UN environment

SHARE THE ROAD

FIA FOUNDATION

INVESTING IN PEOPLE WHO WALK AND CYCLE

Share the Road Programme
Annual Report 2017

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Contents

Share the Road Programme
Annual Report 2017

Letter from the Share the Road Programme Lead and the Air Quality & Mobility Unit Head

Share the Road Programme
Annual Report 2017

Around the world, many people rely on walking and cycling to get around. 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 hard-hitting consequences for everyone including drivers, cyclists and pedestrians. For example, transport generates nearly a quarter of all carbon dioxide emissions and is the fastest growing contributor of greenhouse gases. 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.

As the population heads towards nine billion, we need to design mobility for our people instead of mobility for our cars. The Share the Road programme was launched by UN Environment and the FIA Foundation for the Automobile and Society in 2008 and supports governments and other stakeholders in working towards this vision, particularly focusing on the need for investment in walking and cycling infrastructure.

This annual report shares our progress in 2017 as we strive for a world where pedestrians and cyclists can travel to work, to school and beyond in safety.

Rob de Jong
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Carly Koinange
Global Programme Lead
Share the Road Programme
Economy Division
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Goals and Objectives

Share the Road Programme
Annual Report 2017

There can be no doubt about the scale of the global challenge of tackling man-made climate change, air quality issues and poor road safety; and in particular the role played by transport. With a global car fleet predicted to triple by 2050 (over 80% of that in the developing world) we have to find a way to reconcile the need for increased mobility with an ambitious reduction in CO2 along with improved air quality and road safety.

The good news is that solutions are available which can contribute to reversing those negative trends and make rapid progress towards making transport more sustainable. Part of the solution is transitioning to zero emission and human powered transport; in particular walking and cycling.

> The Share the Road Progamme goal is to provide global leadership and support to encourage and advocate for systematic investment in Non-Motorized Transport as one of key sustainable solutions to global transport challenges (environment, road safety and accessibility).

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Our underpinning programme objectives to achieve this goal are:

Objective one : Supporting development of non-motorized transport (NMT) policies and initiatives at national and city level.

As part of the transition to lower and zero carbon societies mobility needs will have to be met through more sustainable methods including an increase in investment in infrastructure for pedestrians and cyclists; in order to keep people walking and cycling and to encourage more people to do so. Efforts to bring about this change (increased investment) must involve multiple actors and address multiple barriers in a coordinated manner.

Government policies have a strong role in influencing investment decisions made within Government itself and by development partners and the private sector. Furthermore, Government policies are often the first step in moving towards becoming a cycle and walking friendly city or country.

The complex interplay between policy, financing and citizen demand will largely determine the direction and pace of the transition.

This programme will work with government and other stakeholders to develop policies which act as a catalyst to increased investment in cycling and walking infrastructure.

Activities will include:

- Provision of policy support in the area of NMT policy development, inclusion of NMT prioritization within wider transport policies at national and city level and development of NMT action plans.
- Analytical support including assessment of national and city level institutional arrangements and decision making processes relating to NMT, conducting environmental and social impact assessments on identified pilot NMT corridors, legislative reviews, etc.
- Provision of NMT capacity building within government institutions and other stakeholder organizations including training, development of policy briefs, etc.
- The integration of NMT into broader transport policy and infrastructure development activities to support stronger recognition of active modes of transport and their role in a sustainable transport system.
- Promoting South-to-South cooperation through exchanging information within and across countries and regions have the opportunity to exchange on a regular basis.
- NMT policies are important building blocks for improving walking and cycling infrastructure, but policies need a strong link to other frameworks such as infrastructure spending policies, Hence, a solid follow-up program and/or partnerships is essential.

Objective Two : Building a knowledge base of NMT guidance and tools and provide access to this knowledge.

Countries need better information on why investment in NMT is so important backed up by research and data. There is an urgent need for a global assessment of NMT investment (cost versus benefits).

The Share the Road Programme will draw on UN Environments strengths as a science-based organization in promoting the advancement of understanding about the benefits of and costs of investing in NMT, along with the impacts.

Activities will include:

- Undertaking evidence based research to increase awareness of NMT investment (costs, benefits, impacts).
- Working with educational institutions to bridge the gap between practice and research. Provide capacity building and technical assistance to countries and cities.
- Provide advisory and support services to countries and other stakeholders.
- Development of tools and guidance materials to inform governments, members of the public and other stakeholders about the benefits of and impact of NMT investment and choosing NMT as a mode of transport.


© WRI Brazil

Objective Three :Global Advocacy, communication & engagement

The Share the Road Programme has a key role to play in helping governments, industry and the public to make informed decisions relating to NMT and communicating the work of our programme.

Activities will include:

- Contributing to global sustainable development processes.
- Analyzing emerging issues and trends.
- Communicate our work globally, regionally and at country and city level.
- Advocate for NMT globally, regionally and at country and city level.
- Showcasing the work of Share the road at a variety of events.
- Use media, outreach activities, communication materials and website to help deliver key messages.
- Communicate successful NMT stories and 'case studies' to key stakeholders to promote replication of best practices.
- Conduct awareness raising, outreach, education and training including targeted campaigns and special events.

Programme activities will also be undertaken in collaboration with internal partners and external partners including donors, private sector, and technical partners, civil society and beyond; in order to widen the impact of the programme and to capitalize on mutually supportive mandates and programmes at all levels.

Activities will include:

- Working with a variety of partners to collaborate on delivery of share the road activities.
- Harnessing of partnerships to access funding and joint opportunities.


© Mobike

Objective Four : Prioritizing the needs of children and other vulnerable groups

Transition to low and zero carbon transport is critical as a means to improving the environment, air quality, road safety and accessibility. But it is even more critical for vulnerable groups (such as children, the elderly and disabled) as for who mobility issues are magnified.

The Share the Road Programme will undertake activites within the programme which prioritize the needs of vulnerable groups including:


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- Targeted advocacy and communication relating to vulnerable groups.
- Undertaking research in relation to NMT and vulnerable groups.
- Supporting the FIA Foundation by becoming a partner of the Global Initiative for Child Health & Mobility.
- Produce specific policy recommendations that actively address the needs of vulnerable groups.

NMT in The Global Arena

Share the Road Programme
Annual Report 2017

Since the invention of the automobile, NMT (walking and cycling) has over the years been perceived as an outdated mode of transport. In addition, it has been perceived as a mode for the poor people in society. Hence, the focus on mobility has been to invest in motorization which is seen as more modern . People's efforts in the modern times are hence focused on getting themselves out of the walking and cycling class to the driving class of people.

In developing countries especially, driving is viewed as a status symbol, when you own a car, you are doing well financially. While when you own a bicycle, you are viewed as a poor person or a fan of sports.

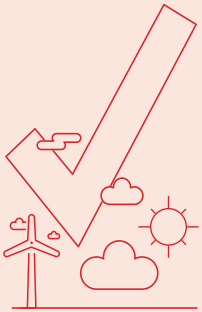
However, this perspective is now changing gradually after a bitter realization that motorized transport is no longer faster due to the heavy congestion especially in urban areas as well as the negative environmental impacts from transport-related carbon emissions.

In the recent years there has also been a global recognition of NMT as no longer a mode for the poor or outdated but as the most healthy, clean mode of transport and the most convenient for short and medium distance trips. Governments, development agencies, donors and transport experts are now retracing their steps to NMT as one of the solutions to the mobility and environmental problem.

