Share the Road
Investing in NMT Infrastructure

Non-motorized Transport Policy and Initiatives in Africa

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Outline

- Transport Reality for Pedestrians and Cyclists In Africa
- Modal Share in Selected African Cities
- Road Traffic Fatalities Worldwide
- Changing Direction: Investing in Walking and Cycling
- Best Practice Examples from East Africa: NMT Policies
- NMT Policies: Africa Outlook
- NMT Policies: Barriers to implementation
- Share the Road Support Tools & Resources
- Moving Forward

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Transport Reality for Pedestrians and Cyclists In Africa

- Non-motorized transport especially walking is the mode of the majority

- Often forgotten/neglected in transport planning and infrastructure development

- NMT users are most vulnerable and constitute the highest traffic fatalities

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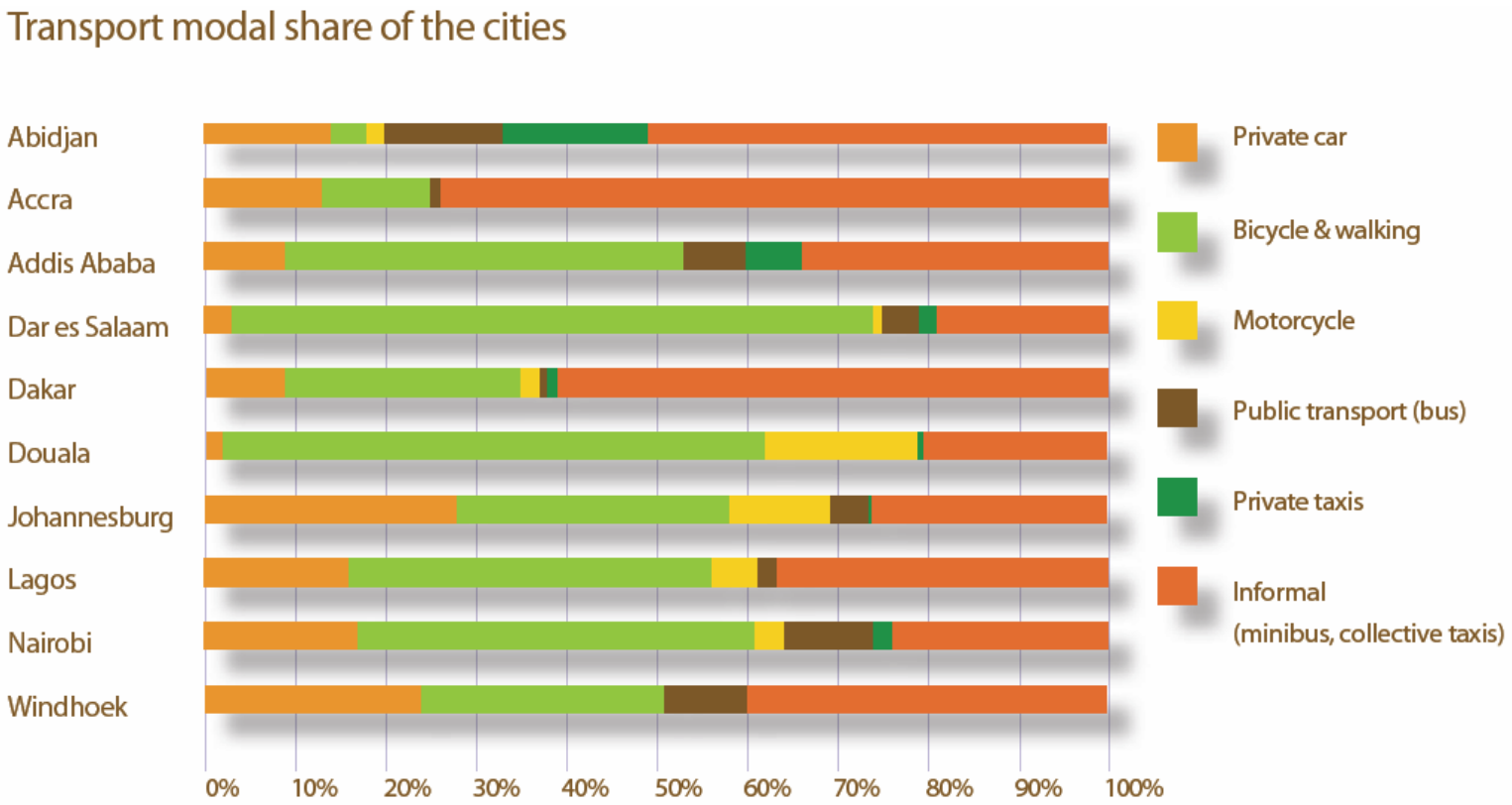
Modal Share in Selected African Cities



