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# **INVESTING IN PEOPLE WHO WALK AND CYCLE**

Share the Road Programme  
Annual Report 2018



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# Foreword

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As a child growing up in São Paulo , Brasil I remember walking to school every day with my friends, and back home again. Road traffic injury is now the leading cause of death for children and young adults aged 5-29 years; it is heartbreaking to know that thousands of children around the world die, making that same journey that I used to.

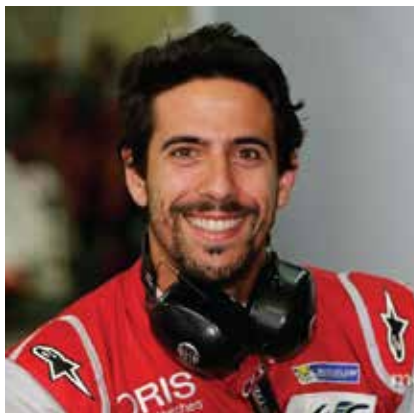
It angers me that we live in a world where someone dies on the road every 24 seconds, totaling 1.35 million people a year; a growing number of deaths which is fueled by motorized transport.

Once you bring in the number of deaths related to poor air quality the picture is even worse; 91 percent of the world's population is breathing unhealthy air. Long-term exposure to outdoor air pollution contributes to the deaths of over 4 million of people with strokes, heart attacks, lung disease and lung cancer causing many of them. Air pollution is now the fourth-highest cause of death worldwide, trailing smoking, high blood pressure and diet, with the majority of deaths recorded in poorer nations.

These are not just statistics, these are real people dying every day. Our friends, mothers, fathers, siblings and our children. We all have a part to play in ending the death toll.

That is why I founded the fuel conservation non-governmental organisation Smarter Driving in 2007 and why I compete in the all-electric FIA Formula E Championship for Audi Sport ABT Schaffler. More recently I also designed the EDG Niobium e-Bike as a clean, alternative means of transportation aimed for urban centres. I am a proud Clean Air Ambassador for the United Nations Environment Programme. I am also honoured to write this foreword for the UN Environment Share the Road Programme – which works with governments around the world to prioritize safe infrastructure for pedestrians and cyclists.

So I am playing my part, what can you do?



A handwritten signature in black ink, appearing to read 'Lucas di Grassi'.



### Lucas di Grassi

Racing Driver for Formula E

CEO of Roborace

Designer of the EDG Niobium e-Bike

Clean Air Ambassador for UN Environment



# Letter from the Share the Road project team

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The mobility needs of people who walk and cycle – often the majority of citizens in a city – continue to be overlooked. Even though the benefits of investing in pedestrians and cyclists can save lives, help protect the environment and support poverty reduction. The UN Environment Emission gap report (2017) clearly states the world must urgently and dramatically increase its ambition to cut roughly a further quarter off predicted 2030 global greenhouse emissions and have any chance of minimizing dangerous climate change. Meeting the needs of people who walk and cycle continues to be a critical part of the mobility solution for helping cities de-couple population growth from increased emissions, and to improve air quality and road safety.

No-one should die walking or cycling to work or school. The price paid for mobility is too high, especially because proven, low-cost and achievable solutions exist. That is why the Share the Road Programme (launched in 2008 by UN Environment and the FIA Foundation for the Automobile and Society) continues to act as an advocate for action, in highlighting best practice and as a convening authority - working with countries around the world to prioritize the needs of pedestrians and cyclists.

Joyce Msuya, Acting Executive Director, UN Environment recently said *“people across the world are now talking about the environment each and every day. It may not necessarily be all good news but the state of the environment and our planet, has greater visibility today, than ever before. We have an enormous opportunity to make a difference”*. It is against this hopeful backdrop that we share our progress in 2018 as we strive for a world where pedestrians and cyclists can travel to work, to school and beyond in safety.



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# Goals and Objectives

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

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

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



Our underpinning programme objectives to achieve this goal are:

1. Supporting development of NMT policies and initiatives at national and city level.
2. Building a knowledge base of NMT guidance and tools and provide access to this knowledge.
3. Leading on global advocacy, communication and engagement relating to NMT.
4. Prioritizing the needs of children and other vulnerable groups.



# Country Work

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





## Kenya



**Nairobi City County Government has earmarked 200 million Kenyan shillings for NMT projects in 2019 and Governor of Kisumu County Government has committed to development of an NMT Policy in 2019.**

## Nairobi

Following the development of Non-Motorized Transport (NMT) policy in 2015 (a joint initiative of UN Environment Share the Road Programme, the Kenya Alliance of Residents Association and the Nairobi City County), the government has made notable strides in implementing the policy in order to improve the walking and cycling environment and catalyze investment in NMT. The policy includes a first of its kind commitment in Africa - earmarking 20% of the city road construction budget to NMT investment.

The Share the Road team held a meeting with the Nairobi City County Government, along with the European Union (EU) and the Institute for Transportation and Development Policy Africa office (ITDP Africa) in November 2018 where the County Government team confirmed they have already earmarked 200 million Kenyan shillings for NMT projects in 2019 (equivalent to 2 million USD). With the support of the EU, the county government has also hired an NMT specialist to develop a walking and cycling network plan for Nairobi and identify what else is required to make the policy a reality.

We also expect that a multi-stakeholder steering committee will be established early in 2019 to drive the agenda of implementing the policy.

The EU and the Government of Kenya have also jointly funded "The Nairobi Missing Link Roads and Non-Motorized Transport Facilities Project" which is being implemented by the Kenya Urban Roads Authority (KURA).

Additionally, on October 27 this year, under the auspice of World Cities Day and to raise awareness on urban mobility and road safety, the EU delegation to Kenya and the Kenyan Government, held a NMT and road safety awareness day.



## Kisumu

Meetings have been held with the UN Environment Share the Road Programme and the Kisumu County Government who are keen to prioritize sustainable mobility. This will include Share the Road and ITDP Africa supporting development of an NMT Policy in 2019. The first step will be convening an NMT focus group in early 2019.

## National Road Safety Action Plan 2018-2023

The Share the Road team joined stakeholders from all over Kenya at stakeholder events in February and November 2018 to contribute to review of the National Road Safety Action Plan 2018-2023. This is a critical step to achieving the goals of the Decade of Action for Road Safety which advises all countries to develop and implement a National Action Plan for Road Safety. This will also be necessary to help Kenya achieve the sustainable development goals and targets relating to road safety (SDG Goal 3.6 and 11.2).

The action plan includes seven thematic areas:

- Road safety management and funding
- Data and research
- Licensing, legislation and enforcement
- Public transport and vehicles
- Public education
- Safe roads and speeds
- Post-crash response



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The need for NMT investment was discussed widely, particularly the need for 'safe and inclusive streets for all' and the role of land use planning in order for NMT infrastructure to be incorporated at the earliest stage. NMT is included in the action plan under thematic area 6 (safe roads and speeds). The Action Plan is expected to be fully signed off and approved by June 2019.





## Uganda



Lord Mayor of Kampala commits to making Non-Motorized Transport (NMT) a priority for the citizens of Kampala.



## Kampala



The Share the Road programme convened a Mayoral Round Table on NMT for Kampala in October 2018 to advocate for the Kampala senior leadership team to take the lead in implementing the National NMT policy for Uganda. In attendance were a host of stakeholders including; Lord Mayor of Kampala Erias Lukwago, Deputy Lord Mayor Sarah Jinjeke, the Mayor of Kawempe Emmanuel Serunjogi Ow'eddembe, Jacob Myamukama and Peter Kaujuu of Kampala Capital City Authority and Amanda Ngabirano - Urban and Regional Planner and Lecturer at Makerere University and Africa representative of the World Cycling Alliance.



In October 2018 construction also started for the Kampala NMT pilot corridor of Namirembe Road- Luwum Street Road. Altogether covering a total length of about 3.5km the designs see one of the existing vehicular lanes converted into two bicycle lanes along with a new pedestrian zone, cycling facilities and greenspaces around the old taxi park.