This is evident in the various global agreements, campaigns and events that have been taking place. Some examples of global agreements, campaigns and high level events in which NMT has been recoginized are highlighted as follows:

Heads of State and Governments, Ministers and High Representatives at the Habitat III conference in Quito, Ecuador, in October 2016 committed to prioritize non-motorized transport over private motorized transport by supporting investments in safe, efficient, affordable and sustainable infrastructure for walking and cycling

In addition, they committed to adopt, implement and enforce policies that promote and ensure pedestrian safety and cycling mobility in line with the United Nations Decade of Action for Road Safety.



Majority of traffic fatalities involve most vulnerable road users particularly pedestrians. Goal 3 (Good Health and Well-being) of the SDGs Target 6 aims to halve the number of global deaths and injuries resulting from traffic fatalities.

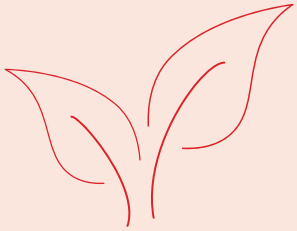
Goal 11 (Sustainable Cities and Communities) has a target to provide access to safe, affordable, accessible and sustainable transport system for all.

The Paris Agreement requires all parties to implement their Nationally Determined Contributions (NDCs) in order to achieve the ambitious target of limiting global temperature rise to 1.5oC in response to the threat of climate change.

There was no explicit reference to transport in the Agreement, however most countries' Intended Nationally Determined Contributions (INDCs) include targets to reduce greenhouse gases and emissions from the transport sector. For instance, Kenya's INDCs proposes promotion and implementation of low carbon efficient transport systems as one of the mitigation actions.

The United Nations Decade of Action for Road Safety 2011-2020 established through the UN General Assembly Resolution aims to "stabilise and reduce' road traffic fatalities worldwide by 2020

The Decade's Action Plan includes targets for promoting safer road infrastructure and protecting the most vulnerable road users such as pedestrians and cyclists



PARIS 2015
COP21 - CMP 11

The role of NMT in mobility and climate change was highlighted at the Transport Initiative Day and Sustainia Award event at the COP 21.

During the Transport Day, ITDP and UC Davis presented their new report " A High Shift Cycling Scenario" which discusses the significant emissions and financial savings that the world could achieve if a significant shift away from personal cars to increased cycling, walking, public transport and other sustainable modes.

The Sustainia Award recognized the bold actions by the Corporation of Chennai, India of committing 60% of the city's transport budget to non-motorized transport

ECOMOBILITY
WORLD FESTIVAL

The Johannesburg Declaration was an outcome of the Eco mobility World Festival in Johannesburg, South Africa in October 2015

The Declaration was a commitment by various city leaders to support full implementation of transport related targets on road safety, air quality, energy efficiency and urban transport in line with the Sustainable Development Goals (SDGs).

City leaders from around the World at the Festival committed to "adopt urban mobility policies that replace automobile-centred cities with people-friendly cities by increasing the share of walking, cycling, public transport, other forms of shared mobility and green freight."

Country Work

Share the Road Programme
Annual Report 2017

We are active in communities around the world, partnering with local and national governments, businesses, universities, civil society groups and beyond to introduce NMT policies and initiatives.

Click on the highlighted countries to find out more about our active country projects.

Kenya

Key achievement

Nairobi NMT policy enacted by Nairobi City County Government.

Background

In Kenya non-motorized transport is the most widely used mode of transport. For example, in Nairobi, about 47% people walk for their daily trips (JICA Study on Master Plan for Urban Transport in Nairobi, 2006). But despite being the dominant mode of transport in Kenya, NMT is least considered in transport planning and investments. The majority of road infrastructure investments in Kenya are channeled towards building roads to facilitate efficient movement of vehicles as opposed to movement of the majority of road users; pedestrians and cyclists.

As a result many roads been built without a provision for NMT and even where there has been some, it is often of poor quality and prone to encroachment by activities such as car parking, garbage dumping and informal businesses.

Lack of investment in NMT has a range of detrimental effects, the most worrying being high fatalities involving pedestrians and cyclists. The Kenya National Transport and Safety Authority (NTSA) indicate that about 3,000 deaths occur annually in Kenya from road traffic fatalities with pedestrians constituting about 40% of this number. The Authority also estimates that the economic costs associated with traffic fatalities annually is about 5.6% of the GDP (300 billion Kenya shillings). Nairobi's road accident data for 2014 indicate that out of a total of 723 traffic fatalities, 70% were pedestrians. Clearly, there is an urgent need for Kenyan government to act.

Share the Road support

Nairobi NMT Policy

But things are changing for the better in Nairobi. In 2015 the UN Environment Share the Road Programme - with the support of the FIA Foundation - helped the Nairobi City County Government launch an NMT Policy for Nairobi which included a first of its kind commitment in Africa - earmarking 20% of their road construction budget to NMT investment.

The Vision of the Nairobi City County Government Non Motorized Transport Policy is 'to be a County where NMT is the mode of choice for short and medium trips'.

The Nairobi NMT Policy is an exemplar in many respects, particularly when it comes to intensive stakeholder engagement, and developing clear indicators and goals, linking measurable outputs and outcomes to objectives.

The policy subtitled 'Toward NMT as a mode of choice', aims to develop and maintain a transport system that fully integrates NMT as part of the Nairobi transport system. It provides a clear set of actions and aims, as well as an action and implementation plan, a pilot project/ evaluate approach, as well as a 'quick wins package' – 'interventions that can be implemented in a short time using existing general information, using small investments at many locations, and having high easily measurable immediate impacts'.

Fast-forward two years later and the senior team responsible for transport in the city (the Nairobi City County Committee for Transport and Public Works) met with their Chairman Hon. Ken Oduru, along with Carly Koinange from the United Nations, Henry Ochieng who is the CEO for the Kenya Alliance of Resident Associations and a host of other stakeholders.
Over two days the group reviewed the policy and came up with an action plan to speed up implementation.

They have agreed to use their role in the committee and work with other stakeholders to:

- Lobby the County Assembly to adopt the policy- and pave the way for the policy to be enacted in law.
- Join the global car free day movement and organize a car free day for Nairobi.

- Advocate for increased investment in NMT at national level, with the Ministry of Transport and development partners.
- Integrate NMT into the existing Bus Rapid Transit plans.

It is no easy task turning a car centric city into walking and cycling friendly city, but Nairobi is one step closer.

As of 2017 the city has confirmed they have achieved 18% of their 20% target and all over Nairobi as new roads are being built, NMT Facilities are included.

Future challenges will be to ensure consistency in NMT facilities, retrospectively improving all of Nairobi's existing roads and ensuring a change in political team within Nairobi City County Government in Nairobi in 2017 does not hault progress. The Share the Road team is now awaiting a meeting with the new city team to review implementation so far and plan for the future.

© Kenyan Alliance of Residents Associations

Race to beat pollution

© Critical Mass Nairobi

Under the auspices of the UN Environment Assembly in December 2017 we collaborated with the county government and civil society cycling group 'critical mass' to have a 'race to beat pollution' in order to create awareness for a bike-friendly city, that's free of pollution and safe for cyclists!

© Critical Mass Nairobi

The event was made possible through a donation of 100 bikes from Mobike and was attended by over 200 people including the Governor of Nairobi and the Executive Director of UN Environment.

Clean Air 4 Schools
International Air quality exchange for school children

The FIA Foundation funded an air quality exchange project between London, Delhi and Nairobi schools, for students to learn about their environment and share their experiences. The Nairobi component was coordinated by the Share the Road Programme with support from KUWA, a local NGO.

