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WALKING AND CYCLING AMIDST THE PANDEMIC

Share the Road
Annual Report 2020



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Foreword

Share the Road
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**Maruxa Cardama,
Secretary General,
SLOCAT Partnership**

2020, a year of historic change and disruption, has shown us the extent to which access to mobility determines access to livelihoods and socio-economic opportunities - notions which have been deeply embedded in The Share the Road Programme since its very inception.

Systematic investment in walking and cycling, as one of the key solutions to mobility, road safety and environmental challenges; remain central to enabling near-and mid-term results for improved mobility access and planetary health; as well as long-term pathways for healthier, zero carbon futures. The UN Environment Programme's (UNEP) walking and cycling initiative plays a truly critical role in championing and enabling such systematic investment in walking and cycling in the Global South. The pandemic has brought to the surface the interconnected social, economic and environmental issues our societies must crucially address to resolve prevailing equality and climate action challenges. The impactful work of Share the Road on facilitating advocacy and guidelines towards long-lasting change, fostering technical capacities, and localising solutions with multi-stakeholder approaches and community engagement is as vital as ever.

Good luck and keep setting the way for many others to follow you, Share the Road partners!



Letter From The Team

Share the Road
Annual Report 2020



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Since its launch in 2008, the UNEP Share the Road Initiative has provided global leadership and support for the needs of people that walk and cycle. For more than a decade we have advocated for systematic investment in walking and cycling as one of the key solutions to mobility, road safety and environmental challenges. In 2020, amidst the pandemic, we continued to provide technical support on city, national and regional levels; working towards achieving more resilient, accessible and equitable mobility systems in the Global South.

We worked closely with several government agencies and leading organizations such as the Global Green Growth Institute, The World Resources Institute, The United Nations Development Programme, UN Habitat and the Walk21 Foundation to lock in the positive changes and lessons from COVID-19 and ensure that we are on track to build back better. The pandemic revealed that investment that enables safe walking and cycling has never been more urgent or necessary.

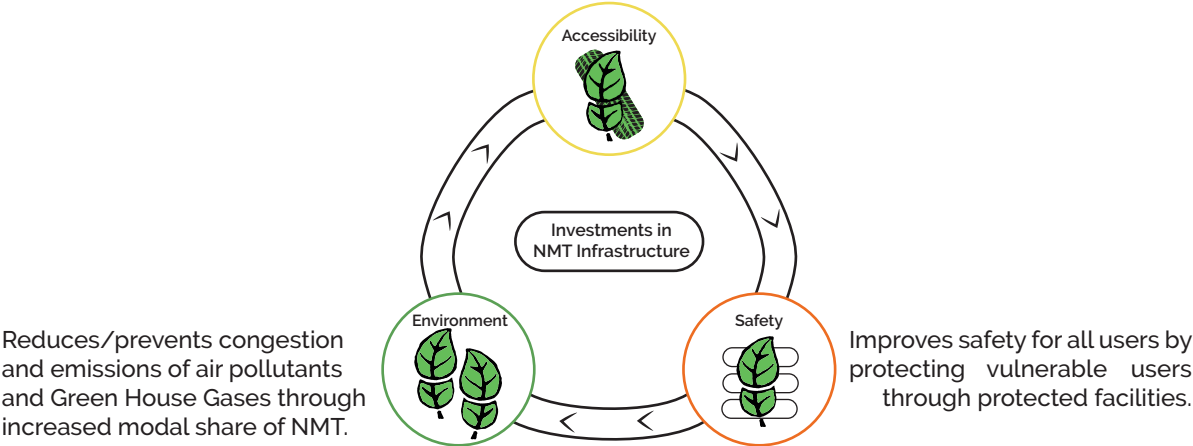
2021 holds a number of exciting projects for the programme including continued in-country support, conceptualization of regional road maps that support walking and cycling in sub-regions of Africa and the development of walking and cycling indicators. We're also launching the long anticipated second edition of the Global Outlook for Walking and Cycling - with a focus on the Africa region.

