



# INVESTING IN PEOPLE WHO WALK AND CYCLE

Share the Road Programme  
Annual Report 2019





# Contents

Share the Road Programme  
Annual Report 2019



3

Foreword



5

Letter



7

Goals and  
Objectives'



8

Country Work



14

Special Initiatives



19

2020 Plans



21

Global Outlook



29

Donors & Partners



32

Contact Us



# Foreword

Share the Road Programme  
Annual Report 2019



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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  
Annual Report 2019



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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  
Annual Report 2019

## 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.



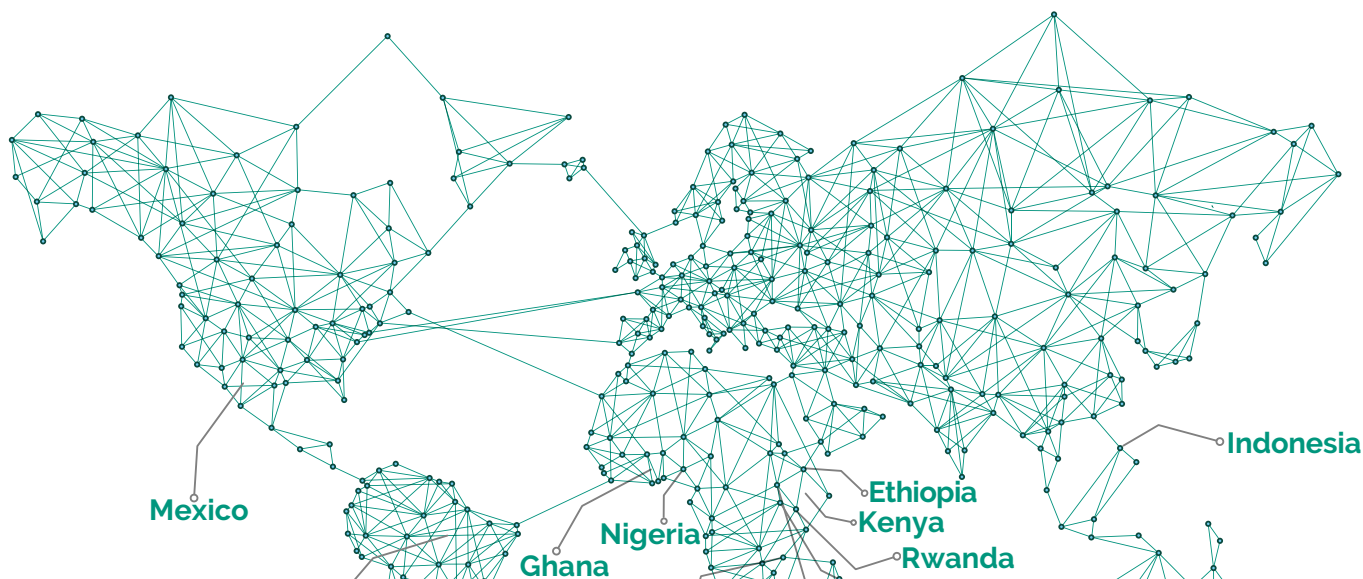
Our goals and objectives will be updated for the programme from 2020 onwards but on a global scale, we remain committed to:

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.



预览已结束，完整报告链接和二维码如下：

[https://www.yunbaogao.cn/report/index/report?reportId=5\\_13804](https://www.yunbaogao.cn/report/index/report?reportId=5_13804)

