

**PATH**

Partnership for Active Travel and Health

# Make way for walking and cycling



**PATH**  
Partnership for  
Active Travel and Health

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A truly **sustainable mobility** paradigm must include a large share of investment in **walking and cycling**. Enabling a significant number of urban trips to be walkable and cyclable will provide a quick, affordable and reliable way to significantly **reduce transport emissions, traffic congestion** and **road casualties** and at the same time deliver **better public health, stronger economies** and **fairer societies**.



Effective support for walking and cycling in everyday life requires a set of integrated, coherent and funded 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 with measurable impact.



# Executive summary

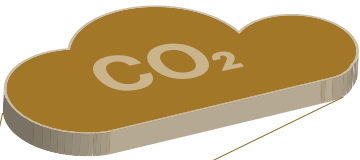


**50 billion tonnes of CO<sub>2</sub>** will be emitted by urban transport in the next 30 years if current motorisation trends are not reversed. The impacts of the current paradigm of transport are huge and spread across multiple sectors of society, affecting our economies and our lives in a negative way.

**The cost of inaction is huge and we cannot afford it.**

**More on page 1**

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**60% of all urban trips are shorter than 5 km**, a quarter are less than 1km, yet more than half of these trips are currently travelled by motorised vehicles. Walking and cycling have the potential to satisfy a large share of the current and future mobility demand.

**More on page 2**

Promoting more walking and cycling can reduce CO<sub>2</sub> emissions in the transport sector as well as **addressing the many other issues that characterize the current transport system**: physical inactivity, road safety, traffic congestion, local air pollution and many more.

**More on page 3**



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Giving priority and investing in walking and cycling in everyday life **requires a set of integrated and coherent actions**. Governments should create and improve high quality and safe infrastructure, invest in proper campaigns and communication activities, propose coherent land-use planning, enable the integration of walking and cycling with public transport and promote capacity building activities.

**More on page 19**



# 50 000 000 000 000 tonnes

**50 billion tonnes of CO<sub>2</sub> will be emitted by urban transport in the next 30 years**

## The cost of inaction is huge

The transport sector is responsible for nearly a third of global Greenhouse Gases (GHG) emissions, in addition to other negative externalities, from local air pollution to road crashes.

Experts predict that **km travelled, car ownership and emissions will increase as the global population grows and incomes rise**. The evolution of technology and life-style is encouraging people worldwide to travel more often, further, at higher speed and often with transport modes that have higher environmental and social costs.

As the external costs of transport rise, an innovative set of measures is required to inverse the trend. Without immediate action, the social and economic impacts of climate change will dramatically increase: **the cost of inaction is huge.**

To avoid the **carbon tunnel vision**, the solutions that are implemented to address climate change need also to contribute to **decrease the other negative impacts of transportation** such as air quality, public health, congestion, road safety and gender, age and income equity.

# Walking and cycling could satisfy a large part of the current mobility demand in cities

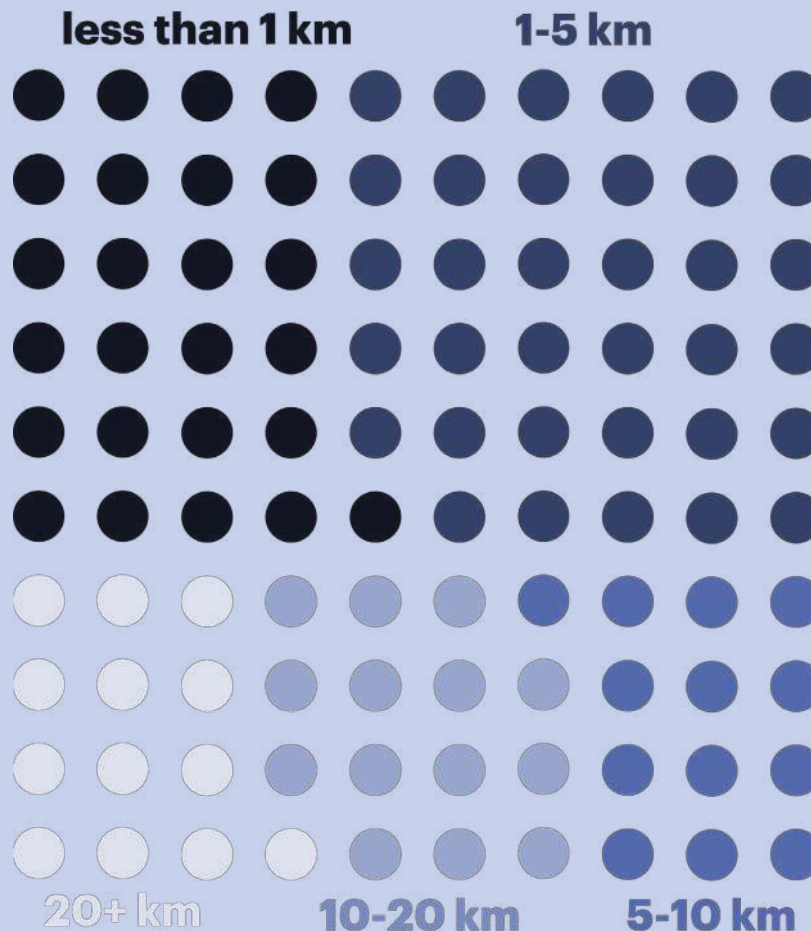
The number of urban trips is expected to more than double between 2020 and 2050. Cities will play a critical role in reducing carbon emissions through supporting citizens to make the best transportation choices.

Walking and cycling make up less than one third of all urban trips in 2020 world-wide, despite their potential to far exceed this share. In fact, 60% of urban trips are shorter than 5 kilometres, a quarter are less than 1km, yet walking and cycling currently make up just a third of these trips, and more than half of them currently travelled by motorised vehicles.

If electric cycling is factored in (extending distance covered to 10km), the potential for active travel exceeds 75% of all urban trips in the world.

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**The potential for shifting the mobility demand towards more walking and cycling is already there**



# 60%

of urban trips globally are shorter than 5 km and could be walked or cycled.

A quarter are shorter than 1km.



