



PATH

Partnership for
Active Travel and Health

National Policies for Walking and Cycling in ITF Countries

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PathForWalkingCycling.com





The majority of ITF member countries are actively supporting the PATH call - to create integrated and coherent strategies, including plans, funding and concrete actions for walking and cycling.



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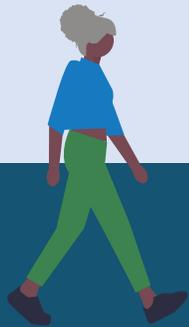
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Walking and cycling have extensive, documented and robust benefits for mobility, health and liveability.

- ITF roundtable on walking and cycling, Nov 2022





NATIONAL POLICIES FOR WALKING AND CYCLING IN ITF COUNTRIES

Executive Summary

Enabling more people to walk and cycle safely is a key solution to climate, health and equity challenges. But what national policies and strategies are in place in the 64 ITF member countries to achieve this, and where is more action needed?

The Partnership for Active Travel and Health (PATH) coordinated an analysis of the state of national walking and cycling policies and strategies in the 64 ITF member countries as a baseline to inspire and steer more national action and investment in walking and cycling in the future. This report shares the results, insights and analysis from that study.



HEADLINE NATIONAL POLICY FINDINGS:

	STATUS	84% have a walking policy and 45% have a cycling policy (i.e. specific, similar or outdated policy). 41% of countries have both a walking and cycling policy. 14% of countries have a specific walking strategy and 22% have a cycling strategy in place.
	LEADERSHIP	Over half of walking (59%) and cycling (59%) policies are led by Transport Ministries. One in five (21%) national walking policies, and approximately one in four (24%) national cycling policies, were led by cross-departmental/whole of government teams.
	DURATION	The average timeframe for the delivery of walking policies is 10 years and for cycling 9 years. Although this ranges from 2 to 29 years amongst different countries.
	AMBITION	Improving road safety is the most common objective (70% of walking policies and 83% of cycling policies). At least half also include an objective to increase participation rates (activity/mode share; 50% of walking policies and 83% of cycling). Walking and cycling are seen as solutions to climate change mitigation by the majority of countries too (52% of walking policies and 76% of cycling policies).
	ACTION	Almost all walking or cycling policies include commitments to action. More than half are supportive of the PATH calls to action: to improve infrastructure (59% walking, 76% cycling); integrate walking and cycling more with public transport (59% walking, 69% cycling); improve land use planning (57% walking, 62% cycling) and coordinate campaigns (52% walking and 67% cycling). There are slightly less commitments to capacity building commitments to enable the successful delivery of policies (walking 49% and cycling 55%).
	INVESTMENT	A quarter of countries with a walking policy have committed funding to delivery (28%), however more than twice as many countries with a cycling policy include a commitment to secure funding or have otherwise dedicated funds in their budgets (76%).
	EVALUATION	Just over half of countries with a walking policy have published an indicator framework to evaluate the effectiveness of the plans (54%), while most cycling policies include indicators in their policies (69%).

Findings

Walking and cycling investment is, for the majority of ITF member countries, already being recognised as a quick, affordable and reliable way to deliver a cleaner, safer, more equitable and sustainable future mobility paradigm. However, there is still more to do - almost everywhere - to realise the full potential of benefits.

Encouragingly, the majority of ITF member countries appear to be working towards the PATH call to action - to create integrated and coherent strategies, including plans, funding and concrete actions for:

- **Infrastructure:** to make walking and cycling safe, accessible and easy to do.
- **Campaigns:** to support a shift in people's mobility habits.
- **Land use planning:** to ensure proximity and quality of access to everyday services on foot and by bike.
- **Integration with public transport:** to underpin sustainable mobility for longer trips.
- **Capacity building:** to enable the successful delivery of effective walking and cycling strategies that have measurable impact.



The existing commitments to action, where aligned with the PATH call to action, are likely to be effective as a solution to road safety, physical activity, equity and climate concerns. Countries with policies and strategies already would benefit from cross checking their objectives with the PATH call to action to ensure the desired impacts are maximised.

Where ITF member countries are yet to develop an effective policy or strategy to support people walking and cycling, transport ministers are best placed to lead, grow the national momentum, and coordinate the delivery.

It is essential in order to deliver national commitments for a visible budget and evaluation framework to exist in more countries. A coherent mechanism to evaluate and measure the effectiveness of existing policies and strategies would aid the mapping of good practice, encourage further resource investment, and help translate the commitments into impacts efficiently.

PATH is well placed to work with national governments in response to these research findings, to develop a practical policy framework, to set priority indicators to improve the effectiveness of existing policies and inspire new national government policy commitments in more countries too.



LIST OF 64 ITF MEMBER COUNTRIES

- | | | | |
|--|--|---|--|
|  Albania |  Czech Republic |  Korea |  Portugal |
|  Argentina |  Denmark |  Latvia |  Romania |
|  Armenia |  Estonia |  Liechtenstein |  Russia |
|  Australia |  Finland |  Lithuania |  Serbia |
|  Austria |  France |  Luxembourg |  Slovakia |
|  Azerbaijan |  Georgia |  Malta |  Slovenia |
|  Belarus |  Germany |  Mexico |  Spain |
|  Belgium |  Greece |  Moldova |  Sweden |
|  Bosnia-Herzegovina |  Hungary |  Mongolia |  Switzerland |
|  Bulgaria |  Iceland |  Montenegro |  Tunisia |
|  Cambodia |  India |  Morocco |  Türkiye |
|  Canada |  Ireland |  Netherlands |  Ukraine |
|  Chile 2nd |  Israel |  New Zealand |  United Arab Emirates |
|  China |  Italy |  North Macedonia |  United Kingdom |
|  Colombia |  Japan |  Norway |  USA |
|  Croatia |  Kazakhstan |  Poland |  Uzbekistan |

INTRODUCTION

The Partnership for Active Travel and Health (PATH) is a coalition of leading organisations in the sustainable mobility community who collaborate to promote walking and cycling. It is coordinated by a core group consisting of the FIA Foundation – who are funding the coordination work – Walk21, the European Cyclists’ Federation and the UN Environment Programme.

PATH is calling on governments and cities to make a real commitment to walking and cycling as a key solution to the climate, health and equity challenges which they face. Enabling more people to walk and cycle safely can play a greater role in achieving climate goals, and is a quick, affordable and reliable way to lower transport emissions while improving public health, strengthening the economy and supporting a fairer, more equitable society. Walking and cycling deliver on more Sustainable Development Goals than any other transport mode and have enormous further potential, yet they are still under-prioritised in the transport and mobility mix and the wider climate agenda.

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

This review of walking and cycling policies and strategies follows the methodology presented by the European Cyclists’ Federation (ECF) in their document “The state of national cycling strategies in Europe. 2021”. As ECF explains, “a national cycling (and/or walking) strategy is a multi-year plan that establishes a global vision aimed at coordinating policies, objectives and actions

for cycling (and/or walking).” In the case of walking, both national strategies and specific policies have been considered in the review. The need to better understand the current state of walkability policy, often scattered amongst different policy institutions and national aims, meant that other national policies related to walkability were also considered when national strategies were not in place. Similarly, the review on cycling policies refers to the category ‘similar policies’ as chapters or extensive sections dedicated to cycling within wider strategies, such as national transport strategies. While the review on walking policies takes a broader approach and refers to the category ‘similar policies’ to any policy document including any of the objectives and actions linked to walking included in this document.

This work presents a breakthrough in the understanding of national active travel policy. However, it is a limitation of the study that this review only considers one publicly available strategy or policy document per country due to time constraints. As a result, some policy outputs from ITF members are based on one specific document and might not entirely reflect the complete status, ambition and implementation of their walking and cycling policies. **A list of the specific documents considered for this review can be seen in Appendix 03.**

It is hoped that where oversights may have been made national governments will contact the PATH team so that the research can be updated. Indeed, the PATH team would welcome a continuous dialogue with national governments so that our wider global database can be kept up-to-date as a source of information and inspiration for national governments wishing to do more to benefit the millions of people walking and cycling in the future.

