employment, health services, education and other amenities, improve safety and reduce emissions.

A methodology has been published by the Ministry of Housing and Urban Affairs to support the publication of Comprehensive Mobility Plans by cities to ensure the most appropriate sustainable and cost-effective investments are made in the transport sector. Household interview surveys and roadside interview surveys are promoted as a tool to understand travel behaviour and perceptions towards different modes of transport in terms of time, cost, comfort, safety and security. Service Level Benchmarks are encouraged to include the monitoring of pedestrian and cycling infrastructure, road safety, pollution levels and the financial sustainability of public transport.

Delivery priorities, in the short term, are expected to improve the safety and accessibility of pedestrians, cyclists and public transport users. Medium-term measures are expected to include the implementation of cycle tracks and networks as well as bicycle sharing schemes to maintain the active travel mode share.

In 2020, the Ministry of Housing and Urban Affairs launched the 'Cycles4Change Challenge' and 'Streets4People Challenge'. Both focus on implementing permanent walking and cycling-friendly infrastructure. The cities piloted low-cost interventions and identified over 400 kilometres of main roads suitable for cycling interventions. The allocation of $120,000 demonstrates a commitment to funding projects that prioritise inclusivity in urban transport planning and by using the Test-Learn-Scale approach have allowed for fast testing of solutions before scaling them up permanently in India.

Key Takeaway:

National governments can set a methodology for the preparation of mobility plans to ensure strategic ambitions get delivered in a consistent way to benefit people in both rural and urban areas.

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" **...transportation policy should ensure safety of all cyclists as well as discourage car users, in order to tackle air pollution and traffic congestion issues in the city.** The women in this campaign are making a case for all these communities, who have the right to equal access to public facilities that help them earn, work, study, travel and live their lives."

Neetu Thakur, a migrant labourer, Delhi

" **Politics is an instrument of socio-economic change. A politician's duty is to serve the poor and underprivileged.** Eradicate abject poverty, provide necessities to every family and ensure that the last person in society gets the first opportunity to rise in life."

Nitin Gadkari, Minister of Road Transport and Highways

ACTION 10:

ENABLE EQUITY

Click on links for further evidence:

Socio-economic and Gender-based Differentials in Choice of Sustainable Mode of Transport: Evidence from Jaipur, India.

Saigal, T., Vaish, A. K., & Rao, N. V. M. (2021).

Click here to view

Brief Gender age and disability Click here to view

HEAT for walking and cycling (who.int) Click here to view

Global Designing Cities Initiative Click here to view

Cycling's Gender Gap: Breaking The Cycle of Inequality - Institute for Transportation and Development Policy Click here to view

Source: Greenpeace

ACTION 11

Protect people from traffic

Adopt and enforce safe traffic speed limits according to WHO recommendations, and the International Road Assessment Programme star rating to assess all urban roads and streets. Link the results of these assessments to funding to prioritise interventions so that people walking and cycling are protected from risk, danger and injuries

COUNTRY:
Morocco

ACTION 11:

PROTECT PEOPLE FROM TRAFFIC

Country:

Morocco

Click on link to view relevant policy:

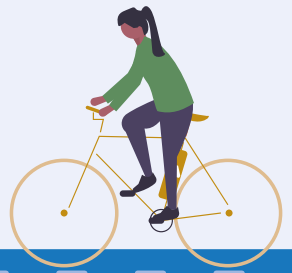
- National Road Safety Strategy 2017-2026 - Ministry of Transport and Logistics
- The Road to Morocco
- Global status report on road safety 2023
- Rapport de la Sécurité Routière Bilan de l'année 2022
- Sustainable Mobility in Morocco: The Kingdom Consolidates its Strategy to Decarbonise Land Transport
- The Quality Management System on Road Safety in Morocco
- A Quantitative Approach to Road Safety in Morocco

Summary:

The number of pedestrian and cyclist deaths on the roads in Morocco has decreased by 13% since 2015 according to the 2022 data. This follows a proactive and systemic, multi-disciplinary and multi-sectoral approach to road safety informing the planning, design, operation and use of transport in the country.

The Ministry of Transport and Logistics aims to cut the casualty rate by a further 37%, in line with the SDG 3.6 target, and has created the National Road Safety Agency (NARSA) with a budget of around USD 200 million to coordinate the task.

For the 'Safer roads' part of the 'safe system' approach, the International Road Assessment Programme (iRAP) methodology, used to benchmark road safety improvements, has been adopted by Morocco. More than 30 people have been trained locally on how to make roads safer in the country. For pedestrians and cyclists, this means that there will be sidewalks, crossings, street lights, cycle lanes, and reduced speeds included in the road design in order to meet the minimum standard, known as a '3-star rating'.



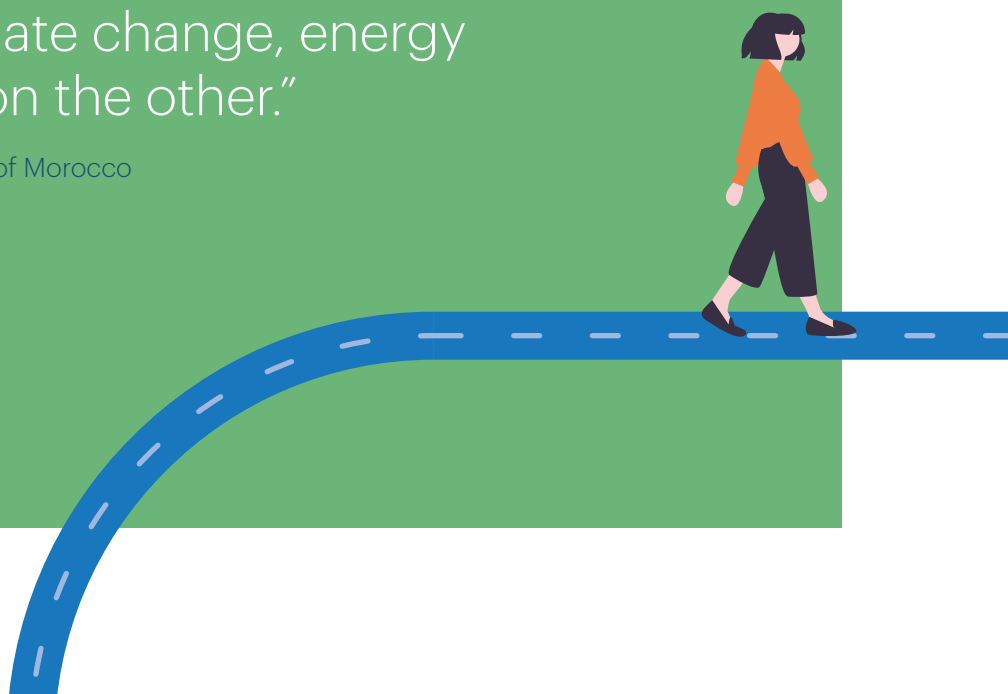
Broadly speaking, every extra star rating results in a halving of crash cost in terms of the number of people who are killed and seriously injured. Achieving greater than 75% of travel on 3-star or better roads for all road users by 2030 in Morocco has been calculated to save more than 515,000 people from being killed or seriously injured over the 20 year life of road treatments. For every USD$1 spent on improving road infrastructure the return is estimated to be USD$25 delivering a USD$28 billion economic benefit in total.

The 4th Global Ministerial Conference on Road Safety will be hosted by the Kingdom of Morocco in February 2025 in Marrakech.

Key Takeaway:

Creating and funding a dedicated agency to ensure a proactive and systemic, multi-disciplinary and multi-sectoral approach to road safety can help inform the planning, design, operation and use of transport in a whole country.

> “ **One of the major challenges facing the transport sector, is to reconcile the need to meet the ever-growing demand for mobility of goods and people through the development of infrastructure and services,** on the one hand, with the need to reduce the negative externalities associated with pollution, climate change, energy consumption and accidents, on the other.”
>
> **Mohammed Abdeljalil,** Minister of Transport and Logistics of Morocco



ACTION 11:

PROTECT PEOPLE FROM TRAFFIC

Click on links for further evidence:

"Overview of Walking Rates, Walking Safety, and Government Policies to Encourage More and Safer Walking in Europe and North America" Sustainability 15, no. 7: 5719.

Buehler, Ralph, and John Pucher. 2023.

Click here to view

Considerations for Integrating Bicycling and Walking Facilities into Urban Infrastructure. Transportation Research Record, 2393(1), 125-133.