More than half of these short trips are currently travelled by motorised mobility

# Walking and cycling are solutions to multiple issues in transport



**Transport is a complex system that interacts with other sectors of society through multiple issues and dimensions.**

**Different transport modes are related to environmental, social and economic issues, which in turn depend on several factors.**

**Walking and cycling, when properly supported, can tackle many of these impacts by providing an effective alternative to motorised mobility.**



**Walking and cycling is the only truly carbon-free means of transport in use**

**Promoting walking and cycling is a health-care policy**

**It's about time for more walking and cycling**

**Walking and cycling is the most energy-efficient means of transport**

**A safe city is where people can walk and cycle more**

**Walkable and cyclable cities are accessible, equitable and economically vibrant**

# Walking and cycling is the only truly carbon-free means of transport in use

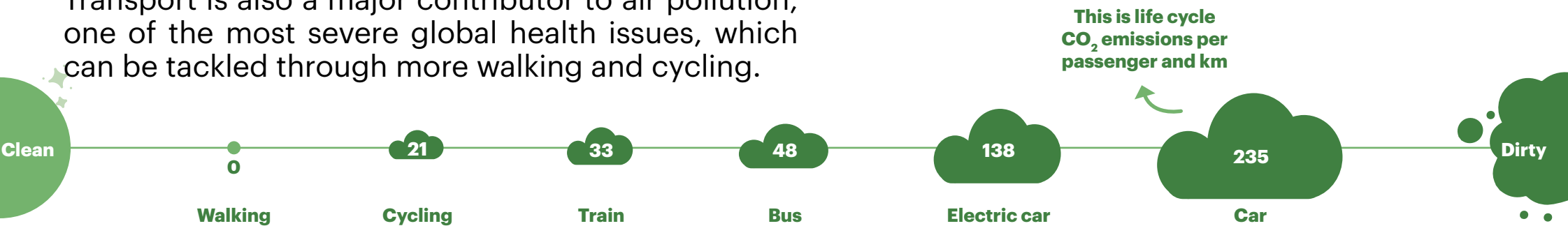
Transport is responsible for about 27% of global carbon emissions, and it is the sector with the strongest growth: +78% from 1990 to 2019. Experts predict that km travelled and car ownership will increase as global population grows and incomes rise.

In addition to direct tailpipe emissions, transport is responsible for further emissions throughout the supply chain, including the extraction and refining of fuels, the manufacturing of vehicles as well as the construction of the large infrastructure projects to support the mobility of people and goods.

To design effective measures and solutions, it is then paramount to ensure that the allocation of lifecycle and supply chain emissions is focused on the activities that are effectively responsible for them.

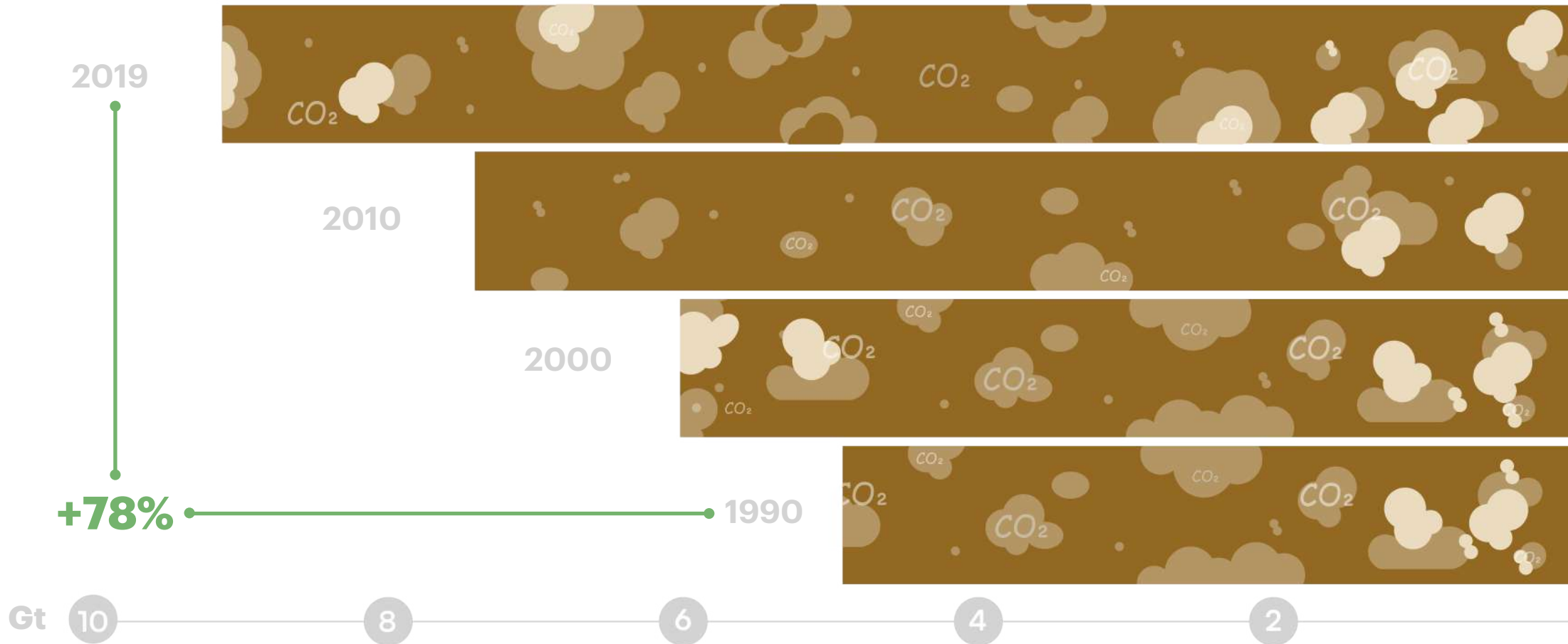
Transport is also a major contributor to air pollution, one of the most severe global health issues, which can be tackled through more walking and cycling.

**Walking and cycling are a cost-effective solution for dramatically cutting carbon and pollutant emissions on short trips, especially compared to car trips.**



Emissions of different transport modes

# Global CO<sub>2</sub> emissions by the transport sector



# Walking and cycling is the most energy-efficient means of transport

The transportation of people and goods is responsible for a significant share of global energy consumption. Oil products still represent more than 90% of the global energy consumption in the transport sector.

Such strong reliance on oil products also has additional socio-economic impacts in terms of national energy dependence at country level, and the potential for energy poverty issues for some groups of citizens.

Shifting towards less energy-intensive transport modes can provide multiple benefits: walking and cycling are the most energy efficient means of transport in terms of energy expenditure per km travelled.

**Walking and cycling require less energy than any other means of transport, and over short distances, are the most effective way to reduce fossil fuels consumption**

# Energy efficiency in transport



these are kilocalories of energy used per km travelled



# Breathe clean air with more walking and cycling

Air pollution is a significant threat to human health in countries worldwide, estimated to cause 4.2 million global premature deaths every year.