In the lead up to the 2021 United Nations Climate Change Conference, the Share the Road Programme will amplify efforts to achieve sustainable mobility through the prioritization of vulnerable groups and partnership with multi-lateral organizations like SLOCAT. We look forward to strengthening cooperation with our partners to promote and support the global shift to low carbon mobility and to support governments in developing and implementing low- and no-emissions mobility.

Focus Areas

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.

Increases and improves affordable access to vital services and other transport modes through integrated networks.



We Remain Committed To:



Supporting development and implementation of walking and cycling policies at national and city level.



Building a knowledge base of walking and cycling guidance and tools.



Leading on global advocacy and greater commitment to non-motorized transport investment.



Prioritizing the needs of children and other vulnerable groups.

We Contribute Towards Achieving:





Impact of COVID-19 on Walking and Cycling Policy and Practice in Africa

“93% of stakeholders confirmed that they were willing to do more to support the needs of pedestrians and cyclists in the future, given the necessary support”

Covid-19 Research conducted in partnership with the Walk21 Foundation and the University of Manchester

In 2020 the global community faced the unprecedented consequences of COVID-19. It was, however, on a local level that the impacts were felt most severely. Cities around the world introduced and enforced massive restrictions on mobility to limit transmission of the virus. From Johannesburg to Peru, Jakarta to Bangalore, decision makers had to rapidly address the uncertainties of both the present and the future of mobility taking into consideration the need to access essential services and keep people safe and healthy. In African cities decision makers encountered multiple socioeconomic, resource and spatial challenges but persevered and often innovated.



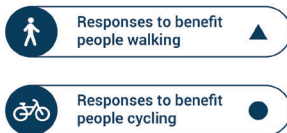
© Jon Tyson-Unsplash

Governments have become increasingly aware of the value of walking and cycling in the wake of the pandemic. Investment in Walking and Cycling infrastructure has proven to be an unparalleled resource in both supporting public transport and providing a safe and sustainable alternative. Our core values related to improving quality of life, enhancing social equity and ensuring economic opportunity through prioritizing the needs of vulnerable road users has remained consistent during this period of uncertainty and urgency. We have continued to show commitment towards addressing critical social and environmental issues in mobility and have continued to advocate for greater investment in walking and cycling through strengthened partnerships, greater collaboration and strategic research.