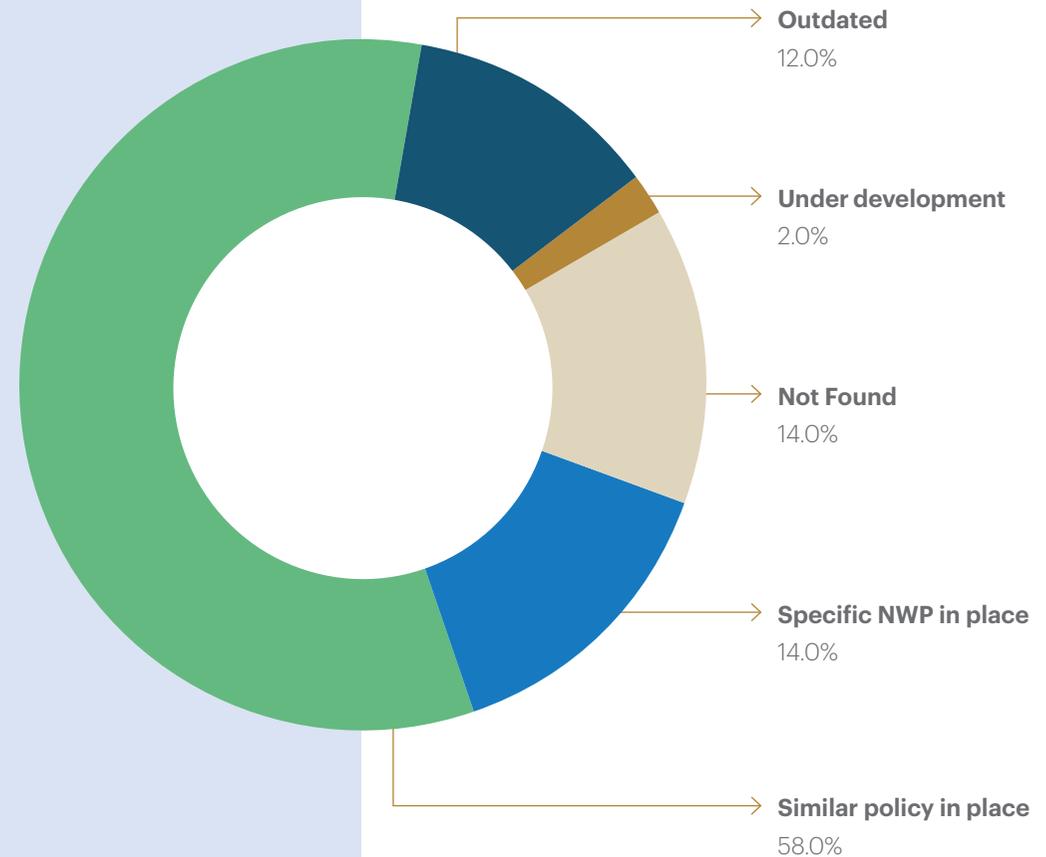
RESULTS OF THE NATIONAL POLICY ANALYSIS

STATUS: Where there are National Walking and Cycling Policies in the 64 ITF member countries.

WALKING

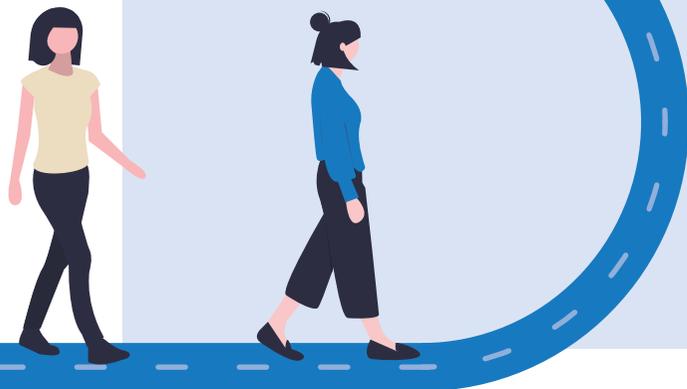
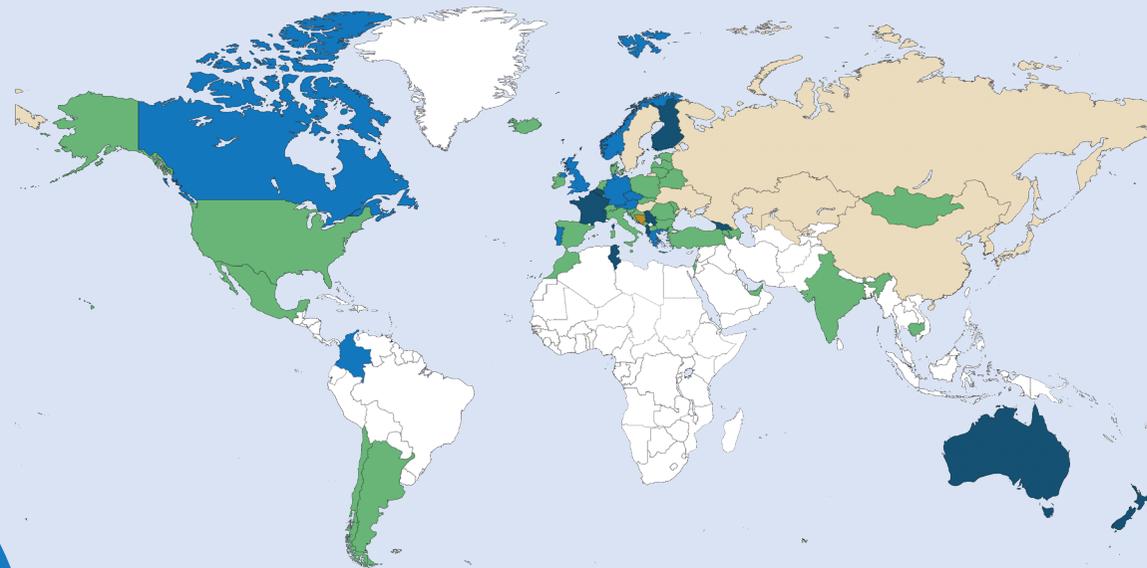
In the 64 ITF member countries, 54 (84%) have a walking policy (i.e. specific, similar or outdated). 9 (14%) with a specific strategy (Austria; Canada; Colombia; Czech Republic; Germany; Greece; Norway; Portugal; United Kingdom-England). 37 (58%) exist within other similar policies without a specific strategy document (Armenia; Azerbaijan; Belarus; Bulgaria; Cambodia; Chile; Croatia; Denmark; Estonia; Georgia; Iceland; India; Ireland Israel; Italy; Japan; Latvia; Lithuania; Luxembourg; Malta; Mexico; Moldova; Mongolia; Montenegro; Morocco; Netherlands; North Macedonia; Poland; Romania; Slovakia; Slovenia; Spain; Switzerland; Tunisia; Turkiye; United Arab Emirates; USA). 8 (13%) are outdated (Albania; Argentina; Australia; Belgium; Finland; France; New Zealand; Serbia). 1 (2%) are under development (Bosnia and Herzegovina). There were no walking policies found in 9 (14%) countries (China; Hungary; Kazakhstan; Korea; Liechtenstein; Russian Federation; Sweden; Ukraine; Uzbekistan).

ITF member countries by Walking Policy Status



STATUS OF NATIONAL WALKING POLICIES IN ITF MEMBER COUNTRIES

- Specific NWP in place
- Similar policy in place
- Under Development
- Outdated
- No NWP in place / Not Available
- Non ITF Country



The 64 ITF member countries according to the status of their walking policies.

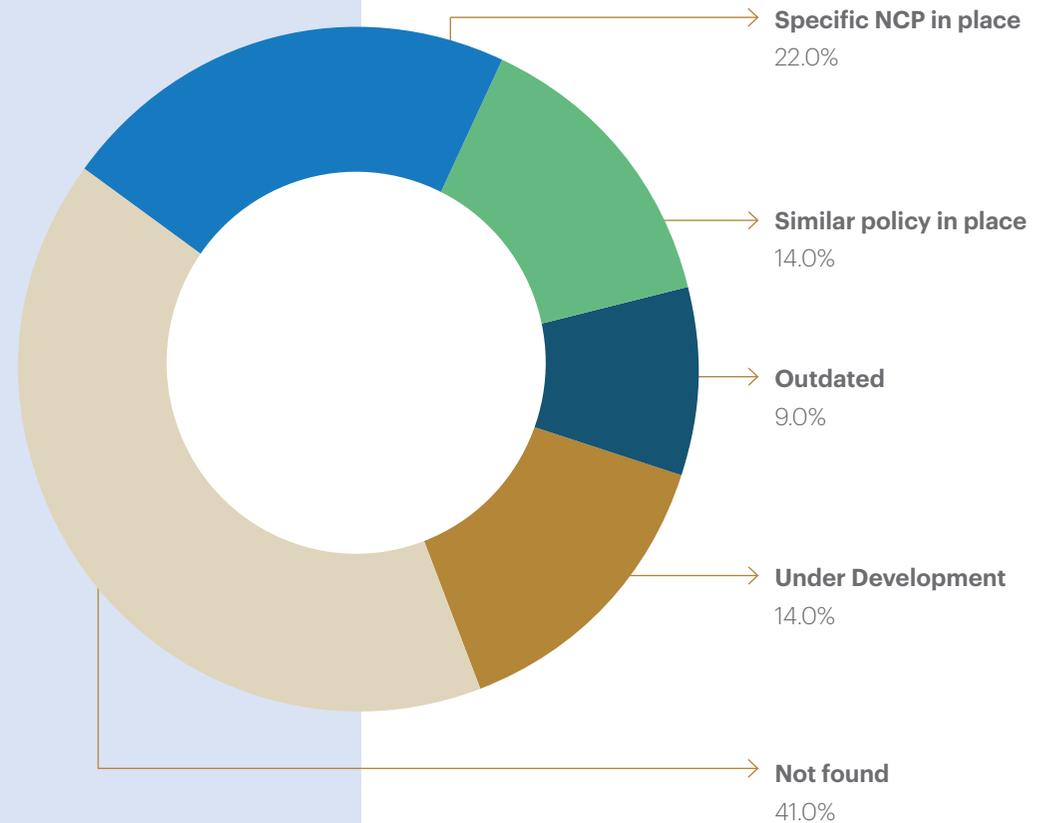
RESULTS OF THE NATIONAL POLICY ANALYSIS

STATUS: Where there are National Walking and Cycling Policies in the 64 ITF member countries.