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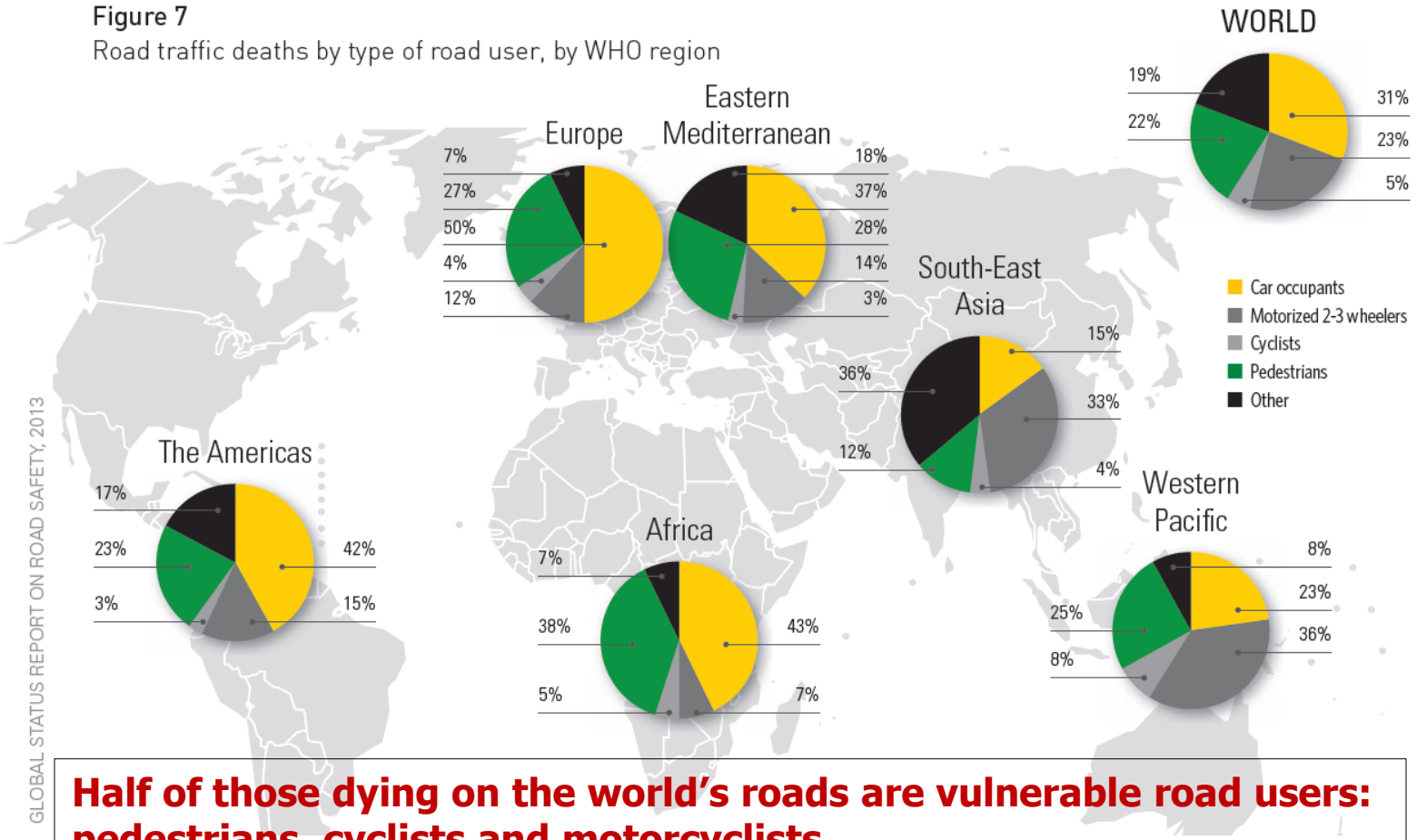
Road Traffic Fatalities Worldwide



Half of those dying on the world's roads are vulnerable road users: pedestrians, cyclists and motorcyclists.