COVID-19 Africa Mobility Response

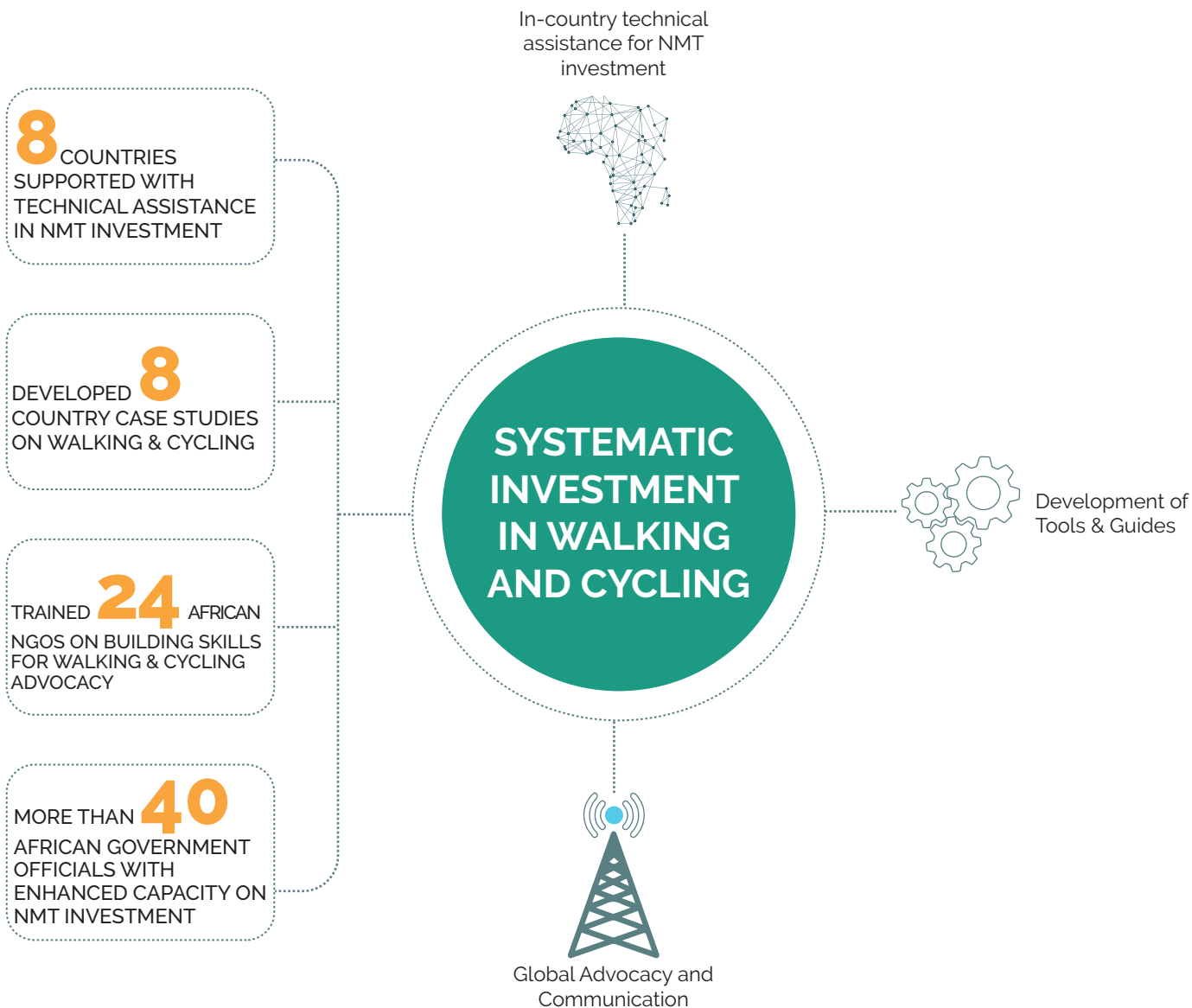
Map of reported
Mobility Responses to
COVID-19 in Africa



In 2020 we partnered with the Walk21 Foundation and the University of Manchester to better understand the effects of COVID-19 on mobility in African cities (<https://tinyurl.com/gjeweagh>). The research showcased best practices and has been an invaluable evidence-base for future collaboration and action - ensuring that support matches urgent needs.



