

FACT SHEET

NON MOTORISED TRANSPORT (NMT)

On average, about 37% of journeys in cities are non-motorised. In some African cities, over 80% of journeys are made on foot. Population growth and urbanization will add 2.5 billion people to the world's urban population by 2050, with nearly 90% of the increase concentrated in Asia and Africa.

The new Sustainable Development Goals include targets on cities which call for "safe, affordable, accessible and sustainable transport systems for all". Putting people first by supporting walking and cycling will help create liveable and sustainable cities.

1 BENEFITS OF NMT

Non-motorised transport has significant health and environmental benefits, helping to reduce pollution levels and promoting physical activity.

HEALTH

- Outdoor air pollution causes 3.7 million deaths each year, and can be improved by switching from motorised to non-motorised forms of transport.
- NMT can help reduce congestion. Bicycles take up less than a third of the space of a vehicle, and pedestrians take up around a sixth.
- Active transport such as walking and cycling also promotes healthy lifestyles and regular exercise. Cycling for 30 minutes a day reduces the chance of cardiovascular diseases and diabetes by 50%.
- If linked to investment in 'green corridors', with trees to provide shade and absorb pollutants, they can have further environmental benefits.



SAFETY

Infrastructure for pedestrians is too often inadequate in developing countries, leading to unnecessary deaths and injuries from unsafe roads.

- Over a quarter (27%) of the 1.3 million people who die on the roads each year are pedestrians and cyclists. In Africa it is nearly a half (43%).
- 47% of Nairobi residents walk to their places of work while only about 4% use bicycles. An assessment by the International Roads Assessment Programme (iRAP) in Nairobi found that 95% of roads assessed had high pedestrian flows yet only 20% had pedestrian footpaths.
- In Kampala, Uganda, more than 60% of roads have no footpath segregated from traffic.

ACCESSIBILITY

Safe walking and cycling routes can increase people's access to jobs, schools and healthcare, while allowing limited incomes to be spent on other daily essentials.

- Between 8 and 16 percent of urban household income is spent on transport, rising to more than 25 percent for the poorest households in very large cities.

2 NMT POLICIES

Just 10% of countries in Africa have policies to promote walking and cycling, compared with 64% in Europe.

- Mexico City introduced a Mobility Law in 2014. The law introduces a mobility hierarchy, with pedestrians at the top, followed by cyclists and then mass public transit, with private motorised vehicles last. The aim is to 'create a system focused on people rather than vehicles'.
- In Kenya, Share the Road's work with the Kenyan Urban Roads Authority led to a policy change in 2011, to integrate walking and cycling facilities on all new urban road projects in Kenya. The Nairobi City County Government has since developed a NMT Policy for Nairobi, which was launched in March 2015. This identified that 70% of the 723 road traffic fatalities in Nairobi in 2014 were pedestrians, and proposes a range of measures including lower road speeds, new infrastructure and traffic calming measures, awareness raising activity, enforcement and financial commitment.



3 LEADERSHIP FOR NMT

Strong leadership is an important catalyst in promoting walking and cycling. In cities such as Bogota, New York and London the high profile support of Mayors has been vital in transforming infrastructure for cycling and walking.

- Nairobi's NMT policy commits 20% of existing and future transport budget be allocated to walking, cycling and public transport infrastructure and services.
- Chennai in India has recently mandated that a minimum of 60% of the Corporation's transport budget be allocated to construct and maintain NMT infrastructure, in order to achieve its ambitious goals to ensure continuous footpaths on at least 80% of all streets.

Additional information

FIA FOUNDATION

<http://www.fiafoundation.org/our-work/liveable-cities>

SHARE THE ROAD

<http://unep.org/transport/sharetheroad/>

WRI

<http://www.wrirosscities.org/our-work/topics/health-and-road-safety>

Share the Road worked closely with government authorities to implement a 'demonstration project' on UN Avenue in Nairobi to showcase safe walking and cycling infrastructure. This involved a segregated cycle lane and separate pedestrian path and crossing points.