## Nigeria



### Key achievement

**NMT policy for Lagos submitted for legislative review and Federal NMT policy for Nigeria under review by Federal Ministry of Transport.**



## Lagos

In 2018 Share the Road supported the Lagos Area Metropolitan Transport Authority (LAMATA) and Lagos State to develop an NMT policy for Lagos. The policy has now been submitted to a special committee who will undertake legislative review and approval of the policy, along with the Lagos State Transport Policy. The Share the Road support for NMT policy development in Lagos has also acted as a catalyst for other NMT successes in Lagos.

### Lagos side walk challenge

Lagos won a grant of 200,000 Euros from the German Government funded Transformative Urban Mobility Initiative (TUMI). The award was presented to Mr. Uthman Obafemi Shitta-Bey, Deputy Director and Mrs. Oluwaseun Sonoiki, Corporate Legal Secretary of LAMATA, in Leipzig, Germany. The project submission highlighted the importance of walking as the primary zero emission mode of transport in Lagos (with 40% of trips in Lagos being via NMT).

The project will use a new walkability tool to assess existing walkability and steer investment to improving some of the most walked areas of Lagos to consistent quality standards to benefit pedestrians. The project will also see a showcase sidewalk being designed and created in the most walked part of Lagos Island Central Business District.



## Federal government

At the request of the Federal Ministry of Transport, Share the Road supported technical partner ITDP Africa to develop a federal NMT policy for Nigeria which is now under review by the Ministry.

## Launch of the Nigerian Commonwealth Walkway

His Royal Highness The Prince of Wales launched the Nigerian Commonwealth Walkway in Lagos at a special ceremony in the gardens of The British High Commission on 7 November 2018. He was joined by Olasupo Shasore SAN, Chairman of the Nigerian Walkway Committee, and many other stakeholders. Abiodun Dabiri, Director General of LAMATA has agreed to explore upgrading the safety and quality of the walkway route on Lagos Island over the coming months. The aim of the Commonwealth Walkway Project is to build a signature walkaway project in every Commonwealth capital as an inspiration of what great walkability can be. The Nigeria commonwealth walkway is one of 19 walkways planned for Africa.



## Zambia



**Non-Motorized Transport (NMT) Strategy for Zambia  
drafted**



The UN Environment Share the Road Programme, with support of ITDP Africa has assisted Zambia in developing an NMT strategy for Zambia in partnership with a series of stakeholders, including the Ministry of Transport and Communications, Ministry of Local Government, and the UN Development Programme (UNDP). Building on Zambia's National Transport Policy, the NMT strategy lays out a clear roadmap for government action to catalyse investment in and improve the walking and cycling environment.



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Efficient mobility is critical to the prosperity of Zambia's cities. Despite low car ownership, Lusaka experiences severe traffic congestion, making it difficult for residents to access economic and educational opportunities. The majority of trips in Lusaka are made by walking, followed by public transport, and with only around ten percent of trips made by car. Unfortunately, as is common in cities around the world, the priorities on the street do not serve the needs of the majority.



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A stakeholder workshop entitled "Making Zambia a walking and cycling friendly nation" on 24th May 2018 at the Government Complex in Lusaka attracted over sixty participants from all over the country, including senior national government officials, engineers from the Road Development Agency and other local authorities, public transport operators, the commuter association, United Nations Development Agency, donor agencies, practitioners, civil society organizations, and journalists.

Mr. Nicholas Chikwenya, Deputy Director, Transport, MOTC, delivered a thought-provoking keynote address highlighting key transport challenges resulting from population growth and rapid urbanisation in Zambia. Mr Chikwenya challenged Zambian engineers to design and implement safe, sustainable road infrastructure that serves the needs of all, especially the majority of road users who walk, cycle, and use public transport. Citing the large number of road crashes affecting pedestrians and cyclists, he made a strong case for the Zambia NMT Strategy as step forward toward improving road safety. Over recent years, the Government of Zambia has begun to invest significant sums in road infrastructure through projects such as the L400 initiative in Lusaka and the Ndola road improvement project. Yet poor designs and enforcement have contributed to a major human and economic toll.

According to the Zambia Road Safety Trust, the country experienced 32,392 crashes in 2014, resulting in the deaths of 1,858 road users. In Lusaka, over half of the victims are pedestrians and cyclists, representing a high burden among the most vulnerable road users.

One of the most important projects over the coming years in Zambia will be the Lusaka Decongestion Project. Civil society stakeholders such as the Zambia Road Safety Trust have called on the government to ensure that pedestrian and cycle improvements form the core of the plan. As part of the stakeholder engagement process the government has invited UN Environment, ITDP and UNDP to join the project working group.

Promising initiatives are leading the way to a safer environment for pedestrians and cyclists in Zambian cities. During a recent visit, ITDP met with the city government of Kitwe, where Mayor Christopher Kang'ombe launched the Pave Kitwe project to build high-quality pedestrian walkways. The mayor has secured private sector funds to cover the cost of materials, while the city government supplies the labour.

In Lusaka, the NGO Amend is working with schools and city authorities to implement safe slow-speed zones in school areas. These improvements have included new paving of footpaths, drainage, tabletop pedestrian crossings, signage, and road markings.

The NMT Strategy for Zambia has now been drafted and over the coming months, ITDP and UN Environment will continue work with stakeholders to finalize the strategy ensuring the needs of women and vulnerable groups, especially children, the elderly, and persons with disabilities are highlighted



## Ghana



### Key achievement

**Data collection and stakeholder engagement complete, with NMT Strategy now under development.**

Ghana has in recent years undertaken steps to prioritize NMT, although NMT policy is scattered across a number of policy documents and a range of different agencies and Ministries are responsible for their implementation and delivery. This has had huge negative consequences with the Ghana Police Service stating 1, 212 deaths from road accidents nationally in just the first half of 2018.

The Share the Road Programme in partnership with ITDP Africa is developing a National NMT Strategy for Ghana to harmonize commitments and ensure the focus is continuously on prioritizing the needs of pedestrians and cyclists.

Stakeholder engagement and data collection took place throughout 2017 and 2018 with the Ministry of Transport, National Road Safety Agency and other stakeholders. NMT Policy development is now underway and will be finalized by the first quarter of 2019.

This is a very timely intervention after violent protests in November followed the death of a schoolgirl on the Adenta-Madina highway that has claimed 195 lives this year where traffic is increasing but there is no safe infrastructure for pedestrians and cyclists.



As reported in the Guardian - Ghana's president, Nana Akufo-Addo, has blamed the lack of pedestrian infrastructure on former administrations. Following the latest fatality, which he described as an unnecessary loss, Akufo-Addo pledged to ensure work will resume on the footbridges. Meanwhile, police have been deployed to the highway to control traffic and prevent further deaths”.

Saul Billingsley, Executive Director of the FIA Foundation believes the real problem lies in the planning stages of such projects. *“Accra, like many African cities, is experiencing rapid motorisation and rising traffic casualties,”* he said. *“Politicians and urban planners urgently need to put the needs of local people before motor vehicles, and prioritise the health of pedestrians and children. Reducing traffic speed, designing at a human scale and resisting the urge to build yet more urban motorways is vital.”*

<https://www.theguardian.com/cities/2018/nov/27/why-are-ghanas-roads-so-deadly-latest-fatality-sparks-fury-in-accra-adenta-madina>



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## Brazil



**São Paulo Metropolitan Transit Agency supported in first attempt to consult with children and the elderly in planning of NMT access to upcoming BRT corridor.**