Cycling

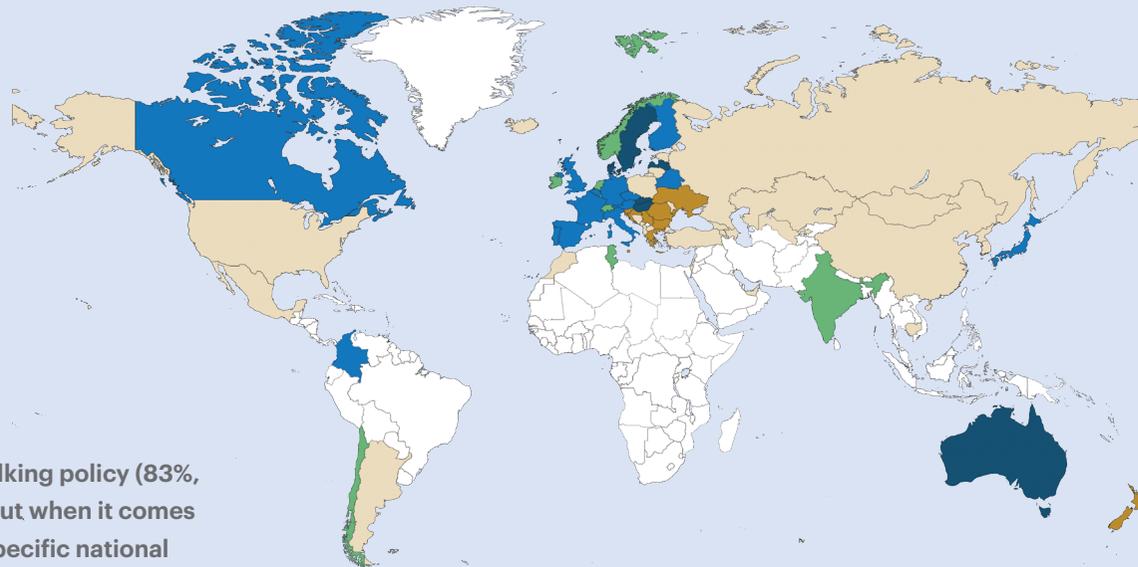
Cycling policies were found in 29 (45%) of the 64 ITF member countries (i.e. specific, similar or outdated policies). 14 (22%) of countries have a specific policy (Austria; Belarus; Belgium; Canada; Colombia; Czech Republic; Finland; France; Germany; Italy; Japan; Portugal; Spain; United Kingdom-England). 9 (14%) have a similar policy (Chile; India; Ireland; Liechtenstein; Luxembourg; Netherlands; Norway; Switzerland; Tunisia). 6 (9%) has an outdated policy (Australia; Denmark; Hungary; Latvia; Slovakia; Sweden). 9 (14%) have a policy under development (Bulgaria; Croatia; Greece; Malta; New Zealand; Romania; Serbia; Slovenia; Ukraine). In 26 (41%) of countries, no cycling strategies were found (Albania; Argentina; Armenia; Azerbaijan; Bosnia and Herzegovina; Cambodia; China; Estonia; Georgia; Iceland; Israel; Kazakhstan; Korea; Lithuania; Mexico; Moldova; Mongolia; Montenegro; Morocco; North Macedonia; Poland; Russian Federation; Turkiye; United Arab Emirates; USA; Uzbekistan)

ITF member countries by Cycling Policy Status



STATUS OF NATIONAL CYCLING POLICIES IN ITF MEMBER COUNTRIES

- Specific NCP in place
- Similar policy in place
- Under Development
- Outdated
- No NCP in place / Not Available
- Non ITF Country



In summary, more countries have a walking policy (83%, n53) than a cycling policy (45%, n29) but when it comes to specific strategies there are more specific national cycling strategies (22%, n14) than specific national walking strategies (14%, n9).

Encouragingly, 39% of ITF member countries have both a walking and cycling policy (n25) but there is opportunity to develop further active travel policies in half the ITF countries and specific strategies in 80% of them.

The 64 ITF member countries according to the status of their cycling policies

LEADERSHIP: The ministries leading on national walking and cycling policies in the 64 ITF member countries

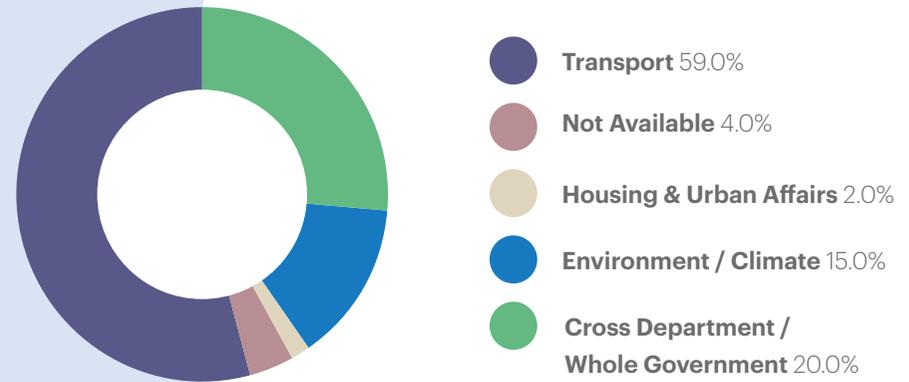
WALKING

In the 54 countries of the 64 ITF member countries where walking policies were found there are 32 policies led by transport ministries (59%); 11 cross government (21%); 8 Environment/climate ministries (15%); 1 housing and urban affairs (2%) and 2 not stated (4%).

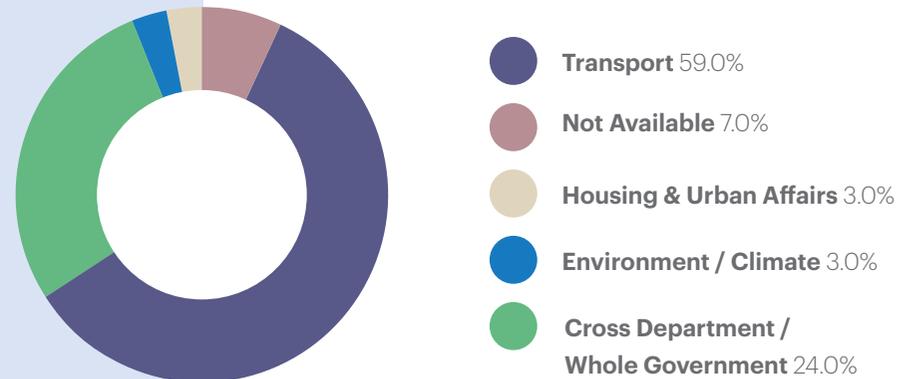
CYCLING

In the 29 countries of the 64 ITF member countries where cycling policies were found there are 17 policies led by transport ministries (59%). 8 were identified as having a cycling policy which was a cross-departmental or whole of government policy (28%). Environmental and Climate led national cycling policy is in one country (3%), housing and urban affairs was the lead ministry on national cycling policy in 1 country (3%), and 2 not stated (7%).

Lead Ministry for Walking Policies (n54)



Lead Ministry on national cycling policies (n38)



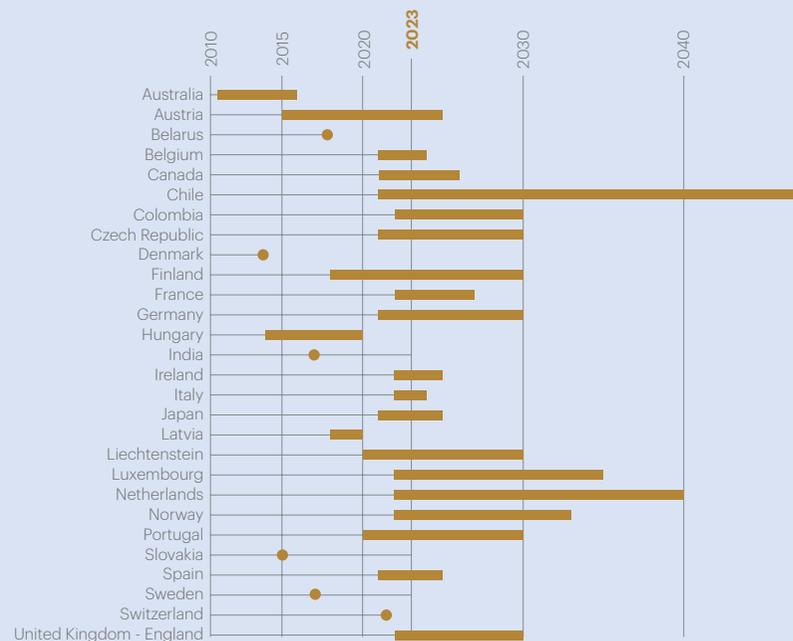
DURATION:

Policy timeframes of the national walking and cycling policies in the 64 ITF member countries

The average timeframe for the delivery of walking policies is 10 years and for cycling 9 years. Although this ranges from 2 to 29 years amongst different countries.



