



INVESTING IN PEOPLE WHO WALK AND CYCLE

Share the Road Programme
Annual Report 2019





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Foreword

Share the Road Programme
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Sheila Watson
Deputy Director
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When the Share the Road partnership between UN Environment and the FIA Foundation launched a decade ago, it was borne out of a shared imperative to address the interlinked issues of road injury, environment and accessibility. The work to promote and integrate Non-Motorized Transport (NMT) policies has never been more vital.

Whilst it will take some time to disentangle the lessons we must learn in the mobility sector from the COVID19 emergency, the pandemic has shown how our mobility choices have been central in the spread, the impact and the response to the crisis. Cities around the world are installing more infrastructure for walking and cycling in order to allow greater social distancing, and in many cases making these temporary changes permanent. The air quality benefits of car free cities during the lockdown are increasingly recognised. A return to business as usual is not acceptable.

The situation is dire; 1.4 million people lose their lives on the roads each year and some 50 million more are injured, many seriously, including 700 children and young people each day. Danger lies not just on the road, but in the air too. Vehicles emissions are responsible for significant proportions of urban air pollution which put vulnerable residents at risk of immediate and long-term health conditions, and carbon emissions contribute to the climate crisis which is already posing new challenges for urban dwellers.

The design of streets reaches far beyond the journeys themselves: they are part of the social infrastructure which provides, or limits, access to healthcare, education and opportunity. Provisions to walk and cycle safely offer the health benefits of activity, greater equity as low-cost or free options available to all, while also reducing carbon footprints and improving air quality if chosen over motorised options. These mutually reinforcing benefits all emerge when design is focused on people and not just vehicle movement. Half the world's population lived in urban areas in 2008, rising to 55% now, and predictions are that some 68% of the global population will live in urban areas by 2050. Africa has the highest annual population growth globally, at around 2.7%, although places like Kenya have seen the population increase by a staggering 27% in a decade. This means that getting policies in place now to address the growth and shape of cities has never been more important.

We recognised that the majority of journeys, especially in low- and middle-income countries, are not made in vehicles, and yet the majority of roads were designed solely for speed. There have been significant developments since we first considered the three pillars of the programme: environment; safety; and accessibility. The UN's Sustainable Development Goals, along with the New Urban Agenda have begun to turn countries' eyes to the interconnection between health, transport and sustainable living and more.

Share the Road's successes have been notable in both ambition and delivery, but its impact remains limited by both political buy-in and on-the-ground implementation. To those reading this report in governments across the world: in these pages you have the blueprints for policy, action and advocacy - use them to make your streets fit for everyone.



Letter from the Share the Road project team

Share the Road Programme
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Investing in zero-emission transport is a fundamental step to ensuring a livable future. The IPCC has emphasized that if funding in transport does not improve, the sector could move from emitting 22% of energy-related greenhouse gases in 2009 to 80% by 2050. The time to focus on mobility that is cleaner, healthier and more affordable is now. Yet we still live in world of increasing motorization and diminishing accessibility. As we enter the last year of the Decade of Action for Road Safety (2011 – 2020), there are many accomplishments that can and should be celebrated – including all the countries that have prioritised pedestrian and cyclist infrastructure. But the number of deaths on the world's roads is still excessively high and road traffic injuries are now the leading cause of death for children and young adults. There is still a long way to go in ensuring that roads are safe and accessible and that those that are most vulnerable in our communities are protected.

As we enter 2020 and face the unprecedented consequences of COVID-19, Share the Road will continue to be committed to addressing critical environmental issues in mobility and to improving quality of life, enhancing social equity and ensuring economic opportunity through prioritising the needs of vulnerable road users. This annual report shares our progress in 2019 as we strive for a world where pedestrians and cyclists can travel to work, to school and beyond in safety.

2019 was a year of reflection for Share the Road. The Programme underwent a strategic review conducted by the Walk21 Foundation to consolidate lessons learnt and clearly define the road ahead. This annual report shares our progress in 2019 as we strive for a world where pedestrians and cyclists can travel to work, to school and beyond in safety, it also includes a snapshot of our plans for the future.

2020 has seen governments and key stakeholders becoming increasingly aware of the value of walking and cycling in the wake of COVID-19. Our core values related to improving quality of life, enhancing social equity and ensuring economic opportunity through prioritising the needs of vulnerable road users will remain consistent in this period of unprecedented uncertainty. Share the Road will continue to be committed to addressing critical social and environmental issues in mobility and is ready to enhance the impact of investment in walking and cycling through strengthened partnerships, greater collaboration and dedicated global advocacy.



2019 Activities

Share the Road Programme
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Goals & Objectives

The Share the Road Programme was launched by UN Environment and the FIA Foundation in 2008. Our goal is to provide global leadership and support to encourage and advocate for systematic investment in walking and cycling as one of key sustainable solutions to global transport challenges. We do this through supporting governments and other stakeholders in developing countries to move away from prioritizing the car-driving minority, towards investing in infrastructure for the majority; those who walk and cycle.

Using the lessons learnt from Share the Road's 10 years of experience and the recent strategic review, the programme is redefining its core objectives to match the urgent needs of people that walk and cycle while also mitigating the impact of the transport sector on climate change. The recent review indicated that our work has had the most impact in Africa. As a result, we're set to concentrate our efforts on Africa from 2019 onwards. Many African cities like Nairobi and Addis Ababa have an unacceptably high road fatality rate coupled with a high modal share of walking and cycling. Safe, comfortable and consistent infrastructure for people that walk and cycle and systematic investment in NMT has the potential to address increasing concerns related to road safety and provide alternatives to mass motorization.