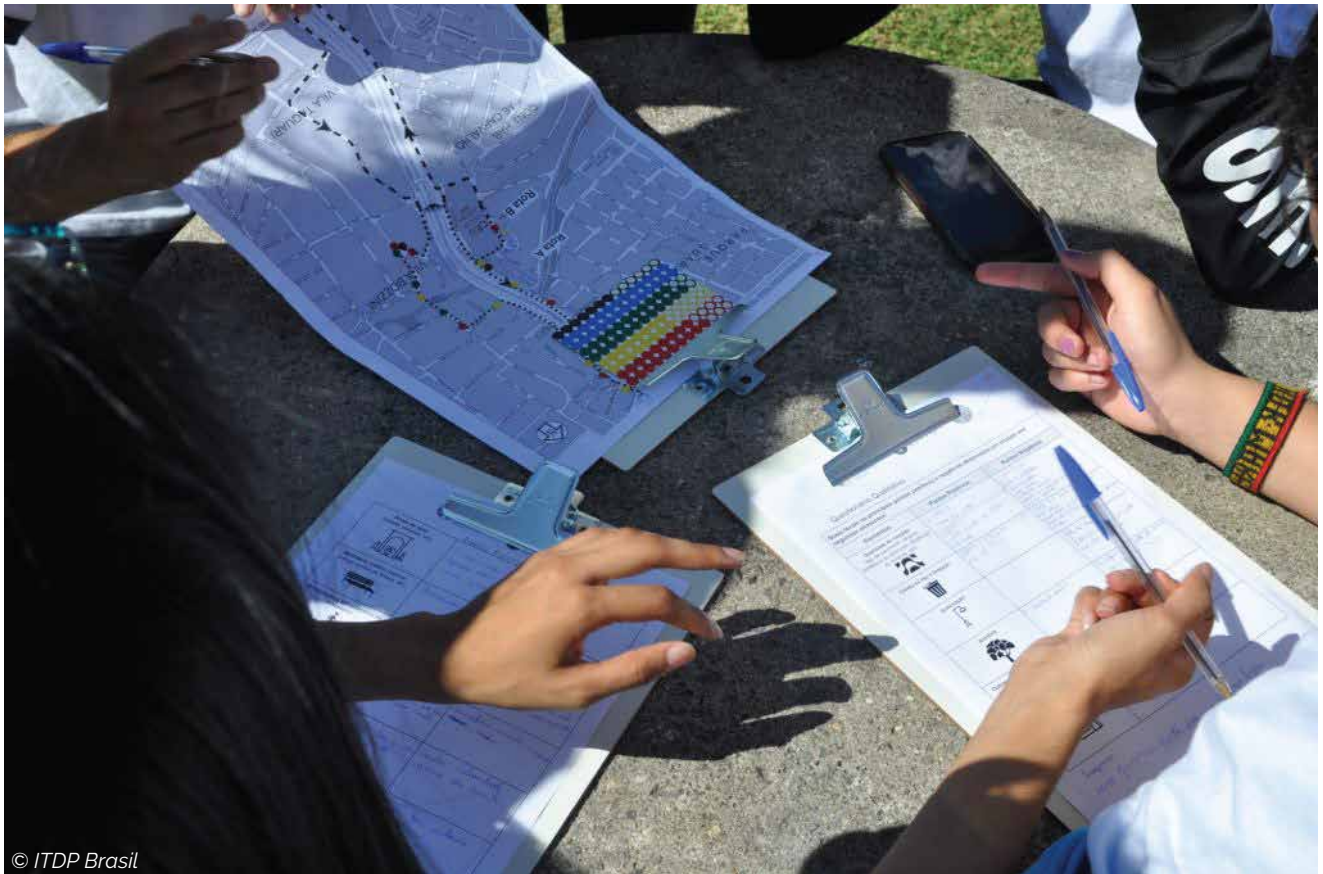


## Brasilia

In 2017 the Share the Road Programme partnered with the World Resource Institute Brazil to support the Federal District of Brasilia develop an Active Mobility Policy.

The policy has the general objective of contributing to broad and democratic access to the city, by planning and organizing actions that ensure pleasant, affordable, safe, comfortable and inviting journeys for pedestrians and cyclists. The policy commits to improving mobility for people who travel by bicycle and on foot and fostering migration of motorized transport users to active modes. It also aims to better integrate active mobility within Brasília's public transport system.

The drafting of the Active Mobility Plan which was finalized in February 2018 is now under review internally by the Federal Government. As a result of the general elections which took place in Brazil in October 2018, there were some changes in the Federal Government of Brasilia which is causing a delay in the approval and review process. In 2019 Share the Road will follow up with the Federal Government to advocate for finalization of the policy.



© ITDP Brasil

## São Paulo

Non-motorized transport and public transport are the two core complimentary elements to a sustainable transport system in any city. They are often considered separately but should always be planned for together. Pedestrian and cyclist access and integration with urban conditions in Brazilian Bus Rapid Transit (BRT) corridors is generally poor. Even more so, the needs of children and the elderly are often overlooked. To reverse this scenario and with the support of the Share the Road Programme, ITDP Brazil, along with the São Paulo metropolitan transit agency (EMTU) and Ape estudos em mobilidade (a local NGO) – have undertaken a project to include the needs of children in the design of São Paulo's latest BRT corridor. The project was underpinned by the recently developed 'Safe Routes to Schools Toolkit' – a joint project of Share the Road and the Inter-American Development Bank. (see page 47 for more information)



This has included field surveys and workshops with young people and the elderly in an inclusionary planning process of the of BRT corridor. Citizens of a local public education institution in the neighborhood of a future BRT station in São Paulo metropolitan area were approached (the institution chosen has over four thousand users daily, from babies to elders).

The field survey aimed at collecting the impressions in relation to the critical aspects of the walking and built environment directly from these groups, which present higher vulnerability in their daily travel patterns. During the workshop, participants have produced representations of what improvements they would like to see in the surroundings in the near future.

The future BRT corridor will serve as a key link to São Paulo rapid transit network and will be located in a peripheral area of the capital, densely occupied by low-income neighborhoods and where actual conditions prioritize high-speed through traffic.

This effort represents one of the first attempts from São Paulo metropolitan transit agency in engaging vulnerable groups and school users in the planning of BRT corridors and access for pedestrians.

We will now work on consolidating recommendations in terms of project design and policy procedures for both the metropolitan transit agency and the city traffic department. The recommendations will draw from this local experience but will aim at unleashing a new approach to consulting on BRT design that can impact the entire corridor extension as well as other corridors in São Paulo Metropolitan Area and beyond.



## Mexico



### Key achievement

**NMT policy development for two cities planned for completion by January 2019**



Despite the prevalence of pedestrians and cyclists in Mexico, non-motorized transport (NMT) is greatly understudied and underfunded. Whilst there have been significant headways in introducing NMT in federal and local public policies in recent years, motorized modes of mobility continue to dominate infrastructure investment and the institutional makeup around urban planning issues (Habitat, 2015; Niño and Mendivil, 2016; Aguirre Quezada, 2017; Medina, 2017).

Some Mexican cities have nonetheless made progress in the development of NMT policies and initiatives; municipalities such as Guadalajara, Querétaro, and Torreón now have NMT-dedicated offices and Mexico City, Colima, and Morelia have enacted new mobility legislation that includes NMT-specific clauses while other cities such as Puebla, Toluca, and Mérida have created manuals, online portals, and educational activities promoting NMT.

However, other cities in Mexico have not introduced these incentives to prioritize the needs of pedestrians and cyclists – with one of the main reasons being the unavailability of the tools and policy guidelines necessary to create comprehensive NMT policies at the local level. This is why Share the Road has supported the World Resource Institute Mexico to support two cities in Mexico in the development of NMT policies; in order to set the foundation for further NMT investments and related benefits for the environment, air quality, road safety and access to basic services.

## Aguascalientes

As part of the activities in 2018, WRI Mexico's Active Mobility team, along with the General Coordination of Mobility of the State of Aguascalientes (CMOV), organized a workshop for the development of an Active Mobility Public Policy for Aguascalientes City which took place in July. The aim of this workshop was to generate discussion and agreement on public policy schemes for active mobility to improve walking and cycling in the state of Aguascalientes, using Aguascalientes City and its Metropolitan Area as a point of reference. Further engagement and data collection has now led to development of the draft policy which will be finalized in the first quarter of 2019.



## Oaxaca

Share the Road and WRI Mexico also supported Oaxaca in development of an Active Mobility policy. With the initial stakeholder meeting taking place in August 2018 with the Secretariat of Infrastructures and Sustainable Land-Use Planning of the State of Oaxaca (SINFRA). The draft policy is now in development which will be finalized in the first quarter of 2019.





## Special Initiatives and Events

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## UN Office in Nairobi launches Bike Share Scheme March 2018 - Nairobi, Kenya

The United Nations Office at Nairobi and Mobike, the world's largest smart bike-sharing company, launched a bike-sharing scheme for the UN's Nairobi compound. The new system allows employees and visitors alike to use bikes around the compound free of charge; it significantly cuts down travel times for routes that were previously accessible on foot. Unlike most bike-sharing services, the UN system is free and doesn't require an app to unlock and use the bikes. Local students and teachers from Milimani Primary School were invited to try out the bikes along with UN staff and visitors. The bike share scheme forms part of a wider mobility strategy for the offices.