Nuworsoo, C., & Cooper, E. (2013).

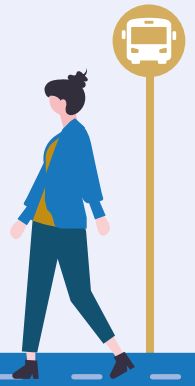
Click here to view

Environmental factors influencing older adults' walking for transportation: A study using walk-along interviews. Int J Behav Nutr Phys Act 9, 85 (2012).

Van Cauwenberg, J., Van Holle, V., Simons, D. et al.

Click here to view

Source: The National Vision of Non-Motorised Transport Infrastructure, 2020



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ACTION 12

Reduce potential for crime + violence

Provide a safe and secure environment for all pedestrians and cyclists. Adopt the Crime Prevention Through Environmental Design principles for environment design and ensure good street lighting and active frontages. Protect the integrity of people and ensure enforcement against criminal activities, sexual harassment and/or violence.

COUNTRY:
Rwanda

Country:

Rwanda

Click on link to view relevant policy:

- National Transport Policy and Strategy
- Rwanda National Urbanization Policy
- Non-Motorised Transport Strategy, Rwanda
- Rwanda Ranked First for Embracing Road Safety Measures
- Walking and Cycling in Africa - Evidence and Good Practice to Inspire Action
- Trans-Safe: Policy and Regulatory Framework Assessment
- Trans-Safe: Results of accident analysis and SoA review
- Six Ways Rwanda Is Building Resilient and Sustainable Transport Systems — Global Issues
- City of Kigali to expand CBD car-free zone - The New Times
- Kigali - Rwanda: Walk Around Africa's Smartest, Safest and Cleanest City
- Rwanda: Kigali adopts self-service bicycles to promote green mobility
- Rwanda Girls on Bike - Rwanda Project

ACTION 12:

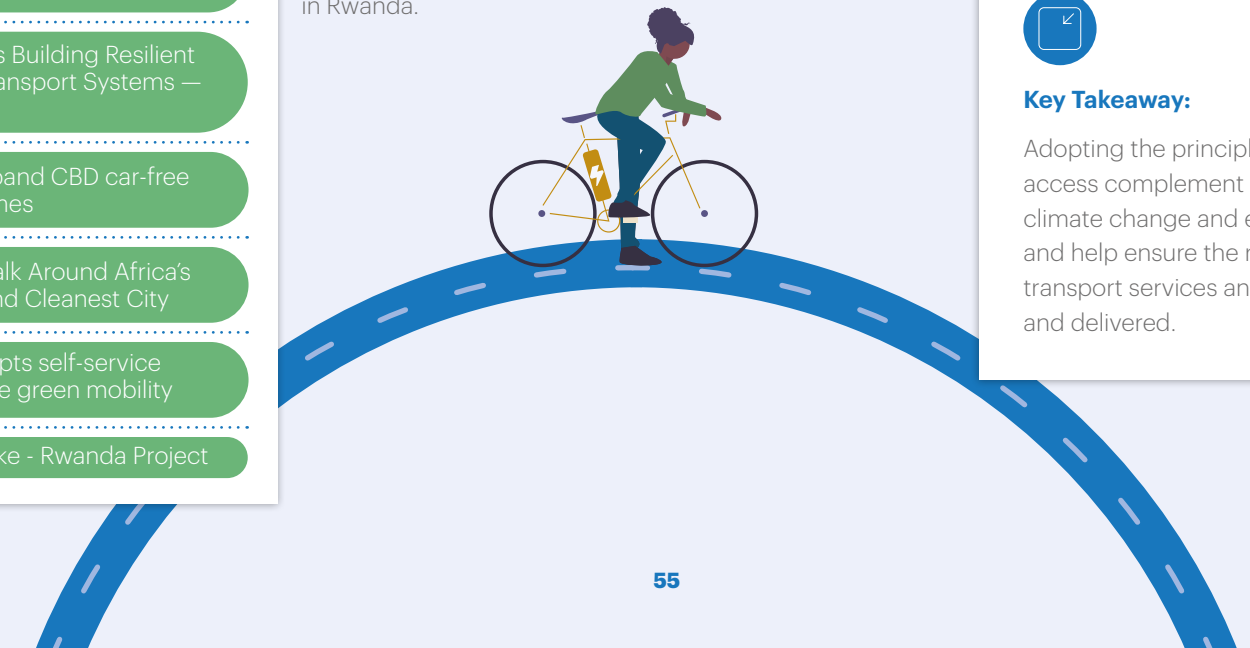
REDUCE POTENTIAL FOR CRIME + VIOLENCE

Summary:

The principles of safety and universal access, resilience to climate change and environmental sustainability inform all the objectives of the National Transport Policy and Strategy for Rwanda.

The policy states that all Rwandans have the right to safe and efficient transport services and infrastructure regardless of age or ability. Inclusive design is applied to the planning and delivery of public passage, public transport stops and boarding, vehicle interiors, alighting, and passage to the destination through the pedestrian environment. People with small children, people carrying heavy shopping or luggage, people with temporary accident injuries, and older people are all considered as beneficiaries of an inclusive transport environment in Rwanda.

To support people walking and cycling the government is committed to providing safe, high-quality, universally accessible facilities for walking and cycling on all streets in cities and towns; creating vibrant and secure public spaces through building design and street lighting; and introducing bike share systems to serve short trips and enhance last-mile connectivity to public transport. Development control regulations have also been adopted to ensure buildings contribute to a safe public realm. Street frontages with many shop fronts, doors, windows and patios that open directly to pedestrian environments are encouraged to create a feeling of safety, while producing a more active and vibrant atmosphere.



Key Takeaway:

Adopting the principles of safety and universal access complement the ambition for resilience to climate change and environmental sustainability and help ensure the right to safe and efficient transport services and infrastructure are planned and delivered.

> “ **The City of Kigali has consistently focused on improving walkability, from creating car-free zones to endorsing car-free days and ensuring safer pedestrian pathways.** Urban planning needs to be inclusive and responsive to the needs of local communities.... foster the engagement of marginalised actors while advancing access to basic services such as equitable, accessible transport among others.”
>
> **Pudence Rubingisa,** the City of Kigali Mayor

> “ **Environmental sustainability has become the core of the Government of Rwanda’s transport policies.** We are committed to developing green transport solutions such as promotion of public transport and walking and cycling to reduce GHG emissions. Our vision is to guarantee universal access for the citizens and the visitors of Rwanda to a safe, competitive, integrated, resilient and high-quality transport system.”
>
> **Dr Jimmy Gasore,** Minister of Infrastructure
> (and previously Station Chief Scientist for theRwanda Climate Observatory).

ACTION 12:

REDUCE POTENTIAL FOR CRIME + VIOLENCE

Click on links for further evidence:

Why Some Walk and Others Don't: Neighborhood Safety and the Sociodemographic Variation Effect on Walking for Leisure and Transportation.

Click here to view

The role of the built environment on perceived safety from crime and walking: examining direct and indirect impacts.

Hong, J., Chen, C.

Click here to view

Integrating perceptions of safety and bicycle theft risk in the analysis of cycling infrastructure preferences, Transportation Research Part A: Policy and Practice, Vol. 150, pp. 285-301

Márquez, L. and Soto, J. (2021)

Click here to view

Source: City of Kigali

ACTION 13

Ensure quality at public transport catchments areas + stops

Ensure public transport catchments and access routes around stations and stops are walkable and bikeable for all with safe direct access. Provide safe and secure bike parking facilities at all public transport hubs and stations.

COUNTRY:
UNITED ARAB EMIRATES

Country:

United Arab Emirates

Click on link to view relevant policy:

- Public transport | The Official Portal of the UAE Government
- Dubai 2040 Urban Master Plan
- National Climate Change Plan of the UAE 2017–2050
- Public transport in the UAE | Expatica
- Urb proposes 93-kilometre cycling superhighway The Loop for Dubai
- Dubai Metro
- Abu Dhabi Urban Street Design Manual
- Abu Dhabi Transportation Mobility Management Strategy
- Dubai Street Atlas Walkable Cities of Tomorrow
- Deloitte City Mobility Index 2020
- Dubai Comprehensive Flexible Mobility Plan

ACTION 13:

ENSURE QUALITY AT PUBLIC TRANSPORT CATCHMENTS AREAS + STOPS

Summary:

Urban street design manuals are being used to guide the transition toward more sustainable land use planning and set the standard for public space in UAE. The principle starts with pedestrians to emphasise family, hospitality, inclusiveness, and pedestrian access to neighbourhood facilities, including transit stops, local retail, mosques, schools and other community services.