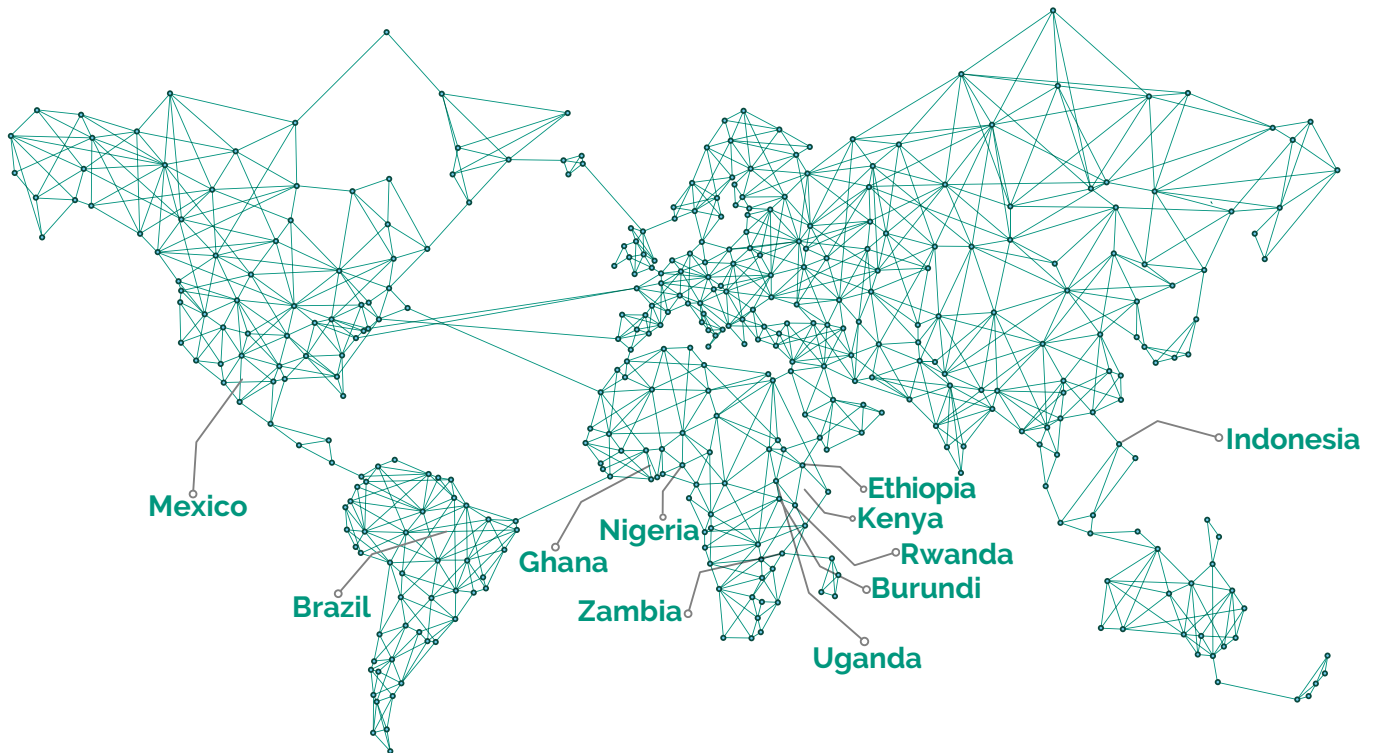
Our goals and objectives will be updated for the programme from 2020 onwards but on a global scale, we remain committed to:

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

In 2019 we were active in communities around the world, partnering with local and national governments, businesses, universities, civil society groups and beyond to introduce NMT (NMT) policies and initiatives. This map displays all the regions we have been active in to date.





Kenya



- The Nairobi NMT policy commits to developing a cohesive cycle network of 1000km by 2020.
- Nairobi County is integrating a Safe System's approach in road design.

Following the development of the NMT policy for Nairobi in 2015 we have continued to advocate with our partners such as Kenya Alliance of Resident Associations (KARA) and Institute for Transportation and Development Policy (ITDP) Africa for implementation of the policy; through participation in a series of stakeholder meetings and workshops.



NMT infrastructure in CBD Nairobi, Mama Ngina Street, Kenya.



Pedestrian walkway, Kisumu, Kenya

More about our work in Kenya can be found here: <https://bit.ly/2xKpCMa>



Ethiopia



- Government commitment to a national walking and cycling policy for Ethiopia.

Working with ITDP Africa we supported the national government to develop a national walking and cycling policy which was finalised in May 2020. To date, the Ethiopian government has also supported a number of pilot NMT design projects along with development of a National Road Safety Action Plan.