By reducing air pollution levels, countries can reduce the burden of disease from stroke, heart disease, lung cancer, and both chronic and acute respiratory diseases, including asthma. Pollutants that contribute to poor air quality include particulate matter (PM), nitrogen oxides (NO<sub>x</sub>), and volatile organic compounds (VOCs).

Transport policies worldwide are proposing stricter emission limits for vehicles, but poor consistency across countries and lack of enforcement are often slowing the potential benefits of their implementation.

More walking and cycling is a viable solution to lower emissions and improve air quality in rural and urban areas.

**Virtually every person on earth lives in a place where the WHO air quality guidelines levels are not met, making outdoor air pollution one of the greatest environmental risks to health**



# Promoting walking and cycling is a health-care policy

About 28% of the world's adult population - that's about 1.4 billion people - is not physically active enough.

Physical inactivity kills about 6 million people every year prematurely – as many as smoking – mainly due to increased incidence of coronary heart disease, stroke, diabetes, hypertension, cancers and other Non-Communicable Diseases (NCDs).

This problem is particularly acute for kids and adolescents: more than 80% of boys and girls worldwide aged 11-17 are insufficiently active.

Among the main reasons for this critical situation is the widespread use of motorised transport: if people walked or cycled for 30 minutes every working day, they would meet the WHO requirements for physical activity and sustain a 20-30% decreased risk of premature death.

Walking and cycling also helps prevent mental health issues such as depression and dementia.

Widespread physical activity would save the global economy about 300 billion Euros by 2030 in direct treatment costs, even without including the burden of productivity losses or other important health outcomes.

**Walking or cycling 30 minutes per working day is enough to meet the WHO minimum physical activity requirements and reduce the risk of premature death by 20-30%**





# €300bn

the projected global cost of  
physical inactivity by 2030

→ this is 1  
billion Euro

# A safe city is where people can walk and cycle more

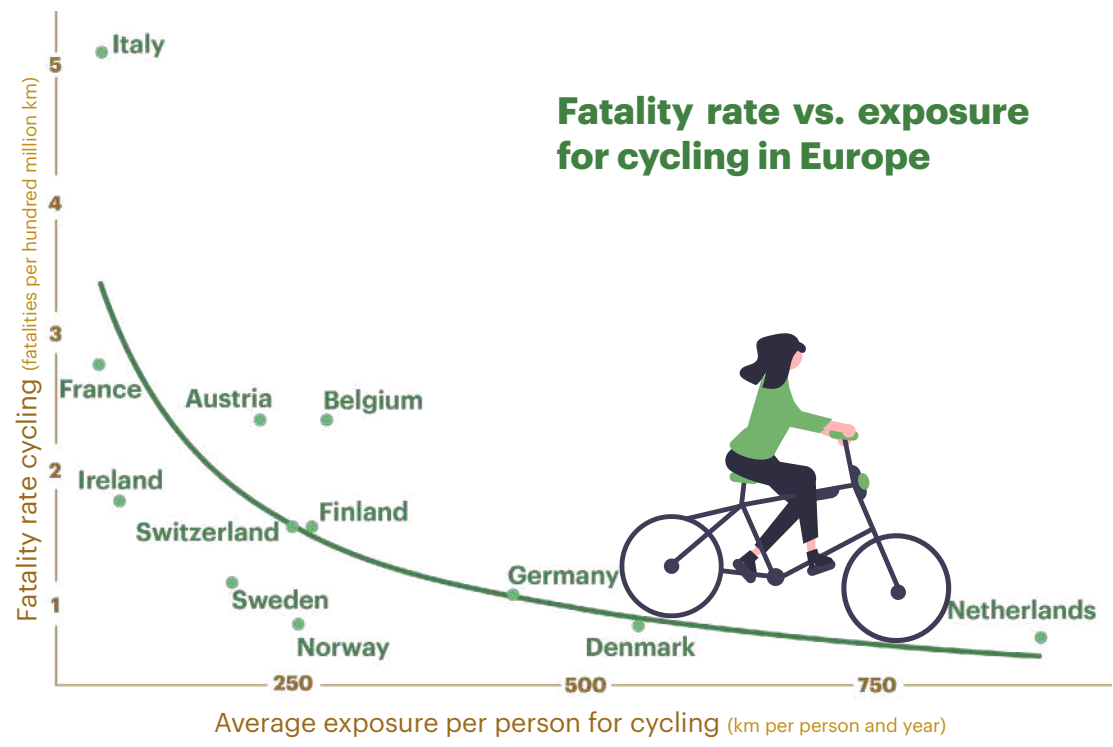
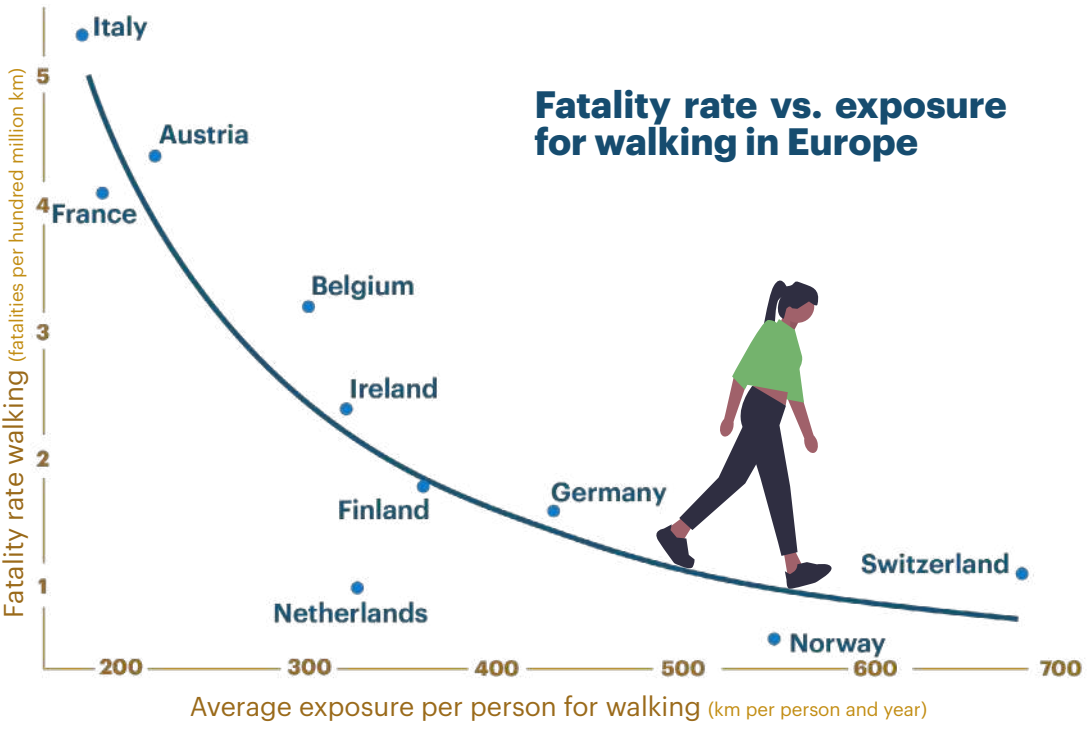
Every day 1,000 people are killed on the road while they walk or cycle. Road crashes are the first cause of death for people between 5 and 30 years old.