Cycling Policy Timeframes



Walking Policy Timeframes



AMBITION:

The policy objectives of the national walking and cycling policies in the 64 ITF member countries

Nearly all of ITF member countries with national strategies or policies for walking (80%) or cycling (97%) have included specific objectives.

Objectives related to improving road safety for pedestrians (70%) and cyclists (83%), as well as increasing walking (50%) and increased cycling (83%) activity (as physical exercise or means of transport) are the most frequent amongst walking and cycling policies and strategies. These are followed by objectives related to climate change mitigation by reducing emissions and using the urban space and infrastructure in a more efficient and sustainable way by walking (52%) and cycling (76%). Objectives related to improving the accessibility and comfort of walking (39% and 32%) and cycling (59% and 45%) are also common. Although the percentage of countries addressing these types of objectives vary between walking and cycling policies, the ranking is quite consistent in both cases.

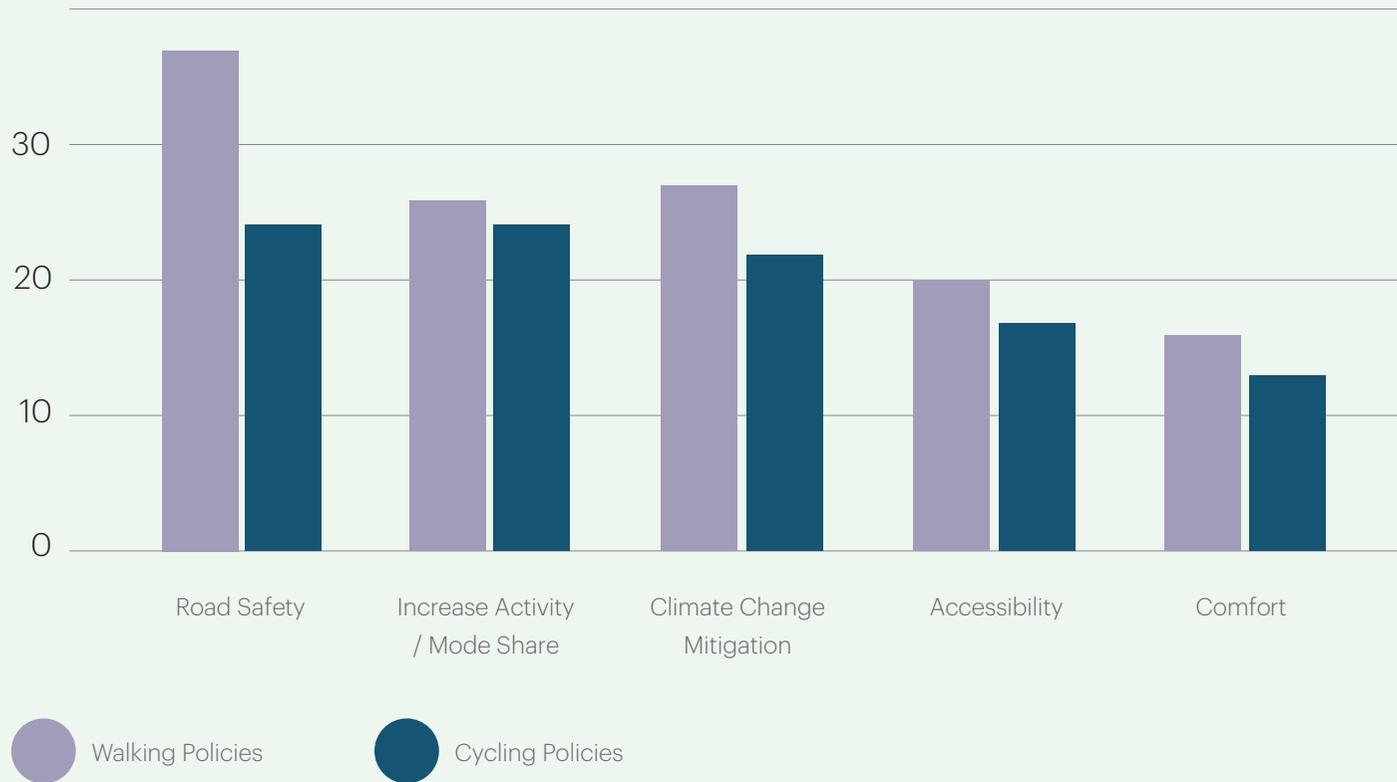


Number of ITF Countries with objectives by type

Objectives	Walking policies *		Cycling policies *	
	Countries with Walking Policies: 54		Countries with Cycling Policies: 29	
	N	%	N	%
Activity/ Mode share	27	50	24	83
Road safety	38	70	24	83
Accessibility	21	39	17	59
Comfort	17	32	13	45
Climate	28	52	22	76

* Specific, similar or outdated policies.

NUMBER OF ITF COUNTRIES WITH OBJECTIVES BY TYPE



ACTION:

The policy actions of the national walking and cycling policies in the 64 ITF member countries.

Almost all national strategies or policies for walking (93%) and cycling (90%) contain actions.

The most common action amongst walking (59%) and cycling (76%) strategies and policies is to improve infrastructure to make walking and cycling safe, accessible and easy to do. This is closely followed by the integration of walking (59%) and cycling (69%) with public transport, to enable and promote multimodal sustainable mobility for longer trips.

The frequency of the other actions are ranked in a slightly different way between walking and cycling policies. In general, still more than half of policies include land use planning to ensure proximity and quality of access to everyday services on foot (57%) and by bike (62%), as well as campaigns to support a shift in people's mobility habits towards walking (52%) and cycling (66%). Capacity building – to enable the successful delivery of effective walking (50%) and cycling (55%) strategies that have measurable impact are also actions included by at least half of policies.

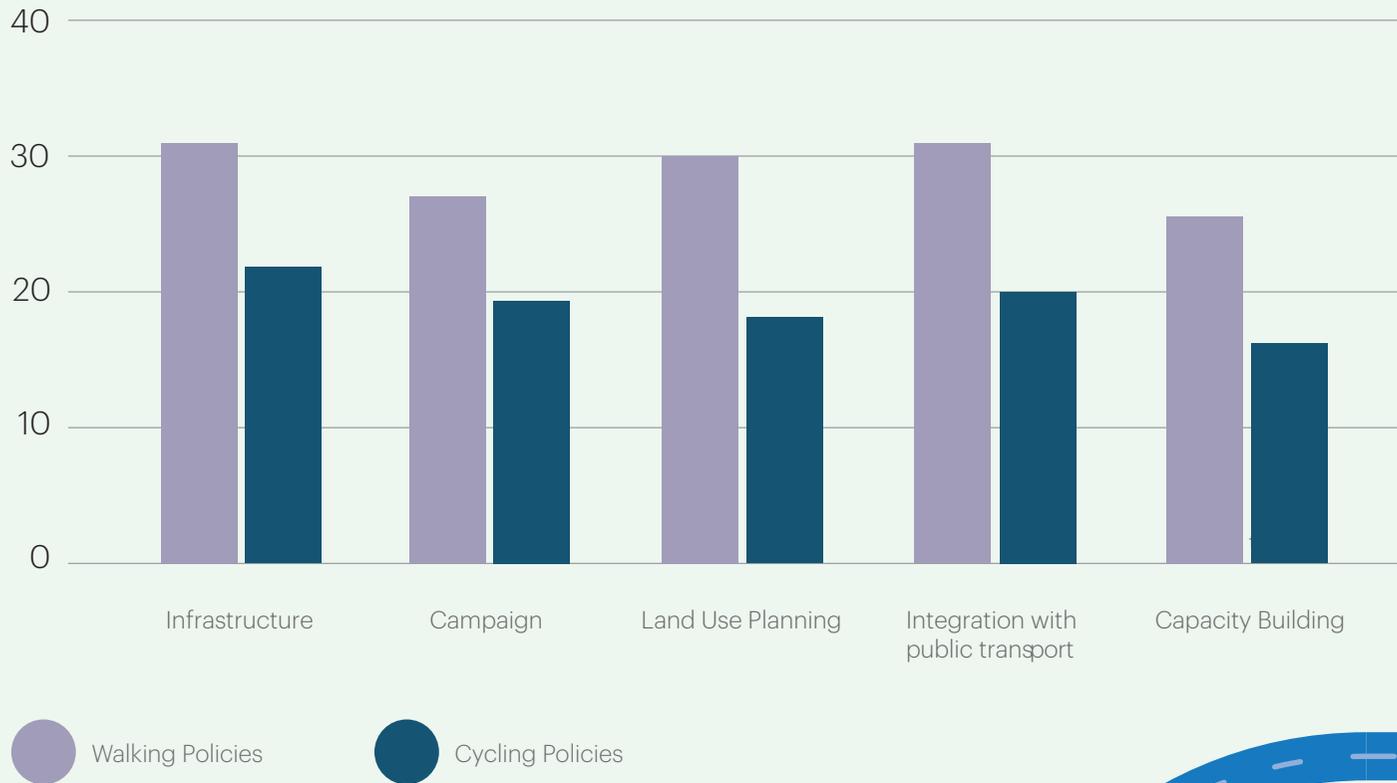


Number of ITF Countries with Actions by type

Actions	Walking policies * Countries with Walking Policies: 54		Cycling policies * Countries with Cycling Policies: 29	
	N	%	N	%
Infrastructure	32	59	22	76
Campaigns	28	52	19	66
Land use planning	31	57	18	62
Integration with public transport	32	59	20	69
Capacity building	27	50	16	65

* Specific, similar or outdated policies.