© WRI Ethiopia

Children playing on car free day Addis Ababa, Ethiopia

Ethiopian Open Streets days sees pedestrians take over the roadways

In Ethiopia on the last Sunday of each month, major cities turn their streets into dance floors, football fields, workshops and skate parks. Menged Le Sew (literally, streets for the people) sees several kilometres of main roads closed as part of a recurring green urbanism initiative that began in December 2018. It aims to tackle some of the consequences of rapid urbanization in Ethiopia by focusing on the importance of healthy active living, sustainable mobility, social cohesion and safe streets. Although it began in Addis Ababa, the community and government support that the initiative has received has led to its rapid expansion. Several other Ethiopian cities, including Jimma, Mekelle and Bahir Dar, have also committed to experiencing city streets in a whole new way.

More about our work in Ethiopia can be found here: <https://bit.ly/2Y5Zvt7>.



Rwanda



Key achievements

- Government commitment to development of a National Transport Policy which prioritises walking and cycling.

In 2019 Share the Road with the support of ITDP Africa and led by the Government of Rwanda through the Ministry of Infrastructure (MININFRA) played a key role in the development of the urban chapter of the National Transport Policy. This work compliments existing successful NMT initiatives in Rwanda including bi-weekly car free days in Kigali.



© ITDP Africa

Designated pedestrian footpath and cyclist lane in Kigali



© ITDP Africa

Car free zone in Kigali

More about our work in Rwanda can be found here: <https://bit.ly/3cjX3o3>



Zambia



- Government commitment to a National Walking and Cycling Policy for Zambia.

Share the Road, with the support of ITDP Africa, developed an NMT strategy for Zambia which was approved in 2019 in partnership with the Ministry of Transport and Communications, Ministry of Local Government, and the UN Development Programme (UNDP). The Strategy lays out a clear roadmap for government action to catalyze investment and improve walking and cycling environments.

Following the development of this Strategy, Zambia intends to construct 40 km of complete pedestrian facilities and 20 km of cycle tracks per year across 10 key cities and towns. Local authorities are also planning to host monthly car free days in their cities to raise awareness of the importance of NMT spaces and sustainable transport. There are also plans to develop and adopt the Zambia Urban Street Design Manual, providing standards for urban streets in line with international best practices.

A link to the policy can be found here: <https://bit.ly/2Adz8bl>, and a case study of our work in Zambia here: <https://bit.ly/3kKNnYd>.



© ITDP Africa

A new walkway constructed under the Pave Kitwe project



Indonesia



- Government commitment to a National Walking and Cycling Vision and Guidelines for Indonesia.

In 2019, 57 percent of Indonesia's population of 157 million lived in urban areas. Indonesia's growing cities are experiencing rapid motorisation: the number of cars increased six times while the number of motorcycles grew tenfold from 1995 to 2014. Rising motor vehicle use has led to pedestrian safety challenges and harmful levels of pollution. To tackle these challenges and encourage the use of sustainable modes, the country has adopted new standards for the design of walking and cycling facilities.

In accordance with the needs of city governments in improving and developing NMT facilities, ITDP Indonesia in collaboration with UN Environment partnered with the national government to publish the National Non-Motorised Transportation Vision and Guidelines (<https://bit.ly/3dmNWD8>) as a practical guide for the planning and design of infrastructure for NMT in urban areas.

You can also read a case study of our work in Indonesia here: <https://bit.ly/3ciEcJZ>.



© ITDP Indonesia

Children Cycling



Special Initiatives and Events

Over the course of the year the Share the Road Programme team participated in various special initiatives and events

The Climate Value of Investing in Walking & Cycling

Impact appraisal and evaluation is especially important for Non-Motorised Transport (NMT) as a significant proportion of the benefit it generates for a society is outside of its function as a provider of access, unlike most other modes.

In June 2019 we published a report on 'Calculating the potential climate value of Non-Motorised Transport projects in African cities', which was developed in partnership with the University of Cape Town. This study involves the use of the UNEP Share the Road Project Assessment Tool (PAT) to evaluate the potential climate value of different NMT intervention scenarios in two African cities: Cape Town, South Africa and Nairobi, Kenya.

This comparative analysis aims to provide meaningful insight into the potential for NMT to assist African cities, and the global community, in achieving their climate-related goals.



© ITDP Africa

Pedestrian infrastructure in Nairobi

The report is available here: <https://bit.ly/2AdzZco>.

Making Dhaka Walkable, March 2019, Dhaka, Bangladesh

Despite walking making up to 75% of all journeys, the conditions in which people walk in Dhaka are often unsafe and unpleasant. The Share the Road Programme participated in a workshop dubbed 'make Dhaka walkable' organized by the Sustainable Transport Equity Partnerships (STEPS) <https://bit.ly/2WfWCW4> - a global alliance of researchers and practitioners.

A study visit was also conducted in the Korail slum in Dhaka, to assess the real insights into the walking and accessibility issues affecting local, low income communities.

A report of the workshop can be found here: <https://bit.ly/2YMUgEg>.



© University of Leeds

Making Dhaka Walkable workshop



© University of Leeds

A study visit conducted in the Korail slum in Dhaka



© University of Leeds

UNEP STR presents on Lessons learned in Nairobi

Launch Of 'How To' Toolkit

Share the Road collaborated with the Institute for Transportation and Development Policy to create a toolkit entitled 'How to develop a non-motorised transport policy.' The toolkit offers a step-by-step explanation of the process of developing a NMT policy beginning with a discussion of the design principles for NMT facilities, followed by a description of methodologies for assessing the existing NMT environment and institutional capacity.