Changing Direction…

UN Avenue Road, Nairobi

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Investing in Walking and Cycling

SHARE THE ROAD PROGRAMME

➢ Main goal

A UNEP initiative, developed with the FIA Foundation to promote a 'shift' within the transport sector from prioritization of vehicles to people by 'promoting and supporting policies for systematic investments in walking and cycling infrastructure'.

➢ Working With:

- ❑ Governments
- ❑ Donors
- ❑ Civil Society
- ❑ Implementing Partners

ENVIRONMENT pillar

- Road transport accounts for 17-18% of global CO2 emissions.
- NMT is human-powered hence zero emissions and zero energy consumption

ROAD SAFETY – Social pillar

- NMT infrastructure protects vulnerable road users from high speed traffic
- Improves safety for all users by minimizing conflict between various road users

ACCESSIBILITY – Economic pillar

- Improves affordable access to employment opportunities, vital services, social services and activities, household needs and educational opportunities -especially for the poor people
- NMT is flexible and offers door to door transport for persons and goods
- A shift to NMT means a reduction in traffic congestion
- Improved accessibility strengthens a country's economy through more than just GDP alone

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Best Practice Examples from East Africa

Transforming Transport in Africa through NMT Policies

NMT policy (either stand alone or as part of an integrated transport policy) is one of the enabling conditions necessary to redress the negative investment cycle in transportation infrastructure through:

- Setting out the intent of a Government regarding NMT.
- Increasing recognition of the importance of walking and cycling in transport planning, design, and infrastructure provision.
- Acting as a catalyst for provision of safe infrastructure for pedestrians and cyclists
- Prioritizing integrated investment for NMT into government financial planning.

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Share the Road: Promoting and Supporting Investments in NMT in Africa

Share the Road has worked with governments in various African countries to promote non-motorized transport:

Country	Support given
Kenya	▪ NMT demonstration pilot project ▪ NMT policy for Nairobi
Uganda	▪ National Policy for Non-motorized Transport ▪ Identification of the pilot project for NMT demonstration corridor
Rwanda	▪ NMT capacity building workshop
Burundi	▪ NMT capacity building workshop ▪ Feasibility study for proposed NMT pilot project
Nigeria	Ongoing: ▪ Capacity building on NMT and policy development ▪ Development of NMT policy for Lagos and amendment of the Federal Transport Policy to include NMT
Ghana & Ivory Coast	▪ Reaching out

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NMT Policies: Examples from Africa

NMT Policy for Nairobi- Key Highlights

- ✓ NCCG Committed to ensure at least 20% of NCCG's existing and future transport budget is allocated to NMT and public transport (PT) infrastructure and services

- ✓ NCCG committed to pass by-laws that require private developers of large commercial, industrial and residential estates to make appropriate provisions for NMT modes to connect to existing/planned networks. Such provisions will include, but not limited to, NMT lanes inside and outside of the development, bicycle parking, street lighting, PT provisions, tree shades, and benches

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Cont..

THE REPUBLIC OF UGANDA

Ministry of Works and Transport

DRAFT

NON MOTORISED TRANSPORT POLICY

October 2012

NMT Policy for Uganda- Main Objectives

- Increase the recognition of walking and cycling in transport, planning, design, & infrastructure provision
- Provision of safe infrastructure for pedestrians and cyclists
- Resources for walking and cycling being mainstreamed in agencies' financial planning
- An improvement in regulation and enforcement to enhance safety for pedestrians and cyclists

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NMT Policies: Implementation

	Ratification	Implementation
NMT Policy for Nairobi	Awaiting approval by the Nairobi County Assembly	❖ NCCG identified a "Quick Wins" package ❖ Implementation of some of the proposed projects under this package have started
National NMT Policy for Uganda	Ratified	Pending