NUMBER OF ITF COUNTRIES WITH ACTIONS BY TYPE



INVESTMENT:

The financial budget allocated to the policy of the national walking and cycling policies in the 64 ITF member countries.

Over a quarter of countries with a walking policy have published a visible budget (30%), while over three quarters of countries (76%) with a cycling strategy include a commitment to secure funding or have otherwise dedicated funds in their budgets, demonstrating a delivery follow through to support the walking and cycling ambition.



Members with investment plans

Walking policies (n=16)	Cycling Policies (n=22)
 Armenia	 Austria
 Austria	 Belgium
 Bulgaria	 Canada
 Canada	 Colombia
 Finland	 Czech Republic
 Ireland	 Denmark
 Italy	 Finland
 Latvia	 France
 Moldova	 Germany
 Morocco	 Ireland
 Netherlands	 Italy
 New Zealand	 Latvia
 Portugal	 Luxembourg
 Tunisia	 Netherlands
 United Arab Emirates	 Norway
 USA	 Portugal
	 Slovakia
	 Spain
	 Sweden
	 Switzerland
	 United Kingdom (England)

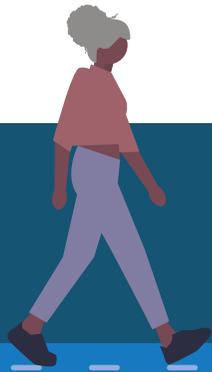


EVALUATION:

The policies with indicators attached to the national walking and cycling policies in the 64 ITF member countries.

Over half (54%) of countries with a walking policy have published an indicator framework to evaluate the effectiveness of the plans. About two thirds of countries with a cycling strategy include one or more indicators in their strategies (69%).

	Walking Policies (n=28)	Cycling Policies (n=20)
Members with indicators for impact evaluations	Albania	Australia
	Argentina	Austria
	Australia	Belarus
	Austria	Belgium
	Azerbaijan	Chile
	Bulgaria	Colombia
	Cambodia	Czech Republic
	Canada	Finland
	Colombia	Germany
	Croatia	Ireland
	Denmark	Italy
	Greece	Japan
	Israel	Latvia;
	Ireland	Luxembourg
	Italy	Netherlands
	Latvia	Norway
	Malta	Portugal
	Moldova	Slovakia
	Mongolia	Spain
	Montenegro	United Kingdom (England)
	New Zealand	
	North Macedonia	
	Norway	
	Poland	
	Romania	
	Slovakia	
	Tunisia	
	United Arab Emirates	



Case Studies and innovative policies





WALKING AND CYCLING POLICY IN PORTUGAL

The Active Mobility Policy - Walking and Cycling

Portugal adopted a National Cycling Strategy in 2019 and also committed to developing a strategy dedicated to walking. The preparation process was spearheaded by the Secretary of State for Urban Mobility and included the establishment of an Inter-ministerial Working Group, led by the Institute for Mobility and Transport, including several governmental areas, such as road safety, infrastructure, municipalities, spatial planning, education and health.

The process took approximately 1 year and was very participatory, with all stakeholders and the public getting an opportunity to make contributions. A consultant was brought on board to provide specialised expertise in writing the walking strategy in 2022. The document agreed to 21 measures.

Both strategies aim to reinforce the importance of walking and cycling; articulate the role of organisations to help deliver the ambition; demonstrate the intersectionality of policies that are relevant; and provide a framework for a change in mobility paradigm.

The 5 strategic delivery themes include education, culture, planning, infrastructure and taxation and incentives. There are incremental targets and comparable tables to other countries to help map the national ambition and progress.

Implementation

The Institute of Mobility and Transport (IMT) oversees the implementation of the policy, through the creation of a dedicated project group reporting directly to the Secretary of State for Urban Mobility.

Within the National Cycling Strategy, three governance structures were created, which are now being broadened to include walking and will be called active mobility. The 'Active Mobility Focal Points Network' includes a representative of each government department with a responsibility to lead the delivery of the policies and provide a link between the politicians and technical agencies. An Active Mobility Advisory Board supports the strategy delivery process and includes non-governmental organisations and activists. And the Inter-ministerial Commission for Active Mobility, includes representatives from the departments of Justice, Finance, Sports, Economy, Science, Education, Work, Social, Health, Environment, Climate - illustrating the breadth of relevance that walking and cycling policies are helping deliver in Portugal.

The policy has ambitious recommendations, among them the taxation pillar that proposes to set up a fund where taxes collected from motorists will be used to reward individuals, municipalities, and organisations promoting walking and cycling. One way to achieve this is through the existing Environmental Fund, which allocates money to projects that promote sustainability including active mobility projects.

The data used in the preparation of the policy was not always up-to-date at the start of the development process. However the national census data was revised and the strategy delivery team is now planning to set up an observatory for active mobility, where annual data will be collected to aid the evaluation of the measures.

LESSONS

- ✓ **Involve all actors and the public** during the preparation and implementation phase.
- ✓ **Support municipalities** to implement measures.
- ✓ **Political support is necessary** - actively engage the whole of government.
- ✓ **The Portugal top-down approach** worked well as the Secretariat of State for Urban Mobility provided the framework and bigger vision for the policy.





WALKING & CYCLING POLICY IN IRELAND

The National Sustainable Mobility Policy sets out a strategic framework to 2030 for walking and cycling as well as public transport journeys to help Ireland meet its climate obligations. It is accompanied by an Action Plan to 2025 which contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible and efficient alternatives to car journeys. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and to reduce the journeys taken by private car.

The policy aims to deliver at least 500,000 additional daily Active Travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil-fuelled cars. It aims to make it easier for people to choose walking, cycling and use public transport daily instead of having to use a petrol or diesel car.

A collaborative approach has been taken by the Department in developing the policy through public consultation and extensive stakeholder and cross-government engagement.

The Action Plan contains 91 actions across 10 goals.

The ten Sustainable Mobility Policy Goals are:

- 1 Improve mobility safety
- 2 Decarbonise public transport
- 3 Expand availability of sustainable mobility in metropolitan areas
- 4 Expand availability of sustainable mobility in regional and rural areas
- 5 Encourage people to choose sustainable mobility over the private car
- 6 Take a whole of journey approach to mobility, promoting inclusive access for all

- 7 Design infrastructure according to Universal Design Principles and Hierarchy of Road Users Model
- 8 Promote sustainable mobility through research and citizen engagement
- 9 Better integrate land use and transport planning at all levels
- 10 Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.

Timeline of Policy Drafting

- **2019:** Background Papers Prepared by relevant Departmental Divisions
- **November 2019:** Stakeholder Consultation Event
- **January 2020:** Publication of Background Papers and launch of Public Consultation
- **August 2020:** Draft Public Consultation report prepared
- **November 2020:** Public Consultation report brought to Cabinet and published
- **2021:** Finalisation of SMP
- **April 2022:** SMP launched

Monitoring and Oversight

A key element of the implementation of the SMP is the Leadership Group. This Group:

- Oversees and drives implementation of the SMP Action Plan 2022-2025 including the establishment of performance metrics and indicators for use in reporting on progress
- Has developed a work programme prioritizing early delivery of actions in line with overall policy objectives
- Established a Delivery Team for the “Pathfinder Programme” – a programme of projects of scale at local authority level over the next 3 years which can provide a template for others to replicate
- Oversees development and implementation of a public engagement

strategy to promote the benefits of sustainable mobility and raise public awareness, including a large-scale impactful media campaign to encourage modal shift to sustainable modes (action 67)

- Oversees establishment and outputs from a research network to support the policy (action 73)
- Provides quarterly activity reports to the Minister for Transport
- Has overseen the initial establishment of the annual Sustainable Mobility Forum

The membership of the Group is set out in the SMP. It is chaired at Assistant Secretary level by the Department of Transport and comprises senior representatives from:

- Department of Transport
- Department of Housing, Local Government and Heritage
- National Transport Authority
- Transport Infrastructure Ireland
- City and County Managers Association
- Regional Assemblies

Quarterly updates on the actions under the Action Plan are sought by the Leadership Group ahead of their meetings.

At the national level walking and cycling are also included in other policies including:

- i The National Planning Framework (Project Ireland 2040) is a spatial and economic plan that promotes concepts such as compact growth, and sustainable mobility among others that are geared towards active mobility. It provided the framework for national and local level planning and is tied to funding. Most of the measures proposed in this framework directly talk to walking and cycling in Ireland.

- ii The Climate Action Plan, 2023 which contains strong legislation (the Climate Action and Low Carbon Development Act, 2021) to achieve the national objective on reducing carbon emissions. The planned National Demand Management Strategy, is linked to the The Climate Action Plan, and is aimed at reducing congestion in towns and cities, improving air quality, and providing more and safer spaces for public transport, walking, and cycling. The strategy will be implemented by a steering group that comprises of inter-departmental/agency membership. The goal is to reduce transport-related emissions by reducing up to 20% of the emission share from motor vehicles. The idea is to improve public transport, walking and cycling infrastructure to achieve the desired modal shift from private cars.
- iii Embracing Ireland’s Outdoors - National Outdoor Recreation Strategy 2023-2027 is Ireland’s national outdoor recreation strategy which sets out a vision, mission and series of actions which will lead, guide and facilitate the sustainable development and management of the outdoor recreation sector for the next five years. It also aims to increase participation, in order to realise social, health and economic benefits..

