



*UNEP – Share the Road
Programme:*

*Findings of the Global
Outlook on Walking and
Cycling*

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01 INTRODUCTION



- *Why do countries need NMT policies or commitments?*
- *What makes a good NMT policy?*
- *Is there a correlation between policies and NMT safety?*



OUR STUDY

- Our focus – developing and emerging countries
- Mode shares of up to 80% NMT
- Marginal NMT recognition - whether in policy and legislation, or in budget, resource and space allocation
- Worst global road safety record
- Pedestrians and cyclists most at risk

KEY QUESTIONS

- What is the level of NMT commitment within the countries surveyed?
- How comprehensive are these NMT commitments?
- Are NMT users safer in countries with high levels of NMT commitments?
- Is there a link between countries with significant NMT commitment and countries undergoing BRT / public transport transformation in any way?

02 RESEARCH METHOD



OUR METHOD

- Literature review - what makes a good NMT policy?
- Interviews / online survey – mailed to around 200 selected (and snowball sampled) people; plus expert input and additional research
- Questions geared to assess NMT Commitment plus NMT performance (mode share, safety, etc)

What is an NMT commitment?

POLICY regulation law *Act*
framework strategy STRATEGIC FRAMEWORK
master plan IMPLEMENTATION
PLAN policy brief guidelines policy
framework VISION objectives
goals mission strategic actions

A course or principle of action adopted or proposed by a government, party, business, or individual.

Synonyms: plans, strategy, approach, system, guidelines...

