



Share the Road: Non-Motorized Transport and Child Road Safety

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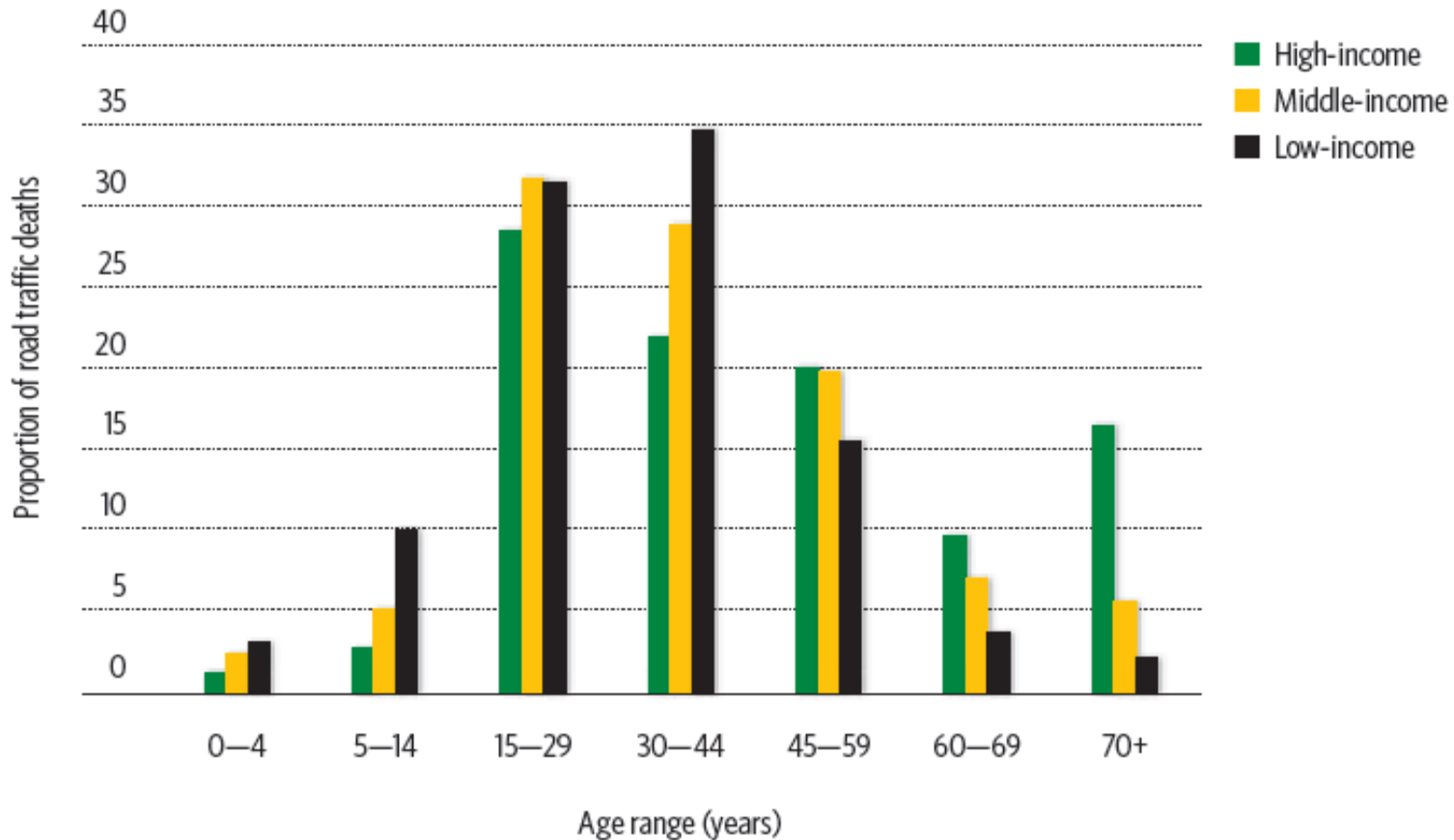
United Nations Environment programme
(UNEP)