© ITDP Africa

A newly constructed footpath in Addis Ababa

<https://nmttoolkit.itdp.org/>

Walk21 Conference, Rotterdam - October 2019

The Share the Road Programme supported and attended the Walk21 International Conference held in Rotterdam on Walking and Liveable Communities where nearly 600 people from 50 countries attended. It was great to see such a big turn out; a true indicator of the importance of highlighting that the needs and experiences of pedestrians are still relevant 20 years after the conference series first started.



Pedestrians walking in front of Rotterdam Central Station

Mind change

As well as mode share, change was promoted as a new priority for enabling greater investment in walking issues too. Psychologists, anthropologists and sociologists concurred that walking can be so habitual (or not) that we need help to reset our cognitive processes and proactively decide to recognise its value. For the avoidance of doubt, it was agreed that we should *pamper pedestrians* first and make sure people are integrated with a seamless public transport system before attempting to fill any gaps.

In response to the key question - *how to deliver a walkable city at scale* - the advice given was to improve the 500 metres around public transport interchanges first. We repeatedly heard how walking falls between the cracks of responsibility in the complexity of divided responsibilities in the public realm. Train station managers for instance, transport operators, the private owners of the estate, surrounding businesses, residents and traders as well as local authorities need to work collectively as stakeholders if the walkability quality is to be enhanced.

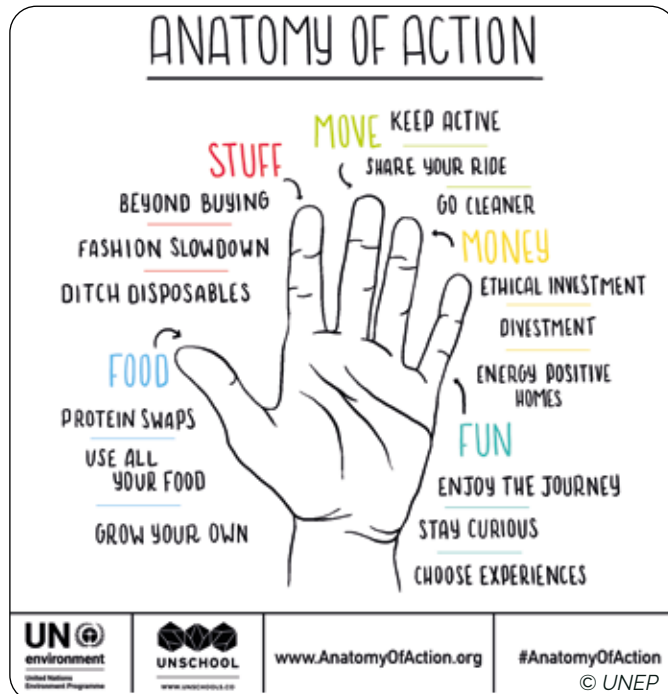
Find out more about the event and the Walk21 Foundation here: <https://www.walk21.com/rotterdam>

Anatomy of Action, September 2019

Share the Road acted as the 'mobility guru' for development of the 'Anatomy of Action' campaign, an initiative of the UN Environment Programme and the UnSchool of Disruptive Design—and a contribution to the One Planet Network's Sustainable Lifestyles and Education Programme.

The initiative highlighted five key lifestyle domains where any individual can make top-level changes to contribute to the global shift towards sustainability: food, stuff, move, money and fun. Under each domain, the anatomy of action outlines three evidence-based actions with how-to's.

Examples include buying food with no or little packaging; buy from companies that provide spare parts for repair, take-back options, or use recycled materials in production; cycle, walk or use electric vehicles for getting around.



Anatomy of Action



Our everyday choices matter

Find out more about the campaign here: <https://bit.ly/3bhTltB>.



2020 Plans

With continued support from the FIA Foundation and additional funding from the UN Development Account the UNEP Share the Road Programme will support Rwanda, Zambia and Ethiopia to really understand the needs of vulnerable citizens and use these findings to guide new investment commitments for walking and cycling in each of the three countries.

While the countries selected for the project have already committed to making pedestrians and cyclists a priority, walking and cycling investment still runs the risk of being sidelined because it is not addressed through the traditional transport funding mechanisms. The project comes at a critical juncture since many African cities are investing in road infrastructure and developing rapidly. UNEP will work closely with our country partners – Global Green Growth Institute Rwanda, UNDP Zambia and World Resource Institute Ethiopia in delivering the project. We will also be greatly supported by our regional partners - the University of Cape Town, Walk21 Foundation and the Open Institute Kenya. Share the Road is ready to support governments overcome fiscal and institutional complexities.