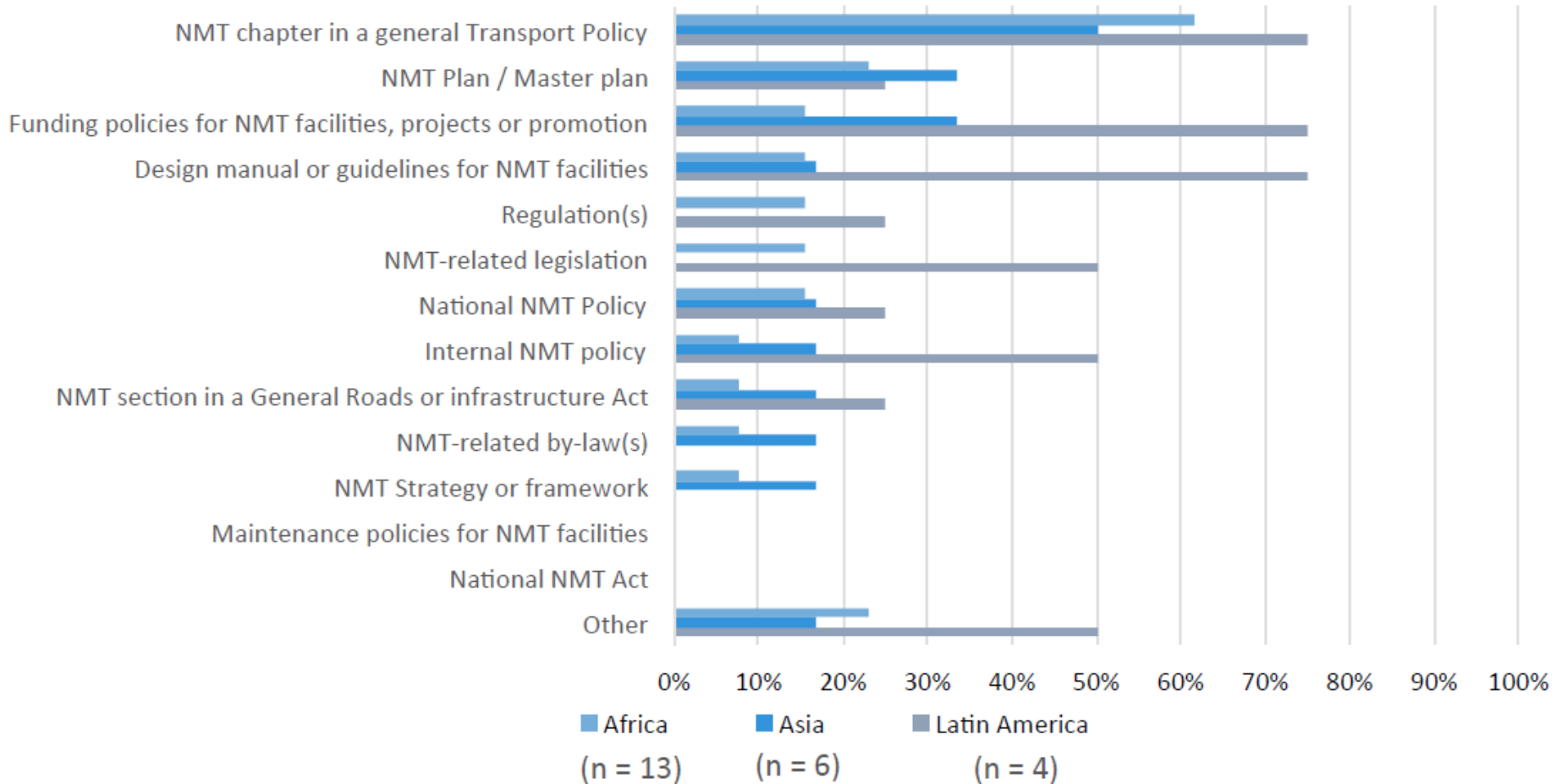
03 PRELIMINARY FINDINGS



Overall, countries have made a start

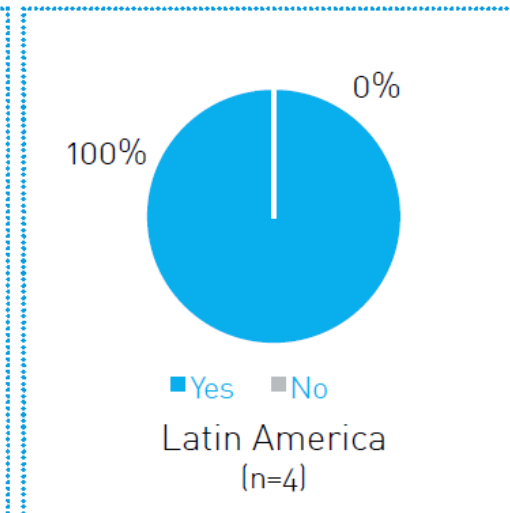
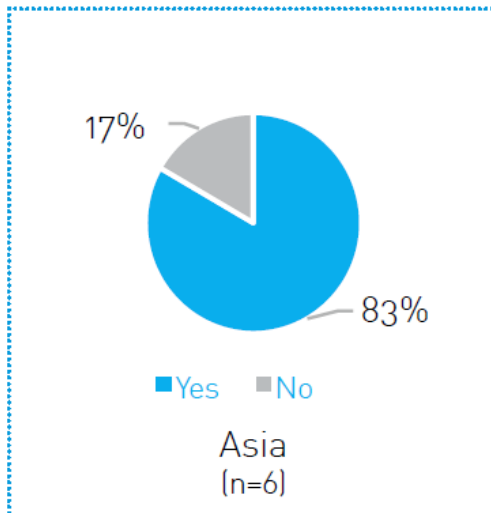
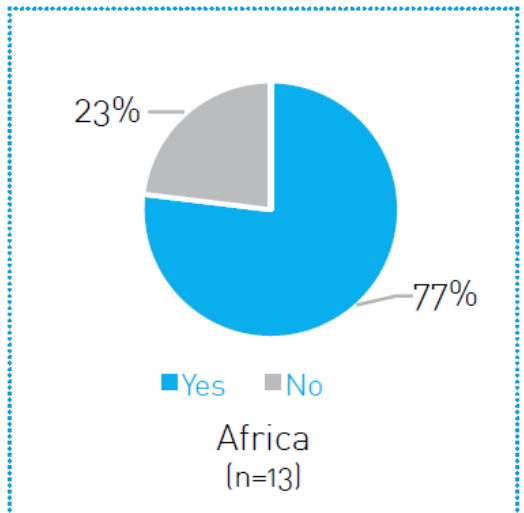
There is national recognition of NMT as a mode.

Type of NMT commitment



Depth of commitment

- Broad, general statements (eg putting people first)
- Most of the countries have devolved some NMT planning and commitments down to the local or metropolitan level



Public transport

- Public transport improvement, transformation or restructuring programmes appear to play an important role in raising awareness within government about the value of NMT (as cost-effective feeder modes, for eg) and at times offer a vehicle for infrastructure funding.

