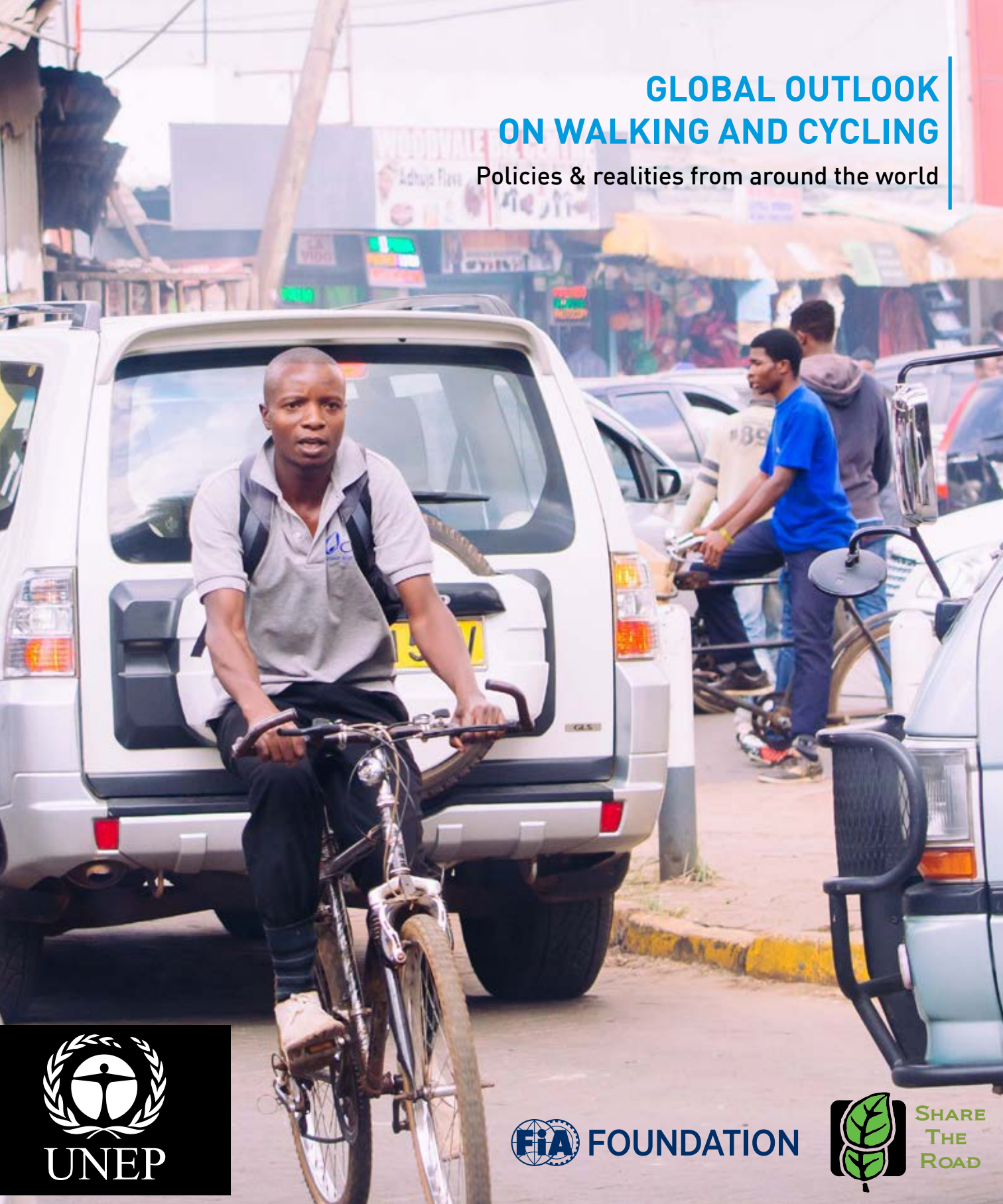


GLOBAL OUTLOOK ON WALKING AND CYCLING

Policies & realities from around the world



FOUNDATION



SHARE
THE
ROAD

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Definitions

Active mobility / transport A term used largely in Europe, Latin America and in some West African countries for NMT