Ten year olds from three schools participated in the exchange:

- Townsend School in South London
- Maharaja Agarsain Public School in North West New Delhi
- Milimani Primary School in Nairobi

Levels of nitrogen dioxide (NOx), a harmful pollutant that comes from vehicle exhausts, particularly diesel vehicles, were tested by students using a 'citizen-science' toolkit, measuring the air quality around their schools and local highways. Students learnt about the impact of air pollution to become 'air quality champions', raising awareness and promoting change in their local area.

Initial results of the exchange showed that Delhi recorded the highest levels of NOx, with even the lowest readings exceeding World Health Organization guidance limits. In London, air quality around the school was close to the limit but major roads exceeded these guidelines. In Nairobi, however, testing suggested that the levels of NOx never exceeded recommended levels.

Citizen science is a powerful way of engaging communities in issue such as poor air quality and helps empower individuals to be a part of the solution. The educational programme was designed to teach children and parents alike about air pollution, enabling behavioral changes and empowering them to call for wider change.

The FIA Foundation's international project used the work of the London Sustainability Exchange (LSx), with partner organizations Clean Air Asia in Delhi and UN Environment in Nairobi to set up the learning and exchange. It followed the development of LSx's CleanerAir4schools toolkit, used by over 30 London primary schools following funding from the Mayor of London in 2013.

The exchange has enabled students to share their experiences with each other, learning about the similarities and differences between their cities and developing critical thinking about the ways to enable local changes to address the global challenge.

> *"We know how bad it is for our children to breath dirty air, and the terrible impact it can have on their longterm health and life chances. It is vital though that those who are most affected by the dirty air – children – also make their voices heard. Not only are the children learning about the science behind air quality, but they are also communicating with each other – literally across continents - sharing their experiences and joining their voices in demanding clean air and safe journeys to school"*
>
> Sheila Watson, Deputy Director of the FIA Foundation,

Successes in Nairobi

An overall understanding and importance of air pollution was highlighted. The school had never had a project where air pollution was the theme and the Environment Club of the school were introduced to the air pollution for the first time. There was more awareness from the questions asked, and from the children having to think about their journey to and from school, reflect on illnesses they have been exposed to and linking this to air quality around them.

© Richard Stanley

Challenges in Nairobi

With a methodology of workshops, assemblies and surveys, the children were engaged in conversations and dialogues and given room to present their developments to their fellow students.

The workshops were the most effective as the children engaged in deeper conversations however when it came to presenting in the school assemblies, keeping the whole schools attention (over 1200 children) was difficult. The final assembly was worthwhile and seeing fellow classmates perform definitely raised awareness and the Ambassadors felt like they were validated.

Trademark East Africa prioritize NMT for Mombasa project

The Share the Road Programme has been working with Trade Mark East Africa, an East African not-for profit company established in 2010 to support the growth of trade - both regional and international - in East Africa. Share the Road has encouraged Trademark East Africa to consider the impact of their projects on pedestrians and cyclists.

In 2017 Trademark East Africa commenced plans for a project in the port city of Mombasa, in Kenya focused on improving roads to the port and truck holding grounds. The design of these roads will include non-motorized transport facilities equal to approximately 23km.

Nigeria

Key achievement

NMT policy for Lagos development and approved at stakeholder forum.

Lagos

Background

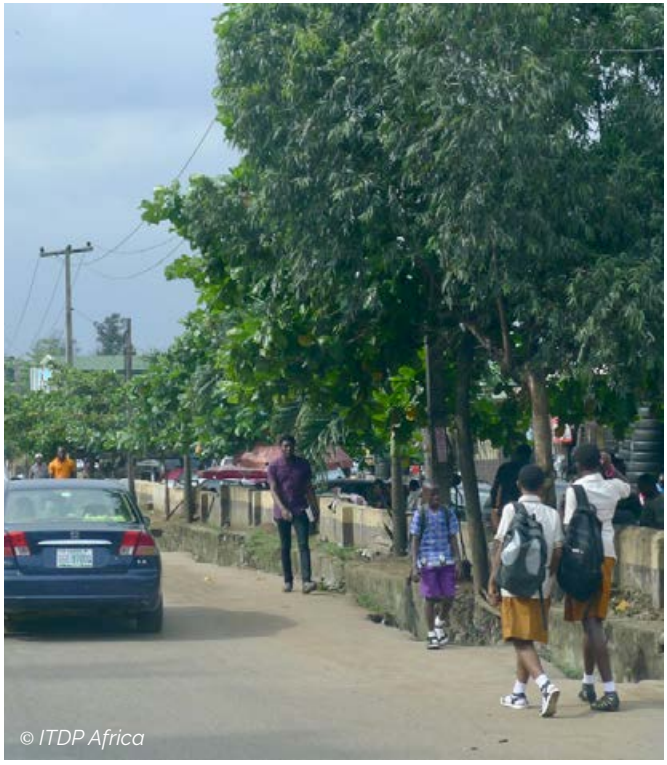
Although 30% of Lagos' mobility is on foot or by bicycle, the interaction between pedestrian and motorized vehicles in Lagos is unplanned and dangerous. Historically there has been no recognition of NMT, with few segregated traffic facilities for pedestrians (such as walkways, zebra crossings, footbridges, underpasses and signs), and bicycle lanes. As a result, pedestrians and cyclists share the roadway with motorized transport. Where efforts have been made to provide facilities, these are under-used because of poor enforcement; many walkways are used as parking lots, trading and storage areas for abandoned material.

The Lagos Metropolitan Transport Authority (LAMATA) 2013 Safety plan recognizes that NMT 'has been usually ignored by policymakers when defining transport plans, preferring motorized transport because they regard it as technologically driven. This preference has orientated policies and actions leading to an unsafe and less attractive NMT.'

Share the Road support

Nigeria has 36 states and a Federal capital; of these, only Lagos state is currently prioritizing investment in NMT through support of the Share the Road Programme. A project commenced in 2017 with Lagos Metropolitan Transport Authority to develop an NMT policy for Lagos. This policy was developed further to research and stakeholder engagement with Lagos stakeholders.

A workshop was held in October 2017 by the Lagos Metropolitan Transport Authority and the Institute for Transportation and Policy Development to review the proposed policy for Lagos. The workshop followed three capacity building workshops also held in 2017. The conference was attended by a broad spectrum of stakeholders and at the end of the workshop, the Lagos NMT Policy was unanimously adopted. 2017 will see the policy being formally adopted by Lagos State Government and commencement of implementation.


© ITDP Africa

Among the catalysts for improved NMT facilities has been the introduction of the Bus Rapid Transit (BRT) service in Lagos, where all arterial roads, intersections and the most common walking routes towards BRT and LRT stations represent key elements for the establishment of accessibility improvements.

As well as supporting NMT policy development the Share the Road Programme has also provided technical assistance on bus corridor design and inclusion of NMT. This has included reviewing the designs for the 14 km bus rapid transit (BRT) corridor from Oshodi to Abule Egba being implemented by LAMATA. Recommendations incorporate improved station design and passenger access elements to improve passenger circulation and ensure that the system is accessible to all users.