The basic needs of active and public transport users are identified as safety, security, and comfort both on streets and at waiting areas. Streets are being made to feel secure for all users, including women and children, at all times of day and night; Pedestrian crossings are being added to enable people to cross streets efficiently and conveniently to access transit stops; and shading and cooling methods are being developed to ensure people's comfort. All bus stops offer clear, paved pedestrian access, shade, seating, and route information. Other amenities include trash receptacle, bicycle parking, lighting, real-time information display for bus arrivals, and air-conditioning.

The Streets as Places audit criteria' provides a checklist. Questions include: Does the design ensure that vehicles do not detract from the pedestrian experience?; is it easy to get from one use to another?; Will the pedestrian realm be shaded during most of the day?; Does the design encourage a mix of ages, gender and ethnic groups that generally reflects the community at large? The criteria is liked to performance measures which includes a pedestrian and cycling level of service, evaluating sidewalk crowding at stations, the wait time at crossings, the presence of bike lanes and the percentage of sidewalk shaded as well as the temperature of waiting areas at stops.

Key Takeaway:

Safety, security and comfort are a strong foundation for designing a public realm that meets the needs of active and public transport users. An audit checklist, can help evaluate the extent streets are supporting and encouraging walking, cycling and public transport users.

> “ **Drawing inspiration from global best practices and adapting them to local needs and requirements,** we have created a development model that offers the best possible quality of life and creates the conditions for sustainable prosperity...”
>
> **Sheikh Mohammed bin Rashid Al Maktoum,** Vice President and Prime Minister of the UAE and Ruler of Dubai

> “ **If we can develop and design streets so that they are wonderful, fulfilling places to be – community-building places, attractive for all people –** then we will have successfully designed about one-third of the city directly and will have had an immense impact on the rest.”
>
> **Allan Jacobs,** The Boulevard Book, 2002 and quoted in the Abu Dhabi Urban Street Design Manual 2030.

ACTION 13:

ENSURE QUALITY AT PUBLIC TRANSPORT CATCHMENTS AREAS + STOPS

Click on links for further evidence:

Sustainability | Designing Sustainable Urban Social Housing in the United Arab Emirates — Click here to view

Improving Walkability, Liveability, and Safety Through Urban Street Retrofit Design — Click here to view

Sustainable Modes of Mobility in New Urban Neighbourhoods in UAE: Assessing Walkability and Bikeability — Click here to view

Table 4.1 Streets as Places Audit Criteria

Context Design and Connectivity
Does the design include provisions for many types of uses?
Is it easy to get from one use to another?
Does the design contain spaces that will attract people at times other than rush hour?
Does the design have continuity of street level activity?
Are ground floor uses active and welcoming, and does the street have a welcoming character?
Are building front doors noted and well served by the pedestrian realm?
Is the scale of nearby buildings comfortable for pedestrians, with choices of places to sit or use?

Safety Considerations
Are pedestrian crossings safe?
Are junction designs safe for all users?
Does the design contain spaces that children can use independently?

Design Considerations
Do buildings give "life" to the street?
Does the area project a distinctive image from a distance?
Is seating and other street furniture well located?
Is lighting safe and adequate for the different users of the street?
Does the design fit with the image goals of the municipality and the UPC?
Does the design create a unique area?

Pedestrian Provisions
Are pedestrian crossings well designed?
Are crossing distances minimized?
Do signalized crossings have adequate time?
Does the design ensure that pedestrians can easily walk to and through the area?
Are uses easily visible and inviting to pedestrians?
Does the design ensure that vehicles do not detract from the pedestrian experience?
Are protected pedestrian crossings shown at the correct spacing, and do these crossings relate to areas where pedestrians desire to cross?
Is there leftover space in the pedestrian realm, or is there too large a furnishing zone? If so, how can this space be minimized or programmed?

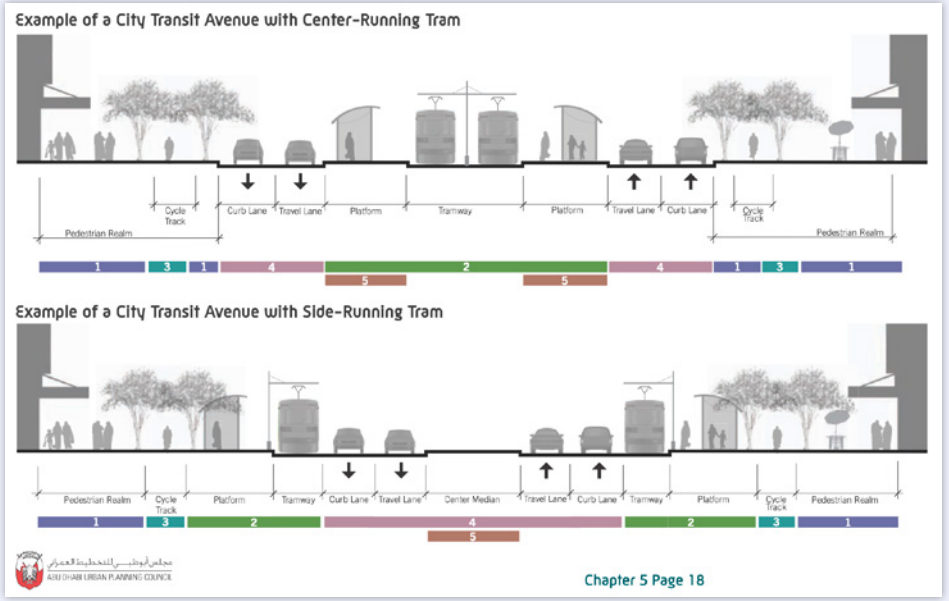
Transit Provisions
Are transit stops and stations easy to find and get to on foot?
Are transit maps and schedules readily available and visible?
Are there sufficient passenger waiting areas at bus stops and taxi lay-bys?

Bicycle Provisions
Are bicycle facilities prominent and well designed?
Are bicycle routes well marked?
Is there adequate bicycle storage?
Do bicycle facilities meet DOT guidelines, and are they continuous across all intersections?

Vehicular Provisions
Is the design vehicle context sensitive (e.g. corner radii not over designed)?
Have all turning movements been checked for vehicle designs?

Climatic and Environmental Considerations
Does landscaping complement the street, and is it sustainable from a water use perspective?
Is there too much landscape area shown given the irrigation budget?
Is the landscaping appropriate for the local environment and soil conditions?
Will the pedestrian realm be shaded during most of the day?
Is shade continuously provided via trees, buildings, canopies, etc.?

Cultural Considerations
Does the design foster people acknowledging one another, as appropriate for Abu Dhabi's culture and gender mix?
Does the design encourage a mix of ages, gender, and ethnic groups that generally reflects the community at large?
Does the design provide private places for women?
Does the design have spaces for groups to gather?



Source: Abu Dhabi Urban Street Design Manual

ACTION 14

Integrate public transport with walking + cycling

A Ensure public transport services are provided for all trips including non-commuter trips, radial trips and multi-modal journeys for leisure and work. Provide and increase capacity on public transport rolling stock to allow for bicycle carriage at reasonable prices. Support bike-sharing as a public transport service.

COUNTRY:
Singapore

ACTION 14:

INTEGRATE PUBLIC TRANSPORT WITH WALKING + CYCLING

Country:

Singapore

Click on link to view relevant policy:

- Land Transport Master Plan (LTMP) 2040
- LTA | Cycling
- Bring Your Foldable Bicycles and Personal Mobility Devices On Board Public Transport All Day
- Riding on the LTA Land Transport Master Plan 2040 with folding bicycles and UL2272 scooters
- Missing Link in Singapore's Land Transport Planning: A Comprehensive Active Mobility Network Plan

Summary:

The future of land transport in Singapore is set to include: a transport network that is convenient, well-connected and fast; a commuting culture which makes everyone, regardless of their needs, feel welcome; and a transport environment that supports healthy lives and enables safer journeys. Underpinning the success of the vision is the 'Walk-Cycle-Ride' priority and a goal for "a 45-Minute City and 20-Minute Towns". (90% of commute trips take less than 45-minutes and all other door to door journeys, to access the nearest neighbourhood centres, are within 20 minutes by sustainable modes).