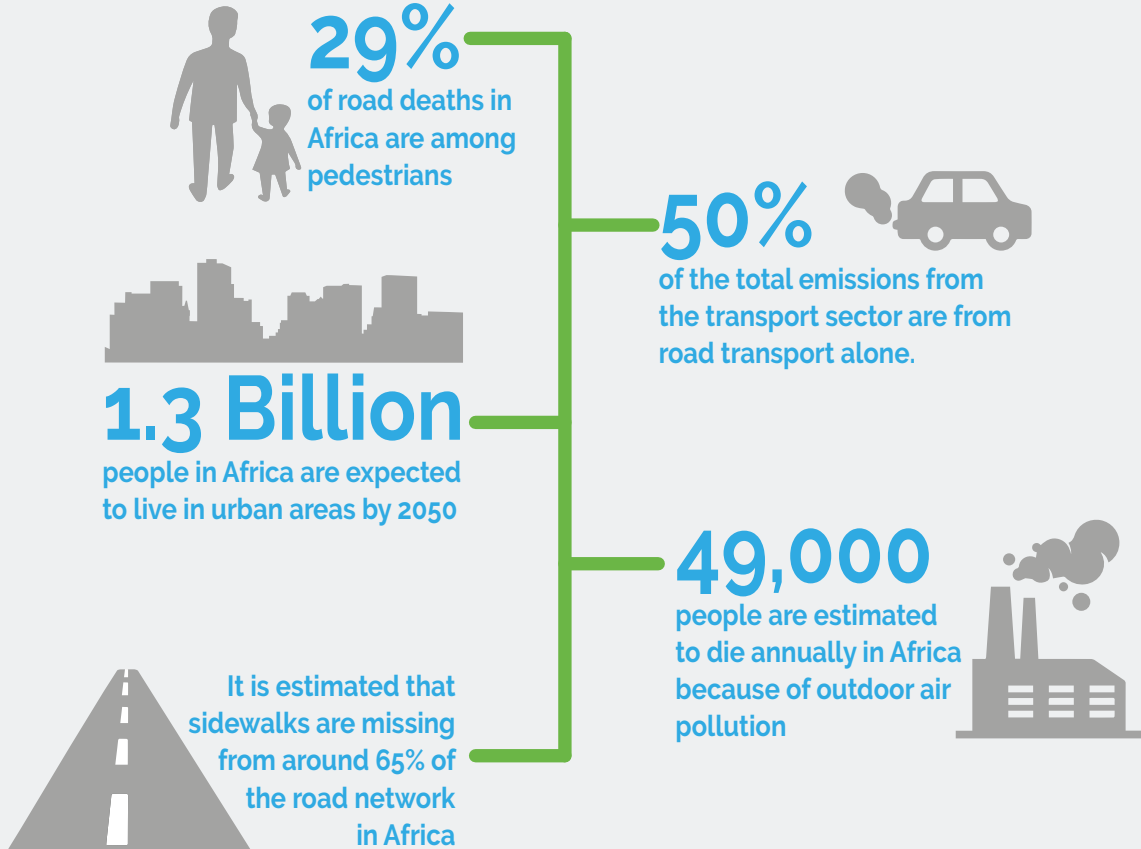
Our work in Kenya will continue as we join up with UN-Habitat to deliver street design training to the Kenyan Urban Roads Authority and other stakeholders. We will also be commencing technical assistance in Dakar, Senegal to support the city government integrate the needs of pedestrians into public transport planning. As well as launching an Africa wide network for walking and cycling – to bring together all our stakeholders under the banner of a common goal.



© Georgina Godwin

General Kago Pri. School. children crossing the street

An Africa wide network for walking and cycling is set to be launched in 2020/2021 to bring together all our stakeholders and partners under the banner of a common goal. The first project for the burgeoning network is research conducted in partnership with Walk21 on COVID-19 Mobility Responses in Africa. The research will serve as a convening tool to discuss and offer support in developing resilient urban mobility strategies and financing structures.



Sources:

SSATP, Africa Transport Policy Programme

Actions on Air Quality UNEP

ClimDev-Africa Policy Brief, Transforming Africa's Transport Sector with the implementation of Intended Nationally Determined Contributions Stockholm Environment Institute (2013)

World Bank Group. 2019. Pedestrian Mobility for Urban Growth: Walking and its Links to Transportation. World Bank, Washington, DC. © World Bank. <https://openknowledge.worldbank.org/handle/10986/31832> License: CC BY 3.0 IGO.



Global outlook

Introduction

This section of the annual report provides an opportunity for external authors to present new research, guidance and developments related to NMT. All views are the author's own.

The Planning and Implementation of Complete Streets in Metro Manila: Translating Legal Framework into Action

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Complete Streets are multimodal roads that are planned, designed, built and operated to be safe for all users – regardless of gender, age, physical ability or mode choice. Complete Streets increase travel options, flexibility, and usability and remove environmental barriers that prevent people from walking, cycling, or using public transport; therefore, allowing car trips to be replaced by more sustainable modes.

Being a pedestrian or a cyclist in Metro Manila, the greatest urban agglomeration of the Philippines, is more often than not a challenge. Having a city built for cars means large blocks, busy intersections, inappropriate sidewalks, poor connections with public transport, lack of bicycle infrastructure and exposure to harsh weather to cite a few problems that local pedestrians and cyclists have to face every day in order to exercise a basic human right: the right to freedom of movement.

The National Government of the Philippines recognizes the need for cleaner and more efficient urban mobility, and provides an extensive legal framework on sustainable transport.

Having in mind the potential of Complete Streets to provide environmental and economic sustainability, - why aren't Complete Streets being implemented at the local level in Metro Manila? Why aren't Complete Streets a rule rather than an exception? Those are the questions that I sought to answer in my research project.

Share the Road welcomes research and insight from around the world on topics related to NMT. This section of the annual report provides an opportunity for external authors to present new research, guidance and developments related to NMT.

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.