## Mobilize Summit; making space for mobility in booming cities June 2018 - Dar es Salaam, Tanzania

The third annual MOBILIZE Summit took place in Dar es Salaam, Tanzania from 26-28 June 2018. This sustainable mobility gathering is organized annually by the Institute for Transportation and Development Policy (ITDP). This year's summit partners included the Volvo Research and Educational Foundations (VREF), the Transformative Urban Mobility Initiative and the UN Environment Share the Road Programme.



All over the world, rapid urbanization is forcing cities to face the realities of insufficient planning. These demands on city space and services often outpace the ability of planners to respond, resulting in poor mobility services.

Over three days, 230 participants from 31 countries and 61 cities came together to share diverse perspectives and learn from the mobility lessons offered by Dar es Salaam and discuss the theme of making space for mobility in booming cities - focusing on innovative solutions to respond and adapt. A key focus of the three days was that in cities across the world, many people rely almost exclusively on walking and cycling for their mobility needs. But increasing the road space for cars continues to be a priority for investors and governments alike.



The summit gave space for change makers from around the world to showcase what they are achieving in their cities to change things for the better for cyclists and pedestrians. Sharing their work were countries being supported by the Share the Road Programme:

- Christopher Kang'ombe, the Mayor of Kitwe in Zambia showcased their pedestrian infrastructure project which is being financed by private sector contributions. The Share the Road programme is supporting Zambia in development of a national non-motorized transport policy. Mayor Kang'ombe said *"my vision for Kitwe is a city where all our residents can move around safely and conveniently, including our many pedestrians. I look forward to working with the National Government and the Share the Road programme on development of the national NMT policy for Zambia"*.

- The Lagos Metropolitan Area Transport Authority was also in attendance and shared their experiences developing a Non-Motorized Transport policy for Lagos which was approved by stakeholders in November 2017.
- Dr. Jennifer S Musisi, the Executive Director of the Kampala Capital City Authority spoke during the summit opening plenary "Radical Solutions for Urban Growth". She spoke of Kampala's transformational journey of moving towards a sustainable mobility system including introducing almost 5000 streetlights and plans for introduction of bus rapid transit. Share the Road programme supported Uganda with development of a national NMT policy in 2012.



The summit was a stark reminder that the needs of pedestrians and cyclists are often overlooked, and that transport has hard hitting consequences for almost every aspect of life for drivers, cyclists and pedestrians. The summit also highlighted however, that there are often very simple solutions that can meet the needs of those who walk and cycle every day; that we can reverse those trends and make rapid progress in designing and building cities for all.

Find out more: <https://mobilizesummit.org/past-summits/dar-es-salaam-tanzania/>

## Public Bike Share for African Cities Nairobi, Kenya - October 2018

Public bike share (PBS) systems around the world have provided critical links to transit, jobs, and other destinations, expanding the transportation network of cities and connecting people to new opportunities. Over the past five years, global bike share growth has been astounding; over 1,900 bike share systems – station-based, dockless, and hybrid systems, both publicly and privately operated – are now operating worldwide, up from about 700 systems in 2013.

However, looking at public bike share schemes on a world map – the African content is almost empty, which is why the Share the Road Programme co-hosted a 4-Day Regional Knowledge Exchange on Public Bike Share Systems for African cities. The event was co-hosted with The Global Green Growth Institute (GGGI) Rwanda, UN-Habitat, Institute for Transportation and Development Policy (ITDP) Africa office and Transformative Urban Mobility Initiative (TUMI).



In her opening remarks, Michelle DeFreese, Senior Green Growth Officer, Global Green Growth Institute, said: *"bicycle sharing, as a relatively new concept, needs to be disseminated on a wider scale on the African continent. Secondary cities in Rwanda are facing high urbanization rates, but are starting to recognize the importance of non-motorised transport as a solution to cater for the increasing transport demand."*

City representatives from Nairobi, Kisumu, Kigali, Musanze, Rubavu, Kampala, Abuja, Addis Ababa and Cairo attended the event that took place in Nairobi, Kenya between 8-11th October.

Ligia Noronha, Director, Economy Division, UN Environment, explained the increasing challenge of air pollution in urban areas and the impact on the health of urban residents. *"Bicycle sharing systems are one solutions to improve the quality of air for the increasing number of people in our cities,"* she said.

This knowledge exchange workshop brought together policy makers, national, sub-national and local government representatives, development partners, non-governmental organizations, civil society organizations and private sector representatives from African cities to build capacity and gain insights on the practical and technical aspects of designing, planning and operating a PBS system in Africa, explore potential challenges and opportunities, and lessons learned in implementing a system.



In addition, study visits were organized to Nairobi's Central Business District in order to assess the potential of bicycle sharing in the city center – as well as discuss street design features and standards. The participants also discussed the context of how PBS systems fit into a wider context of reduction in travel time, emission reduction, traffic congestion reduction, health benefits, environmental benefits, promotion of NMT, and the policy context of urban planning. The participants also benefitted in trying out the operational campus bike shares systems of United Nations Headquarters in Nairobi and at the University of Nairobi.

Representatives from the bike share operators Mobike, Nextbike, PBSC Urban Solutions and Uber engaged in interactive discussions with participants and provided insights into their current projections and plans for rolling out to the African market.

The organizers will continue their efforts on sharing their global experience and lessons learnt with the African market, and further build capacity of the interested cities. Hopefully, the astounding pace of bike share systems globally can soon be replicated on the African continent – the continent where cities are growing most rapidly.

## Walk21 Conference Bogota, Colombia - October 2018

Walk21 is the international charity dedicated to ensuring the right to walk and opportunity to enjoy it is supported and encouraged for everyone across the world. Walk21 started in 2000 with a conference in London and the conference has been held every year since, in different cities around the world.

Every conference draws on the best information and presenters worldwide, and delegates attend from around the globe. The Walk21 conference series supports, encourages and inspires the Global Walking Network to:

- Confirm the importance of walking politically and in policy
- Provide an international platform for an inclusive discussion
- Disseminate current research, practice and promotion
- Identify the need for future research and networking.
- Develop and promote best practice tools and resources



The Share the Road Programme supported the Walk21 Bogota Conference which was the largest conference to date with over 5, 000 participants, thanks to Mayor Penalosa's generosity to ensure the registration was free.

## Highlights of Walk21 Bogota include:

- The world's first 'Caminovia', where we were joined by Jamie Ortiz Marino, who is one of the citizens that organised the first Ciclovía in Bogota in 1974, later to become a global movement;
- An outdoor walking fashion show that promoted a stylish new collection of clothing and launched a new city-wide campaign to improve respect for pedestrians from drivers.
- A plenary focusing on walking and equity which included representation from the Share the Road Global Programme Lead.



The event was organised on the city pillars of equity, competitiveness and safety overarched by a commitment to citizen happiness. The following conclusions were presented:

- **Equity and democracy** - sidewalks are the only legitimate, democratic place where every citizen is truly equal. They are the essential walking infrastructure that help deliver happier and healthier places if they are created as dedicated, barrier free and accessible space that is safe, wide enough, lit and to the Global Design Guide standard. When great sidewalks are built they are a pleasure to use, give every citizen dignity and are a quick and inexpensive way to democratize neighborhoods. Create sidewalks and look after them.
- **Safety and kindness** - a city for children is a city for everyone but to stop young people growing up scared we need to create places that don't threaten those we love the most and instead value their right to walk. Authorities have proven it doesn't cost more to be kind but it does need leadership and follow through, to consider the impact on children's lives when investment decisions and design choices are made. Plan through the eyes of a child to make a city walkable.
- **Happiness and nature** - cleaning the rivers, planting trees, dedicating parks and building trails are common priorities in many, if not all, walkable cities. Linking citizens to nature gives 'fingers of hope' to the disadvantaged and the opportunity for everyone to enjoy fresh air, places for exercise and to meet each other. Invest in connections to nature as a foundation to community happiness.