Improving road safety and protecting the planet and our health and well-being go hand-in-hand since so many of the solutions to both issues are linked. For example, reducing the speed of vehicles reduces the incidence of serious crashes per km travelled, and also helps creating spaces in which people feel safe walking and cycling more every day.

Improving road safety also supports a just transition to more sustainable mobility modes for people irrespective of their age, gender, ability or level of income, since the negative effects of road crashes disproportionately impact disadvantaged and marginalized sections of society.

More walking and cycling also improves safety by creating the phenomenon known as “safety in numbers”: the higher the number of people on foot or on a bike, the lower the incidence of serious crashes per km travelled. This happens for a variety of reasons, including that when drivers see more cyclists and pedestrians on the road they learn to anticipate their movement patterns and better negotiate road space and intersections.

**Enabling everyday walking and cycling improves the safety and protection of women, children, the elderly, those with impairments and people on low incomes especially.**



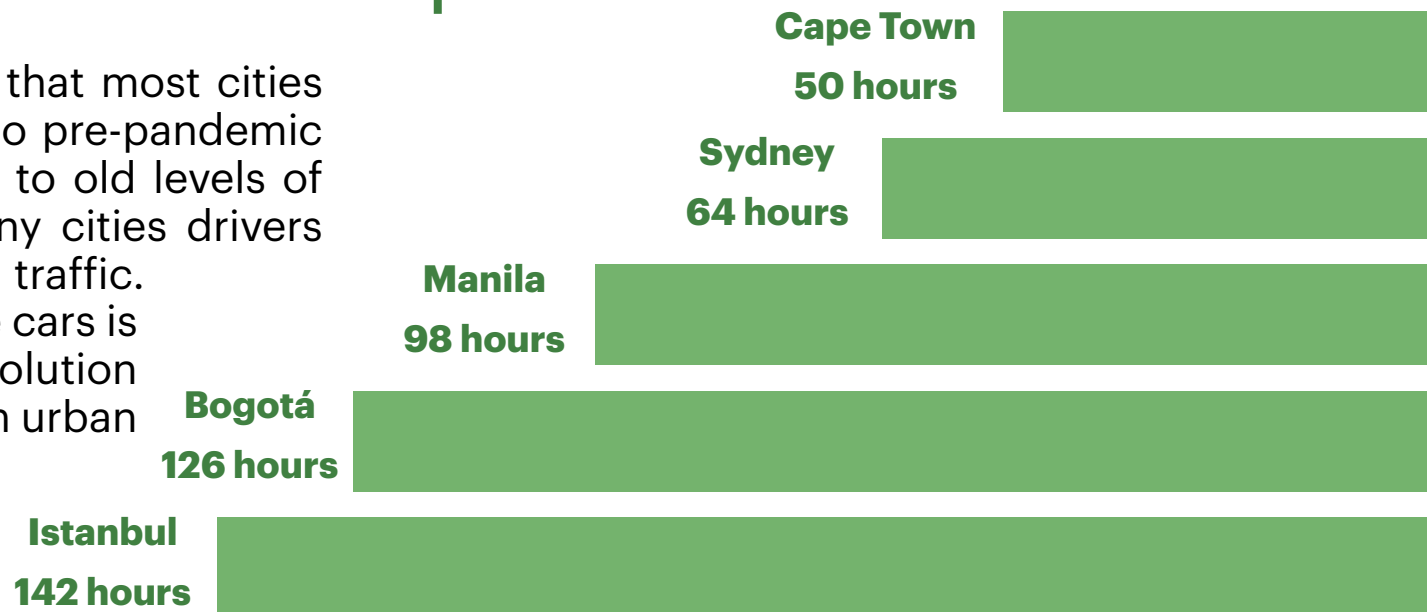
# It's about time for more walking and cycling

Travel time plays a key role when assessing transport modes, in particular its duration, quality and predictability. All these aspects contribute to the experience of mobility and are crucial when choosing a transportation mode over another - if there is an affordable and viable option.