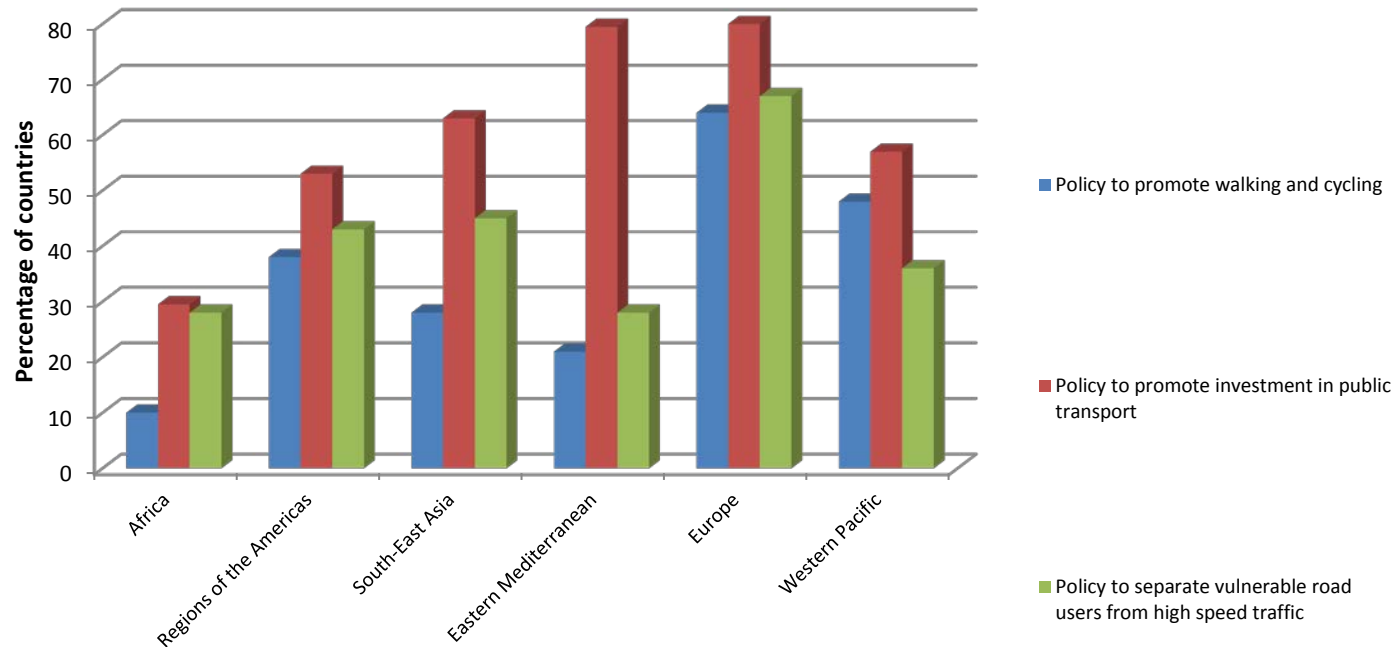
FIA Foundation
for the Automobile and Society

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Road traffic fatalities by age range



Proportion of Countries with Various Transport Policies by WHO Regions



Source: WHO, 2013. Global Status Report on Road Safety

Vulnerable road users and Non Motorised Transport

- Global Status Report on Road Safety (WHO, 2013) **Pedestrians and cyclists** still account for **27% of road traffic deaths**.
- Number of promotional policies has increased from 57(2008) – 68 (2013)
- Infrastructure segregation policies: Only 79 globally

UNEP 'Share the Road'

- Targeting NMT through infrastructure support 'ensuring sustainable and systematic investment in NMT infrastructure'
- NMT infrastructure - targeted by **Pillar 2 of the UN Decade of Action for Road Safety**
- Additional benefits, within **environmental, social and economic paradigms**

Creating NMT policies



Promotional policy success requires planning

Matrix of pedestrian facilities interventions	Share the Road Pillars			Condition achieved		
	Environment	Safety	Accessibility	Speed reduction	Space allocation	Better use of land
Create NMT priority areas	X	X	X	X	X	X
Consolidate and protect Footpath	X		X			
Eliminate sidewalk obstacles			X		X	X
Extend sidewalk widths		X	X		X	
Improve crossing facilities		X		X	X	
Instal pedestrian bridges, tunnels and stairways		X	X		X	
Create kerb ramps			X		X	
Improve street lighting		X				X
Incorporate green materials	X					X
Create urban furniture		X	X		X	X
Plant urban vegetation						X
Protect from the elements, improve climate comfort	X		X		X	X
Improve stormwater drainage	X		X			X