More space is being dedicated to active mobility, community uses and public transport - so that people can easily walk and cycle to reach nearby bus stops, MRT stations and other amenities. The 2030 target is for 80% of households to be within a 10-minute walk from a train station (in 2012 57% of households were within a 10 minute walk).

The quality of that public space is being enhanced and valued too. The transport accessibility improvement programme is ensuring the local walking network of streets near stations are wider for pedestrians, more pleasant and welcoming with 150 km of covered link-ways between 400m of MRT stations and 200m of LRT stations, residential areas and amenities set to be added by 2040.

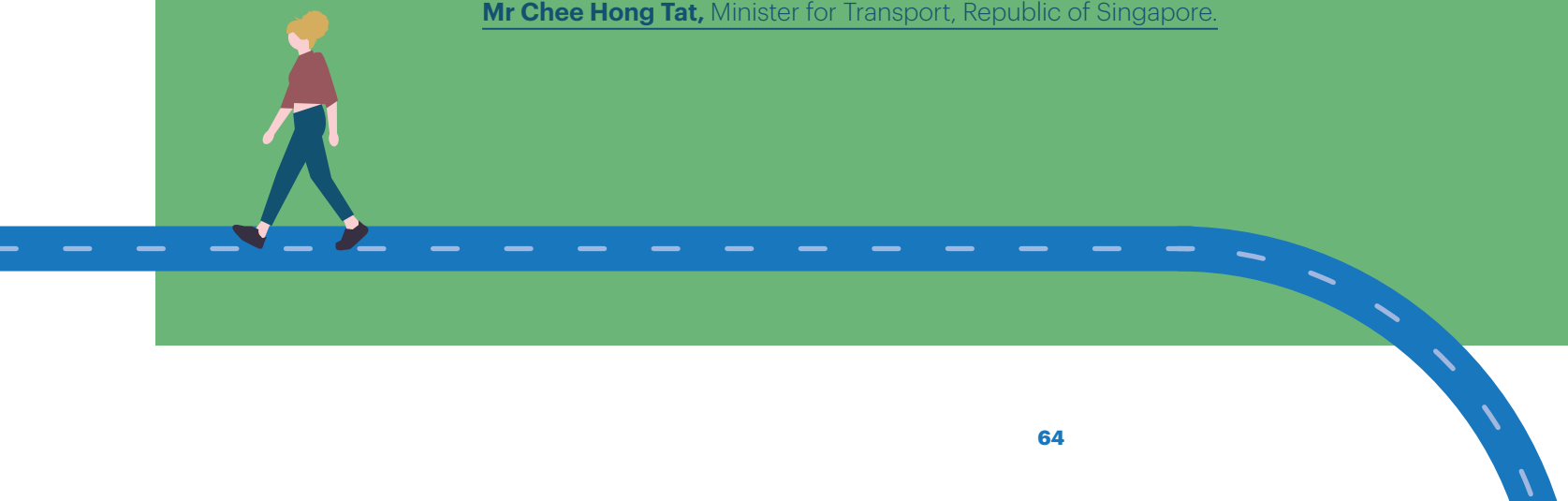
Complementing that is a 1,300km cycle path network for cyclists, 267,000 bicycle parking spaces - at every bus stop and MRT station exit - and the allowance of foldable bicycles on trains and buses at all hours of the day.

These policies are already having a positive impact. There are now 2.6m daily active mobility journeys in Singapore (an 18% increase in 4 years); bus and train capacity has increased by 20% and 50% respectively since the Land Transport Authority took on ownership of all bus and train operating assets leaving public transport operators to concentrate on improving the passenger experience; and the Walk-Cycle-Ride focus is expected to reduce carbon emissions by 80%.

Key Takeaway:

The comprehensive Walk-Cycle-Ride policy focus is supporting 90% of trips to be made sustainably resulting in an 80% reduction in emissions by 2040.

> “ **We have increased our Walk-Cycle-Ride mode share for peak period journeys, from 71% in 2016 to 74% in 2022, while the proportion who drove decreased from 29% to 26% over the same period.** Singaporeans also shared their desire for a more inclusive and accessible public transport system, with good first-mile and last-mile infrastructure to support walking and active mobility, and to prepare for an ageing society.”
>
> **Mr Chee Hong Tat,** Minister for Transport, Republic of Singapore.



ACTION 14:

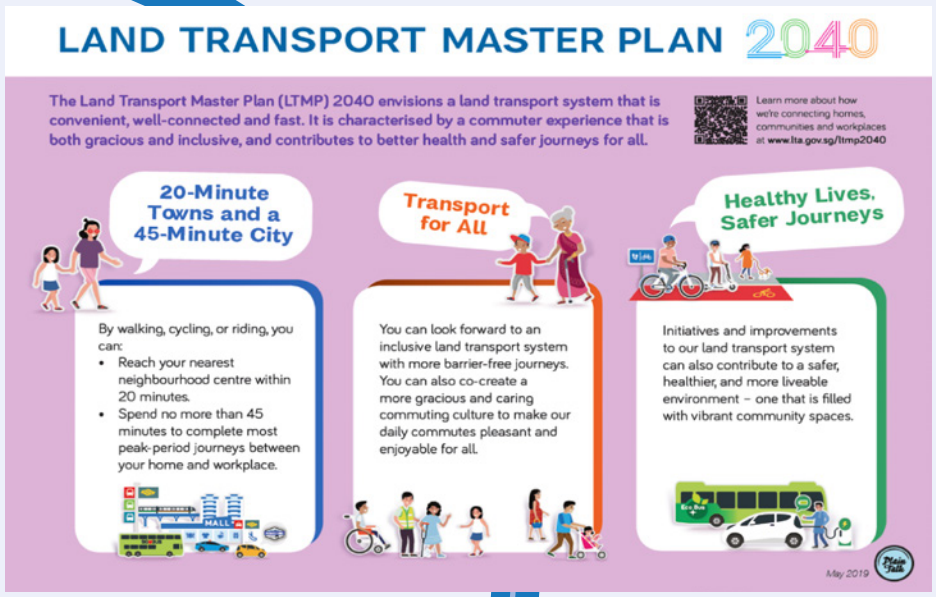
INTEGRATE PUBLIC TRANSPORT WITH WALKING + CYCLING

Click on links for further evidence:

The Influence of Non-Motorised Transport Systems around the World: A Case Study of Singapore, Shanghai, Lagos, Jakarta, Johannesburg and Cape Town.

Lawrence, K., Gumbo, T., & Jeeva, Z. (2022).

Click here to view



Source: Land Transport Master Plan 2040

ACTION 15

Lead the coordination

Appoint a focal point to establish a national active travel task force engaging ministries responsible for transport, urban planning, health, social care, education, tourism, and sports and recreation, energy, finance, territorial cohesion, climate, environment, justice, and any other institutions with competences related to walking and cycling. Involve non-governmental stakeholders and the community and adopt the '8 Steps to an effective policy' process to steer the development, implementation and monitoring of national policy actions.

COUNTRY:
Portugal

ACTION 15:

LEAD THE COORDINATION

Country:

Portugal

Click on link to view relevant policy:

- National Strategy for Active Pedestrian Mobility, 2030
- The National Strategy for Active Cycling Mobility 2020-2030
- The National Walking Strategy in one minute - Mobilidade Ativa
- National Strategy for Active Cycling Mobility in a minute - Mobilidade Ativa
- Physical Activity Factsheet Portugal 2021
- The Portuguese National Strategy for Active Mobility has been launched

Summary:

In Portugal there is a comprehensive structure organised to provide the oversight and leadership, delivery and reporting, and support and advice on the national active travel policy.

At a political level, the **Interministerial Commission for Active Mobility** in Portugal is led by the Secretary of State for Mobility and coordinates political articulation and guidance towards the objectives established in the National Strategy for Active Cycling Mobility and the National Walking Strategy. It is constituted by members of the Government responsible for all entities involved in the implementation of the National Strategy for Active Mobility, namely the areas of internal administration, justice, finance, sport, economy and the sea, science, technology and higher education, education, work, solidarity and social security, health, environment and climate action, infrastructure, housing and territorial cohesion.