Get Ireland Walking strategy and action plan: An initiative of Sport Ireland, supported by Healthy Ireland, and hosted by Mountaineering Ireland. Get Ireland Walking’s vision is to create a vibrant culture of walking in Ireland by maximising the amount of people who walk regularly. the second strategy and action plan (2023 - 20226) is aligned to the strategic objectives of the World Health Organisation’s Global Action Plan on Physical Activity, Get Ireland Walking has developed a list of 40 indicators to assess the impact of the initiative across the entire system of walking in Ireland.

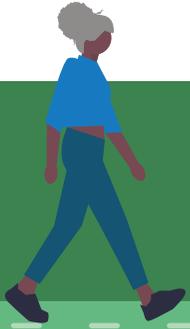
The mobility restrictions as a result of the COVID-19 pandemic resulted in a new appreciation for walking, cycling, and quality urban spaces. Recreational walking and cycling levels increased, and the Irish government was proactive and acted quickly to reallocate space for pedestrians

and cyclists. This resulted in heavy investment in new infrastructure and a commitment by the Government to spend €360m per annum on walking and cycling which has led to a multitude of many active mobility interventions being implemented by local authorities.

For example, the ‘Safe Routes to School’ programme - a programme operated by the Green-Schools Programme in partnership with the National Transport Authority (NTA) and the local authorities - aimed at accelerating the delivery of walking/ scooting and cycling infrastructure on key access routes to schools, providing “front of school” treatments which will enhance access to school grounds, and expanding the amount of bike parking available at schools. This project was launched in March 2021 and was open to all schools in Ireland to apply for active travel funding and delivery. Over 900 schools, around a quarter of the total number of schools in the country, applied to the SRTS Programme and will enter it on a rolling basis over the coming years.

LESSONS

- ✓ **Walking and cycling transcend other policy sectors outside of health, sport, transport, and physical activity.** Viewing walking and cycling through a broader lens can help strengthen a network of partners and identify opportunities for future work.
- ✓ **Building trust and rapport** with organisations and stakeholders from multiple sectors and disciplines is crucial.
- ✓ **There are lots of possibilities for information and knowledge sharing** from organisations such as Get Ireland Walking, to inform the work of international colleagues in relation to partnership building, communication, and capacity building.
- ✓ **Embedding research support within practice and policy** walking and cycling organisations can help generate valuable practice based insights.



Appendices



APPENDIX 01

Methodology

PATH coordinated a review of all national policies for walking and cycling during the first quarter of 2023. The desk top research focused on identifying national transport policies primarily but also documented health and climate policies where they were available and accessible. The structure of the research was based on the approach previously adopted by the European Cyclists' Federation.

(<https://ecf.com/policy-areas/cycling-all-policies/national-cycling-policies>).

The team of international postdoctoral and postgraduate researchers was coordinated by Walk21 Foundation with the support of the European Cyclists' Federation. National policies relevant to walking and or cycling were mapped for their status and timeframe; ambition and objectives; actions and investment and evaluation and impact.



The review builds on the 5 delivery action themes agreed by PATH for COP27 Egypt. The call to action are for integrated and coherent strategies, including plans, funding and concrete actions for:

- **Infrastructure:** to make walking and cycling safe, accessible and easy to do.
- **Campaigns:** to support a shift in people's mobility habits.
- **Land use planning:** to ensure proximity and quality of access to everyday services on foot and by bike.
- **Integration with public transport:** to underpin sustainable mobility for longer trips.
- **Capacity building:** to enable the successful delivery of effective walking and cycling strategies that have measurable impact.

The mixed methods approach included:

- Using the Google search engine the team searched by country name + KEY WORDS: (Walking strategy), (cycling strategy), (Walking policy), (cycling policy), (Active travel policy), (Active travel strategy).
- Using the Google search engine the team searched by country name + KEY WORDS: (Health policy/strategy), (Transport policy/strategy), (Environment policy/strategy), (NDC - Nationally Determined Contribution).
- Search words in found policy PDF's: KEY WORDS: (Walk), (Walkers), (Walking), (Pedestrian), (Walkability) + (Cycle), (Cyclists), (Cycling), (Bikers), (Bikeability) + (Active travel), (non motorised transport), (NMT), (vulnerable road users), (VRU), (soft mobility).

The team's ability to speak several languages influenced the choice of countries where they focused their personal research. Occasionally, particularly when it was difficult to find a policy within the first 5 search pages, Google translate was used to translate the key words to extend the search in the local language.

The team typically spent an hour per country harvesting the relevant data. Some countries took longer when more extensive policies were located.

Limitations

The team recognise that not all relevant policies are published online by governments and that it is very likely that in this relatively rapid policy sweep that some policies have been missed and the reality of a countries ambition potentially misrepresented in this report. The team apologise for any inaccuracies that may have been caused by using this approach. PATH, and its members, would welcome any corrections and updates to the data given so that this report and the global study report, can be kept up to date and be as accurate as possible source of information and inspiration for national governments wishing to do more to benefit people walking and cycling.



The research team

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- **Carly Gilbert Patrick**, Team Leader - Active Mobility, Digitalization & Mode Integration, UNEP

APPENDIX 02

Summary tables with countries by different categories addressed in the review

Countries with policies (specific National Policies, similar documents, outdated)	
<p>Countries with walking policy (i.e. specific, similar or outdated policy) (n=54)</p>	<p>Albania, Argentina, Armenia, Australia, Austria, Azerbaijan, Belarus, Belgium, Bulgaria, Cambodia, Canada, Chile, Colombia, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Iceland, India, Ireland, Israel, Italy, Japan, Latvia, Lithuania, Luxemburg, Malta, Mexico, Moldova, Mongolia, Montenegro, Morocco, Netherlands, New Zealand, North Macedonia, Norway, Poland, Portugal, Romania, Serbia, Slovakia, Slovenia, Spain, Switzerland, Tunisia, Turkiye, United Arab Emirates, United Kingdom (England), United States of America.</p>
<p>Countries with cycling policy (i.e. specific, similar or outdated policy) (n=29)</p>	<p>Australia, Austria, Belarus, Belgium, Canada, Chile, Colombia, Czech Republic, Denmark, Finland, France, Germany, Hungary, India, Ireland, Italy, Japan, Latvia, Liechtenstein, Luxemburg, Netherlands, Norway, Portugal, Slovakia, Spain, Sweden, Switzerland, Tunisia, United Kingdom (England).</p>
<p>Countries with walking and cycling policy (i.e. specific, similar or outdated policy) (n=26)</p>	<p>Australia, Austria, Belarus, Belgium, Canada, Chile, Colombia, Czech Republic, Denmark, Finland, France, Germany, India, Ireland, Italy, Japan, Latvia, Luxemburg, Netherlands, Norway, Portugal, Slovakia, Spain, Switzerland, Tunisia, United Kingdom (England).</p>

APPENDIX 02

Summary tables with countries by different categories addressed in the review (Cont'd)

Countries with National Walking and Cycling Strategy or Policy by status		
Status	Walking	Cycling
Specific National Policy in place	Austria; Canada; Colombia; Czech Republic; Germany; Greece; Norway; Portugal; United Kingdom (England)	Austria; Belarus; Belgium; Canada; Colombia; Czech Republic; Finland; France; Germany; Italy; Japan; Portugal; Spain; United Kingdom (England)
Part of similar/broader document	Armenia; Azerbaijan; Belarus; Bulgaria; Cambodia; Chile; Croatia; Denmark; Estonia; Georgia; Iceland; India; Israel; Italy; Japan; Latvia; Lithuania; Luxembourg; Malta; Mexico; Moldova; Mongolia; Montenegro; Morocco; Netherlands; North Macedonia; Poland; Romania; Slovakia; Slovenia; Spain; Switzerland; Tunisia; Turkiye; United Arab Emirates; USA; ; Ireland	Chile; India; Ireland; Liechtenstein; Luxembourg; Netherlands; Norway; Switzerland; Tunisia
Under development	Bosnia and Herzegovina	Bulgaria; Croatia; Greece; Malta; New Zealand; Romania; Serbia; Slovenia; Ukraine
Outdated	Albania; Argentina; Australia; Belgium; Finland; France; New Zealand; Serbia	Australia; Denmark; Hungary; Latvia; Slovakia; Sweden

APPENDIX 02

Summary tables with countries by different categories addressed in the review (Cont'd)