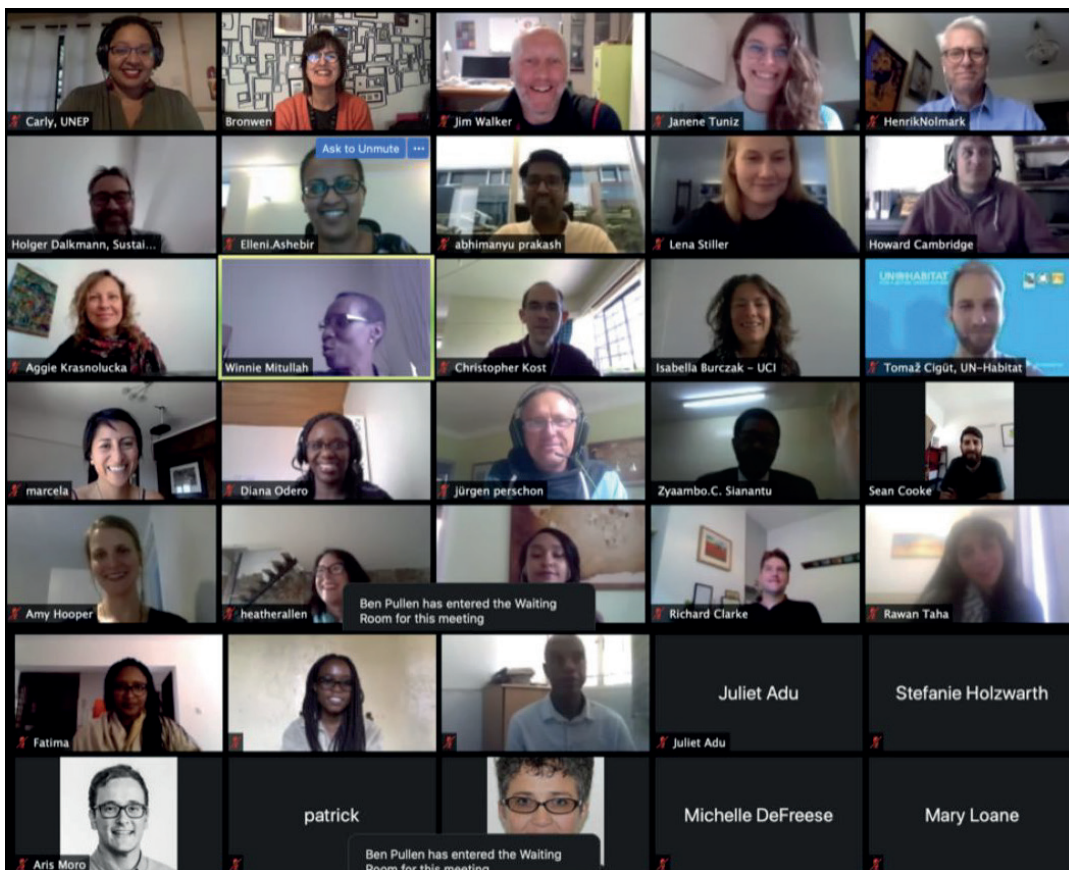
Key Achievements in 2020





Launch of the Africa Network for Walking and Cycling

In 2020 the Share the Road Programme launched the Africa Network for Walking and Cycling. It is a global multi-stakeholder network that brings together and supports organizations which are delivering strategies, projects, initiatives (directly or otherwise) to improve the lives of people that walk and cycle in Africa. The aims and core ambitions of the network will be co-developed in 2021 but the group aims to encourage collaborations in joint research, facilitating knowledge exchange, data and best practice.





Country Highlights



In June of 2020, Ethiopia **launched a national policy** (<https://tinyurl.com/juy6snb7>) designed to promote walking and cycling as modes of transport.

The Strategy was developed in partnership with UNEP's Share the Road Programme and the Institute of Transport and Development Policy Africa. During the pandemic, a dedicated non-motorized transport (NMT) Government Committee was set up in Addis Ababa to monitor and evaluate the progress and success of walking and cycling interventions and to plan next steps. The committee will help to achieve the 2030 targets:

- 80% of all motorised trips to be taken on public transport/paratransit;
- NMT should represent at least 60% of journeys;
- Gender parity in cyclists;
- Four-fifths reduction in pedestrians and cyclist fatalities from 2019 levels; and
- Ambient air quality to meet 95% of World Health Organisation standards.

We will continue support the Ministry of Transport in 2021.



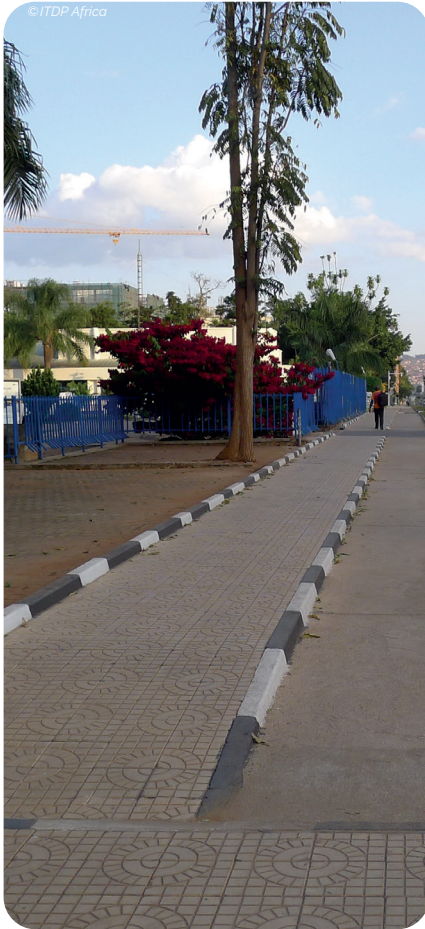
The Ministry of Public Works and Housing in Indonesia has partnered with the Institute for Transport and Development Policy (ITDP) Indonesia and the Share the Road initiative to develop a "National Vision for Non-Motorized Transport" document as a practical guide for city governments in planning and prioritizing the needs of pedestrians and cyclists. The strategy aims to 'create a safe, comfortable, inclusive, and comprehensive walking and cycling space which supports public transport usage.