At a departmental level the **Network of Focal Points for Active Mobility** brings together representatives designated by each of the entities responsible for implementing measures and supports the **Project Group for Active Mobility**, in preparing the necessary documentation for decision-making by the Interministerial Commission for Active Mobility, ensuring monitoring and continuity of work.

To create synergies between the various entities responsible for implementing measures and municipalities, as the entities closest to the citizen in promoting active mobility, the **Collaborative Network for Active Mobility** facilitates the collection and sharing of information, good practices and events, helping to minimise the repetition of errors and make the actions and measures to be developed more effective, efficient and profitable.

Supporting the national leadership teams the **Advisory Council for Active Mobility** has a consultative nature and includes civil society organizations that integrate, in their objectives and practices, the promotion of active mobility. The Council gives its opinion on matters submitted to it by the Project Group for Active Mobility or presents to it, on its own initiative, recommendations and suggestions in the field of active mobility. Members include the Portuguese Cycling Federation, Portuguese Federation of Cycle Tourism and Bicycle Users, the Association for Urban Mobility by Bicycle and League of Associations for Road Citizenship, Safe and Sustainable Mobility.

Key Takeaway:

Delivering active travel at a national level benefits from leadership by a political team, supported by nominated departmental focal points, networks of civil society advisors and forums where local authorities share their experiences.

> **We are politically committed towards an integrated and decarbonized mobility,** a green mobility, which is intended to be safe, intelligent, connected and sustainable and which leaves no one behind."

Cristina Pinto Dias, Secretary of State for Mobility

ACTION 15:

LEAD THE COORDINATION

Click on links for further evidence:

Whose is this street? Actors and conflicts in the governance of pedestrianisation processes, Journal of Transport Geography, Vol. 107, 103528

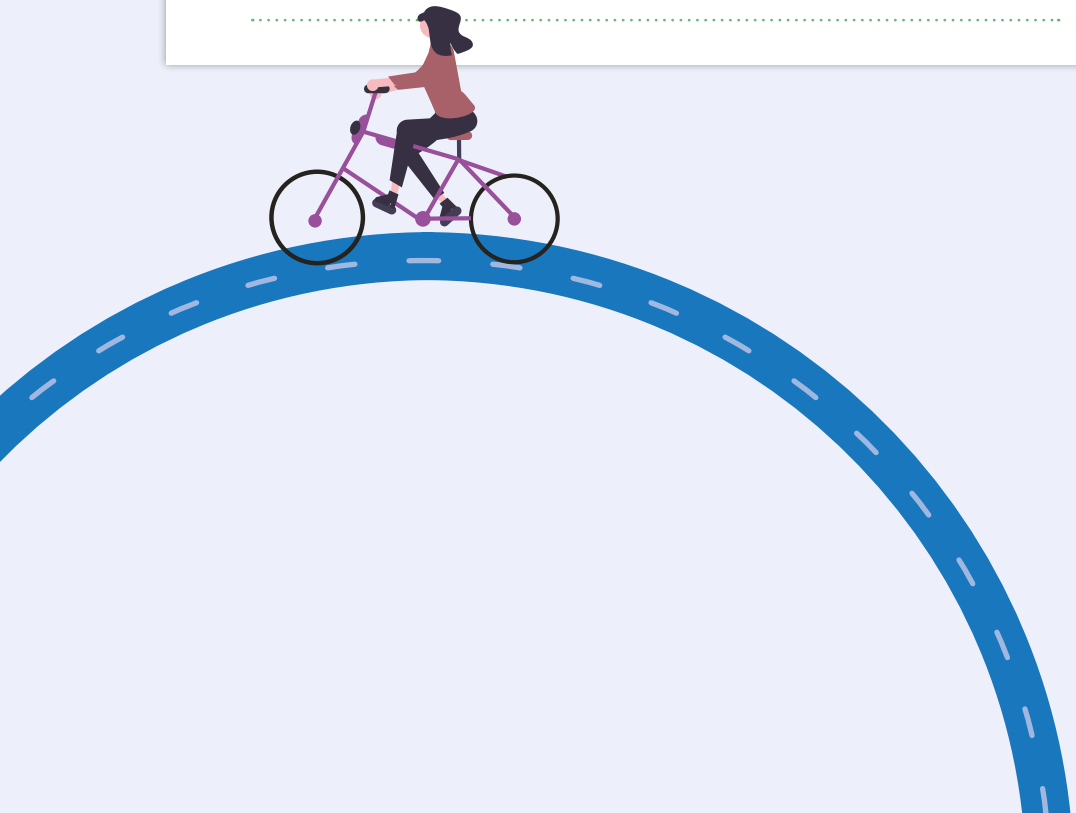
Brovarone, E., Staricco, L., Verlinghieri, E. (2023)

Click here to view

"Governance, human agency and other blindspots in active transport practice - and research", Active Travel Studies.

Sagaris, L., (2022)

Click here to view



Source: The Secretary of State for Urban Mobility, coordinated the 3rd meeting of the Interministerial Commission for Active Mobility (Oct 2023)

ACTION 16

Build capacity

Develop training programmes to build the capacity of policy makers, transport and road safety officers, traffic police, public health officers, urban planners and designers. Facilitate professional exchanges through events, networks and competence centres. Ensure that research, policy and programme development is inclusive of the community, adopting participatory or co-productive approaches where appropriate, to reflect that communities hold knowledge and skills necessary to implement active travel successfully.

COUNTRY:
South Africa

ACTION 16:

PROVIDE NETWORKS, INFRASTRUCTURE + SERVICES

Country:

South Africa

Click on link to view relevant policy:

- National Policy Development Framework 2020
- National Land Transport Strategic Framework 2023-2028
- Green Transport Strategy South Africa 2018 – 2050
- Why infrastructure matters
- Active Mobility in South Africa
- Southern Africa PAAPAM Master Class and Consultation
- Walking and Cycling in Africa

Summary:

Human rights are guaranteed in the Constitution of the Republic of South Africa and that includes the right to 'a healthy and safe environment' which is creating an imperative for the transport sector to have a positive impact on the social, economic and environmental fabric of the nation.

Active travel's multitude of socio-economic, environmental, safety, health, convenience and affordability benefits to the transport system and help to reduce congestion and transport related emissions ensures walking and cycling is a priority in the transport plan. Rural areas, cities and municipalities are to mainstream walking and cycling considerations in planning, provide safe active travel infrastructure, and develop programmes that will attract new cyclists and pedestrians..

However, a lack of institutional and management capacity is identified as one of the most substantial short-term obstacles in achieving the policy objectives for transport. In particular, inconsistencies and oversights within the regulatory active travel frameworks, is 'resulting in stakeholders not treating the active travel agenda with the gravity and emphasis it deserves'.

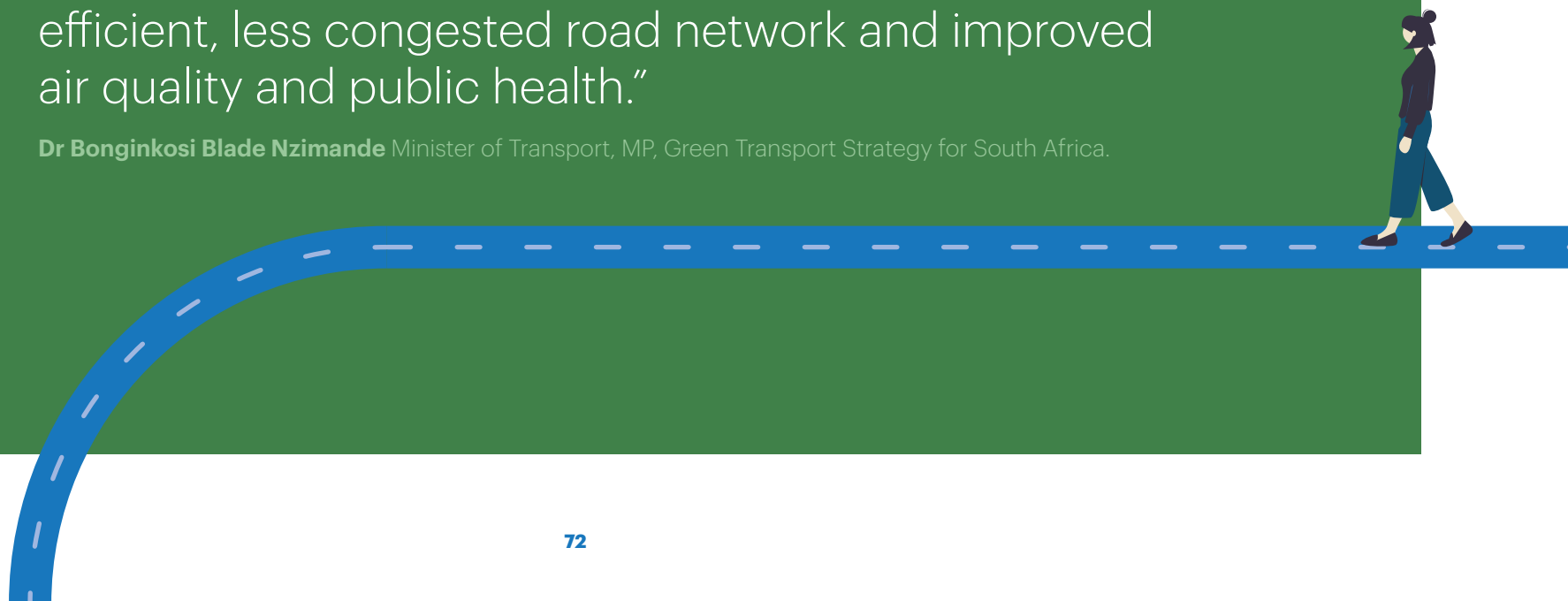
The Nation Policy Development Framework in South Africa guides a culture of evidence based policy development and improved service delivery. Capacity development through training, policy briefs on best policy making practices, and implementation guidelines are helping improve the effectiveness of policies in all government departments.