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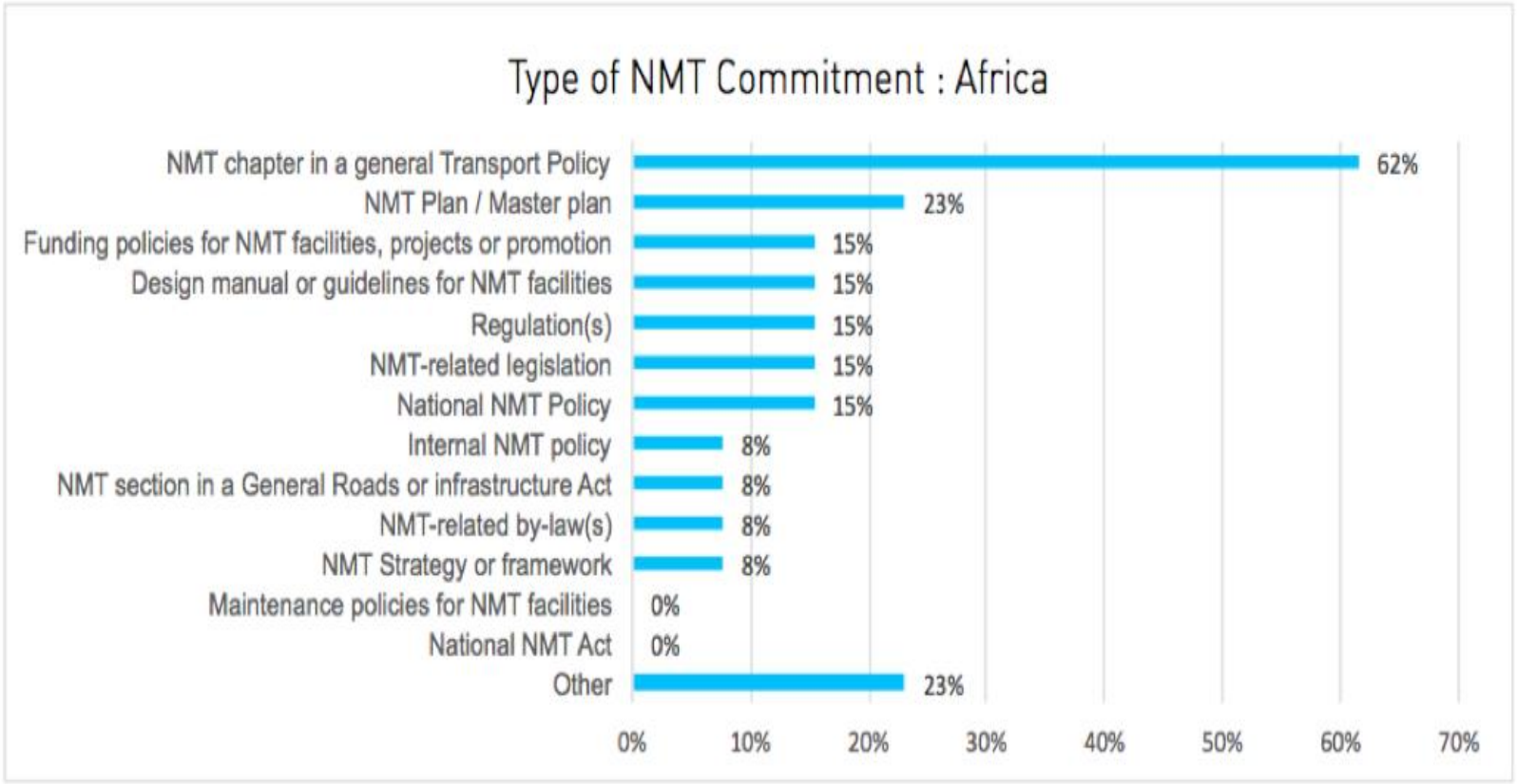
NMT Policies: Africa Outlook