100km of non-motorised transport infrastructure set to be completed in Nairobi. UNEP Share the Road programme continuously works with stakeholders to advocate for the implementation of the NMT policy in Nairobi.



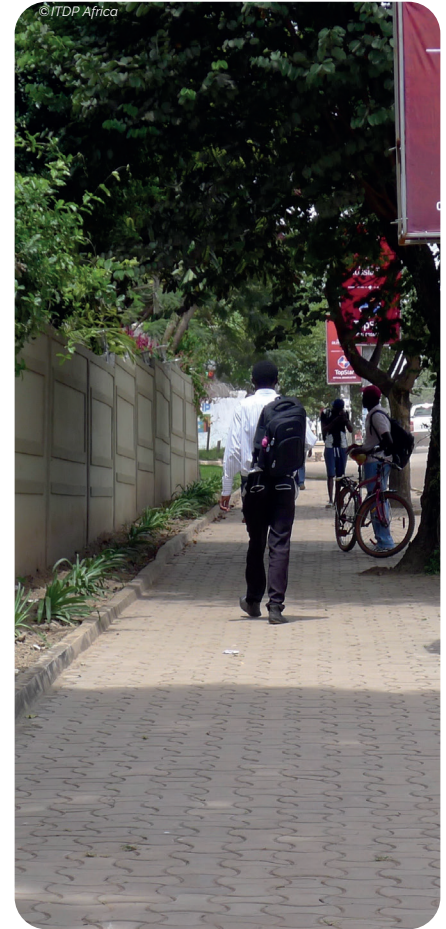
This year we partnered with Walk 21 and Conseil Exécutif des Transports Urbains de Dakar (CETUD) to integrate the needs of pedestrians and cyclists into the Bus Rapid Project in Dakar.



UNEP partnered with the Global Green Growth Institute in Rwanda to prioritise investment in walking and cycling policies.



The significance of the walking and cycling during COVID-19 was acknowledged by the Government of Uganda as a healthy and safe mode of transport. We have engaged the Kampala Capital City Authority (KCCA) and are currently developing the Walking and Cycling Action Plan for the city of Kampala.



In 2020, Zambia legislated low-speed school zones. Child mobility and health is a core component of the Zambia Non-Motorized Transport Strategy which was developed with the support of Share the Road in 2019. UNEP has partnered with UNDP to explore synergies between systematic investment in walking and cycling and the Pedestrians First Project.

Share the Road Advocacy

Throughout 2020, UNEP Share the Road programme co-organised and participated in various webinars and digital events to advocate for the needs of people that walk and cycle to influence change and develop networks and strengthen partnerships.

April

Launch of the Investing in Walking and Cycling in African Cities Project

This project will enhance engagement between policy makers and vulnerable groups so that the voices of vulnerable groups are systematically integrated into decision making processes in Ethiopia, Rwanda and Zambia.