- **Competitiveness and engagement** - walkable cities generate economic competitiveness, reduce mobility costs and improve the living conditions of citizens. However negative descriptions of people on foot as 'non-motorized', 'vulnerable' and 'alternative' undermines the scale of a city's potential benefit that can only be unlocked through engagement and participation. Allow the pedestrian to be the protagonist of the city transformation.



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Find out more here and sign up for the next Walk21 Conference in Rotterdam from 7-11 October 2019: <https://www.walk21.com/conference>.

## Women in Transport East Africa Conference Nairobi, Kenya - November

This year marked the first annual conference by the Flone Initiative, the Women in Transport East Africa Conference.

Public transportation and non-motorized transport is notoriously unsafe for women, children, people living with disabilities and other vulnerable groups. Together, we must increase the visibility of women in the male dominated field of public transportation to reflect a more equitable and sustainable public transport system for everyone!

The UN Environment Share the Road Programme were proud supporters of this conference which brought together diverse groups of women positively contributing to the transport industry globally and the conference was a monumental platform for creating awareness for women in transport to our local leaders.



Find out more here: <https://eastafriawitconference.com>



## Building a pro-walk network for Latin America and the Caribbean



Under the auspices of the Walk21 Conference in Bogota in October 2018, the Share the Road Programme co-organized a workshop with pro-walk organizations across the Latin America and Caribbean region to explore partnerships and networks. The event was co-organized with the Walk21 Foundation, America Walks, Cidade Ativa, Como Anda, Corrida Amiga and the International Federation of Pedestrians.

The main goal of the workshop was to share experiences among organizations and recognize existing networks that work directly or indirectly with pedestrian mobility.

Participants came together to map a network of organizations at global, regional, national and city level and exchanged experiences and potential for future collaborations.

## Using creative methods in East Africa

The I-CMiiST project (Implementing Creative Methodological Innovations for Inclusive and Sustainable Transport) is a British Academy funded project which has involved researchers, creative experts, transport officials and policy makers from the UK and Africa working together to solve transport issues in Nairobi and Kampala.

In particular using case studies in Nairobi, Kenya and Kampala, Uganda to focus on how they can use creative methods to enable design and planning of inclusive infrastructure to cater for pedestrians, cyclists and other vulnerable populations including children and people living with disabilities.

Researchers sought to use non-conventional methods to reach out city planners, citizens, children, teachers and parents. The methods included art, storytelling, photography, videography, street simulations, and theatre acting.

The project was led by research teams from the University of York and Stockholm Environment Institute with support from Share the Road as a strategic partner.

### Nairobi

The I-CMiiST Nairobi team identified two case studies in Nairobi for intervention:

- Luthuli Avenue (a dynamic street located in the Central Business District and renowned as an electronics hub).
- Ring Road Kilimani / Cotton Avenue (a newly constructed road that links two major roads Ngong Road and Waiyaki way while cutting across three residential areas; Kilimani, Kileleshwa and Westlands).

Both case studies portray aspects of spatial conflict between multiple users of the streets.

### Luthuli Avenue

The team carried out a site analysis and identified key stakeholders of the street such as business owners, county officials, matatu operators, boda-bodas, pedestrians (including commercial sex workers who are often excluded from official consultation mechanisms). The team held a community engagement workshop and carried out participatory mapping that brought out issues such as lack of street lighting and greenery, congestion, air pollution, health problems and waste collection - using a suite of creative methods.

## Creative methods used:

- Producing a physical model of the street for on-street engagement with the public to generate discussions on design options
- The use of minecraft with matatu operators and county government officials to capture their opinions
- A photo hangout to generate discussions between photographers and their subjects
- Time-lapse videos to show transport movement
- Collaborative urban design competition on street designs by students from local universities.

## Ring Road Kilimani

Ring Road Kilimani on the other hand, had a different group of stakeholders i.e. Residents of larger Kilimani area, pedestrians, cyclists, motorbike taxis and informal traders. The team engaged the community through the Kilimani street festival and carried out participatory mapping, journey mapping and creative visualisation.

This exercise measured areas of comfort and discomfort in terms of safety, ease of access, facilities, security, environmental quality, preference, organization and inclusivity. A subsequent participatory mapping exercise on the street surprisingly revealed that all road users find comfort and discomfort in similar spots on the street.

## Issues identified :

- Lack of safety and security
- Discomfort due to informality
- Encroachment of footpaths by Public Service Vehicles
- Lack of facilities for pedestrians and cyclists
- Challenges using newly installed traffic lights at intersections.

The team has made use of infographics, photography, drone capture to visualize and understand the issues of the streets and intersections and organized a photo expo and street exhibition to share challenges using photos of the street to generate discussions with the public on possible design options, a hackathon to engage interested individuals on co-design options and urban dialogues on possible solutions to challenges on Nairobi Streets.

The I-CMiiST project has identified benefits of use of creative methods on both case studies and is working in consultation with the Nairobi Metropolitan Area Transport Area and Nairobi City Government to share their findings.

## Kampala

The Kampala i-CMiIST team worked on two intervention sites – Bombo Road (used by many school children) and Namirembe Road (where the city leaders are constructing a non-motorised transport zone).

### Bombo Road

The team mentored 100 pupils aged 5 and 10 from two schools near the road on how to be road safety champions. They are expected to talk about road safety and guide their fellow students into safe behaviour on the road. More than 400 school children are killed on Ugandan roads annually, according to government statistics.

The team also successfully piloted a 3D zebra crossing, which creates an illusion of an object in the road to force motorists slow down when they reach pedestrian crossing points.

### Namirembe Road

The team created a 'package' messages to influence a change in negative perceptions towards non-motorised transport. Digital visuals, live painting on the streets, and photography were some of creative methods used to engage people. The visuals showed city dwellers the status quo and contrasted it with how it will look like when the road has been transformed. Many people expressed interest in the latter. The city authority has started works on the transformation.

For more information - <https://cmiist.wordpress.com/>

## Prioritizing child health and mobility

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

The Share the Road Programme continues to highlight the challenges facing children and more importantly, to advocate for the achievable mobility solutions for children to keep them safe on the roads and to improve the air the breath.

## Africa toolkit for child health and mobility

This toolkit was co-developed by the Share the Road Programme, ITDP Africa and the University of Cape Town. The vision of this toolkit is that all streets should be fundamentally safe for children traveling with or without adults. Creating safer streets when cars are present means balancing the inherent tension between vehicle speeds and the safety of pedestrians, cyclists, and motor vehicle occupants alike. A street that works for a child, works well for everyone.

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

Find the toolkit here: [www.childmobility.info](http://www.childmobility.info)



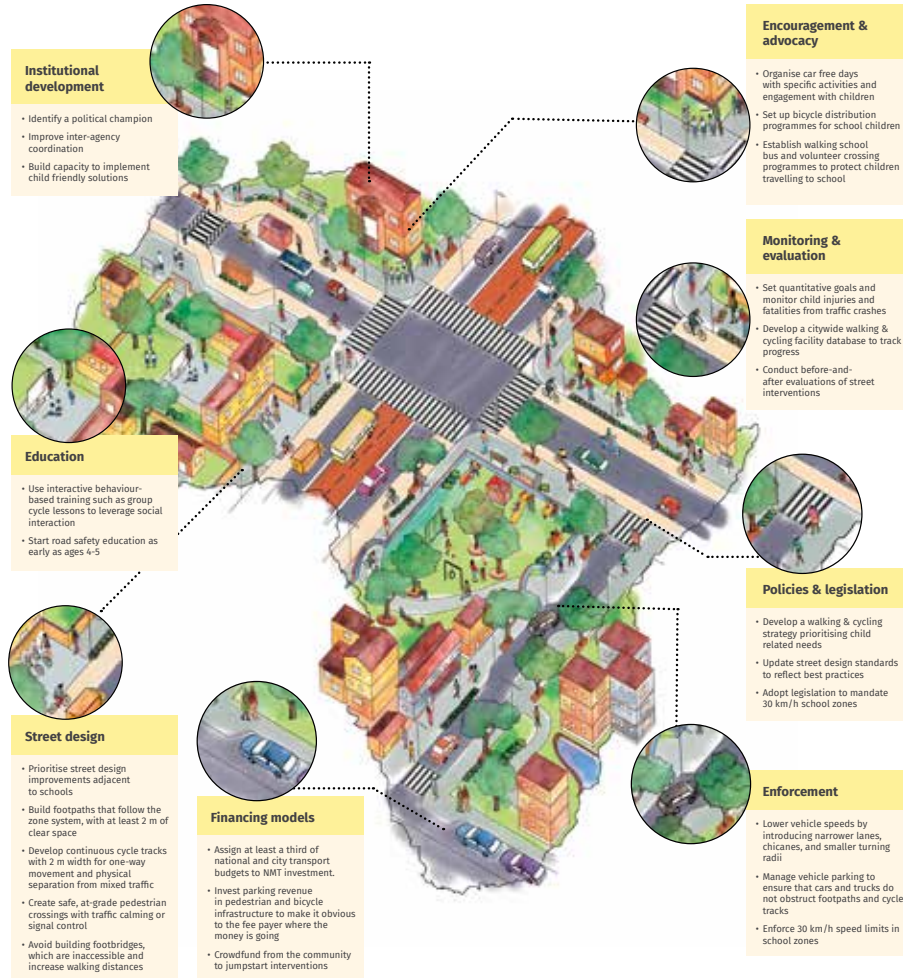
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# TOOLKIT FOR CHILD HEALTH & MOBILITY IN AFRICA