To support capacity building the Sustainable Transport Programme has established an independent Technical Support Unit; organised a knowledge-sharing platform among all spheres of the Government and the public; improved the capacity of the measurable reporting verification for a national harmonised approach; supported municipalities during the design and implementation of sustainable mobility measures; and coordinated and distributed lessons learnt and best practices amongst municipalities.

Key Takeaway:

Institutional and management capacity development through training, policy briefs on best policy making practices, and implementation guidelines can help achieve the policy transformation required to support a healthy and safe transport system.

> “ **Road transport is responsible for 91.2% of the transport GHG emissions.** Bold steps need to be taken and include...making our cities and towns friendlier places for cyclists and pedestrians.
>
> The transformations that are required in the transport sector are challenging, but the benefits include a more efficient, less congested road network and improved air quality and public health.”
>
> **Dr Bonginkosi Blade Nzimande** Minister of Transport, MP, Green Transport Strategy for South Africa.



ACTION 16:

PROVIDE NETWORKS, INFRASTRUCTURE + SERVICES

Click on links for further evidence:

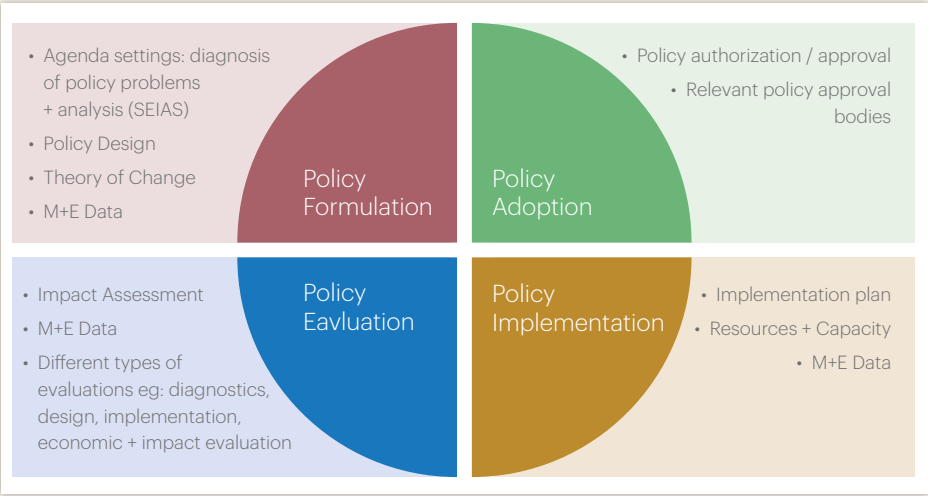
Towards a sustainable transport system: exploring capacity building for active travel in Africa.

Click here to view

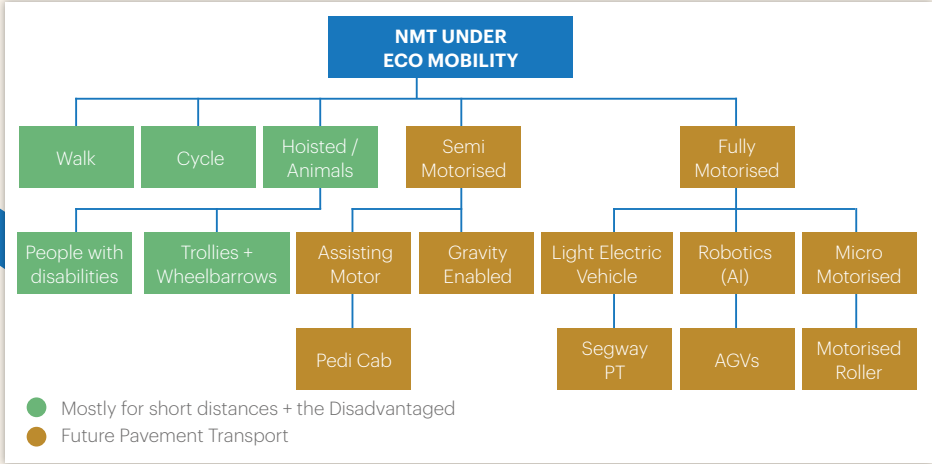
Lartey, D., & Glaser, M. A. (2024)

Active Mobility in South Africa Snapshots and Perspectives

Click here to view



Source: The policy making cycle in South Africa, Source National Policy Development Framework 2020



Source: The different modes of eco-mobility including non-motorised transport, The Green Transport Strategy for South Africa

PATH
Partnership for
Active Travel and Health

ACTION 17

Elaborate an action plan

Publish a comprehensive action plan for walking and cycling, with the support of stakeholders, based on the data available that has specific targets and time frames, and serves as a guide for investment. Embed the plan into NDCs, national adaptation and mitigation plans for climate and energy, noncommunicable diseases strategies, policies on physical activity and active mobility and national programmes to support sustainable urban mobility plans.

COUNTRY:
Spain

ACTION 17:

ELABORATE AN ACTION PLAN

Country:

Spain

Click on link to view relevant policy:

- Safe, Sustainable and Connected Mobility Strategy 2030
- Estrategia estatal por la bicicleta
- Spanish Sustainable Mobility Law makes progress
- Commission Supports Spain
- ECF analysis of cycling in draft NECPs
- Spanish Government Provides €500 Million to Promote Sustainable Mobility
- Spain's Climate Change and Energy Transition Act 7/2021
- Spain Unveils Inaugural €3 Billion Cycling & Walking Strategy
- Spain approves its first-ever national cycling strategy

Summary:

The Ministry of Transport, Mobility, and the Urban Agenda (MITMA) is in the process of a "paradigm shift." It is moving from focusing on investments in large public infrastructure to investments in mobility and prioritising added value to the public. To help tackle this shift in mobility, the "Safe, Sustainable and Connected Mobility Strategy 2030" was established aiming to transform each Spanish city from being a 'city of cars' to a 'city of people.' It recognises mobility as a right and is aligned to the 'Climate Change and Energy Transition Law', the 'Spanish Urban Agenda', and the fulfilment of the Sustainable Development Goals.

The " Safe, Sustainable and Connected Mobility Strategy 2030 " or "es.movilidad" is a long-term framework document that will guide the actions of the Ministry of Transport, Mobility and Urban Agenda over the next 10 years, and is structured around 9 axes, with 40 lines of action and more than 150 specific measures. It is not configured as a closed document, but rather as a "Document for Debate", to engage in a real debate with all the actors in the mobility ecosystem and with society as a whole. To involve these actors and citizens, the Strategy is carrying out an Open Dialogue on Mobility, with a website, public participation tools, thematic weeks and participating in numerous events.

The policy is informed by the Observatory of Metropolitan Mobility, which provides data, analysis and reflection by public transport authorities, the Ministry of Transport, Mobility and Urban Agenda, and the Directorate-General of Traffic and others to ensure active and public transport is both attractive and of a high standard.