May

Indonesia approves a new Non-Motorized Transport Strategy (<https://tinyurl.com/h3y55sr5>)

•Moving together: Global south experiences, challenges and opportunities for managing urban mobility during COVID-19 (<https://tinyurl.com/hmn35ks4>)

Share the Road co-organized a virtual Expert Working Group meeting to understanding the challenges and opportunities for managing urban mobility during and after COVID-19. The discussions were focused on synergizing efforts, learning from one another and maximizing the impact of future measures and interventions in transport to ensure safe, fair and resilient systems and infrastructure in Africa, Latin America and Asia.



**COVID-19
RESPONSE**

September

African Mobility Month (<https://tinyurl.com/chbyhkhs>)

For the second year running, Share the Road partnered with ICLEI, Open Streets, GIZ, ITDP, UN-Habitat and others to develop a month-long digital strategy to promote sustainable and accessible mobility. The 2020 theme was "Re-imagining the future of mobility in African cities."



**AFRICAN
MOBILITY
MONTH**

•WEBINAR: Going to work or on vacation: mobility in a post-COVID world (<https://tinyurl.com/4ekju7hf>)

•First International Day of Clean Air for blue skies (<https://tinyurl.com/vet7wtgm>)

August

Joined The World Economic Forum's Global Future Council to provide insights on data sharing, micromobility and active mobility.

June

Ethiopia Launches their National Walking and Cycling Policy (<https://tinyurl.com/2n5f46ku>)

October

Smarter Mobility Africa LIVE (<https://tinyurl.com/28cacpju>)

The Sustainable Mobility Unit coordinated and participated in the Smarter Mobility Africa LIVE event hosted by Generation.e. For the first time in the event's history, an entire day was dedicated to walking, cycling and micro-mobility. There were over 500 attendees and the content reached over 12 million people.

- **WEBINAR: Resilience & Transportation: Lessons from Africa's Response to COVID-19 Webinar** (<https://tinyurl.com/fd7xsf>)

- **Launched the Africa Network for Walking and Cycling**

- **Road Safety NGO Training** (<https://tinyurl.com/4vw9c3hz>)

Partnered with the Global Alliance of Non-Governmental Organizations for Road Safety to train representatives from 24 non-profit organizations in 15 African countries on how to campaign for wider pedestrian footpaths, protective bike lanes and other infrastructure that protects vulnerable road users.

November

Advocacy and Media Partnership

Partnered with MESHA (Media for the Environment, Science, health and Agriculture) and ITDP to deliver training to journalists on the impacts of transportation the environment, climate, air quality and road safety. Share the Road shared the latest developments and story angles for walking and cycling.

December

Workshop on mobbing Towards a Green and Just Recovery

Share the Road participated and moderated in a workshop on Active and Sustainable Mobility: Towards a Green and Just Recovery that was organized by C40 Cities and was inspired by the C40 Mayors' Agenda for a Green and Just Recovery.

- **On Route to COP26** (<https://tinyurl.com/46m8jv6r>)

Share the Road contributed to discussions on ensuring a cleaner, fitter and healthier global transport future



Action was due yesterday.
Today is the best second chance we have.

Op-Ed

Maruxa Cardama
Secretary General,
SLOCAT Partnership



Faced with movement restrictions throughout 2020, we have experienced the extent to which our streets, roads and public spaces are essential to community cohesion. With our sudden plunge into a "new normality", we have appreciated living with better air quality and less noise. We have learnt the hard way that mobility behavioural change at community and individual levels can happen at much faster pace than we had thought and that governments can affect radical change to public policies and expenditure overnight if they want to.

"Emissions are returning to normal far quicker than our societies are."

We cannot forget that we remain on the road to climate disaster. The worldwide lockdown a year ago had an effect on carbon emissions but, as a growing evidence by multilateral and research entities is confirming, emissions are returning to normal far quicker than our societies are. Transport contributes roughly a quarter of global energy related greenhouse gas emissions and is a vital part of the solution to solve the puzzle of a net zero emission-economy. Without urgent intervention, transport emissions are projected to double by 2050 - becoming the fastest growing emissions sector.