Children in urban communities across Africa are exposed to unacceptable levels of risk from road traffic injury and exposure to harmful air pollution.

Solving these challenges is well within reach. The path to better health and mobility for children in Africa starts with political commitment to change the way we design our cities. High-quality walking and cycling facilities and lower vehicle speeds are critical to improving the safety of children. A street that works well for a child works for everyone.



Find out more: [www.childmobility.info](http://www.childmobility.info)

## Latin America and Caribbean toolkit for safe routes to schools

Working with the Inter-American Development Bank and the World Resource Institute in Mexico, the Share the Road Programme has also developed a toolkit to guide and encourage the planning, design, implementation, and monitoring of roads and other initiatives which promote and help children travel to and from school safely, thus improving the road safety on the trips to and from schools carried out by children in the region.

The toolkit will be launched in early 2019 and available via the Share the Road website - <https://www.unenvironment.org/explore-topics/transport/what-we-do/share-road>.





# Global outlook

Share the Road Programme  
Annual Report 2018



## Introduction

This section of the annual report provides an opportunity for external authors to present new research, guidance and developments related to non-motorized transport. Topics in this report include a new climate fund for non-motorized transport, new research on cycling and air quality and street space appropriation.

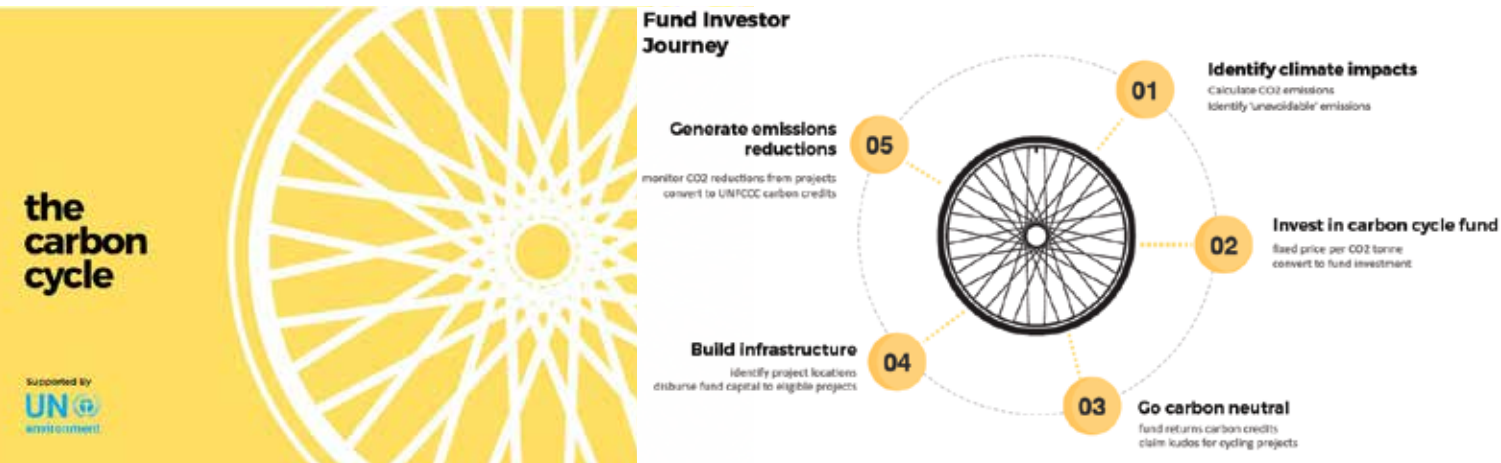
Note: All views in the global outlook section are the authors own and not the views of UN Environment and the Share the Road Programme unless explicitly specified.

## The Carbon Cycle; driving the cycling revolution to stop climate change

Author: Nick Marshall (nick@iplje)

Nick Marshall knows all about carbon markets, having worked in them for 20 years. Frankie Whitwell is a passionate cyclist and development expert. They believe that cycling can change the world. These two interests have led to the creation of 'the carbon cycle', a new fund for delivering cycling infrastructure and measuring the CO2 emissions reductions they deliver.

Nick and Frankie are setting up the carbon cycle fund and registering a programme under the UNFCCC's Clean Development Mechanism (CDM). Investors will be able to invest in the fund to go carbon neutral and proceeds will be used to develop cycling infrastructure projects in Africa. The fund is currently looking for Founding Partners to provide seed investment for launch.



## Why cities and providers should work together to make bike-sharing a success

Author: Alexander Jung, Senior Associate New Mobility, Agora Verkehrswende



Just a few years ago, the tremendous dynamics of dockless bike-sharing would have hardly been foreseeable in this form. Today, the market development of these systems is still highly dynamic. In China alone, over 70 different providers were active in October of 2017.<sup>1</sup> In particular the leading providers are private companies equipped with significant amounts of venture capital and are using a strategy of rapid international expansion with high numbers of shared bikes.

At this point in time it is still difficult to empirically measure the actual benefit of the new systems for urban transport. For most countries, there is not yet any reliable long-term usage data available. In China, however, the new bike-sharing services are starting to have an impact on mobility behaviour in individual cities. In Beijing, for example, after a long period of decline, bicycle use has doubled since the introduction of dockless bike-sharing; simultaneously, the number of short trips made by car has declined.<sup>2</sup>

But when it comes to the undesirable side effects of the boom, China is also delivering the headlines that shape perception abroad: randomly parked and sometimes defective bicycles clutter city sidewalks, obstruct pedestrians, block entryways etc. As a result, there is broad consensus by municipal stakeholders that binding agreements or regulation-based cooperation with dockless bike-sharing providers are to a certain degree necessary in order to integrate the systems into the urban transport landscape in a balanced and mutually compatible way.

Despite the controversial discussion on the opportunities and risks of the new systems, municipal authorities also recognize their potential benefits. For now, this applies in particular to larger cities, where the transport system is increasingly shaped by intermodal and multimodal mobility behaviour. But there is also considerable potential in smaller cities and municipalities, where station-based systems have thus far not been established for financial reasons. However, it is not only cities and municipalities that are called upon to meet the potential of dockless bike-sharing; the providers themselves must also have an interest in the successful operation of their systems. They must learn from previous experiences with market entry, and must recognize the key role that municipal authorities play in establishing the systems as a reliable mobility service.



Against this background, intensive communication and close cooperation is essential. The public and private sector can work together to strengthen cycling through dockless systems and continue to advance the long-term position of bike-sharing. Ideally, the result of this collaboration should be an agreement with key elements of setting up and operating the respective system and ensuring its integration into the municipal urban mobility strategy. To increase the acceptance for such arrangements, cities and municipalities can offer incentives, for instance by dedicating parking areas to dockless shared bikes. However, experience shows that transparency and trust in the communication and cooperation process are the basic and decisive prerequisites for the successful development of dockless bike-sharing.