Key Takeaway:

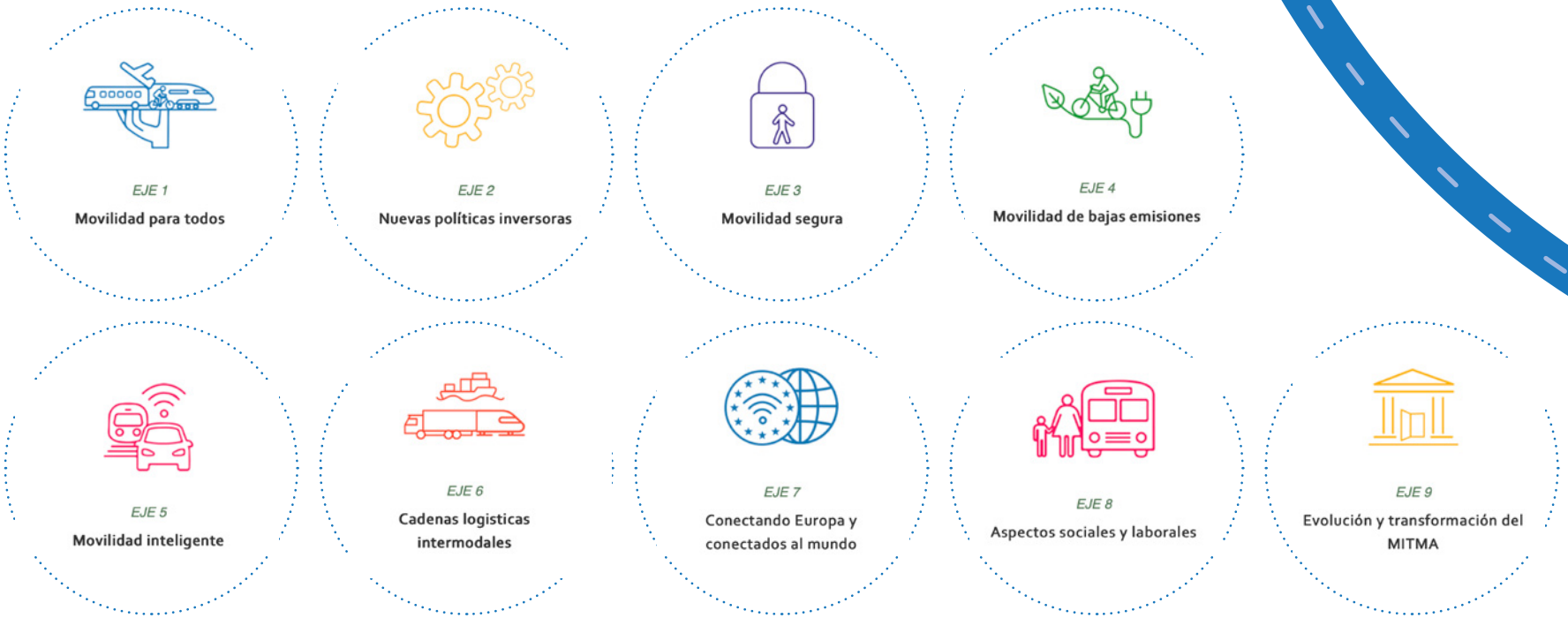
Action plans can be open documents that continue to evolve and be updated, to support a more rapid paradigm change from cars to people centred communities.

> “ **Understanding mobility as a right,** an element of social cohesion and economic growth, provides solutions to the real mobility problems of citizens, as well as guaranteeing an efficient, sustainable and resilient transport and logistics system.”
>
> **Alvaro Fernandez Heredia,** Secretary General for Sustainable Mobility

ACTION 17:

ELABORATE AN ACTION PLAN

Ejes de la Estrategia de Movidad



Source: Ejes de "Estrategia de Movilidad Segura, Sostenible y Conectada 2030"-MITMA

ACTION 18

Set the regulatory framework

Set regulatory frameworks that include safe speed limits, pedestrian and cycle friendly road traffic regulations and codes and facilitate the implementation of low emission zones and low traffic neighbourhoods. Set mandatory minimum standards for footpaths and bike lanes, the provision of safe and accessible walking and cycling equipment and infrastructure and make it obligatory to facilitate positive walking and cycling experiences in new and existing transport infrastructures that are being built or renovated.

COUNTRY:
France

ACTION 18:

SET THE REGULATORY FRAMEWORK

Country:

France

Click on link to view relevant policy:

- Cycling and Walking Plan
- ECF analysis of cycling in draft NECPs 2030
- Cycling and walking, virtuous and advantageous modes of transport
- Let's talk LOM
- Developing the cycling network outside built up areas
- Review of the 2018 Cycling and Active Mobility Plan: 4 years of action
- The Sustainable Mobility Package
- Cycling is growing steadily in France
- The EU Energy Performance of Buildings Directive

Summary:

The ambition in France is to make cycling accessible to everyone, from an early age and throughout life; to make cycling and walking an attractive alternative to the private car for local journeys and combined with public transport for longer-distance journeys; and to make cycling a lever for the economy by supporting French organisations in the sector.

Underpinning the strategy is the Mobility Orientation Law (LOM), passed in 2019, to make the country's transportation sector more sustainable and accessible. Objectives include carbon neutrality, tripling the share of bicycle use and a flat rate incentive for people who travel to work using sustainable mobility.

The government has published Infrastructure guidance to help mobility and road network managers translate the principles for active travel into operational planning locally. A Green Fund (Le fonds vert pour l'accélération de la transition écologique dans les territoires) supports the deployment of low-emission mobility zones (ZFE-m) to support places where people walk and cycle. And additional funding is available to departments and regions to ensure sustainable mobility in low and medium-density areas and for all secondary schools.

Furthermore, adaptations have been made to the highways code for improving safety for cyclists and pedestrians; a national bicycle identification file developed to help reduce theft; and the European directive on the energy performance of buildings (EPBD) has been revised to make bicycle parking facilities obligatory in residential and commercial buildings and is being transposed into national law and implemented.

Key Takeaway:

Making a national law helps secure the long-term direction for more sustainable and accessible mobility and underpins the opportunity to create a budget line (the Active Mobility Fund has 250 million Euros for a five year period) to support the transition. An inter-ministerial commission for active mobility can then assess the implementation, specify the timetable and oversee the impact of individual measures.

> “ **To achieve carbon neutrality, we need to decarbonise transport while offering solutions that are accessible to the French.** The Mobility Orientation Law is helping us kick-start the ecological transition of our transport and active mobility has a key role to play.”
>
> **Elizabeth Borne**, Prime Minister 2023.

ACTION 18:

SET THE REGULATORY FRAMEWORK

Click on links for further evidence:

Public Policies to Promote Sustainable Transports: Lessons from Valencia.

Mateu, G.; Sanz, A.

Click here to view

Mapping and analysis of laws influencing built environments for walking and cycling in Australia. BMC Public Health 23, 108 (2023).

Nau, T., Perry, S., Giles-Corti, B. et al.

Click here to view

Cycling and Walking Plan - Press document

Developing the cycling network outside built up areas: guide (2024)

Source: Let's Talk LOM: French Mobility Orientation Law

ACTION 19

Secure finance

Develop a dedicated and sustained financial mechanism, across ministries, to fund the implementation of policy actions nationally, regionally and at a municipal level for walking and cycling. Determine the investment needs and an appraisal methodology when setting policy objectives and priorities. Promote fiscal and tax incentives for walking, cycling and public transport as part of local destination travel plans to ensure walking and cycling infrastructure is planned and designed to support the whole transportation system.

COUNTRY:
Canada

ACTION 19:

SECURE FINANCE

Country:

Canada

Click on link to view relevant policy:

- Canada Active Transport Strategy
- Funding Guidance
- Interactive Map of Funded Projects

Summary:

Canada launched the Active Transportation Fund (ATF), a $400 million investment over five years, to support the delivery of Canada's National Active Transportation Strategy. The funding aims to make travel by active transportation easier, safer, more convenient and more enjoyable.

Eligible investments include projects that build new and expanded networks of pathways, bike lanes, trails and pedestrian bridges, in addition to supporting active transportation planning and community engagement activities.

Municipal or regional governments, public sector bodies, not-for-profit organisations, provincial or territorial governments and indigenous communities are able to apply, through an online portal.