Lagos NMT Policy Workshop stakeholders

- Top officials from Lagos State Government
- Lagos Metropolitan Transport Authority
- Ministry of Transport
- Ministry of Works & Infrastructure
- Ministry of Physical Planning & Urban Development
- Ministry of Environment
- Ministry of Justice
- Ministry of Economic Planning & Budget
- Ministry of Tourism
- Ministry of Arts & Culture
- Lagos State Waterways Authority
- Lagos State Infrastructure Maintenance & Regulatory Agency
- Lagos State Physical Planning Permit Agency
- Lagos State Parks & Gardens Agency
- Lagos State Drivers Institute
- Lagos State Environmental Sanitation Corps
- Vehicle Inspection Services
- Federal Ministry of Transport
- Federal Road Safety Corps
- Nigeria Police Force Traffic Department
- Transport Growth Initiative
- Heinrich Böll Foundation
- Lagos Urban Network
- Joint National Association of Persons with Disabilities
- Cycology Cycling Club
- African Cycling Foundatio
- Agence Francaise de Developement
- University of Lagos
- National Union of Road Transport Workers
- Lagos Television
- Business Day
- Punch Newspapers

Federal Government

Background

Discussions with key stakeholders provided a vivid picture of the status of NMT in Nigeria. As Dr Anthonia Ekpa (Director, Road Transport & Mass Transit Administration, Federal Ministry of Transport) notes, "the use of cars is based on a colonial legacy of associating motorized transportation with education, affluence and elevated status in society. Thus the attitude towards NMT tends to be negative, and the use of bicycles, walking, and other NMT modes are associated with the poor. As such, it is in rural areas (villages) or semi–urban communities populated by the urban poor where the use of bicycles is predominant. Even in such communities, the proliferation of motorcycles (popularly called okada) and tricycles (keke) has made it increasingly difficult for Nigerians to appreciate and value NMT"

Share the Road support

In partnership with the Federal Ministry of Transport, Share the Road conducted a workshop in Abuja in October 2017 to review the provisions of the draft National Transport Policy (NTP) related to NMT as well as possible enhancements that would support increased NMT investment in Nigerian cities.

During this workshop, proposals were given by Share the Road technical partner; Institute for Transportation and Policy Development Africa (ITDP) on ways to achieve a more equitable approach to road space allocation in Nigerian cities. ITDP presented design principles for the NMT environment, offering crucial guidelines on how streets and buildings can be designed to give priority to walking, cycling, and public transport. "Complete streets" should include footpaths, cycle paths, and public transport priority, with special consideration in school zones to protect children from the dangers of high speed traffic.

To highlight the challenges faced by pedestrians, ITDP led a site visit to nearby streets to observe NMT infrastructure and user behavior. In spite of significant investments in the streets surrounding the conference venue, pedestrian facilities are intermittent and inaccessible to persons with disabilities.

It was agreed that the guidance on NMT in the existing NTP would need to be expanded to address the practical challenges faced by Nigerian cities. ITDP proposed a set of revisions that seek to place greater emphasis on walking, cycling, and public transport—the modes that carry the majority of trips in Nigerian cities. ITDP is currently revising the urban transport chapter of the NTP to provide stronger guidance on NMT.

Zambia

Key achievement

Initial stakeholder meeting held with Ministry of Transport and Communications and agreement on NMT policy development commencing in early 2018.

Background

Transport has been recognized by Zambia's national government as key to reducing poverty, facilitating trade both nationally and internationally and as an avenue to increase access to social services such as health and education

The Transport Policy of 2002 sought reforms in the road sector and was the result of consultations with several international and national stakeholders. The Policy led to the enactment of laws governing road traffic, public roads, and national road funding. However, NMT has often been overlooked.

Share the Road support

National NMT Policy development

Engagement has started with the Ministry of Transport and the Share the Road programme. An initial meeting was held with the Director of Transport for the Ministry of Transport and Communications in November 2017 and full technical assistance will begin in early 2018 with the

aim of NMT policy launch before the end of the year.

Safe & Healthy Journey to School Round Table

UN Environment Share the Road Programme attended and presented on the links between NMT, clean air and children at the FIA Foundation initiaitive in Lusaka which took place in November 2017. The event brought together representatives of governments and other stakeholders to discuss key issues, solutions, and steps to ensure safe and healthy journeys to school for children in Zambia.

This event is part of the wider FIA Foundation led Child Health & Mobility Initiative. A collaborative partnership between FIA Foundation, UN Environment, UNICEF, World Resources Institute, Save the Children, and the Overseas Development Institute (and other partners) with a focus on global and national advocacy, research, and programme implementation. The overall goal of the initiative is to have safe and healthy routes to school for all children by 2030.

Find out more here: https://www.childhealthinitiative.org

Ghana

Key achievement

Initial stakeholder forum held and agreement on NMT policy development commencing in early 2018.

Background

In Ghana, 'cycling is socially not seen as an acceptable means of mobility, and conditions for pedestrians are not conducive, as road infrastructure design does not provide for safe and passable sidewalks' (SSATP, 2014). Infrastructure for NMT in urban centers and schools is inadequate. There is also a lack of safety measures for, hawkers and others who make use of the few available facilities.

NMT Infrastructure shall be developed to improve affordability and accessibility for urban and rural communities – aiming for 10% of passenger movement.' (National Transport Policy 2008)

Ghana has in recent years undertaken steps to prioritize NMT, although NMT policy is scattered across a number of policy documents and a range of different agencies and Ministries are responsible for their implementation and delivery.

Share the Road support

National NMT Policy development

Initial stakeholder meetings took place in 2017 with the Ministry of Transport and the National Road Safety Agency. NMT Policy development will commence in early 2018 with an NMT policy developed by end of 2018. Support will include desk based research on NMT in Ghana covering the following research areas

1. Reality for pedestrians and cyclists in Ghana
2. Existing NMT policies, projects and plans in Ghana (national and city level)
3. Institutional analysis relating to NMT in Ghana
4. Particular focus on the needs and issues of children.

As well as stakeholder engagement with civil society, educational institutions, private sector, automobile associations and other stakeholders.

Brazil

Key achievement

NMT policy developed for Brasilia and will be ready for approval in February 2018.

Background

Brazil's sprawling urban development is particularly inequitable and unsustainable, where workplace and leisure opportunities are concentrated in the central areas while poorer people live on the periphery, with inadequate infrastructure and amenities. This spatial inequity causes long travel times and distances, and people are highly dependent on transport systems. Most motorized trips are made by bus, but congestion, noise and air pollution levels are high. Individual modes (such as private cars and motorcycles) are becoming more popular. Motorcyclists are the main victims of road crashes. Overall, the majority modes are bicycle and pedestrian travel. This mobility crisis experienced by Brazilian cities has led to a renewal of interest in improving public transport and planning for NMT.

National commitments

In 2003 the Ministry of Cities was created by the federal government, and within this Ministry, the National Department of Transport and Urban Mobility was established to formulate and implement the National Policy for Sustainable Urban Mobility. Key to this Policy was the integration of transport and urban development policy in order to provide broad and democratic access to urban space, prioritizing public and non-motorized transport and ensuring secure, socially inclusive and sustainable mobility.

In 2012 the National Secretary of Transport and Urban Mobility and the presidency signed the Brazilian Urban Mobility Law, with the stated goal to promote urban mobility with a safe, socially inclusive and equitable use of public space, contributing to the construction of sustainable cities. The Urban Mobility Law was explicit in favoring NMT at the expense of motorized transport, and public transport at the expense of individual motorized modes. The law states that municipalities with more than 20 000 inhabitants should, by 2015, have their urban mobility plans.

Local commitments in Joinville:

The City of Joinville is the third largest municipality in the southern region of Brazil, after Curitiba and Porto Alegre. Joinville has prepared a master plan that focuses specifically on non-motorized transport (here known as active transport) (Master Plan for Transportation Active, City of Joinville, 2015)

Currently, 23% of trips in the city are made on foot and 11% by bicycle. The Plan aims to support the pedestrian mode share, and increase the bicycle mode share to 20%. Proposed actions include the construction of sidewalks and bike paths, and the development of a walkability map, paying particular attention to destinations within a 5-10 minute walk.