Ambitious, transformative action in mobility paradigms is essential to tackling interconnected challenges. The goal is both visionary and challenging. The Intergovernmental Panel on Climate Change (IPCC) underlines that a 1.5°C pathway for transport is possible. However, the transformation of our mobility and transport systems must be prioritised in policy, regulatory and fiscal frameworks. Sustainable, low carbon mobility - including safe walking and cycling - must be treated as the engine of the global economy as these facilities increase equitable access to jobs and other socio-economic opportunities for people of all ages and abilities. It has the potential to support a just transition to green jobs in a circular economy. It reduces climate impacts. It improves air quality and benefits public health. It reduces congestion, fuel imports and infrastructure costs. It powers livelihoods in urban and rural areas, within the carrying capacity of Earth's ecosystems.

The way to green, equitable recovery

The post-pandemic recovery must be one of bold and courageous equity and climate action, and must not derail us from the goals of mobility for an equitable 1.5°C planet. While in many Global South contexts it has long been the day-to-day for the majority of the population, overall a new enthusiasm for walking and cycling has emerged with the pandemic. Over the past year, many cities worldwide have been thrust into the greatest street experiment since public space was turned over to the private car in the 20th century. Temporary, emerging structures in the best approach to cost-efficient tactical urbanism - temporary sidewalk extensions and pop-up cycling lanes, for instance - have bloomed with Global South cities often taking the lead. Over the past decade, urban and transport planners, cities and civil society have increased awareness about the socio-economic, health and environmental benefits of active mobility. Still, today adequate investments in walking and cycling beyond pilot phases and piecemeal approaches is at best limited and more often lacking in the Global South. As we assist to the biggest ever mobilisation of public funds in history, it will be vital that recovery measures serve to effectively remove the prevailing barriers to scaling safe walking and cycling in the Global South - because the choices being made today will determine the transformation that will be possible over the next decade.

Regulatory, fiscal and public policy frameworks that effectively decouple socio-economic prosperity from private car ownership; and that enable sub-national governments to consolidate into permanent change the temporary reimagining of our streets. Integrated urban and mobility planning approaches that capitalise on the benefits of walking and cycling towards place-making and urban renaissance - such as the renewed enthusiasm in "the 15-minute city" concept. Adequate investments that prioritise accessible, safe and resilient walking and cycling infrastructure as part of integrated, inter-modal mobility systems that serve the majority and not the car-driving minority. Multi-stakeholder engagement and governance approaches that place walking and cycling at the centre of healthier, low-carbon lifestyles and not merely as stand-alone mobility modes. These are some critical hooks that will enable or hinder the contribution of walking and cycling towards achieving more accessible, equitable, resilient, greener and healthier mobility systems in the Global South.

In the SLOCAT Partnership Secretariat we cannot wait to amplify Share the Road's efforts and achievements in the run up towards the 2021 United Nations Climate Change Conference COP26 – with our eyes already set in celebrating many more Global South walking and cycling solutions at the UN Climate Conference COP27 in 2022, expected to be hosted in Africa. We warmly encourage those reading this document to proactively engage in replicating and scaling up the pragmatic pathways shown in this report so streets and roads worldwide can be places for everyone to thrive.

Donors and Strategic Partners

Major Donors



As we prepare this annual report and look back on what we have achieved in 2020 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.

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 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 2020 were:

Government Partners

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

Strategic & Technical Partners



Global

- C40 Cities
- Global Green Growth Institute
- Global Alliance of NGOs for Road Safety
- Institute of Transport and Development Policy
- Inter-American Development Bank (IADB)
- Partnership on Sustainable Low Carbon Transport
- Stockholm Environment Institute
- Transforming Urban Mobility Initiative (TUMI)
- UN-Habitat
- University of York
- University of Leeds
- United Nations Development Programme
- Walk21 Foundation
- The World Health Organization
- The World Resources Institute

Country Level



- Critical Mass Nairobi, Kenya
- Flone Initiative, Kenya
- Kenyan Alliance of Residents Associations, Kenya
- KUWA Non-government organization, Kenya
- Makerere University, Uganda
- The Media for Environment, Science, Health and Agriculture (MESHA)
- 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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