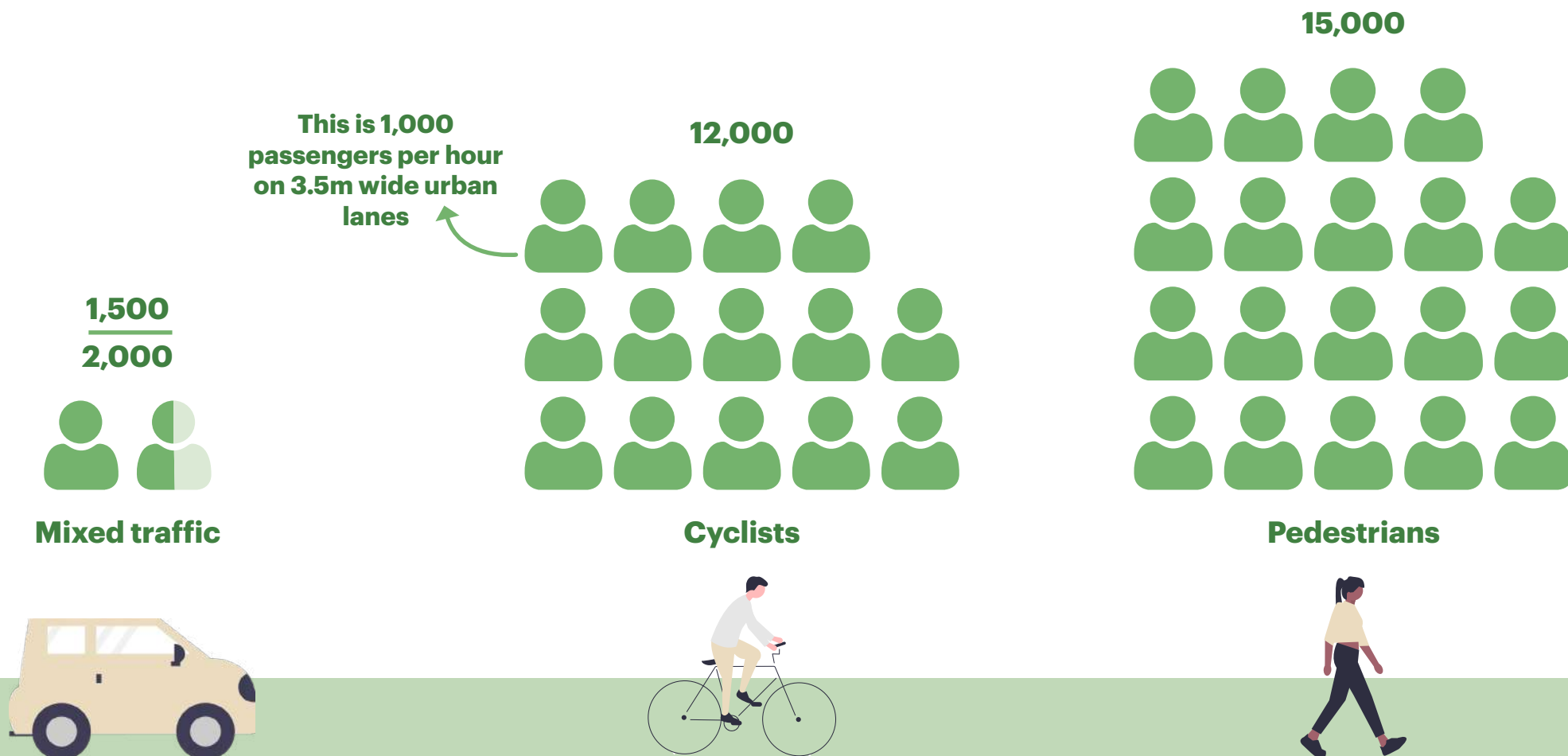
Congestion of motorised traffic is a growing concern in most large cities worldwide, both in terms of quality of daily life for commuters and of lost productivity. Congestion is also responsible for 7-15% of annual carbon emissions in large cities from transportation, due to idling vehicles. The same is true for other pollutants.

Although recent assessments show that most cities have lower traffic levels compared to pre-pandemic figures, most are on track to return to old levels of congestion. This means that in many cities drivers lose more than 100 hours per year in traffic. A decrease in the daily use of private cars is likely to represent the only effective solution to stop the rising congestion levels in urban environments.

**Walking and cycling could play an important role in decreasing congestion levels by cutting short-distance car trips, especially during peak hours.**



# How many people can a road accommodate ?



# Walkable and cyclable cities are accessible, equitable and economically vibrant

Mobility is a foundational service of a society and economy. It allows people to access goods and services, travel to work and school, and generally meet up to socialize and enjoy life.

A city with few transport options loses attractiveness, as it limits the opportunities for people to get where they wish and fulfil their needs. Excessively car-oriented neighbourhoods limit the possibilities for children, elderly, disabled people and place an economic burden especially on disadvantaged families.

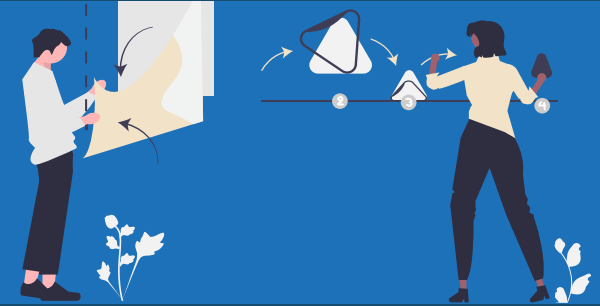
Walking and cycling are mobility choices available to everyone regardless of age, physical capabilities and economic conditions. A city where walking and cycling is made easier works better for men and women, the young and old, those who commute to work and those who are unemployed.

Disabled people can also take advantage of more walking and cycling in their city, as improved cycle paths and sidewalks are ideal infrastructure for wheelchairs, trikes and other mobility supports.

**More walking and cycling can increase the quality of life by increasing the availability of goods and services and the accessibility to socio-economic opportunities, making cities more vibrant, attractive, and happy.**



# Take action



**Giving priority and investing in walking and cycling in everyday life requires a set of integrated and coherent actions.**

**Governments should create and improve high quality and safe infrastructure, invest in proper campaigns and communication activities, propose coherent spatial planning, enable the integration of walking and cycling with public transport and promote capacity building activities.**



## **Infrastructure**

**to make walking and cycling safe, accessible and easy to do for everybody**

## **Land-use planning**

**to ensure proximity and quality of access to everyday services on foot and by bike**

## **Capacity building**

**to enable the successful delivery of effective walking and cycling strategies that have measurable impact**

## **Campaigns**

**to support a shift in people's mobility habits**

## **Integration with public transport**

**to underpin sustainable mobility for long trips**

# Infrastructure

to make walking and cycling safe, accessible and easy to do everybody

Footpaths and bikelanes are the essential, minimum infrastructure dedicated to walking and cycling.

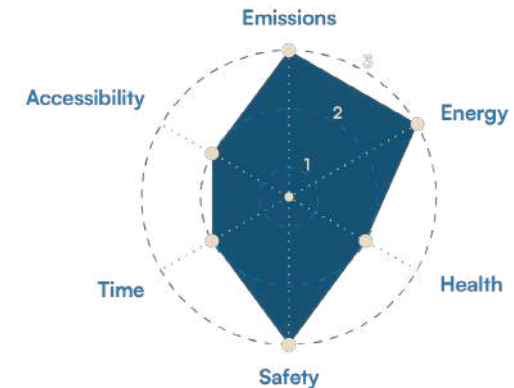
The design of high-quality infrastructure must be based on specific standards that guarantee all users adequate levels of safety, accessibility, and comfort.

A road is not only a connection between two points. It is public space, and its characteristics can greatly influence people's quality of life and mobility choice.

Well-designed roads and streets allow the safe coexistence of multiple users in the same space, usually by moderating motorised traffic. Some examples are pedestrian streets, districts with low vehicular traffic, the Dutch "woonerf" and pop-up piazzas.

Well-designed public spaces connect where people live to everyday services, offices, public and private activities, and can be experienced and enjoyed at different times of day and night.

What issues is this action best suited to tackle?



Designing high-quality infrastructure has positive repercussions on several aspects as it:

- ▶ **Increases walking and cycling trips**, favouring modal shift;
- ▶ **Improves road safety** through traffic design and moderation interventions;
- ▶ **Redistributes urban space** by expanding the number of people who can use it;
- ▶ **Brings quality to space** by improving the liveability of cities;
- ▶ Connects areas by enhancing **accessibility**.