Local commitments in Rio de Janeiro:

Rio de Janeiro featured in the Copenhagenize Index 2013 Bicycle Friendly Cities as the 12th best city for bicycles in the world. The city has had bicycle lanes since 1991, when as part of its preparation for the first Earth Summit in 1992 it created a cycle lane along the Copacabana Beach, at the expense of a car lane.

Neighborhoods farther along the coast, such as Ipanema and Leblon, extended the network and today Rio de Janeiro has more than 300 km of separated bicycle infrastructure. Rio as well as Sao Paulo has bicycle-share systems. Bike Rio was launched in 2011, and is a partnership between the municipal government and Banco Itau. The system has 4 000 bicycles and 400 rental stations.

Many Brazilian cities host car-free Sundays for cycling, walking, roller skating, skateboarding, and other active modes. In Rio de Janeiro, the entire stretch of the beachfront from Copacabana to Leblon is closed to traffic.

Local commitments in Sao Paulo

In 2014, São Paulo provided more than 108 km of protected bike lanes, citywide, and its bicycle share system reached more than 1 500 bikes at 158 stations. The city's new Master Plan (2014) addresses pedestrian accessibility in particular, and eliminates along public transport corridors citywide. These restrictions will reduce approximately 4 000 parking spaces, or more than 10%

Share the Road support

Building on existing federal level commitment and existing local commitments, the Share the Road Programme has partnered with the World Resource Institute Brazil to raise awareness at Mayoral level on the urgency to prioritize investment in NMT and low carbon mobility more widely. Share the Road has also supported the city of Brasilia develop a non-motorized transport policy.

Low Carbon Mobility Course Series

During the 4th Meeting of Municipalities for Sustainable Development (EMDS), held in Brasília between April 24 and 28, 2017, the German Federal Ministry funded the Transforming Urban Mobility Initiative (TUMI) Mini course series. City managers and secretaries, researchers, students and representatives of civil society organisations learned about urban issues and discussed main challenges and potential solutions in Brazilian municipalities- through five different courses.

One of these five courses was supported by the UN Environment Share the Road Programme along with Bloomberg Philanthropies and focused on the role of cities to reduce crashes and fatalities in traffic and to improve mobility for pedestrians and cyclists.

More than 70 people from 22 Brazilian cities attended the half-day workshop and learned how to implement action to foster safe active transport. Attendees included Mayors, Secretaries and City Officials, technical professionals and students who raised questions promoting a discussion on challenges and solutions in planning and investing in infrastructure for active mobility in Brazilian cities.

The agenda included interventions from 9 international specialists in road safety, urban mobility, urban development, access to public transport and low emissions transport.

The workshop also acted as a launch space for three key knowledge products from WRI Brasil:

- Actions to encourage active transport - developing sustainable cities
- 8 Principles of Sidewalks publication
- Safe Accesses publication

These guides are tools that cities can use to develop projects and transform the urban environment for the most vulnerable users by providing increased safety and accessibility to sidewalks, cycling infrastructure and to the access public transport stations.

Network for Low Carbon Mobility for Brazil

Also during the Meeting of Municipalities for Sustainable Development WRI Brasil and National Front of Mayors (FNP), with support of Share the Road, launched the first National Network for Low Carbon Mobility in Brasil. The network is a coalition of cities committed to introducing good practice in low carbon mobility and to act as an example for other municipalities.

Complete Streets is the first project of the network with the objective of fostering dialog among cities government representatives to introduce policies and projects to improve air quality and quality of life in cities. Ten cities and the Federal District are part of the network and developed projects of Complete Streets in 2017.

The 10 cities that are part of the Nacional Network for Low Carbon Mobility are

- Niterói
- Porto Alegre
- João Pessoa
- Campinas
- Joinville
- Salvador
- São Paulo
- Juiz de Fora
- Recife e Fortaleza
- Distrito Federal

At the event a new resource was launched which identifies 20 actions to encourage more people to walk and cycle in Brazilian cities. Drawing on the insights from a task force representing government, nongovernmental organizations and other key decision makers it aims to answer the question: **'How to encourage more people to walk and cycle in Brazilian cities?'** The actions they came up with are:

Municipal actions

1. Identify and intervene in inner-city and low-income areas
2. Draw up an active transport master plan
3. Create an active transport department
4. Reduce the speed limit of motor vehicles
5. Determine and use methods of counting flows
6. Establish a transparency policy
7. Perform before and after studies
8. Involve the population to improve oversight
9. Regulate the sidewalks and public spaces according to the time and place
10. Create tools to encourage of active façades
11. Make public the management of the main sidewalks
12. Allocate specific public resources for active transport
13. Include transport on foot and by bicycle in the school transport law
14. Implement leisure cycle lanes and open streets
15. Deploy specific signaling for active transport
16. Promote joint programs with areas of health, education, economy and environment

National actions

17. Prepare and make available manuals
18. Support municipal incentive programs
19. Foster research and involve academia
20. Establish federal funding for active transportation

The actions are hosted on a website which also classifies each action according its cost, extent and implementation time.

"The website shares information to guide cities towards becoming more sustainable, where the people can walk and cycle safely",

"These actions address urgent issues that Brazilian cities are facing regarding active mobility, while establishing important pillars for sustainable mobility in the future. They also integrate global trends into the ongoing work that federal and municipal governments are already involved in"

Paula Santos, WRI Brazil mobility and accessibility coordinator, who launched the guide.

The resource can be viewed here (in Portugese): **www.wribrasil.atavist.com**

More information about the Municipalities for Sustainable Development event can be found here (in Portugese): **www.emds.fnp.org.br**

Active Transport Policy for Brasilia

The Brazilian Federal District, Brasília, is developing an active mobility policy as part of their integrated urban mobility plan. With the support of Share the Road and WRI Brasil the government has been supported to identify stakeholders to participate in the process of planning. Research has included a baseline report on the reality for pedestrians and cyclists in Brasília, existing policies, projects and plans. Two stakeholder engagement sessions were held to inform, involve and engage public sector and civil society of Brasília. Stakeholder involvement came from Pedestrian and Cycling Organizations, Academia, Transport Companies, Commercial Associations and technical staff from the government. The civil society prioritized the need to improve public transport and policies to foster cycling infrastructure. The needs of children were also highlighted and need of an educational policy in schools to foster the early understanding on the effects of high speeds, and private car-oriented city hazards to children.

General elections are scheduled to be held in Brazil in October 2018 to elect the President and Vice President, the National Congress, state Governors and Vice Governors and state Legislative Assemblies. Brasilia is the Federal District administrated by a Governor, so there will be some changes in the government. The active transport policy for Brasilia is on target to be finalized by end of February 2018, after which the local technical partner WRI Brazil will review implementation plans with the government. However due to upcoming political changes there may be some challenges.

Mexico

Key achievement

Research underway on NMT in Mexico (institutional set up, policy framework and reality for pedestrians and cyclists) with NMT policy development for two cities planned for completion by end of 2018.

Background

At present, Mexican cities are dominated by motorized modes and recent estimates suggest an alarming trend in increased use of private cars, the vehicle fleet may reach 70 million vehicles in 2030. Thus, challenges of traffic congestion and air pollution resulting especially from an old vehicles fleet and lack of investments in NMT experienced in Mexico City, are replicated throughout the country.