The Association of German Cities (DST), the German Association of Municipalities and Towns (DStGB), the German Cyclists' Association (ADFC) and Agora Verkehrswende jointly compiled a guidebook that provides municipalities in Germany with concrete recommendations for action in dealing with dockless bike-sharing systems.

Find the guidebook on dockless bike-sharing here: <https://www.agora-verkehrswende.de/en/>.

<sup>1</sup>Institute for Transportation & Development Policy (2018): Dockless Bikeshare: What We Know So Far. 04.01.2018. URL: <https://www.itdp.org/dockless-bikeshare-know-so-far>. Access: 2018.02.22.

<sup>2</sup>ibid.

## Should wearing a helmet in Nigeria be mandatory for cyclists?

Author: John Emmanuel (pstjohnnoche@yahoo.com)

As stakeholders engage various approaches to entrench cycling culture as a necessary mobility mode choice for residents in Nigeria, will enforcing mandatory safety helmet regulation be a plus or a minus? This is the question that Eng. John Emmanuel recently asked in his research paper. He is the Director of Administration and Strategy, Transportation Growth Initiative.

### The regulations

The National Road Traffic Regulation 2012 have the following provisions for bicycle helmet use "no person shall on any public road ride a bicycle without wearing an approved safety helmet or carry a passenger who is not wearing an approved helmet ; any person in contravention of this provision commits an offence and shall be liable on conviction to a fine of N2,000:00 or to a term of 3 months imprisonment or to both"

While this provision has not reflected in the notice of offence sheets it can be enforced at the discretion of an arresting officer especially during a mobile court. There also seems to be a good public awareness on the regulation; many cyclists in Abuja whom we invited for the National Bicycle Week and other rallies will first complain that they do not have safety helmets and therefore do not want to be arrested; could this be one of the reasons for the slow response in an uptake of cycling? Possibly yes.

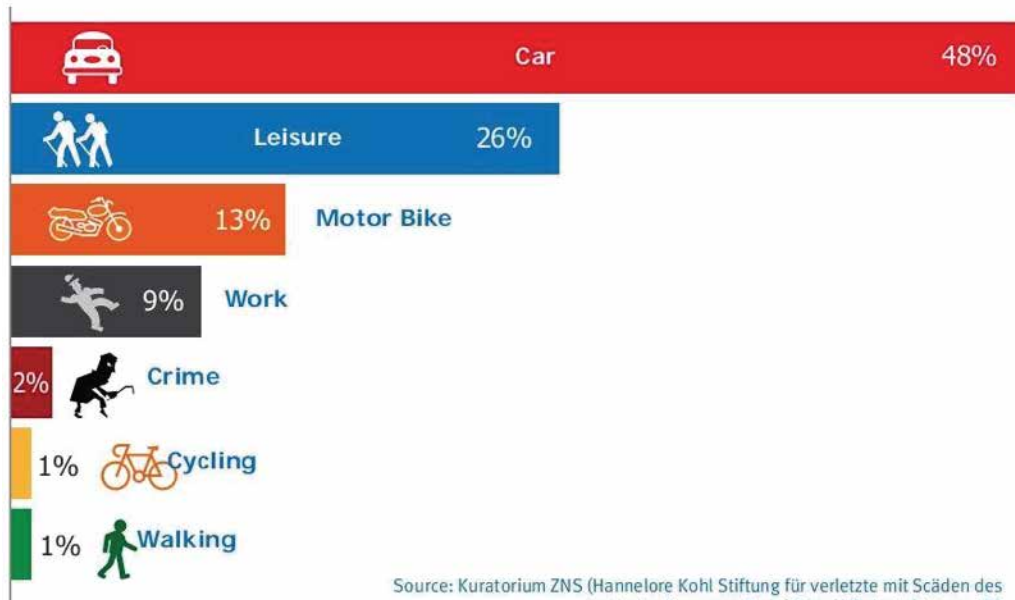
### The global picture

Do we really need this law that makes safety helmet use mandatory for all ages and all categories of road? What was the basis for this law in Nigeria; facts or emotions? Is this the global practice? If safety helmet use needs to be mandatory, for what age group and for what categories of road?

The data shows that no country in Europe has enforceable mandatory safety helmet laws, except for few countries like Austria and Sweden which have specific laws relating to children, and Spain which has for inter-urban cycling only. Yet Europe have the highest number of residents cycling as a percentage of urban mobility of all continents. Other countries where cycling is successful like India, South Korea, some cities in US and Canada do not have mandatory enforceable helmet laws. As of today, Australia and New Zealand are the only two countries in the world with mandatory safety helmet laws that are also fully enforced. Some other countries such as Brazil Chile and South Africa have the laws but they are non-enforceable and with no fines.

It is also important that we look at what causes head injuries and related fatalities around the world. Without a clear understanding, one is tempted to believe that the exposed road users are the highest victims.

## Causes of head injuries



Based on the above data, should we say therefore that all passengers and drivers in vehicles, people going for leisure and even pedestrians should wear safety helmet because of the fear of head injury?

Civil Society organizations in some countries like UK had advocated for the use of safety helmet by vehicle passengers and drivers since they have the largest portion of hospital admission of head injuries.

It is important to also look at it this way; any collision of a bicycle that will result in fatality from head injury may not spare the rider without head injury. This is because, the bicycle frame is not strong enough to prevent major bodily injury for the rider, for instance in a collision with a car. The safety helmet for motorcycles has been largely successful in preventing fatalities from head injuries because of the speed and strength of the motorcycle which may allow for the rider to be thrown overboard; similar collisions with a bicycle will destroy the bicycle and cause fatalities.

## Conclusion and Recommendations

In my view, it is not justifiable to have a mandatory safety helmet law for all age/cyclists categories and road types in Nigeria, otherwise our efforts will be akin to inviting residents to become cyclists and at the same time using the law to scare them away.

*"it is time for the cycling community to put the debate about mandatory cycle helmets to bed and get across the message that helmet use is one of the least important cycling safety measures...the helmet issue is a massive red herring. It's not even in the top 10 of things you need to do to keep cycling safe, it is a bit like saying people are shooting at you going down this street, so put some body armour on. Government encouragement to wear helmets was therefore a big campaign to get people to wear body armour, by the people who should be stopping the shooting...."*

British Cycling Policy Advisor, Chris Boardman

Mr Boardman then recommended the solution, he said *"there is a better solution to the problem of cycle safety; in the Netherlands - where there is no cycle helmet law - just 0.8% of cyclists wear helmets yet the Dutch have the lowest rates of cycling head injury; thanks to segregated cycling infrastructure."*

Like Mr. Boardman, the obvious conclusion of the matter is that mandatory cycling safety helmet law is not needed to achieve cyclist's safety and especially at a time that stakeholders are making frantic efforts to get residents to accept back again cycling as a viable mode of urban transport.

In the light of the above I recommend the following:

- Amend existing regulations so helmet use is only mandatory for cycling racing and on public roads with a speed above 50km/h where no segregated bicycle lane is available for use; and wearing of safety helmet for other categories of cyclists is a personal choice but advisable.
- Regulators and decision makers should concentrate more energy in advocating for cycle infrastructure and facilities and reducing urban speed.
- Redefined Nigerian's traffic priorities to give attention to the needs of vulnerable road users (cyclists and pedestrians) and design and build streets accordingly.
- Pursue as a matter of priority the provision of segregated bicycle facilities in Nigeria's urban public roads, through a national legislation with concurrency from the State and Local Government legislative assemblies.

## Temporary pedestrian zones: Tactics for street-space appropriation from foreign domestic workers in Hong Kong

Author: Caterina Villani, PhD Student and Architect, Department of Architecture and Civil Engineering, City University of Hong Kong; Dr. Gianni Talamini, Assistant Professor and Architect, Department of Architecture and Civil Engineering, City University of Hong Kong. Correspondence: [cvillani2-c@my.cityu.edu.hk](mailto:cvillani2-c@my.cityu.edu.hk)

Temporary pedestrianisation of streets is emerging as an effective strategy to increase the supply of open public space and to reduce motorized transport (UN-Habitat, 2014). This was discussed in the book *Walkable Cities in High Density China: Livable, Healthy and Sustainable* (Wang et al., 2018).