### Road space reallocation Walthamstow, UK

The project consisted of the pedestrianization of many streets and the removal of about 10,000 cars from public space in 2015.

The number of people walking and cycling increased in proportion to the perceived increase in attractiveness and decrease in risk from traffic, which also resulted in increased commercial and touristic attractiveness.



### Community access mapping Medellin, Colombia

The initiative enabled children to share their neighbourhood concerns with local advocates FundaPeaton and identify where the walking conditions were especially intolerable.

New sidewalks, crossings and a park were installed in response, as well as traffic calming measures. Satisfaction increased 67% and pedestrian fatalities reduced by 22%.



### Tactical Urbanism Milano, Italy

Labelled “Piazze Aperte”, the project created recreational “open piazzas” to promote walking and cycling by re-allocating street space.

Tactical urbanism is an approach for the temporary transformation of street space that allows to test whether a solution, implemented through short-term and low-cost interventions, brings the desired results.

# Campaigns

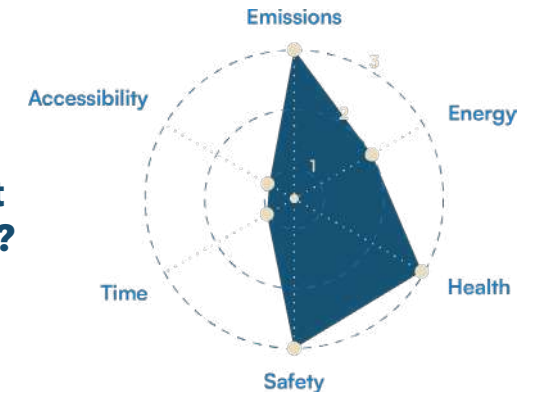
to support a shift in people's mobility habits

One of the big challenges to changing the mobility choices of people is not about engineering but about communicating, explaining and persuading.

Infrastructure might be there, but people might not use it. This can happen for several reasons: they might not know it is there, they might not be motivated to use it, or they might not have the capability to use it.

Campaigns for promoting more walking and cycling can be undertaken at every level (local to national to global) and are paramount to ensure that investments in infrastructure, innovative policies, urban planning and capacity building achieve their potential of shifting people's mobility habits.

What issues is this action best suited to tackle?



One of the most common models about behavioural change is called IMB, which stands for the three necessary components to ensure a change in habit:

- ▶ **Information** includes relevant knowledge about the nature of the problem, the necessity to tackle it and the existing means to do so. For example, people need to know that walking and cycling to work reduces carbon emissions and is beneficial for their health.
- ▶ **Motivation** is both personal and social and it includes positive and negative attitudes towards the behaviour and perceived benefits or disadvantages. For example, people must care about reducing their carbon emissions.
- ▶ **Behavioural** skills pertains to whether a person possesses the physical, mental, and technical tools to perform the new behaviour. For example, people must have access to a bike, be able to ride it and be provided with a safe environment to cycle.



### Cultura en las Calles Bogota, Colombia

Over 75 miles of Bogotá’s roadway are turned over each Sunday to the Ciclovía, and as many as one-and-a-half million Bogotanos come out to walk or ride.

In a city of over 7 million people, the absence of 600,000 private vehicles from the streets makes a visible difference and supports the re-imagination of the city with less cars and more walking and cycling.



### City Changer Cargo Bike Europe

A European project that aims at promoting the use of cargo-bikes, City Changer Cargo Bike brings together 22 partners including cities, research institutions, NGOs and industries.

The project works towards enhancing cargo-bike sharing schemes, promoting technical standardization as well as advocating through their “local hero” stories.



### Heart Foundation Australia

Since 23 years, the foundation has worked towards the goal of making Australia free of heart disease by building and supporting a community of people who walk.

The program brings together mobility and health professionals and addresses the lack of physical activity by encouraging the creation of walking groups through engagement activities.

# Land-use planning

to ensure proximity and quality of access to everyday services on foot and by bike

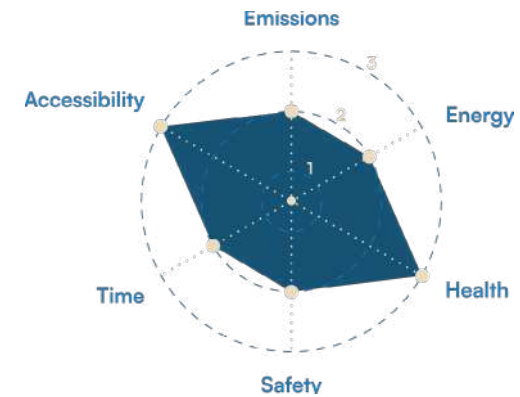
Spatial planning determines the use of city areas as services, public spaces, industrial districts, retail and residential neighbourhoods.

These aspects are all intrinsically linked to mobility, since the organisation of land-use impacts the ability to move around.

For instance, dense urbanisation can greatly increase the potential to move by public transport, walking and cycling, and thus have positive effects on energy consumption, CO<sub>2</sub> emissions and physical activity.

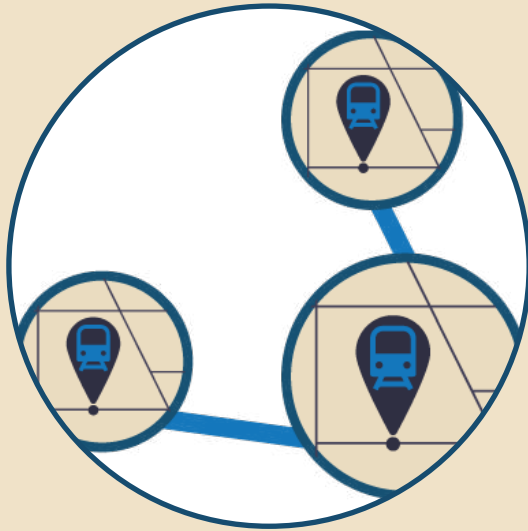
When there is a viable and affordable option, whether or not people choose to walk or cycle is strongly influenced by the quality of the built environment and distances. Land-use planning is key to supporting and encouraging walking and cycling as daily mobility choices.

What issues is this action best suited to tackle?