Three aspects were analyzed for one local government in Metro Manila:

- The legal framework
- The planning practices
- The implementation practices

The analysis covered the issues of safety, accessibility, multimodality, environmental quality, equity, and the inclusion of non-motorized and public transport users on local plans, regulations, urban and street planning, and policy implementation practices. The findings bring light to some barriers to the planning and implementation of Complete Streets in Metro Manila:

- **Poor inclusion of Complete Streets' principles in the local framework:** local governments are not mandated to include Complete Streets' principles in their legal framework, as the national framework that covers these issues is legally non-binding.
- **Land use pattern:** employment opportunities, schools and universities are concentrated in certain areas far away from residential communities. As a consequence, the population is forced to commute long distances to access those services and activities, which hinders the use of NMT.
- **No data on walking and cycling:** the use of car-centric data-collection is still the rule, and methodologies that consider pedestrians, cyclists and other users still haven't been adopted locally. Because of that, local governments have the idea that there are not enough users that justify the implementation of NMT infrastructure. "What is not counted does not count".
- **Inadequate infrastructure:** NMT infrastructure, when available, is not adequate for the comfort and convenience of its users.

In general, the barriers presented above contribute to the low level of NMT infrastructure found in Metro Manila, and they evidence a need for a general mentality shift from car-oriented to people-oriented. This shift needs to be reflected not only on the planning processes adopted by local governments, but also on the habits of the people. Bringing back the dignity of walking and cycling lies on everyone's hands: from the planning and provision of appropriate infrastructure and services by local government; to the participation, demand, use and feedback by the population.

Grow Cycling Toolkit

Authors; Institute of Transportation and Development Policy (ITDP)

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Cycling is a powerful tool to improve transportation, increase access, and enhance the quality of life in cities around the world. Share the Road was part of the team that reviewed The Grow Cycling toolkit that helps cities think through barriers that prevent people from cycling and provides a tailored action plan to quickly grow and improve cycling.



© Adli Wahid

Lady Cycling

The Grow Cycling Toolkit provides a customized action plan of the measures cities can take to improve conditions for cyclists and grow ridership.

<https://growcycling.itdp.org/action-plan/>

The Child Health Initiative

The Child Health Initiative has been a global platform and coordinating mechanism for targeted advocacy and campaigns advancing the rights of youth to safe, healthy, and accessible journeys, convened and coordinated by the FIA Foundation. The Initiative has spoken up for the rights of children to use safe streets and breathe clean air – through modal shifts, focussed NMT policies and the promotion of safe active transport - helping cities understand that prioritising children's journey improves health for all.

Partnership

Partnerships and collaborative work play a critical role in facilitating knowledge exchange and local capacity building. International Road Assessment Programme's (iRAP) Star Rating for Schools (SR4S) is in use globally with many CHI partners using the tool: in 2019 Star Rating for Schools iRAP's Star Rating for Schools tool has now assessed the safety of infrastructure around 440 schools across 36 countries spanning five continents.

Schools in Uruguay, Argentina and Chile, for example, are being made safer thanks to FIA Foundation partner Gonzalo Rodriguez Foundation using the fellow partners mobile app to assess and reduce the risk children are exposed to on their journey to and from school. The SR4S system has now been used to assess infrastructure around 53 schools in the region but has a far wider influence. During 2019, in the Municipality of Guaymallén, Argentina, six schools were assessed with the SR4S app during the first phase of the project, and, crucially, by taking learnings from these projects, the municipality's government has gone on to improve 74 schools and is planning work on at least 120 more.



© Amend

Lusaka-Amend

Transformation

Transforming existing infrastructure is a key element of the work; four cities - Fortaleza, Brazil, Kigali, Rwanda, Santiago, Chile and Tirana, Albania - have been selected to pilot a child-focused street transformation by the Global Designing Cities Initiative (GDCI), a National Association of City Transportation Officials (NACTO) programme, supported by the FIA Foundation. The cities were selected for in-depth technical training and assistance, along with supplemental funding to develop child-friendly streets as part of GDCI's Streets for Kids programme, supported by Bernard van Leer Foundation, FIA Foundation, Fondation Botnar, and Bloomberg Philanthropies. The programme aims to advance street design for the creation of safe public spaces for kids of all ages and abilities to be able to learn and play, with the freedom to move about cities safely. Designing Streets for Kids, a new design guidance by GDCI, also funded by the FIA Foundation, will guide training to: identify sites for a street transformation project; engage kids in the design process; and develop a design for a temporary intervention that transforms a street or intersection into a safer, more playful space that invites use by children, caregivers, and others.

Eight additional cities have been awarded workshops, where staff will facilitate in-depth training to advance child-focused street design. The selected cities are: Cape Town, South Africa; State of Colima, Mexico; Kazan, Russia; Lima, Peru; Pasig (Metro Manila), Philippines; Tbilisi, Georgia; Tulsa, Oklahoma, USA; and Udampur, India.

Engagement

The NGO Amend's School Area Road Safety Assessments and Improvements (SARSAI) programme implements 'affordable, life-saving and scalable' interventions with significant influence; winning the inaugural WRI Ross Prize for Cities, implementing the programme Mozambique, Senegal, Botswana, Malawi, Namibia and Zambia, and advocating for a reduction in speed with governments in Mozambique, Namibia and Zambia.



© iRap

iRap Training Morocco

Mobility Budgets As a Sufficiency approach In Transport Policy

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The challenge of the mobility transformation

If we want to avert the impending climate breakdown, we must radically rethink our social organization towards decarbonisation in all sectors¹. While transport appears as a demanding issue for decarbonisation efforts in developed countries, the organisation of personal mobility in developing countries is changing towards more energy- and resource intensive transportation systems.