National walking and cycling strategies or policies by ministry		
Ministry	Walking policies	Cycling policies
Transport	Australia; Azerbaijan; Cambodia; Canada; Chile; Colombia; Croatia; Czech Republic; Denmark; Finland; India; Ireland; Italy; Latvia; Lithuania; Luxembourg; Malta; Mexico; Netherlands; New Zealand; North Macedonia; Norway; Poland; Romania; Serbia; Slovakia; Slovenia; Spain; Tunisia; Turkiye; United Kingdom (England); USA	Australia; Canada; Chile; Colombia; Czech Republic; Denmark; Finland; Germany; Ireland; Italy; Japan; Netherlands; Norway; Slovakia; Spain; Tunisia; United Kingdom (England)
Environment/Climate	Austria; Bulgaria; France; Georgia; Germany; Greece; Iceland; United Arab Emirates,	Austria
Cross-departmental/Whole of Govt	Albania; Argentina; Armenia; Belarus; Belgium; Moldova; Mongolia; Montenegro; Morocco; Portugal; Switzerland	Belarus; Belgium; France; Latvia; Liechtenstein; Luxembourg; Portugal; Switzerland
Housing and Urban Affairs	Israel	India

APPENDIX 02

Summary tables with countries by different categories addressed in the review (Cont'd)

List of countries per type of objective in their walking and cycling strategies or policies		
OBJECTIVES	Walking policies	Cycling policies
Activity / Mode share	Austria; Belarus; Canada; Chile; Colombia; Czech Republic; Estonia; Finland; Georgia; Germany; Greece; Ireland; Lithuania; Malta; Montenegro; North Macedonia; Norway; Poland; Portugal; Romania; Serbia; Slovakia; Slovenia; Spain; Tunisia; Turkiye; United Kingdom (England)	Australia; Austria; Belarus; Belgium; Canada; Chile; Colombia; Czech Republic; Denmark; Finland; France; Germany; Ireland; Italy; Japan; Latvia; Liechtenstein; Luxembourg; Netherlands; Norway; Portugal; Slovakia; Spain; United Kingdom (England)
Road safety	Albania; Argentina; Armenia; Australia; Austria; Azerbaijan; Belarus; Cambodia; Canada; Chile; Colombia; Croatia; Denmark; Estonia; Finland; France; Germany; Greece; Ireland; Italy; Latvia; Malta; Montenegro; New Zealand; North Macedonia; Norway; Poland; Portugal; Romania; Serbia; Slovakia; Slovenia; Spain; Tunisia; Turkiye; United Arab Emirates; United Kingdom (England); USA	Australia; Austria; Belarus; Belgium; Canada; Chile; Colombia; Czech Republic; Denmark; Finland; France; Germany; Ireland; Italy; Japan; Liechtenstein; Luxembourg; Netherlands; Norway; Portugal; Slovakia; Spain; Sweden; United Kingdom (England)
Accessibility	Austria; Belarus; Canada; Chile; Colombia; Czech Republic; France; Germany; Greece; Ireland; Malta; Montenegro; New Zealand; Norway; Portugal; Romania; Slovenia; Spain; Tunisia; United Arab Emirates; United Kingdom (England)	Austria; Belgium; Canada; Chile; Colombia; Czech Republic; Denmark; Finland; France; Germany; Ireland; Italy; Japan; Luxembourg; Netherlands; Portugal; Spain

APPENDIX 02

Summary tables with countries by different categories addressed in the review (Cont'd)

List of countries per type of objective in their walking and cycling strategies or policies		
OBJECTIVES	Walking policies	Cycling policies
Comfort	Armenia; Australia; Austria; Canada; Chile; Colombia; Czech Republic; Germany; Greece; Ireland; Malta; Montenegro; Norway; Portugal; Romania; United Arab Emirates; United Kingdom (England)	Belarus; Belgium; Canada; Colombia; Denmark; Finland; France; Germany; Luxembourg; Netherlands; Portugal; Spain; United Kingdom (England)
Climate	Albania; Argentina; Armenia; Austria; Belarus; Bulgaria; Canada; Chile; Czech Republic; Finland; Georgia; Germany; Greece; Ireland; Lithuania; Malta; Mongolia; Montenegro; New Zealand; North Macedonia; Norway; Portugal; Romania; Serbia; Slovakia; Turkiye; United Arab Emirates; United Kingdom (England)	Austria; Belarus; Belgium; Canada; Chile; Colombia; Czech Republic; Denmark; Finland; France; Germany; Ireland; Italy; Japan; Luxembourg; Netherlands; Norway; Portugal; Slovakia; Spain; Tunisia; United Kingdom (England)

List of countries per type of action in their walking and cycling strategies or policies		
ACTIONS	Walking policies	Cycling policies
Campaigns	Austria; Azerbaijan; Belarus; Canada; Chile; Colombia; Czech Republic; Estonia; Finland; France; Germany; Greece; India; Ireland; Latvia; Lithuania; Malta; Mexico; Moldova; Mongolia; Netherlands; New Zealand; Norway; Portugal; Slovenia; Spain; Tunisia; United Kingdom (England)	Australia; Austria; Belarus; Belgium; Canada; Chile; Czech Republic; Denmark; Finland; France; Germany; Ireland; Italy; Japan; Netherlands; Portugal; Slovakia; Spain; United Kingdom (England)

APPENDIX 02

Summary tables with countries by different categories addressed in the review (Cont'd)

List of countries per type of action in their walking and cycling strategies or policies		
ACTIONS	Walking policies	Cycling policies
Land use planning	Albania; Armenia; Austria; Azerbaijan; Bulgaria; Canada; Colombia; Croatia; Czech Republic; Finland; Germany; Greece; Iceland; India; Ireland; Israel; Latvia; Lithuania; Moldova; Mongolia; Montenegro; Netherlands; New Zealand; Norway; Poland; Portugal; Romania; Slovakia; Switzerland; Tunisia; United Kingdom (England)	Australia; Austria; Chile; Czech Republic; Denmark; Finland; Germany; India; Ireland; Italy; Japan; Luxembourg; Netherlands; Norway; Portugal; Slovakia; Spain; United Kingdom (England)
Integration with public transport	Albania; Argentina; Austria; Azerbaijan; Belarus; Cambodia; Canada; Chile; Colombia; Croatia; Czech Republic; Estonia; Greece; Iceland; Ireland; Lithuania; Luxembourg; Malta; Mexico; Moldova; Mongolia; Morocco; New Zealand; Norway; Poland; Portugal; Slovakia; Slovenia; Spain; Switzerland; Tunisia; Turkiye	Austria; Belarus; Belgium; Canada; Chile; Czech Republic; Denmark; Finland; France; Germany; India; Ireland; Italy; Liechtenstein; Luxembourg; Netherlands; Norway; Portugal; Spain; United Kingdom (England)
Capacity building	Austria; Azerbaijan; Bulgaria; Canada; Colombia; Croatia; Czech Republic; Estonia; Finland; France; Germany; Greece; Ireland; Israel; Lithuania; Luxembourg; Malta; Montenegro; Netherlands; New Zealand; Portugal; Serbia; Slovenia; Spain; Switzerland; Tunisia; United Kingdom (England)	Austria; Belarus; Belgium; Canada; Czech Republic; Finland; France; Germany; Ireland; Italy; Luxembourg; Netherlands; Portugal; Slovakia; Spain; United Kingdom (England)
Infrastructure	Argentina; Austria; Azerbaijan; Belarus; Cambodia; Canada; Chile; Colombia; Czech Republic; Estonia; Finland; Iceland; India; Ireland; Israel; Lithuania; Luxembourg; Malta; Mexico; Moldova; Mongolia; New Zealand; Norway; Poland; Portugal; Romania; Serbia; Slovenia; Spain; Tunisia; Turkiye; USA	Australia; Austria; Belarus; Belgium; Canada; Chile; Czech Republic; Denmark; Finland; France; Germany; Ireland; Italy; Japan; Liechtenstein; Luxembourg; Netherlands; Norway; Portugal; Slovakia; Spain; United Kingdom (England)

APPENDIX 03

National data on the walking and cycling policies and strategies found and analysed

	COUNTRY	DOCUMENT	STATUS OF POLICY	MINISTRY	DURATION IN YRS
1	Albania	National Strategy for Development and Integration	Outdated	Cross department/ Whole government	5
2	Argentina	Plan de Acción Nacional de Transporte	Outdated	Cross department/ Whole government	5
3	Armenia	2021-2026 Action Plan of the Government of the Republic of Armenia	Similar policy in place	Cross department/ Whole government	5
4	Australia	For walking: National Road Safety Strategy 2011-2020	Outdated	Transport	9
		For cycling: National Cycling Strategy 2011-2016	Outdated	Transport	5
5	Austria	For walking: Besser Gehen in Österreich! Masterplan Gehen 2030	Specific NWP in place	Environment/Climate	8
		For cycling: Masterplan Radfahren 2015-2025	Specific NCP in place	Environment/Climate	10
6	Azerbaijan	State Program for the Safety of Road Traffic in the Republic of Azerbaijan 2019-2023	Similar policy in place	Transport	4