On average, Mexicans spend 2 hours per day in transport (Source: Mario Molina Centre), time which is not only lost to social lives, but also results in economic losses. According to a study by tITDP in 2012, the negative externalities of congestion, local pollution, noise, emissions of greenhouse gases and car accidents in five metropolitan areas of Mexico (Valley of Mexico, Monterrey, Guadalajara, Puebla-Tlaxcala and Leon) that constitute 42% of the urban population and 40% of the vehicle fleet of the country; generated a social cost equal to 4% of the total GDP of these cities.

Additionally, transport governance is fragmented in the country, and there is no single entity at national level responsible for sustainable urban mobility. Nor are there any national policies (ITDP 2012) that co-ordinate sustainable transport matters. In this extent, the Secretariat of Agrarian, Terrestrial and Urban Development (SEDATU) was created in 2013 to generate public policies on cities and housing development as well as the administration of national territories; on the other hand, the infrastructure is led by the Secretariat of Communications and Transportation (SCT); the environmental regulation is led by the Secretariat of Environment and Natural Resources (SEMARNAT); and the transport governance is coordinated and invested by state and city entities. As an example of better governance on environmental challenges, the National Commission for the Megalopolis (CAMe) was created in 2013 to coordinate political decisions on the atmospheric basin of the central area of Mexico composed by six states (Mexico City, State of Mexico, Hidalgo, Morelos, Puebla and Tlaxcala). Moreover, Alternatives to car use are still scarce, a problem even exacerbated by an investment of only 12% of national infrastructure budget in the improvement of public transport and walking access and 65% into maintenance and new street infrastructure (2012).

National commitments

In 2007, in response to the significant challenges, Mexico City developed the Green Plan (Plan Verde), which included programmes on transportation and mobility. Together with an Integrated Urban Transportation Programme and a bicycle mobility strategy, the city has focused on the development of mass transit and NMT (Pearl, 2015). The goals included the following goals:

- **Improve the quality and availability of public transportation**
- **Lower the number of private vehicles on the roads**
- **Promote NMT**
- **Speed up mobility on the road**
- **Foster a road culture that respects cyclists and pedestrians**

Local commitments

On a regular basis since 2007, part of the Paseo de la Reforma in Mexico City, the biggest city centre street, is closed to cars to provide space for pedestrians and cyclists as part of the "Muévete en bici" (Bike Move). This event has grown to become the fifth largest car-free day in Latin America, with 48 km of streets closed to motorized traffic (City Fix). In 2008 the Ministry of Environment opened a Non-Motorized Mobility Strategy Office to coordinate the building of better bike infrastructure, integrating cycling into the wider transport system, creating a cycling culture, and increasing access for all the city's residents to cycling. Pedestrianization of the city's historical

centres and neighbourhoods began in 2010. Cycling-infrastructure was introduced as part of the "Programa de Corredores de Movilidad No Motorizada" (Non-Motorized Lanes Programme), adding 31 km of bicycle lanes.

"Ecobici" public bicycle system (bike-share) is one of the success stories of promoting sustainable uses of transport. The public bike share system was launched in 2010 as part of the city's Bicycle Mobility Strategy and NMT Master Plan of Mexico City. It began operations with 85 stations and currently has 444 with a coverage area of 32 km. EcoBici users are surveyed and the system evaluated every year. It counts around 30,000 uses during weekdays and it has been used 36 million times since 2010 (Source: Ecobici website) and makes it the 4th biggest public bike share scheme in the world.

Share the Road support

Working with local partner World Resource Institute Mexico and the UN Environment country office in Mexico, Share the Road will be supporting two cities in Mexico in development of NMT policies. Methodology for research has been completed, along with stakeholder engagement and by end of February 2018 the research on NMT in Mexico (institutional arrangements, policy framework and the reality for pedestrians and cyclists) will be complete and two cities chosen for support. This will be followed by NMT policy development completion by end of 2018.

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Tools & Guidance

Share the Road Programme
Annual Report 2017

Africa toolkit for child health and mobility

The challenge

All over the world children risk their lives every day just to get to school. The world's population includes two billion children under 15 years old and by 2050, 39% of all children will be African (UN Population Division, 2017). Children living in poor urban communities are exposed to severe risk from road traffic injury, and unacceptable standards of safety with levels of protection on the roads far lower than their more affluent counterparts, as well as poor air quality.

The toolkit

The Share the Road Programme is developing a toolkit on child health and mobility. The vision of this toolkit is that all streets should be fundamentally safe for children traveling with or without adults. Creating safer streets when cars are present means balancing the inherent tension between vehicle speeds and the safety of pedestrians, cyclists, and motor vehicle occupants alike. A street that works for a child, works well for everyone.

The toolkit will be a 'one stop shop' on child health and mobility and help a range of stakeholders plan and design practical interventions to improve mobility for children.

It will be an interactive online resource covering several types of interventions related to education, enforcement, street design, and policy, and also discusses elements of the planning process, including needs assessment, institutional development, financing models, and monitoring and evaluation.

It will also provide a framework to aid citizens and other interested parties who are interested in advocating for interventions. The toolkit targets and will be of use to various parties interested in creating safe conditions for children such as ;

- **Policy makers and engineers in local and national governments.**
- **School administrators.**
- **Parents or caregivers.**
- **Non-government organizations.**
- **Community groups**

Stakeholder Engagement

We have taken a 'nothing about us, without us' approach to toolkit development and made sure that the views of children are heard and will be incorporated into the toolkit, through undertaking three stakeholder events with children

- On 29 Sept 2017, ITDP and University of Capetown (UCT) conducted a consultation with 11th grade students from Khayelitsha, South Africa. The stakeholders engagement revealed that most students walk with few using minibus taxi, trains and private transport. The students cited presence of gangs and personal safety as their main challenge when commuting to and from school. The students were able to eloquently articulate the problems and suggest interventions. A standard safe school zone audit would have not picked up on the gang and personal safety issue.

- During the Clean Air 4 Schools project (detailed on page 23) we also consulted with children of the Milimani Primary Public School in Nairobi to understand the challenges they face getting to and from school every day.

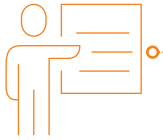
- ITDP will conduct a consultation at the "Why Not" school in Mathare Slum. The "Why Not " school is in an undeserved area and has been at the receiving end of various financial donations to improve the school environment but there has been no intervention focusing on improving the children's mobility. The session will involve students mapping out problem areas in their school commutes and discussing potential interventions.

© *University of Cape Town*

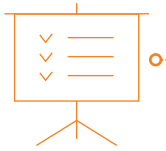
Toolkit content

The toolkit will include the following key components

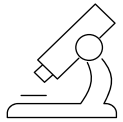
Why it's important:
This section will provide rationale for the need to invest in improving children's mobility



Principles:
The principles will provide a list of minimum requirements / essential features needed to improve children's mobility in Africa

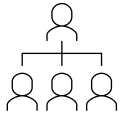


Planning process:
This section will describe the stages in the planning process that can contribute to the effective design of interventions to improve children's mobility



Needs assessment:
This section will equip the user with step by step guide on the collection of data to evaluate the walking and cycling around the school, user behavior and air quality.

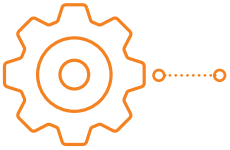
Decision matrix:
The toolkit will include a decision matrix that will guide the selection of interventions based on problem areas identified in a needs assessment.



Institutional development:
This section will look at how interested stakeholders can set up institutional structures to plan, design, and monitor interventions to improve children's mobility.

Financing models:
This section will discuss approaches to raise funds, including community financing options such as crowdfunding.