A high degree of energy-intensive (and often car-dependent) mobility is inherent to industrialised societies. For example, in Austria, in 2016, about 29% of absolute CO₂ emissions were caused by the transport sector, and the trend is rising². For a country like Austria, mobility transition strategies aimed solely at increasing technological efficiency or changing drive technologies will only partially be able to achieve the goals of a transport system that is compatible with CO₂ emission reduction pathways³. New policy instruments will be required that do not exclusively rely on technological progress, but also offer possibilities to directly address (mobility) behaviour and thus organise the mobility demand itself in a sustainable manner.

Sufficiency in transport policy

Recent years have shown that the transport sector is a relatively rigid system that is only slowly adapting to the requirement of a substantial CO₂ reduction in the light of Climate Change. To encounter that challenge, the current policy approaches—efficiency and consistency—and their application in transport policy, appear to fall short of meeting decarbonization targets, not at least because improvements are offset by rebound effects.

In the case of Austria, recent gains in vehicle efficiency are compensated by an ever-increasing growth in average vehicle power, fuel demand, kilometres travelled (on land and in the air) and a consumer preference shift towards larger vehicles.

Recent findings by the Environment Agency Austria show that the consistency-grounded approach to replace fossil-fuel based vehicles with electrified vehicles will not provide enough savings in resource consumption and cannot be achieved in time to meet emission targets⁴.

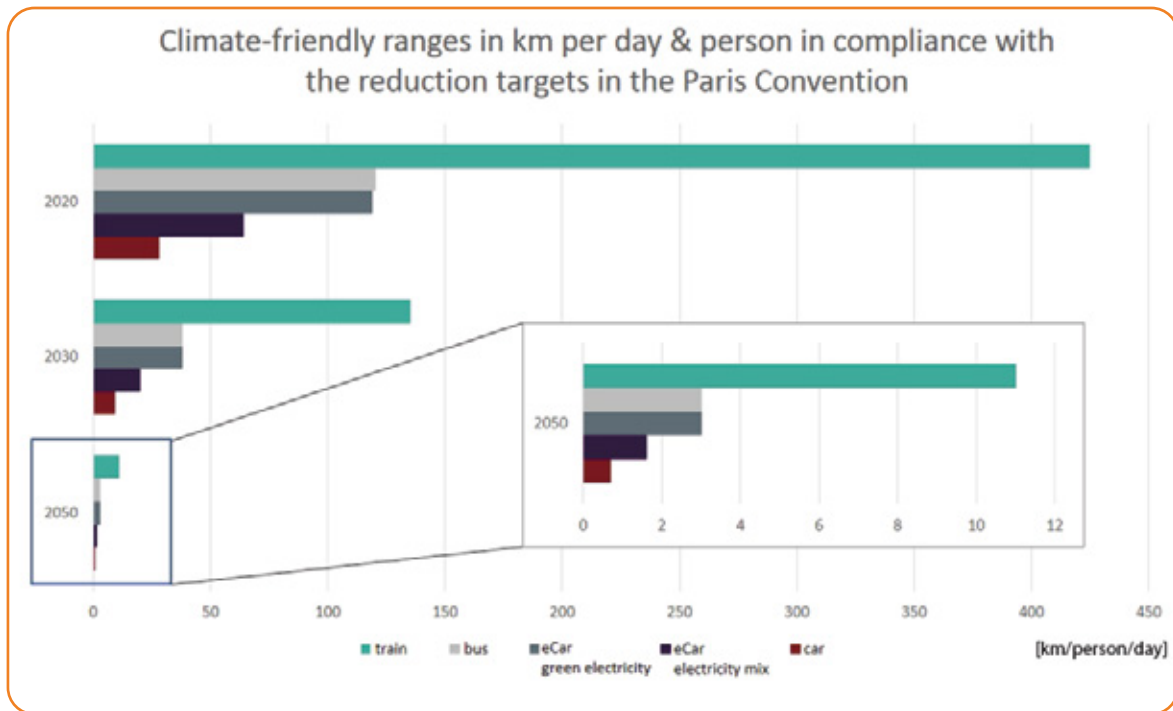
¹ Global Warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty (Masson-Delmotte, V., P. Zhai, H.-O. Pörtner, D. Roberts, J. Skea, P.R. Shukla, A. Pirani, W. Moufouma-Okia, C. Péan, R. Pidcock, S. Connors, J.B.R. Matthews, Y. Chen, X. Zhou, M.I. Gomis, E. Lonnoy, T. Maycock, M. Tignor, and T. Waterfield (eds.)), World Meteorological Organization, Geneva, Switzerland, 32 pp. Available online: <https://www.ipcc.ch/sr15/>
² Austrian Climate Protection Report 2018. Environment Agency Austria, Vienna, 2018. Available online (with English summary) <https://www.umweltbundesamt.at/fileadmin/site/publikationen/REPo660BFZ.pdf>
³ Status Report on Mobility. Environment Agency Austria, Vienna, 2019. Available online (German only) <https://www.umweltbundesamt.at/fileadmin/site/publikationen/REPo688.pdf>
⁴ Status Report on Mobility. Environment Agency Austria, Vienna, 2019. Available online (German only) <https://www.umweltbundesamt.at/fileadmin/site/publikationen/REPo688.pdf>



Sufficiency as one of the pillars of sustainability and a behaviour-oriented aspect of transport policy.