BRT Bus Rapid Transit

IMT Intermediate Means/Modes of Transport. IMT broadly refers to low-cost transport innovations that increase the load carrying capacity beyond head, shoulder or back loading and/or increase travel speeds beyond walking. They include low engine capacity vehicles such as motorcycles and motor tricycles and sidecars or trailers attached to these


Low income country and middle-income country The World Bank classifies countries into four income groups. These are set each year on 1 July. Economies were divided according to 2016 GNI per capita using the following ranges of income:

- Low income countries had GNI per capita of US\$1,025 or less
- Lower middle income countries had GNI per capita between US\$1,026 and US\$4,035
- Upper middle income countries had GNI per capita between US\$4,036 and US\$12,475
- High income countries had GNI per capita above US\$12,476

NMIMTs Non Motorized (NM) and Intermediate Modes of Transport (IMTs). This definition includes walking, head, shoulder or back loading, the use of wheelbarrows, hand-carts ('mikokoteni'), animal transport (horses, camels, donkeys, mules and oxen as beasts of burden), animal-drawn carriages (such as sledges), bicycles and tricycles to transport passenger and freight

NMT	Non-Motorized Transport (walking, cycling, animal-drawn transport, intermediate transport, skateboarding or other non-motorized modes)
NMT commitment	An NMT commitment, in this context, refers to a deliberate plan of action taken by national government to guide decisions and to achieve a particular outcome. Commitments are usually official written documents: policies; laws, legislation or regulations; strategies; engineering or design guidelines; frameworks; or planning documents. Such Commitments are endorsed or signed by government officials to legitimise the document and demonstrate that it is considered in force
NMT Performance	In this context, NMT performance refers to how safe, pleasant and acceptable it is to use NMT modes. Further detail can be found on page 38
NMTVs	Non-motorized vehicles
UD or UA	Universal Design or Universal Access: the concept of designing the built environment and transportation facilities to be usable to the greatest extent possible by everyone, regardless of their age, ability, or mobility, visual or other impairments
VRU	Vulnerable road users (includes motorcyclists)

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Foreword



Around 140 people will die in road accidents while you read this report; one every thirty seconds. That's 1.3 million dead mothers, fathers and children in 2016, with more each year we fail to fix the problem.

By 2030 that will add up to almost 30 million lost friends and family. There would be an international scandal if the world knowingly let the entire population of Australia, Ghana or Nepal die in just 15 years. Yet we quietly accept more than that will die in road accidents. Even worse, we accept it knowing there are alternatives. That's why this report highlights both the risks and some startlingly simple solutions. Around the world, many people rely on walking and cycling for transport. Many more begin and end each trip on foot. Such affordable, people-powered transport offers huge social, economic and environmental benefits for urban and rural areas. But many of

these people risk their lives every time they travel. More than a quarter of the people killed in road accidents are pedestrians; a number increasing steadily due to a tragic lack of investment.

In fact, transport has had hitting consequences for almost every aspect of the life for drivers, cyclists and pedestrians. For example, it generates nearly a quarter of all carbon dioxide emissions and is the fastest growing contributor of greenhouse gasses. It also feeds air pollution that is killing seven million people a year and increasing health problems like bronchitis, asthma, heart disease and brain damage.

However, we can reverse those trends and make rapid progress towards ending poverty, healing our planet and making it secure by 2030. For example, many Kenyan children can't get to school because they live so far away. With some 500 pedestrians dying in Nairobi each year, it's easy to see why parents are unwilling to risk their child's life. Many of the children who do walk arrive late or tired, especially girls who must also find time and energy for housework. The Kenyan Government, World Bicycle Relief and World Vision are changing this by helping local communities distribute and maintain bikes for students. Newly trained mechanics have jobs; students arrive on time and ready to learn; and their families more easily transport water to their homes, goods to market and sick people to health facilities.

Scaling up that kind of change starts by deciding to take the first step, which can be as simple as creating a cycling and walking policy. This report looks at ideas from around the world, including the policies for decision makers and the realities for citizens, to show what really works.

As the population heads towards nine billion, we need to design mobility for our people instead of mobility for our cars. I hope this report will inspire decision makers from across the public and private sector to explore where they live and work on foot and on two wheels, assess their commitments and adopt more of the great ideas from this collection.

A handwritten signature in black ink, reading 'Erick Solheim'.

Erick Solheim
Executive Director
UN Environment

Introduction



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