	COUNTRY	DOCUMENT	STATUS OF POLICY	MINISTRY	DURATION IN YRS
7	Belarus	For walking: Belarus National Strategy of Sustainable Social & Economic Development	Similar policy in place	Cross department/ Whole government	9
		For cycling: National Concept for the Development of Cycling	Specific NCP in place	Cross-departmental/ Whole of government	Not stated
8	Belgium	For walking: 2014 Federal Best Practice guide for sustainable commuting	Outdated	Cross department/ Whole government	Not stated
		For cycling: Plan d'Action pour la Promotion du Vélo du gouvernement fédéral 2021 – 2024	Specific NCP in place	Cross-departmental/ Whole of government	3
9	Bosnia and Herzegovina	Environmental Strategy and Action Plan of Bosnia and Herzegovina	Under development	Environment/Climate	Not stated
10	Bulgaria	National Climate Change Adaptation Strategy and Action Plan	Similar policy in place	Environment/Climate	Not stated
11	Cambodia	Cambodia Transport Sector Assessment, Strategy and Road Map	Similar policy in place	Transport	4
12	Canada	National Active Transportation Strategy 2021-2026	Specific NCP in place	Transport	5
13	Chile	Estrategia nacional de Movilidad Sostenible (ENMS)	Similar policy in place	Transport	29
14	China	Not available	N/A	N/A	N/A

	COUNTRY	DOCUMENT	STATUS OF POLICY	MINISTRY	DURATION IN YRS
15	Colombia	Estrategia Nacional de Movilidad Activa con enfoque de género y diferencial ENMA	Similar policy in place	Transport	18
16	Croatia	National Road Safety Plan of the Republic of Croatia for the Period 2021-2030	Similar policy in place	Transport	9
17	Czech Republic	For walking: Concept of urban and active mobility, 2021-2027	Specific NCP in place	Transport	6
		For cycling: Concept of urban and active mobility	Similar policy in place	Transport	9
18	Denmark	For walking: 2021-2030 Handlingsplan Færdselssikkerhedskommissionen Mål og Strategi	Similar policy in place	Transport	9
		For cycling: Danmark – op på cyklen! Den nationale cykelstrategi	Outdated	Transport	Not stated
19	Estonia	Transport and Mobility Development Plan 2021-2035	Similar policy in place	Not available	14
20	Finland	For walking: National Strategy for Walking and Cycling 2011-2020	Outdated	Transport	9
		For cycling: Kävelyn ja pyöräilyn edistämishjelma	Similar policy in place	Transport	Not stated

	COUNTRY	DOCUMENT	STATUS OF POLICY	MINISTRY	DURATION IN YRS
21	France	For walking: France Mobilités	Outdated	Environment/Climate	2
		For cycling: Plan Velo	Specific NCP in place	Cross-departmental/ Whole of government	5
22	Georgia	Georgia's 2030 Climate Change Strategy	Similar policy in place	Environment/Climate	9
23	Germany	For walking: Let's Go! Framework for a National Walking Strategy	Specific NWP in place	Environment/Climate	12
		For cycling: Nationaler Radverkehrsplan 3.0	Specific NCP in place	Transport	Not stated
24	Greece	National Strategy for Walking 2023	Specific NWP in place	Environment/Climate	4
25	Hungary	For cycling: National Cycling Programme Hungary 2014-2020	Outdated	Not stated	6
26	Iceland	Iceland's Climate Action Plan for 2018-2030	Similar policy in place	Environment/Climate	12
27	India	National Transport Oriented Development Policy	Similar policy in place	Transport	Not stated
28	Ireland	For walking and cycling: National Sustainable Mobility Policy	Similar policy in place	Health	Not stated

	COUNTRY	DOCUMENT	STATUS OF POLICY	MINISTRY	DURATION IN YRS
29	Israel	National Strategic Plan for Maintaining Movement in the Urban Space 2019	Similar policy in place	Housing and urban affairs	Not stated
30	Italy	For walking: National Road Safety Plan 2030	Similar policy in place	Transport	8
		For cycling: Piano Generale della Mobilità Ciclistica urbana e extraurbana	Specific NCP in place	Transport	2
31	Japan	For walking: Japan's Nationally Determined Contribution (NDC)	Similar policy in place	Not stated	10
		For cycling: 自転車活用推進計画	Specific NCP in place	Transport	4
32	Kazakhstan	None	N/A	N/A	N/A
33	Korea	None	N/A	N/A	N/A
34	Latvia	For walking: Road Traffic Safety Plan 2021-2027	Similar policy in place	Transport	6
		For cycling: Velosatiksmes attistibas plāns 2018. – 2020.gadam	Outdated	Cross-departmental/ Whole of government	2
35	Liechtenstein	For cycling: Mobilitats Konzept 2030	Similar policy in place	Cross-departmental/ Whole of government	Not stated
36	Lithuania	Lithuanian Long Term Transport Strategy until 2025	Similar policy in place	Transport	20

	COUNTRY	DOCUMENT	STATUS OF POLICY	MINISTRY	DURATION IN YRS
37	Luxembourg	For walking: Modu 2.0 - Strategy for Sustainable Mobility	Similar policy in place	Transport	7
		For cycling: PNM 2035 - National mobility plan	Similar policy in place	Cross-departmental/ Whole of government	13
38	Malta	National Transport Strategy 2050	Similar policy in place	Transport	30
39	Mexico	General Law of Mobility and Road Safety	Similar policy in place	Transport	Not stated
40	Moldova	Republic of Moldova NDC	Similar policy in place	Cross department/ Whole government	Not stated
41	Mongolia	Mongolia Green Development Policy	Similar policy in place	Cross department/ Whole government	16
42	Montenegro	National Strategy of Sustainable Development 2030	Similar policy in place	Cross department/ Whole government	14
43	Morocco	Morocco NDC	Similar policy in place	Cross department/ Whole government	10
44	Netherlands	For walking: City Deal - Ruimte voor Lopen	Similar policy in place	Transport	4
		For cycling: Nationaal Toekomstbeeld Fiets - De kracht van de fiets volop benut!	Similar policy in place	Transport	18
45	New Zealand	Keeping Cities Moving 2019	Outdated	Transport	2
46	North Macedonia	National Transport Strategy 2018-2030	Similar policy in place	Transport	12

	COUNTRY	DOCUMENT	STATUS OF POLICY	MINISTRY	DURATION IN YRS
47	Norway	For walking: National Walking Strategy	Specific NWP in place	Transport	9
		For cycling: National Transport Plan 2022-2033	Similar policy in place	Transport	11
48	Poland	Strategy for Sustainable Development of Transport until 2030	Similar policy in place	Transport	11
49	Portugal	For walking: Estratégia Nacional para a Mobilidade Ativa Pedonal-2030	Awaiting publication in the official journal	Cross department/ Whole government	8
		For cycling: Estratégia Nacional para a Mobilidade Ativa Ciclável 2020-2030	Specific NCP in place	Cross-departmental/ Whole of government	10
50	Romania	Strategiei na ionale de dezvoltare urbană integrată pentru orașe reziliente, verzi, incluzive și competitive 2022–2035	Similar policy in place	Transport	13
51	Russian Federation	Not found	N/A	N/A	N/A
52	Serbia	Strategy Of Railway, Road, Inland Waterway, Air and Intermodal Transport Development in the Republic of Serbia 2008 - 2015	Outdated	Transport	7

	COUNTRY	DOCUMENT	STATUS OF POLICY	MINISTRY	DURATION IN YRS
53	Slovakia	For walking: Strategic Transport Development Plan of the Slovak Republic up to 2030	Similar policy in place	Transport	14
		For cycling: National Strategy for the Development of Cycling Transport and Cycle Touring in the Slovak Republic	Outdated	Transport	Not stated
54	Slovenia	Transport Development Strategy of the Republic of Slovenia Until 2030	Similar policy in place	Transport	15
55	Spain	For walking: Estrategia de Movilidad - Segura, sostenible, conectada 2030	Similar policy in place	Transport	9
		For cycling: Estrategia estatal por la bicicleta	Specific NCP in place	Transport	4
56	Sweden	For cycling: En nationell cykelstrategi för ökad och säker cykling – som bidrar till ett hållbart samhälle med hög livskvalitet i hela landet	Outdated	Not stated	Not stated
57	Switzerland	Zukunft Mobilität Schweiz -UVEK-Orientierungsrahmen 2040	Similar policy in place	Cross department/ Whole government	23
58	Tunisia	National Urban Mobility Policy and Investment Programme	Outdated	Transport	3
59	Turkiye	Türkiye Ulastirma Politika Belgesi	Similar policy in place	Transport	Not stated
60	Ukraine	Not found	N/A	N/A	N/A

	COUNTRY	DOCUMENT	STATUS OF POLICY	MINISTRY	DURATION IN YRS
61	United Arab Emirates	National Climate Change Plan of the UAE 2017-2050	Similar policy in place	Environment/Climate	35
62	United Kingdom	Gear Change. A bold vision for cycling and walking. England	Specific NWP in place	Transport	8
63	USA	National Roadway Safety Strategy	Similar policy in place	Transport	2
64	Uzbekistan	Not found	N/A	N/A	N/A





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

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

PATH is composed of more than 400 leading organisations in the sustainable mobility community who collaborate to promote walking and cycling. It is coordinated by a core group consisting of the FIA Foundation – who are funding the coordination work – Walk21, the European Cyclists' Federation and the UN Environment Programme.

This report was supported by the generous funding of The FIA Foundation. The FIA Foundation is an independent UK-registered charity, working closely with grant partners to shape projects and

advocate to secure change in policy and practice. Our objective is safe and healthy journeys for all. Through partners with global reach, we are supporting safer vehicles and highways, clean air and electric cars and greater mobility access and inclusivity.

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