Bicycle infrastructure

- Most countries do not evaluate or re-asses facilities.
- Every country that has done so (university or funder request), found them to be poor quality, in the wrong place, dangerous or in some way lacking.

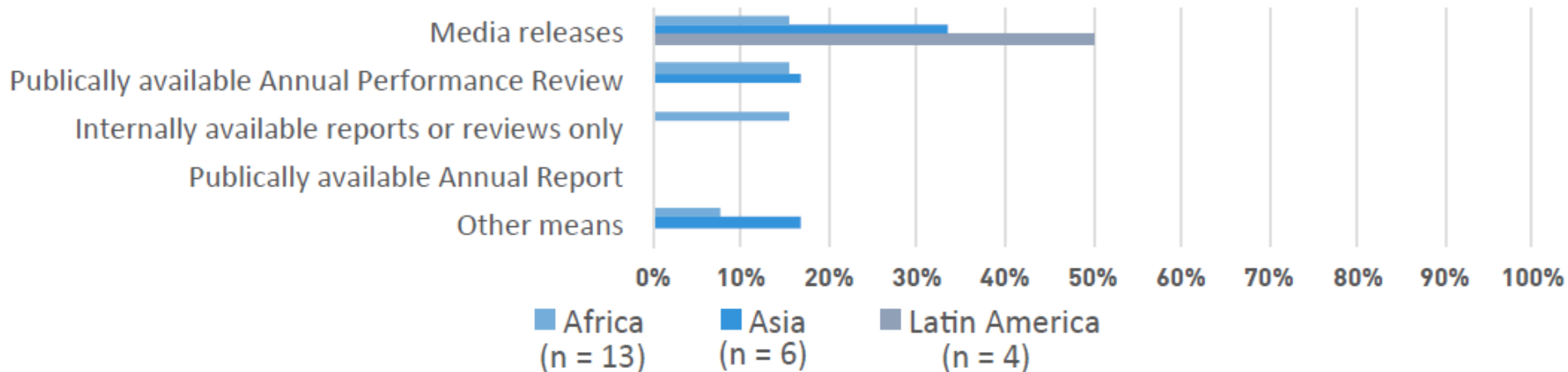


Monitoring, evaluation & reporting

- Poor monitoring, verification, evaluation
- Few able to quantify, measure or track goals or 'promises'
- Mostly measure outputs, not outcomes and impacts