Monitoring and evaluation of impact.
This section will provide guidelines to measure whether the interventions are meeting their intended purpose for example: do the traffic calming interventions reducing vehicle speeds and resulting in less road injuries and fatalities? Have the interventions led to an increase in number of children walking and cycling safely to and fro school?



Toolbox of interventions:

- Street design
- Enforcement
- Education
- Advocacy
- Policy & Legislation

Progress

Toolkit development is currently being undertaken in a partnership between UN Environment Share the Road Programme, University of Cape Town and Institute for Transportation Development Africa. It will also go through a robust peer review process.

Content for the toolkit has been collected and stakeholder engagement is complete. Now the content is being finalized and the toolkit will go out for peer review in February 2018, with finalization by end of March 2018.

Latin America and Caribbean toolkit for safe routes to schools

The challenge

A decline in walking and cycling to school in Latin America and the Caribbean region (LAC) is happening for two key reasons; lack of security due to crime and lack of safety due to high road traffic injuries and fatalities.

In order to overcome this trend, it is time for local, regional and national governments to implement policies and initiatives that result in the increase of people using sustainable transport modes such as cycling and walking.

Children and their families deserve safe journeys to and from school, therefore impacting present and future health, physically and mentally. It has been widely evidenced that by improving walking and cycling conditions, risks of traffic injuries and deaths are reduced, also resulting in a positive impact on public safety. As a result, it eases the burden of public health expenditure by encouraging healthy lifestyles, among other benefits.

According to the UN's sustainable development goals, two of the defined priorities that involve benefits to children are:

- Ensure safe routes to school for all children.
- Prioritize pedestrian and cyclists in urban planning

The toolkit

This toolkit is a resource to guide and encourage the planning, design, implementation, and monitoring of roads and other initiatives which promote and help children travel to and from school safely, thus improving the road safety on the trips to and from schools carried out by children in the LAC region.

Progress

The toolkit is funded by the Inter-American Development Bank (IDB) and being developed in partnership between the UN Environment Share the Road Programme and World Resource Institute Mexico. It will also go through a robust peer review process. Content for the toolkit has been drafted and now with IDB for review. Toolkit finalization is planned for mid 2018

“A Focus On” Series

Share the Road Programme
Annual Report 2017

Introduction

This section of the annual report explores stories which are linked to the Share the Road goals, objectives and activities. In this report we focus on the following:

- **The Child Health & Mobility Initiative - a look at the recently launched FIA Foundation global initiative.**
- **Cape to Krapp – hearing one woman's remarkable journey as she cycles from South Africa to Norway to raise awareness of Climate Change.**
- **Mobike – a technology company bringing a new age of bike share to the world.**

A Focus on
the Child Health & Mobility Initiative

Societies that rely heavily and increasingly on motorized transport, often do not take into account the ensuing consequences: increased fuel consumption, greater emissions of air pollutants and greater exposure of people to hazardous pollution that causes serious health problems. Motorized traffic is a significant source of major pollutants. World Health Organization (WHO) reports that air pollution is a major environment-related health threat to children and a risk factor for both acute and chronic respiratory disease. Children suffer huge health impacts from the effects of air pollution because their lungs are still developing, are more outside having a more active lifestyle, and they breathe lower to the ground. Additionally, millions of children face road traffic danger everyday with sub Saharan Africa bearing the highest proportional burden of child road injury. According to UNICEF and WHO road safety research, approximately 10 million children are injured or disabled, annually, on the road . This being the result of not meeting the specific mobility needs and rights of children.

The Child Health Initiative, launched in 2016 by the FIA Foundation, is the new global voice for the needs and rights of children. The Initiative comprises a founding partnership of UNICEF, Save the Children, UN Environment, the World Resources Institute, the Overseas Development Institute (ODI) and the FIA Foundation.

It aims to build a coalition of country and donor support for the objective of a safe and healthy journey to school for all children by 2030 through promotion of 'safe system' transportation

design and urban planning; promoting safe footpaths, cycle lanes and lower vehicle speed limits; legislation and interventions for motorcycle helmet and seat belt use and safe & affordable public transport; and supporting policy and technical interventions to bring air quality levels within World Health Organization guidelines . The Child Health Initiative further launched the #Everylife campaign, as a call for action to uphold the fundamental six rights of the child to be made real on every street, in every city. The Initiative combines research, advocacy and evidence-based interventions to promote this vital child rights agenda.

Six rights of the child:

- Every child has the right to use safe roads
- Every child has the right to breathe clean air
- Every child has the right to an education
- Every child has the right to explore in safety
- Every child has the right to protection from violence
- Every child has the right to be heard

At a global level, the Initiative's advocacy efforts aim to mainstream child health and mobility issues into international development and climate change policies whereas at the country level it supports efforts to integrate child rights and health outcomes into national and/or city level transportation and planning policy and practice. Some of its projects include:

Share the Road; led by UN Environment to promote walking and cycling as a priority in urban planning and design, and working with governments and city authorities to advise on implementation.

Investing in safer schools; led by Amend to demonstrate that low cost improvements to streets can make a difference in protecting children on their journey to school.

Helmets for kids; led by AIP Foundation to promote child motorcycle helmet use and pedestrian safety.

More information on the Child Health initiative can be found here: https://www.childhealthinitiative.org/

Author: Diana Odero, Share the Road Programme Assistant, UN Environment, dianaodero.adhiambo@un.org

A Focus on
Cape to Krapp (one woman's remarkable journey)

My name is Teresie Hommersand and I am a 32 year old Norwegian woman cycling solo from South Africa to Norway; from the most southern point on the African continent to the most northern point in Europe!

After living for six years in Cape Town, I am cycling instead of flying back home because I want to reduce my carbon footprint. En route, I am screening films to people I meet along the way using my solar cinema, projector and speakers. My 'library' is filled with entertaining films about climate change and environmental sustainability issues and the aim is to exchange knowledge, raise further awareness and inspire people to take climate action.
\
As well as cycling 20,000 km across two continents to reduce my carbon footprint I am also cycling to protect the Kakamega forest in Kenya by raising funds for the Eco2librium's Energy Efficient Cook Stove project.

Annually each stove

- Cuts 3.2 tons of CO_2 emissions and reduces wood consumption by 2 tons.
- Reduces indoor smoke and respiratory diseases.
- Reduces low-income households' time and hard earned money spent on fetching firewood.

© Teresie Hommersand

I'm seven months into the trip and am currently cycling through Kenya, having the most amazing time! Cutting one's climate emissions does not have to be boring or limiting!

En route, I am also getting insights into what it's like for non-motorized transport (NMT) users both in rural and urban areas, in the countries I'm cycling through. Many drivers are not familiar with the need to 'share the road' with pedestrians and cyclists. NMT infrastructure is often lacking and air pollution is just as serious a topic as road safety.

However, there are also some good stories to share; I have stopped counting the number of enthusiastic honks and supportive thumbs up a long time ago. You also get some very considerate drivers that give you so much space when overtaking that you can't help but break out into a big smile and say thank you.

When on a journey, your mode of transport really influences what you experience, who you meet and how you interact. I have no doubt that many of the unique, beautiful and rewarding experiences I have had, have been a result of me cycling. There's still so much to come, so please follow my journey.

Author: Teresie Hommersand , teresie.ssh@gmail.com

A Focus on
Mobike bike share scheme become 2017 Champions of the Earth

Founded and owned by Beijing Mobike Technology Co. Ltd, Mobike is the world's first and most technologically advanced fully station-less bicycle-sharing system headquartered in Beijing, China. It is the world's largest shared (for hire) bicycle operator. Operating all over China and 12 more countries and growing.