Source: UNEP, 2016

NMT Policies: Barriers to Implementation

- Lack of prioritization for NMT
- Lack of financial commitment
- Challenges of land-use planning
- Lack of NMT champions- political & civil society
- Limited data to justify investments in NMT
- Institutional capacity for NMT planning
- Tools- non-existent/outdated master plans, design guidelines

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NMT Policies: Lessons Learnt

- Prior planning for funding is essential for successful policy formulation, dissemination and implementation
- In addition there is increased ownership and sustainability of a project when budget is planned and provided by the government itself
- Genuine, robust and continued stakeholder engagement and consultation makes the process easier and most importantly, it ensures the views of the citizens are taken into account
- Dissemination of the policy should be a key component of the budget as it enhances awareness and citizens can follow up on the implementation of the policy
- The policy can only have an impact on the ground if a funding commitment is made, honoured and most importantly, sustained
- Passionate champions at the political level such as the governors, mayors e.t.c are instrumental in ensuring not only success in policy development but also its implementation

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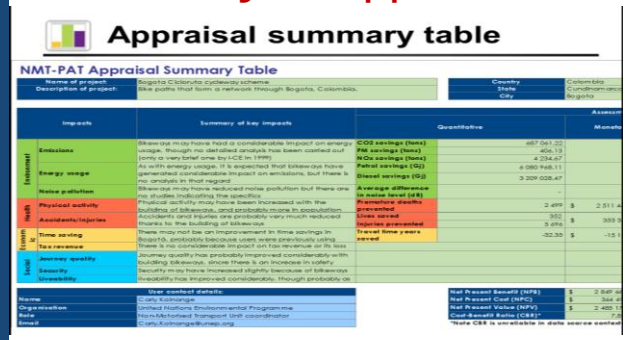
NMT Policies: Share the Road Support Tools & Resources

NMT Project Appraisal Tool



Appraisal summary table

NMT-PAT Appraisal Summary Table

Impacts		Summary of key impacts	Quantitative		Assessm Monetis
Environmental	Emissions	Bikeways may have had a considerable impact on energy usage, though no detailed analysis has been carried out (only a very brief one by ICE in 1999)	CO2 savings (tons)	667 061.22	
			PM savings (tons)	406.19	
			NOx savings (tons)	4 234.67	
	Energy usage	As with energy usage, it is expected that bikeways have generated considerable impact on emissions, but there is no analysis in that regard	Petrol savings (GJ)	6 080 948.11	
			Diesel savings (GJ)	3 209 028.47	
	Noise pollution	Bikeways may have reduced noise pollution but there are no studies indicating the specifics	Average difference in noise level (dB)	-	
Health	Physical activity	Physical activity may have been increased with the building of bikeways, and probably more in population	Premature deaths prevented	2 499	$ 2 511 4
	Accidents/injuries	Accidents and injuries are probably very much reduced thanks to the building of bikeways	Lives saved	382	$ 383 3
			Injuries prevented	5 696	
Economic	Time saving	There may not be an improvement in time savings in Bogotá, probably because users were previously using	Travel time years saved	-32.36	$ -15 1
	Tax revenue	There is no considerable impact on tax revenue or its loss			
Social	Journey quality	Journey quality has probably improved considerably with building bikeways, since there is an increase in safety			
	Security	Security may have increased slightly because of bikeways			
	Liveability	Liveability has improved considerably, though probably as			

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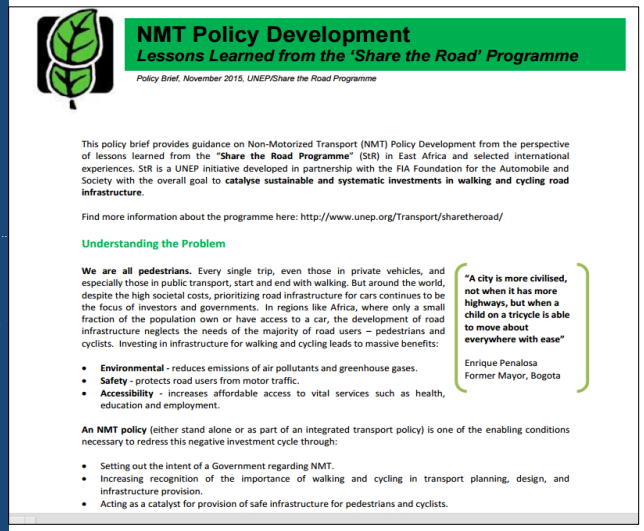
Net Present Benefit (NPB)	$	2 849 4
Net Present Cost (NPC)	$	344 4
Net Present Value (NPV)	$	2 488 1
Cost-benefit Ratio (CBR)*		7.8