NMT reporting

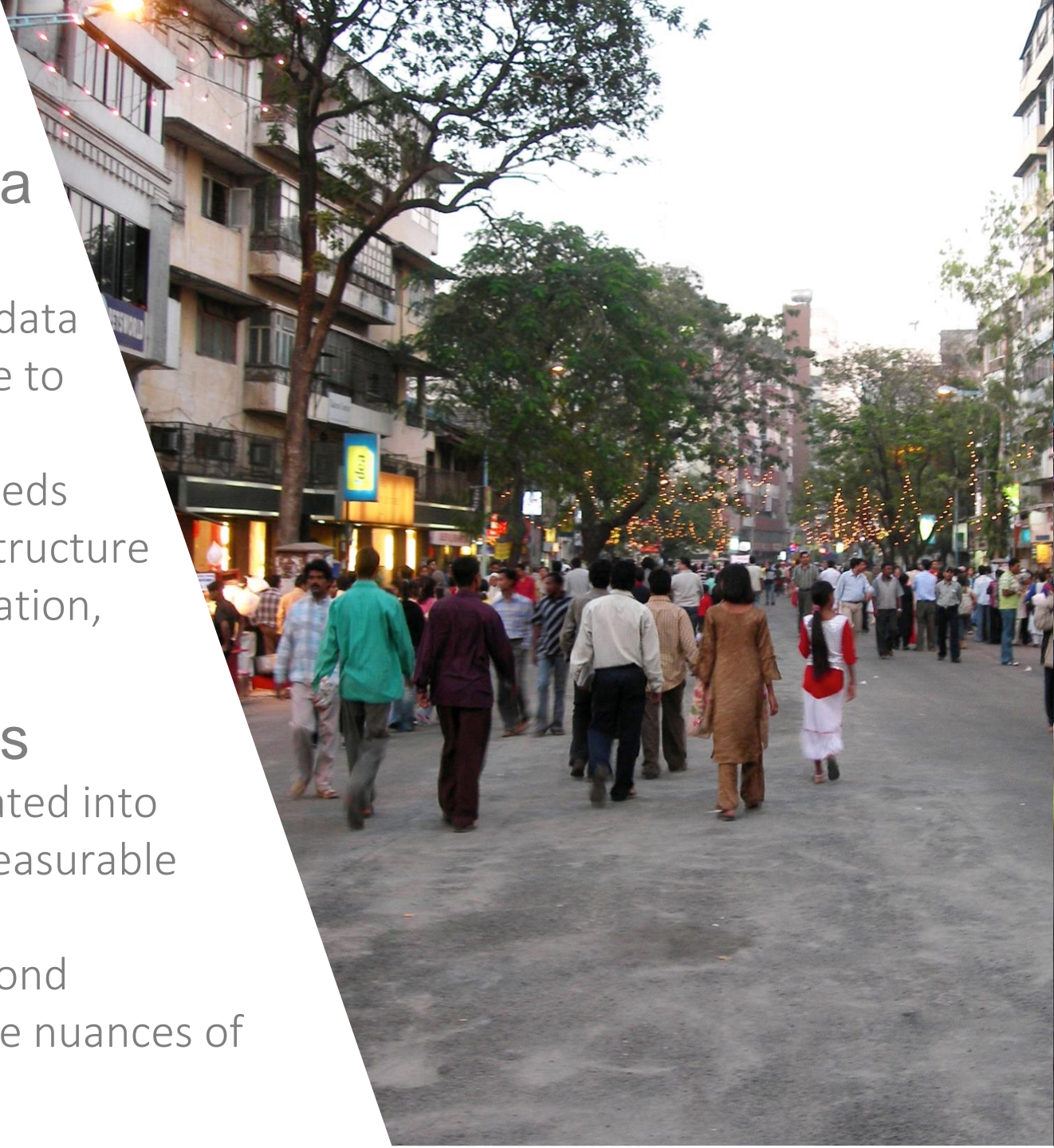


Substantive data gaps

- Little comparable data
- Few respondents able to provide:
- Analysis of user needs
 - Database of infrastructure
 - Risk ratio, motorization, trip rates, etc

Action strategies

- Few policies translated into action-oriented, measurable strategies
- Few cities plan beyond infrastructure to the nuances of behaviour change.