The case of foreign domestic workers (FDWs) appropriating a temporarily pedestrianized street in Hong Kong Central Business District during their day-off unveils the extreme social polarization of the cities unavoidable unsolved tensions (Tam, 2016).

Moreover, the unconventional use of the public space by the migrant workers can provide insights into tactics of informal use of space as well as it shows the need and the great potential for temporary pedestrian streets. The number of FDWs in Hong Kong has significantly grown between 2006 and 2016. Today it is estimated that 380, 000 FDWs reside in Hong Kong, a number comparable to the population of a medium-sized European city. Almost all are females, aged 25-44, coming from Philippines, Indonesia and Thailand (HKSAR Census and Statistics Department, 2016). They work and live with their employer's family in a limited private space, earning a minimum monthly wage of HK\$4,410 (around US\$565).



© Caterina Villari

### Space appropriation

During their weekly day off—most commonly Sunday—, FDWs gather in the areas most accessible by public transport in Central district. While finance offices are closed for the weekend, a network of streets, parks, squares and elevated walkways becomes 'Little Manila', the meeting point for Filipinos migrant workers (Law, 2001). Central in this network is Charter Road, a street with luxury retail and Michelin-starred restaurants that was restricted to vehicles during Sundays in the attempt to create a shopping destination (Law, 2002). This 300m long by 25m wide street hosts groups of two to twelve women that assemble improvised shelters against sun or rain and sit on folded cardboards dividing the space to create a minimal privacy (Lorenz, 2009). Appropriating the sidewalks, they involve in sedentary occupations as socializing, sharing food, sleeping, reading or praying. The street space is mostly dedicated to active behaviours as engaging in political activism, singing, dancing or distributing flyers.

### Space negotiation

This massive gathering during Sundays is not always perceived by the large public and the tenants of the buildings as positive. The appropriated space in Charter Road and on the elevated footbridges was primarily designed for pedestrian circulation system (Tan and Xue, 2014) lacking seating and shaded areas and becoming contested between FDWs and passers-by. The activities of migrant women are sometimes in conflict with the other users. While at the end of 2000s only one complaint was filed against FDWs (HKSAR Legislative Council, 2008), between 2015 to 2017 almost 6500 complaints were received, mostly related to FDWs obstructing public places and hawking without license (HKSAR Legislative Council, 2018). Nevertheless, the necessary presence of 'Little Manila' becoming a 'cultural landscape' at the core of Hong Kong draws the interests of visitors (Constable, 2007). The consequent flow of tourists and voyeurs makes this temporarily open public space even more complex, manifold and vibrant.





## Guidance on walking and cycling friendly streets

Author: Diana Odero ([dianaodero.adhiambo@un.org](mailto:dianaodero.adhiambo@un.org))

Improving conditions for walking and cycling in our cities is critical if we are to achieve safe and accessible mobility for everyone in our cities. Walking and cycling have multiple benefits for cities – they improve the health to its users (and do not damage the health of others as well as not causing any harm to the environment and providing a means of transport that are free or low cost).

Designating road space for pedestrians and cyclists in proportion to the demand for non-motorized transport is crucial. It is also one of the most cost-effective actions for saving hundreds of thousands of lives. Developing a policy for non-motorized transport is a first step along the path of prioritizing pedestrians and cyclists. Another critical step is designing streets better.

Some key resources available to support designing safe and accessible streets include:

- UN Environment Share the Road Non-Motorized Transport design guidelines for Africa - <https://www.unenvironment.org/resources/manuals-and-guides/share-road-design-guidelines>
- UN Habitat/ITDP Streets for walking and cycling; a guide for designing for safety, accessibility, and comfort in African cities - <http://africa.itdp.org/wp-content/uploads/2018/07/ITDP-Streets-for-walking-and-cycling-Manual-180718-2.pdf>
- Global Street Design Guide - <https://globaldesigningcities.org/publication/global-street-design-guide/>



## Donors and Staff

Share the Road Programme  
Annual Report 2018

## Major Donors

As we prepare this annual report and look back on what we have achieved in 2018 we would like to give a big thank you to our major donor, the FIA Foundation without who, our work would not be possible.



## Project Donors

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



## Government Partners

In order to achieve our goal, Share the Road is reliant on forward thinking and inspired government partners at federal, national and city level who are willing to make a change through prioritizing investment in non-motorized transport. In 2018 we have worked with:

- **Brazilian Federal District, Brasilia**
- **City of Cairo, Egypt**
- **Addis Ababa City Government, Ethiopia**
- **Ministry of Transport, Ghana**
- **National Road Safety Commission, Ghana**
- **City of Kisumu, Kenya**
- **Nairobi City County Government, Kenya**
- **National Safety and Transport Authority, Kenya**
- **Nairobi Metropolitan Area Transport Authority, Kenya**
- **Ministry of Transport, Kenya**
- **General Coordination of Mobility of the State of Aguascalientes, Mexico**
- **Secretariat of Infrastructures and Sustainable Land-Use Planning of the State of Oaxaca, Mexico**
- **Lagos Metropolitan Transport Authority, Nigeria**

- Lagos State Government, Nigeria
- Federal Ministry of Transportation, Nigeria
- Kampala Capital City Authority, Uganda
- Ministry of Transport, Uganda
- Ministry of Transport and Communications, Zambia
- Ministry of Housing and Infrastructure, Zambia
- Ministry of Local Government, Zambia

## Strategic and Technical Partners

The work of the Share the Road Programme is supported by a host of technical and strategic partners who are as committed to investing in pedestrians and cyclists as much as we are and have the commitment to make our programme a success. Our partnership arrangements include joint research and events, formal partnerships and technical assistance. Our partners for 2018 are:



### Global

- Global Green Growth Institute
- International Federation of Pedestrians
- Stockholm Environment Institute
- Transforming Urban Mobility Initiative
- UN-Habitat
- University of York
- Walk21 Foundation



### Private Sector

- Mobike
- Nextbike
- Uber
- PBSC Urban Solutions



## Africa

- Critical Mass Nairobi, Kenya
- Flone Initiative, Kenya
- Institute for Transportation and Policy Development Africa
- Kenyan Alliance of Residents Associations, Kenya
- KUWA Non-government organization, Kenya
- Makerere University, Uganda
- Transport Growth Initiative, Nigeria
- University of Cape Town, South Africa
- University of Nairobi, Kenya



## Latin America and the Caribbean

- Cidade Ativa
- Como Anda
- Corrida Amiga
- Institute for Transportation and Policy Development Brazil
- Institute for Transportation and Policy Development Mexico
- World Resource Institute Brazil
- World Resource Institute Mexico



## America

- America walks

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



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**Diana Odera Adhiambo**  
Programme Assistant  
Share the Road Programme  
Economy Division  
UN Environment



# Glossary

ADFC - German Cyclists 'Association

BRT - Bus Rapid Transit

CMOV - Coordination of Mobility of the State of Aguascalientes

DST - Association of German Cities

DStGB - German Association of Municipalities and Towns

EMTU - São Paulo metropolitan transit agency

EU - European Union

FDW - Foreign Domestic Workers

GGGI - Global Green Growth Institute

I-CMiiST - Implementing Creative Methodological Innovations for Inclusive and Sustainable Transport

IDB - Inter-American Development Bank

ITDP - Institute for Transportation and Development Policy

KURA - Kenya Urban Roads Authority

LAMATA - Lagos Metropolitan Area Transport Authority

MoTC - Ministry of Transport and Communications

NAMATA - Nairobi Metropolitan Area Transport Authority

NCCG - Nairobi City County Government

NMT - Non-motorized transport

NTSA - National Transport & Safety Authority

PBS - Public Bike Share

PBSC - Public Bike Systems Company

SDGs - Sustainable development goals

SINFRA - Secretariat of Infrastructures and Sustainable Land-Use Planning of the State of Oaxaca

TUMI - Transformative Urban Mobility Initiative

UNDA - United Nations Development Agency

UNDP - United Nations Development Programme

UNFCCC - United Nations Framework Convention on Climate Change

VREF - Volvo Research and Educational Foundations

WRI - World Resource Institute



# Contact Us

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

Website:

<https://www.unenvironment.org/explore-topics/transport/what-we-do/share-road>

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