*Note CBR is unreliable in data source context

NMT Policy Brief



NMT Policy Development

Lessons Learned from the 'Share the Road' Programme

Policy Brief, November 2015, UNEP/Share the Road Programme

This policy brief provides guidance on Non-Motorized Transport (NMT) Policy Development from the perspective of lessons learned from the "**Share the Road Programme**" (StR) in East Africa and selected international experiences. StR is a UNEP initiative developed in partnership with the FIA Foundation for the Automobile and Society with the overall goal to **catalyse sustainable and systematic investments in walking and cycling road infrastructure**.

Find more information about the programme here: http://www.unep.org/Transport/sharetheroad/

Understanding the Problem

We are all pedestrians. Every single trip, even those in private vehicles, and especially those in public transport, start and end with walking. But around the world, despite the high societal costs, prioritizing road infrastructure for cars continues to be the focus of investors and governments. In regions like Africa, where only a small fraction of the population own or have access to a car, the development of road infrastructure neglects the needs of the majority of road users – pedestrians and cyclists. Investing in infrastructure for walking and cycling leads to massive benefits:

- **Environmental** - reduces emissions of air pollutants and greenhouse gases.
- **Safety** - protects road users from motor traffic.
- **Accessibility** - increases affordable access to vital services such as health, education and employment.

> **"A city is more civilised, not when it has more highways, but when a child on a tricycle is able to move about everywhere with ease"**
>
> Enrique Penalosa
> Former Mayor, Bogota

An NMT policy (either stand alone or as part of an integrated transport policy) is one of the enabling conditions necessary to redress this negative investment cycle through:

- Setting out the intent of a Government regarding NMT.
- Increasing recognition of the importance of walking and cycling in transport planning, design, and infrastructure provision.
- Acting as a catalyst for provision of safe infrastructure for pedestrians and cyclists.

NMT Infrastructure Design Guidelines

Share the Road:

Design Guidelines for Non Motorised Transport in Africa

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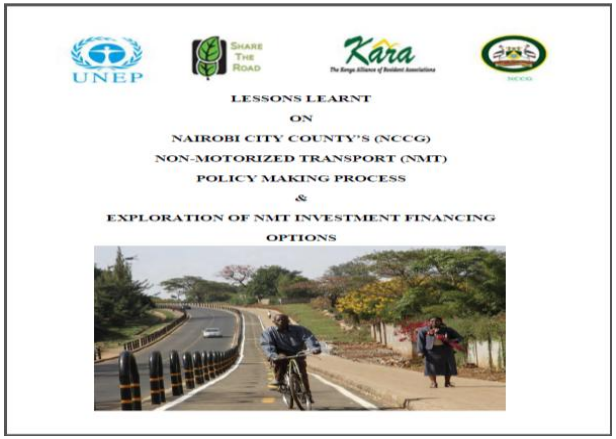
Lesson Learnt Report: Nairobi NMT Policy



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LESSONS LEARNT
ON
NAIROBI CITY COUNTY'S (NCCG)
NON-MOTORIZED TRANSPORT (NMT)
POLICY MAKING PROCESS
&
EXPLORATION OF NMT INVESTMENT FINANCING
OPTIONS

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Moving Forward..

National Support

•Expand beyond East Africa (to rest of Africa & Globally)

•Follow up support on policy initiatives & implementation

Report on Global Outlook on Walking & Cycling

•To be launched at Habitat III in October 2016

Support tools

• Policy briefs on StR lessons & other relevant topics

• Cost benefit analysis tool

• NMT toolkit

• Web portal

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Thank you

Share the Road Programme
UNEP, Transport Unit
www.unep.org/transport/sharetheroad