UN AVENUE

- United Nations (UN) Avenue road is located within Gigiri in Nairobi County.
- It's approximately 1.6 km in length
- road is largely used for residential access, which has prohibited public transport vehicles from using the road. It is also used to access work places and services
- The UN Avenue Road was selected in 2009 by UNEP's 'Share the Road' Programme
- Stratified traffic count, ex-ante and ex-post; a Qualitative survey; a Behavioural analysis; and iRAP Star Rating Engineering analysis
- Lessons:
 - ❖ Stakeholder engagement and buy in must be continuously managed
 - ❖ It is also important to consider a city-wide perspective while upgrading sections and connections of a road network
 - ❖ Maintenance must be discussed at the outset
 - ❖ Institutional framework must be understood



Non motorised transport (NMT) as a key issue to address the SDGs

Goals (relevant to non motorized transport)	Targets (relevant to non motorized transport)	Non motorized transport as a 'solution'
Goal 1. End poverty in all its forms everywhere.	1.1: By 2030, eradicate extreme poverty for all people everywhere, currently measured as people living on less than \$1.25 a day.	Often people living in extreme poverty are still spending unfeasible amounts of income on transport
Goal 3. Ensure healthy lives and promote well-being for all at all ages.	3.4: By 2030, reduce by one third premature mortality from non -communicable diseases through prevention and treatment and promote mental health and well-being. 3.6: By 2020, halve the number of global deaths and injuries from road traffic accidents.	About 1.3 million people are killed every year and 20-50 million are injured and disabled due to road traffic accidents. (source: WHO) The Global Burden of Disease Report of the WHO ranked ambient fine particle pollution ninth among all risk factors in 2010, contributing to 3.1 million deaths
Goal 5. Achieve gender equality and empower all women and girls.	5.1: End all forms of discrimination against all women and girls everywhere.	In many countries women cannot safely use NMT as mode of transport. In some countries women are culturally prohibited from using bicycles.
Goal 7. Ensure access to affordable, reliable, sustainable and modern energy for all.	7.1: By 2030, ensure universal access to affordable, reliable and modern energy Services. 7.2: By 2030, increase substantially the share of renewable energy in the global energy mix. 7.3: By 2030, double the global rate of improvement in energy efficiency.	Transport is the fastest growing sector and predominantly based on fossil fuel (90% of total energy use). Non motorized transport is the cheapest, most renewable and efficient form of personal transportation. Investments in NMT infrastructure are regarded by many modern and developed cities as the most progressive means of living in urban areas. Lack of safe energy access for transport can lead to problems accessing education employment and trade.
Goal 8. Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all.	8.4: Improve progressively, through 2030, global resource efficiency in consumption and production and endeavor to decouple economic growth from environmental degradation, in accordance with the 10-year framework of programmes on sustainable consumption and production, with developed countries taking the lead.	Enhanced use of NMT as a major transport mode helps decrease energy consumption.

Goals (relevant to non motorized transport)	Targets (relevant to non motorized transport)	Non motorized transport as a 'solution'
Goal 9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation.	9.1: Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all.	Non motorized transport is a fundamental aspect of transport as a sector.
Goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable.	11.2: By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons. 11.6: By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management.	About 40 to 60 percent of urban population do not have access to reliable mass transport services, which include NMT networks. Increased infrastructure is necessary.
Goal 12. Ensure sustainable consumption and production patterns	12.8: By 2030, ensure that people everywhere have the relevant information and awareness for sustainable development and lifestyles in harmony with nature.	Enhanced use of NMT as a major transport mode can help decrease energy consumption.
Goal 13. Take urgent action to combat climate change and its impacts.	13.1: Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries. 13.2: Integrate climate change measures into national policies, strategies and Planning.	Non motorized transport can be a means of supporting cities and countries both in mitigating climate change and adapting to it.

* Red indicates SDGs which NMT infrastructure can help address directly

* Black indicates SDGs which NMT infrastructure can help address indirectly