04 NMT INDEX

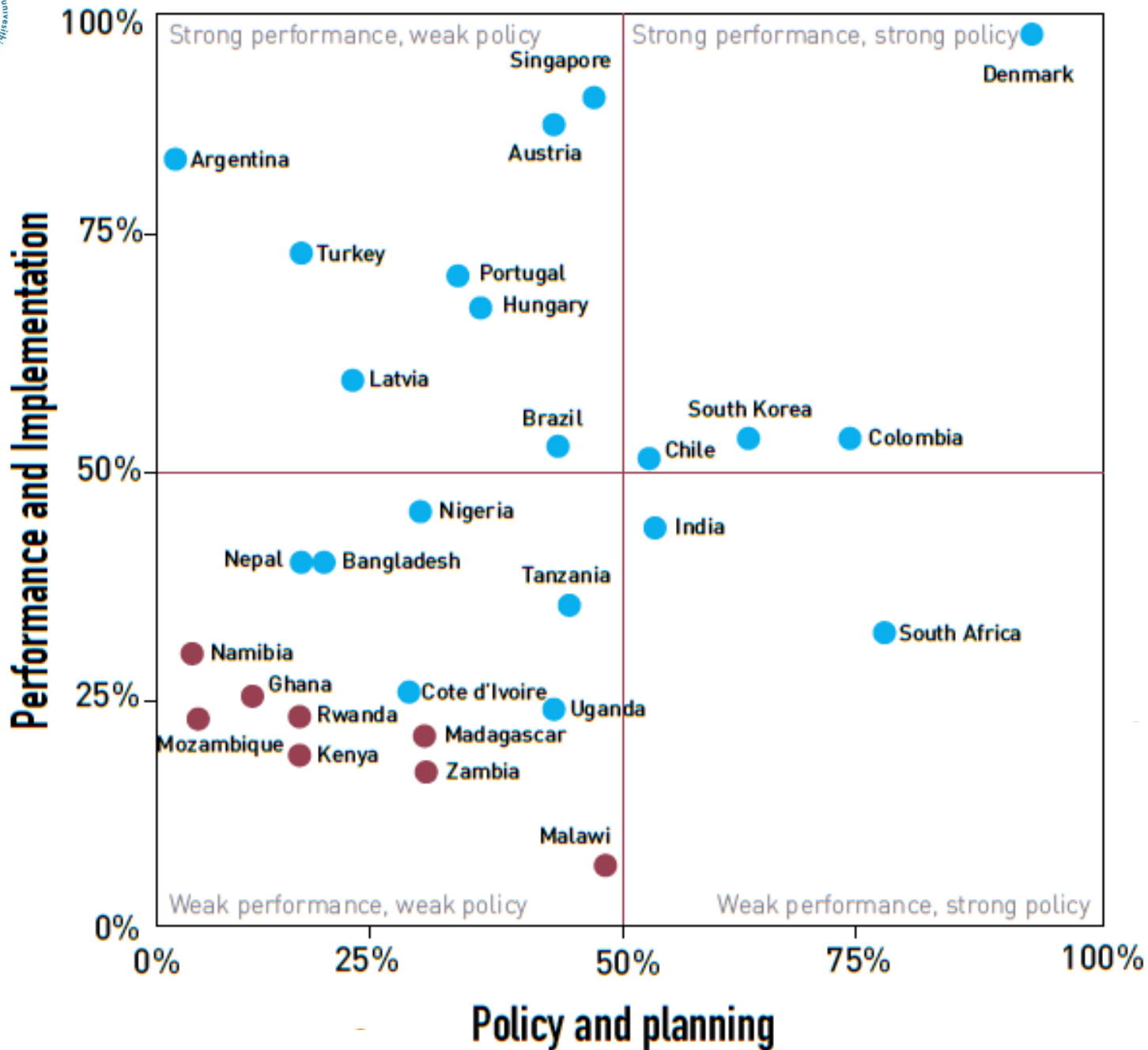


PERFORMANCE VS COMMITMENT INDEX

INDEX based on the development of two indices that measure NMT commitment, and NMT performance

The matrix shows four quadrants within which each country is positioned:

4. Weak NMT performance (safety), strong policy commitment
3. Weak NMT performance (safety), weak policy commitment
2. Strong NMT performance (safety), weak policy commitment
1. Strong NMT performance (safety), strong policy commitment



04 CONCLUSION



ANSWERS (1) ...

What is the level of NMT commitment within the countries surveyed

- *Every country has some national commitment – of varying degrees, some simply a few paragraphs in a national transport policy, some, a standalone policy*

How comprehensive are these NMT commitments?

- *Few are comprehensive enough, and few include measurable and verifiable goals, objectives and action plans to which the authority is held accountable*

ANSWERS (2) ...

Are NMT users safer in countries with high levels of NMT commitments?

Not yet, not as far as our data shows – largely because:

- *Insufficiently nuanced data*
- *NMT commitments are relatively new*
- *NMT commitments are too broad, insufficiently measurable, or not yet at local level*

Is there a link between countries with significant NMT commitment and countries undergoing BRT / public transport transformation in any way?

- *Seems so, yes...*

NEXT STEPS



Develop the *Outlook on Walking and Cycling* into an annual publication

www.unep.org/Transport/sharetheroad

Start developing toolkits to promote NMT evaluation, investment and maintenance:

- NMT-PAT, a holistic benefit-cost analysis tool.
- Preparation of low carbon mobility plans.

NEXT STEPS

Steps

Minimize travel - measures to reduce trip lengths or number of trips

Shift to more efficient low carbon modes including public and non-motorised transport

Switch to improved and cleaner fuels and modes

Requirements

Land use planning and transit oriented development , easy access to public transport services

Technology – use of ICT to reduce travel and restructuring freight logistics

Economic instruments – taxes, rebates, subsidies, incentives

Infrastructure – cycle lanes, footpath, bus way, charging facilities for electric vehicles

Design, Plan & Implement



A Toolkit for Preparation of Low Carbon Mobility Plan



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UNEP DTU
PARTNERSHIP

Benefits and outcomes

Improved mobility for all socio-economic groups and genders

Improved access to opportunities and activities

Improved safety and security for all, especially pedestrians and cyclists

Reduced energy use, air pollutants and CO2 emissions

THANK YOU

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