Some key elements to be taken into account when designing spaces to foster active mobility are:

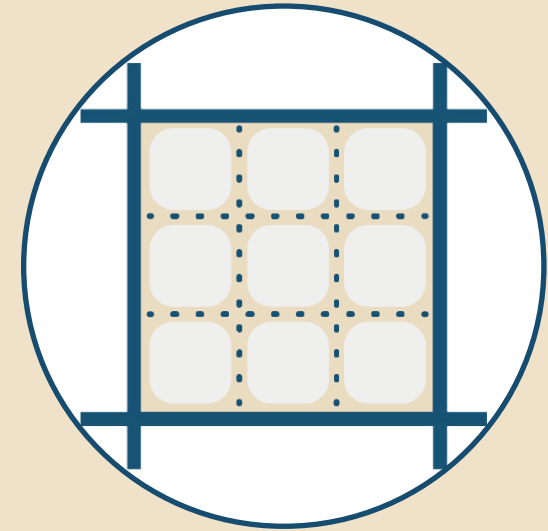
- ▶ **safety**
- ▶ **comfort**
- ▶ **urban quality**
- ▶ **accessibility**
- ▶ **proximity**



**Transit Oriented Development** promotes the polycentric city. It is based on urban compactness, high density and mixed use. Services with strong attractiveness are properly interconnected through a multi-modal transport system. TOD has sustainable public transport as its back-bone, and integrates walking and cycling in order to disincentivise the excessive use of private cars.



**The 15 minute city** is a model of neighbourhoods where citizens are able to access essential services and perform most daily activities within a close radius of where they live by walking and cycling. It is therefore a system that enables and incentivises daily active travel. The model makes cities more inclusive, increases their' economic attractiveness and improves the quality of life of citizens.



**Superblocks** are a particular organisation of city blocks that aims at disincentivising motorised through-traffic while creating liveable public space for residents. Specifically-designed road mechanisms push cars outside of the residential block while allowing walking and cycling to reach its inner parts. Superblocks can be created in new urbanisations or in regeneration projects

# Integration with public transport

to underpin sustainable mobility for long trips

One of the weak points in the public transport system is accessing the stop or the station: if people have to drive there, they might as well drive to their final destination.

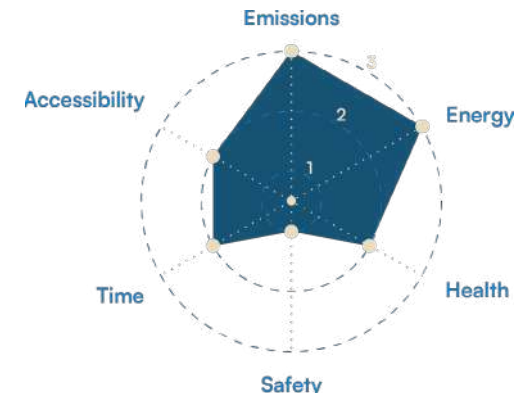
Walking and cycling are among the best choices when considering short-distance trips, but they are also a viable option for long trips when coupled with public transport. Many potential users of public transport are choosing private cars instead, due to the lack of an effective solution for the first- and last-mile.

Walking and cycling can greatly increase the use of public transport and help de-carbonize long trips.

Proper infrastructure, pricing mechanisms and policies that allow for multimodal trips are crucial to provide citizens with an effective alternative to the use of private cars.

An effective integration of walking and cycling with public transport can lead to multiple benefits, including lower environmental impacts and congestion and higher accessibility for youth and seniors.

What issues is this action best suited to tackle?



Access to public transport by walking and cycling requires:

- ▶ Safe and high-quality walking and cycling infrastructure connected to stations and stops;
- ▶ Safe parking facilities for bicycles at stations and stops to decrease the risks of theft;
- ▶ Bike sharing schemes in urban environments, fully integrated with public transport operations, to support last-mile trips and avoid the need of carrying bikes on trains or buses;
- ▶ Pricing mechanisms that incentivise the coupling of public transport with private or shared bikes.





### **The Netherlands**

has increased trends of combined trips with bicycle and train, thanks to several years of integrated policies and actions to foster multi-modal trips.

Investments in bicycle parking and cycling infrastructure around train stations allow citizens to travel by bike to the nearest station, while a country-wide bike-sharing system integrated with the rail service operator allows a safe and convenient cycle to their final destination.



### **The Dar es Salaam Bus Rapid Transit in Tanzania**

is a project that provides non-motorised transport facilities along the BRT lines that connects two districts in the Mbagal Area.

The provision of walking and cycling facilities is directly benefiting the disadvantaged, women, school children, disabled and elderly who could not previously access the public transport system.



### **The Lagos Sidewalk Challenge in Nigeria**

was a pilot for a walkability app called STRIDE to enable more than 2,000 school children and hospital staff and patients to share their walkability concerns and ask for improvements in catchment areas of the local public transport system.

In response, the Lagos Metropolitan Area Transport Authority built a new sidewalk and safe crossing and managed traffic speed.

# Capacity building

**to enable the successful delivery of effective walking and cycling strategies that have measurable impact**

Creating the conditions for more walking and cycling is not straightforward, and private firms, industries and public administrations everywhere lack focused expertise.

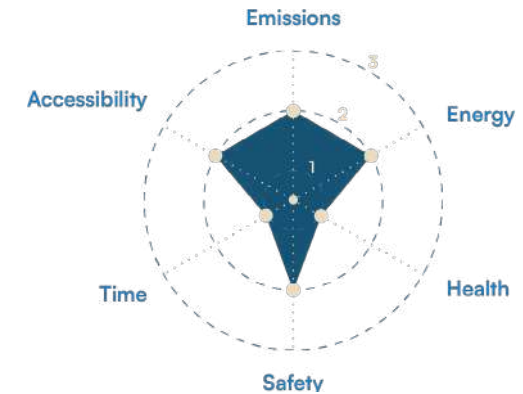
A significant effort must be put on capacity building activities to train future professionals for the challenge of incentivising more walking and cycling.

Promoting walking and cycling is not a purely technical job, and it requires a multi-disciplinary approach and professionals trained in a mixed set of skills ranging across all fields from engineering to psychology, and economics to sociology.

Walking and cycling requires a different approach to motorised traffic or public transport systems. People moving by foot or bike have different needs and impacts beyond the transport sector. Shedding light on these needs is paramount to understanding and designing solutions and building momentum for unlocking investment in infrastructure.

Efficient and effective capacity-building can be built on learning from international best-practices and direct positive or negative experiences. Creating communities to share projects, methods, results, and failures is vital.

**What issues is this action best suited to tackle?**





**Laboratorio Urbanos by CEDEUS Chile** aims at involving different actors in the territorial development realm (academics, public and private sector, civil society) to address urban problems through an active dialogue with local communities.