Successful projects need to demonstrate: improved community connectivity and accessibility; economic benefits; environmental and climate benefits; improved user mobility and support for a safe and secure environment. Outcome indicators, linked to the Government of Canada's aim to increase the mobility of people and goods, include: Reduced traffic congestion; Household transportation savings through vehicle trips avoided, particularly in high-needs households which are more likely to use active transportation out of need instead of choice; Increase tourism from active travellers and growth of active tourism and economy; Increase spending at active transportation-related businesses; and Increase foot traffic at businesses through the implementation of active transportation projects.

Key Takeaway:

A 5-year funding commitment to active travel and a simple application process through an online portal helps inspire actions which support the delivery of national policy.

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> “ **Investing in active transportation will strengthen urban, suburban, rural and Indigenous communities** across the country and deliver a better quality of life for all Canadians.”
>
> **Catherine McKenna,** Minister of Infrastructure and Communities, Government of Canada.

ACTION 19:

SECURE FINANCE

Click on links for further evidence:

Major investment in active travel in Outer London: Impacts on travel behaviour, physical activity, and health, Journal of Transport & Health, Vol. 20, 100958

Aldred, R., Woodcock, J., Goodman, A. (2021)

Click here to view

Financial Incentives to Promote Active Travel: An Evidence Review and Economic Framework, American Journal of Preventative Medicine, Vol. 43 (6), e45-e57

Martin, A., Suhrcke, M., Ogilvie, D. (2012)

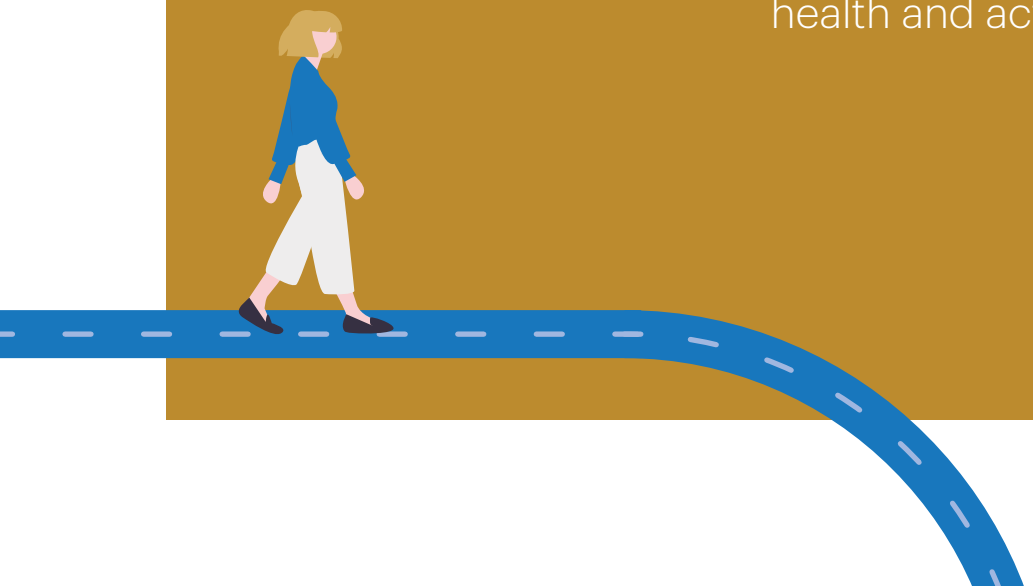
Click here to view

Source: Active Transportation Fund Step-by-Step Guide for Capital Projects Application Form, 2021

ACTION 20

Monitor + evaluate impact

Adopt an active travel indicator framework and collect comprehensive and integrated national open datasets on walking and cycling activity (standardised travel surveys) and infrastructure (walkability and bikeability systematic audits) to understand the baseline data on activity, safety and security, accessibility, comfort and satisfaction. Set the regulation of data-collection and data-sharing mechanisms at national, regional and city levels and evaluate policy impacts on the environment, the economy, social cohesion, quality of life, accessibility, equity, road safety, public health and action on climate change



COUNTRY:
Bhutan

ACTION 20:

MONITOR + EVALUATE IMPACT

Country:

Bhutan

Click on link to view relevant policy:

Low Emission Development Strategy for Surface Transport

Energy Efficiency in the Transport Sector

Summary:

Bhutan's development philosophy is guided by the concept of enhancing Gross National Happiness to ensure an equitable, effective, and sustainable future for all Bhutanese citizens. To help interpret this philosophy into a transport context Bhutan adopted the 'Bali Declaration on Vision Three Zeros — Zero Congestion, Zero Pollution, and Zero Accidents'.

The Low Emissions Development Strategy then developed a model (Marginal Cost Abatement) to set priorities for interventions. The model parameters include quantitative measures: potential for GHG reduction, fuel savings, capital and infrastructure costs and abatement cost per metric tonnes CO2e, and qualitative factors: Policy and Legal Framework, Ease of Implementation, Economics, Social Benefits, Environment Benefits, Climate Benefits, and Replicability. Well-defined targets are set for all interventions to track progress and help policymakers in making informed decisions on the allocation of resources.

To support cycling Bhutan has committed to a public bike sharing scheme (18,515 cycles and 1,850 docking stations), supported by a dedicated network of cycle tracks on more than 50% of urban roads. This is calculated to shift 25% of commuters from short trips (3.5km) away from light vehicles and save 5,500 metric tonnes CO2 emissions annually.

To support people walking Bhutan plans investments in footpath and cross walk infrastructure (to increase the number of urban roads with pedestrian footpaths from 25% to 75% and double the speed of footpath construction from 5 - 10 km per year). This is calculated to support 50% of short trips (<2km) shifting from light vehicles, two-wheelers and taxis to walking by 2040 and saving 5,000 metric tonnes CO2 emissions annually.

The total quantitative value of the active travel investments by 2050 are expected to shift behaviour from 86,165 people, mitigate 152,877 metric tonnes CO2 emissions, and create fuel savings of 52.3 million USD. The qualitative interpretation of interventions promotes the improvement of walkways as a most favourable (top priority - to be executed in the short term) and the bicycle share scheme as having good potential (priority 2 - to be executed in the short to medium term).

Key Takeaway:

A quantitative and qualitative appraisal methodology can help identify the full impact of active travel measures and places walking and cycling as able to deliver on climate, congestion and safety targets quickly, affordably and reliably.

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> **“ So what we are trying to do is to advocate. This has to be done not only through speech but through action. I’m trying to raise ways and means to make it easy to buy bicycles.**
>
> ... And one business that is doing very well, especially in the last four or five months is bicycle vendors. The idea is to make Bhutan a bicycle culture, supported by a public transportation system. We are in the process of making it more expensive to drive private vehicles.”
>
> **Jigmi Yoser Thinley,** Former Prime Minister of Bhutan.

ACTION 20:

MONITOR + EVALUATE IMPACT

Click on links for further evidence:

Evaluating Active Transport Benefits and Costs. Guide to Valuing Walking and Cycling Improvements and Encouragement Programs.

Click here to view

Litman, T. (2024).

Building partnerships: A case study of physical activity researchers and practitioners collaborating to build evidence to inform the delivery of a workplace step count challenge. Sports Act. Living.

Click here to view

Niven, A., Ainge, J.A., Allison, M., Gorely, T., Kelly, P., Ozakinci,G., Ryde, G.C., Tomaz,S.A., Warne,S., Whiteford, V., Greenwood, C. (2023).

Source: Financial Times: The Tour de Bhutan

FOUNDATION

PATH is a coalition calling on governments and cities to make a real commitment to walking and cycling as a key solution to the climate, health and equity challenges which we face.

The PATH coalition seeks to unlock walking and cycling's potential to accelerate the achievement of climate goals and other sustainability benefits, through greater prioritisation and investment, including through national transport, health and environment strategies and through Nationally Determined Contributions and Voluntary National Reviews.

PATH is composed of more than 500 leading organisations in the sustainable mobility community who collaborate to promote walking and cycling. It is coordinated by a core group consisting of the FIA Foundation – who are funding the coordination work – Walk21, the European Cyclists' Federation and the UN Environment Programme.

This policy template was supported by the generous funding of The FIA Foundation. The FIA Foundation is an independent UK-registered charity, working closely with grant partners to shape projects and advocate to secure change in policy and practice. Our objective is safe and healthy journeys for all. Through partners with global reach, we are supporting safer vehicles and highways, clean air and electric cars and greater mobility access and inclusivity.

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