Since launching 19 months ago, 200 million Mobikers worldwide have collectively cycled over 18.2 billion kilometers, equivalent to reducing C02 emissions by more than 4.4 million tons or taking 1.24 million cars off the road for a year (ref: Mobike & WRI study published in White Paper, January 2018).

In December 2017 Mobike was named among the 2017 Champions of the Earth by the United Nations Environment Programme in recognition of their transformative contribution to the advancement of low carbon public transport.

The award was accepted by Mobike Founder and President Ms. Hu Weiwei at an awards ceremony held in Nairobi, Kenya during the third annual UN Environment Assembly.

The Champions of the Earth award is the UN Environments highest environmental honour; it celebrates outstanding figures from the public and private sectors alongside individuals of note whose actions have had a transformative and positive impact on the environment.

The award is now in its 14th year and its 80 recipients to date range from leaders of nations to grassroots activists - divided into categories of policy, science, business and civil society.

Mobike received the award in the Entrepreneurial Vision category, in recognition of achievements in applying an innovative business model to improve urban eco-mobility while actively addressing the challenge of urban air pollution and reducing carbon emissions.

On Receiving the Award Hu WeiWei said :

"When we first started Mobike, our goal was to change cities by making bikes available to everyone. The humble bicycle can not only change people and cities, but can also help change the world- both as a universal symbol of peace, and as a weapon in the fight against climate change, indeed, we believe that innovation, technology, and public participation are essential to meeting the United Nations Sustainable Development Goals. That is why we would like to invite governments, NGO's, cities, communities and businesses to join us at Mobike - together with the UN Environment- to embrace bike sharing, and create a pedal-powered green economy for the future"

© *Mobike*

Author: : Carly Koinange, UN Environment , carly.koinange@unep.org

A Focus on
Children's mobility in Egypt

Children's Independent Mobility in an informal settlement in Greater Cairo

Rapid growth of megacities around the world is an exciting phenomenon for researchers. Among the common features of a megacity, which are predominantly in developing countries, is prevalence of informal settlements. Some are of poor quality such as tin shacks and one-story mud brick buildings, while others are of better quality and larger size such as multiple-story concrete buildings, often structurally sound, but built in absence of any governance and regulation. Greater Cairo is no less in this respect. In fact, about two thirds (the majority) of Greater Cairo's population live in informal settlements of varying degrees of quality (Sims, 2010). They are mostly burdened by substandard infrastructure, but are also enjoying many virtues that are characteristic of these dense areas: a highly walkable urban form, strong social fabric and associated sense of security, high accessibility to transport services through informal transport (paratransit), high accessibility to needs through the vibrant informal commercial activities that organically cater to local demand, among other virtues that are associated with compact cities. There might be a lot to learn from them.

A recently conducted case study about children's travel behavior in one of the city's largest informal settlements, Ezbet El-Haggana, may shed light on some of these virtues (Dorghamy and Mosa, 2016). In studying the children's most frequent trip, the journey to school, there were multiple distinct observations standing in contrast to formal settlements: High prevalence of walking as a main mode, high use of collective transport services (formal public and informal), and high prevalence of Children's Independent Mobility (CIM) (travel without accompaniment of an adult). Observations stand in contrast with the nature of trips to school in the 'modern' formal parts of Greater Cairo that highly depend on motorized transport and adult accompaniment (Darwish et al., 2016).

In the informal settlement, it is therefore found that walking and collective transport are already habitual at an early age with much knowledge about independent navigation of streets and acquired life skills that result from this experience at an early age. Focus group discussions with the local community also indicated that choices are not only driven by economic constraints, but also a general sense of safety attributed to strong social ties. Also past positive experience have a role in determining the nature of trips and adult accompaniment. This is a reminder of how informal settlements are often unfairly branded by popular media as a haven for decadence and crime based on bias anecdotal information, whereas objective research actually proves otherwise,

and in many cases even praises many virtues that characterize these communities, such as their community engagement, entrepreneurial spirit, and vibrant social life and compassion (Sims, 2010, Bremer 2014, Wahby, 2013, El-Mouelhi, 2014).

Cycling, the missing mode

In Haggana, social and behavioral factors were found to be supportive to certain elements of sustainable mobility, such as walking or using collective transport services, and are supportive to the development relevant life skills at an early age. However, social and behavioral factors may also rather inhibit other elements of sustainable transport. As an example, it was found that cycling in specific is absent in Haggana as a mode of transport (Dorghamy and Mosa, 2016). This is despite availability of flat landscape and despite the high costs of internal transport services that are monopolized by informal auto-rickshaws, the 'tuk-tuk'. Much of this phenomenon is attributed to the popular perception that cycling is for leisure, and boys approaching adulthood are pressured to discard cycling as a 'serious' mode of transport. And in the case of girls, there is much more to the story. A distinct gender aspect is found in the discussion of cycling as a viable mode of transport in Haggana, where local social norms are said to discourage the acceptability of cycling for girls, and more so for adult women, although the individual convictions about the topic are questionable and many individuals nevertheless maintain progressive opinions about the topic which requires further in-depth research (Dorghamy and Mosa, 2016). This gender bias is however less of a case in the formal parts of Greater Cairo at varying degrees.

Sustainability mobility as a social issue

Looking back at research findings in this study, many cases are revealed where social and behavioral aspects can either enhance or inhibit mobility and sustainable travel behavior, either improving people's options or furthering their captivity. This indicates the wealth of insight that social and behavioral sciences can offer to the field of sustainable mobility, looking further beyond the physical aspects of services and infrastructure and into the social and behavioral realm. It also highlights the elements of sustainable travel behavior in informal settlements developed at an early age, which should be capitalized on and catered to before residents gradually shift toward the adoption of car-centered lifestyles as with their counterparts in the formal areas of the city.

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Donors, Partners and Staff

Share the Road Programme
Annual Report 2017

Major Donors

As we prepare our first annual report and look back on what we have achieved we would like to give a big thank you to our major donor, the FIA Foundation without who, our work would not be possible.

Project Donors

We would also like to thank the Inter-American Development Bank for funding the Latin American & Caribbean Toolkit for Safe Routes to Schools.

Government Partners

In order to achieve our goal, Share the Road is reliant on forward thinking and inspired government partners at federal, national and city level who are willing to make a change through prioritizing investment in non-motorized transport. In 2017 we have worked with:

- **Nairobi City County Government**
- **Ministry of Transport, Kenya**
- **National Road Safety Agency, Kenya**
- **Lagos Metropolitan Transport Authority, Nigeria**
- **Federal Ministry of Transportation, Nigeria**
- **Ministry of Transport, Ghana**
- **National Road Safety Commission of Ghana**
- **Ministry of Transport and Communications, Zambia**
- **Brazilian Federal District, Brasília**

Partners

The work of the Share the Road Programme is supported by a host of partners who are as committed to investing in pedestrians and cyclists as much as we are and have the commitment to make our programme a success. Our partnership arrangements include joint research and events, formal partnerships and technical assistance. Our partners for 2017 are:

Global

- Mobike
- Stockholm Environment Institute
- University of York
- Walk21

Africa

- Institute for Transportation and Policy Development Africa
- Kenyan Alliance of Residents Associations
- KUWA Non Government Organization
- Sticks and Stones Design Agency
- Trademark East Africa
- University of Cape Town

Latin America and the Caribbean

- Institute for Transportation and Policy Development Brazil
- World Bank Peru
- World Resource Institute Brazil
- World Resource Institute Mexico

Staff

The internal team responsible for management and implementation of the Share the Road Programme are;

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Contact Us

Would you like to work with us
or find out more about any of our work?

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