The programme is active in several cities in Chile and has helped to implement methodologies to diagnose urban conflicts and tensions, and to accompany different social actors in their solution.



**INTALInC workshops in Dhaka, Bangladesh** have focused on drawing attention to the mobility and accessibility constraints faced by female garment workers living in slum settlements in Dhaka, and the vulnerabilities of female commuters more generally.

The workshops have been attended by over 40 public, private and NGO experts and have developed a set of policy, research and practice-related actions to tackle the problems.



**Cycling in The Philippines** rose significantly during the Covid-19 pandemic as people could not safely access public transport, and the national government launched the construction of 500km bike lanes in the main urban areas.

The World Bank, the Global Road Safety Facility, Bloomberg Philanthropies, and the Australian government jointly provided technical assistance to ensure that the new infrastructure met the highest safety standards.

# Take action. If not now, when?

**48 countries** have mentioned walking and cycling in their **Nationally Determined Contributions (NDCs)** to date.

**56 countries** are involved in the development of walking and cycling master plans for the **Pan European Partnership with WHO and UNECE.**

**54 countries** are involved in the development of the **Pan African Action Plan for Active Mobility with UNEP.**

**Placing walking and cycling at the very heart of global, national and local strategies will help achieve the climate goals and improve the lives of people all over the world.**

## Seychelles



“Create secure and attractive urban cycling and walking pathways and routes.”

## Nepal



“By 2025, ensure all metropolitan cities have roads paved with bicycle and pedestrian lanes.”

## United Kingdom



“Invest £1.2 billion to make cycling and walking the natural choice for shorter journeys.”

## Canada



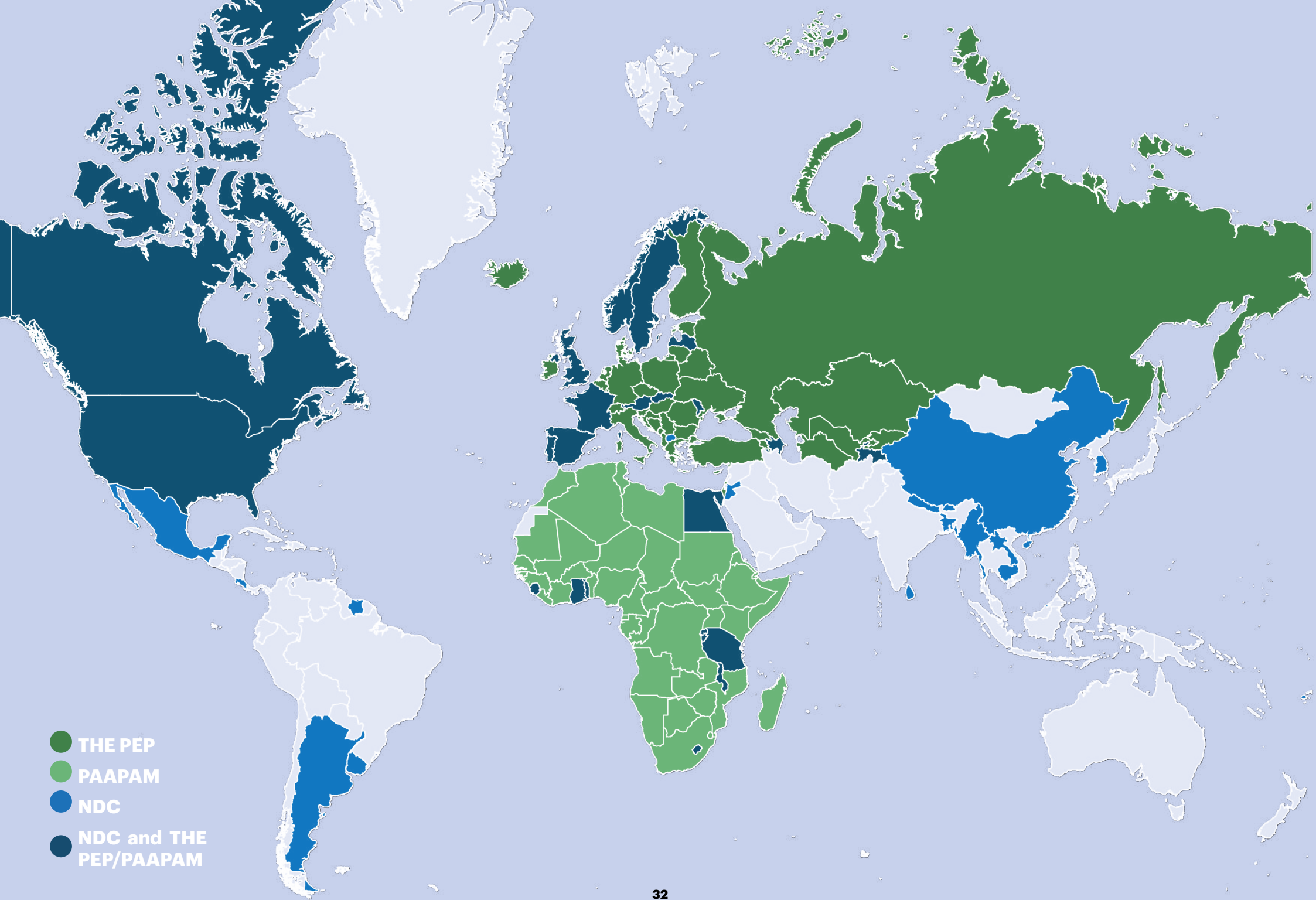
“Advance the national active transportation strategy by investing \$400 million for Canada’s first active transportation fund.”

## Marshall Islands



“Develop policies to encourage a greater use of cycling and walking, such as clearly demarcated cycling and walking paths and education programs”

**Join the national momentum for giving commitment, priority and investment to walking and cycling**



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## Glossary

**GHG** -> Greenhouse Gas

**NCD** -> Non-Communicable Disease

**TOD** -> Transit Oriented Development

**NDC** -> Nationally Determined Contribution

**THE PEP** -> Transport, Health and Environment Pan-European Partnership.

**PAAPAM** -> Pan-African Action Plan for Active Mobility.

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PATH is a new 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 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.



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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 & inclusivity.

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Decisio is a spatial economic research and consulting firm operating in the sector of programming and evaluation of territorial, environmental and transport policies from an economic and social point of view.

In 25 years of activity, Decisio has conducted over 1100 projects world-wide, focusing mainly on planning and designing of walking and cycling infrastructure and the evaluation and economic assessment of active mobility policies.

Decisio collaborates with clients in the public sector - from the European Commission to the small local authority - and in the private sector.