Mobility budgets as a policy instrument for personal mobility

In the view of global decarbonization goals, sufficiency as an organizational principle becomes ever more important. For the transportation context, introducing a "mobility budget" – a moderate and conscious use of mobility which follows a qualitative sufficiency approach and is oriented towards ecological upper limits of resource consumption - enables limitation of traffic to a socially and ecologically acceptable level, and could significantly support such decarbonisation efforts. Mobility budgets imply that initial permits for CO₂ emissions related to transport are distributed to citizens and companies according to a pre-defined key, which may for instance be adapted to socio-economic and spatial characteristics. For mobility demands exceeding the initial budget, additional permits may be bought at the market rate. Unused permits may be sold on an exchange platform. The maximum number of permits available is bound by the CO₂ emission reduction targets to comply with the Paris Climate Agreement. In this way the nationally prescribed mobility budget could be implemented as a strategy for achieving Nationally Determined Contributions (NDCs) in the transport sector.



Daily mobility budgets for different transport options. These mobility budgets cannot be used cumulatively if individuals aim to stay below their daily sufficient mobility budget. With climate targets linked to the transport sector, for 2020 per capita and day for private journeys about 6.12 kg of greenhouse gas (GHG) emissions are still climate-compatible, in 2030 only 195 kg and in 2050 about 160 g in order not to endanger the emission reduction target of the Paris Agreement. This means that on average, you can still cover one of the distances shown in the graph every day.

The Austrian research project mobalance developed a concept of a mobility budget on the individual level while specifically tackling the challenge of ensuring a fair distribution of permits. The concept is now planned to be further elaborated in the form of a “sufficiency assistant” which supports individuals in making informed decisions while being aware of the concrete CO₂ savings, they can achieve given their behaviour. In this way, individual mobility budgets could also shift the priorities for shaping our living environment and could contribute to various planning tasks such as rural development, settlement development or the design of public spaces and streets in cities.

Project website: <https://bit.ly/2Lg0jok>



Donors & Partners

Major Donors



As we prepare this annual report and look back on what we have achieved in 2019 we would like to give a big thank you to our major donor, the FIA Foundation without whom, our work would not be possible.

We would also like to thank the UN Development Account for supporting our continued work in Rwanda, Zambia and Ethiopia – on investment in walking and cycling to meet the needs of the most vulnerable.

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 NMT. In 2019 we have worked with:

Nigeria (Lagos)

Lagos Metropolitan Area Transport Authority (LAMATA)
Lagos State Traffic Management Agency
State Ministry of Transportation
Federal Road Safety Corps (Lagos Sector Command)
Lagos State Physical Planning Permit Authority
State Ministry of Works and Infrastructure

Nigeria (Federal level)

The Federal Ministry of Transport
Federal Ministry of Physical Planning and Urban Development
Federal Ministry of Power, Works and Housing
Federal Road Safety Corps
Nigeria Building and Road Research Institute

Indonesia

Ministry of Public Works and Housing
House of Representatives of Semarang and Yogyakarta
City Planning Agency
Transport Agency
Public Works Agency

Ethiopia (Addis Ababa)

Addis Ababa Transport Bureau
Addis Ababa City Road Authority
Addis Ababa City Plan Commission
Addis Ababa Traffic Management Agency
Hawassa Municipal City Planning Office
Urban Development and Housing
Hawassa Municipality Transportation and Road Development Office
Bahir Dar City Planning Office
Bahir Dar Road Infrastructure Development Office

Ethiopia (Federal)

Ministry of Transport
Federal Transport Authority
Ethiopian Roads Authority
Ministry of Finance and Economic Cooperation
Ministry of Urban Development and Construction
Ministry of Environment

Rwanda

Ministry of Infrastructure (MININFRA)
Rwanda Transport Development Agency (RTDA)
Rwanda Utilities Regulatory Authority (RURA)

Zambia (National)

Ministry of Transport and Communications
Road Development Authority
Ministry of Local Government
Zambia Environmental Management Agency
Road Transport and Safety Authority
National Road Fund Agency

Zambia (City level)

Lusaka City Council

Ndola City Council

Kitwe City Council

Strategic & Technical Partners

The work of the Share the Road Programme is supported by a host of technical and strategic partners who areas committed to investing in pedestrians and cyclists 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 2019 were:



Global

- Global Green Growth Institute
- Institute of Transport and Development Policy
- Stockholm Environment Institute
- Transforming Urban Mobility Initiative (TUMI)
- UN-Habitat
- University of York
- University of Leeds
- Walk21 Foundation
- Inter-American Development Bank (IADB)



Country Level

- Critical Mass Nairobi, Kenya
- Flone Initiative, Kenya
- Kenyan Alliance of Residents Associations, Kenya
- KUWA Non-government organization, Kenya
- Makerere University, Uganda
- Transport Growth Initiative, Nigeria
- University of Nairobi, Kenya
- World Resource Institute Ethiopia (WRI)
- Global Green Growth Institute Rwanda (GGGI)
- UN Development Programme Zambia (UNDP)
- University of Cape Town (UCT)
- Open Institute Kenya



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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