



**PATH**

Partnership for  
Active Travel and Health

# ACTIVE TRAVEL POLICY TEMPLATE

A '**How To Guide**' to assist national governments.



Read more at

**PathForWalkingCycling.com**



# INTRODUCTION

Now is the time to act for active travel.



**Momentum for walking and cycling is growing, but more must be done by everyone to effectively unlock the enormous potential to mitigate climate change, support public transport, reduce pollution, save lives, benefit public health and create vibrant, inclusive and equitable societies.**

This ‘**How To Guide**’ is designed to assist national governments to be more ambitious and impactful for walking and cycling in their transport, health and climate policies. The example vision, goals, objectives and actions are directly connected to tangible measures and clear outcomes in a logical framework that can be adapted to suit any local context.

This call to action for national government ministries is to create integrated and coherent strategies, including plans, funding and concrete actions that: support and encourage people to walk and cycle; create safe, easy and enjoyable places to walk and cycle; and embed walking and cycling into the policy process.

CLICK TO NAVIGATE



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## RESOURCES

At the [PATH website](#) you can find more information about National Policies and Regional Analysis reports, inspiring National Case Studies and key communication messages for supporting active travel. This work has been developed by the PATH team in association with experts and representatives from UN agencies and national governments across the globe.

# 01

## VISION

Define what you want to achieve.



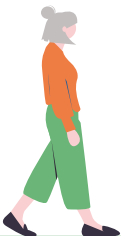
→ **We want everyone to have a safe, easy and enjoyable walking and cycling experience** to mitigate climate change, support public transport, reduce pollution, save lives, benefit public health and create vibrant, inclusive and equitable societies.



# 02

## GOALS

Explain what success looks like.



CATEGORY	GOALS
 <b>ACTIVITY</b>	We want everyone to walk or cycle regularly.
 <b>SAFETY AND SECURITY</b>	We want all people walking and cycling to be free from risk of being hurt.
 <b>ACCESSIBILITY</b>	We want everyone to be able to reach public transport and other key destinations on foot or by bike.
 <b>COMFORT</b>	We want all people walking and cycling to have space and facilities to support their needs.
 <b>SATISFACTION</b>	We want everyone to perceive walking and cycling as positive experiences.

## 03

## OBJECTIVES

Set specific intentions to achieve the goals.

**ACTIVITY**

We will Increase the number of minutes walked and cycled per day.

**SAFETY AND SECURITY**

We will reduce the number of people killed and injured while walking and cycling and increase the number of people feeling safe walking alone after dark in the area where they live.

**ACCESSIBILITY**

We will increase the percentage of the population that has good walking and cycling access to transport, everyday services, public spaces, bike sharing and sustainable local tourism.

**COMFORT**

We will increase the percentage of urban roads that are three stars or better for pedestrians and cyclists.

**SATISFACTION**

We will increase the satisfaction of people walking and cycling.

# 04

## ACTIONS

List the planned activities to achieve the objectives.

### PEOPLE

**1-4**

We will support and encourage people to walk and cycle.

### PLACES

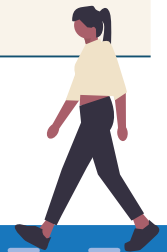
**5-14**

We will create safe, easy and enjoyable places to walk and cycle.

### PROCESSES

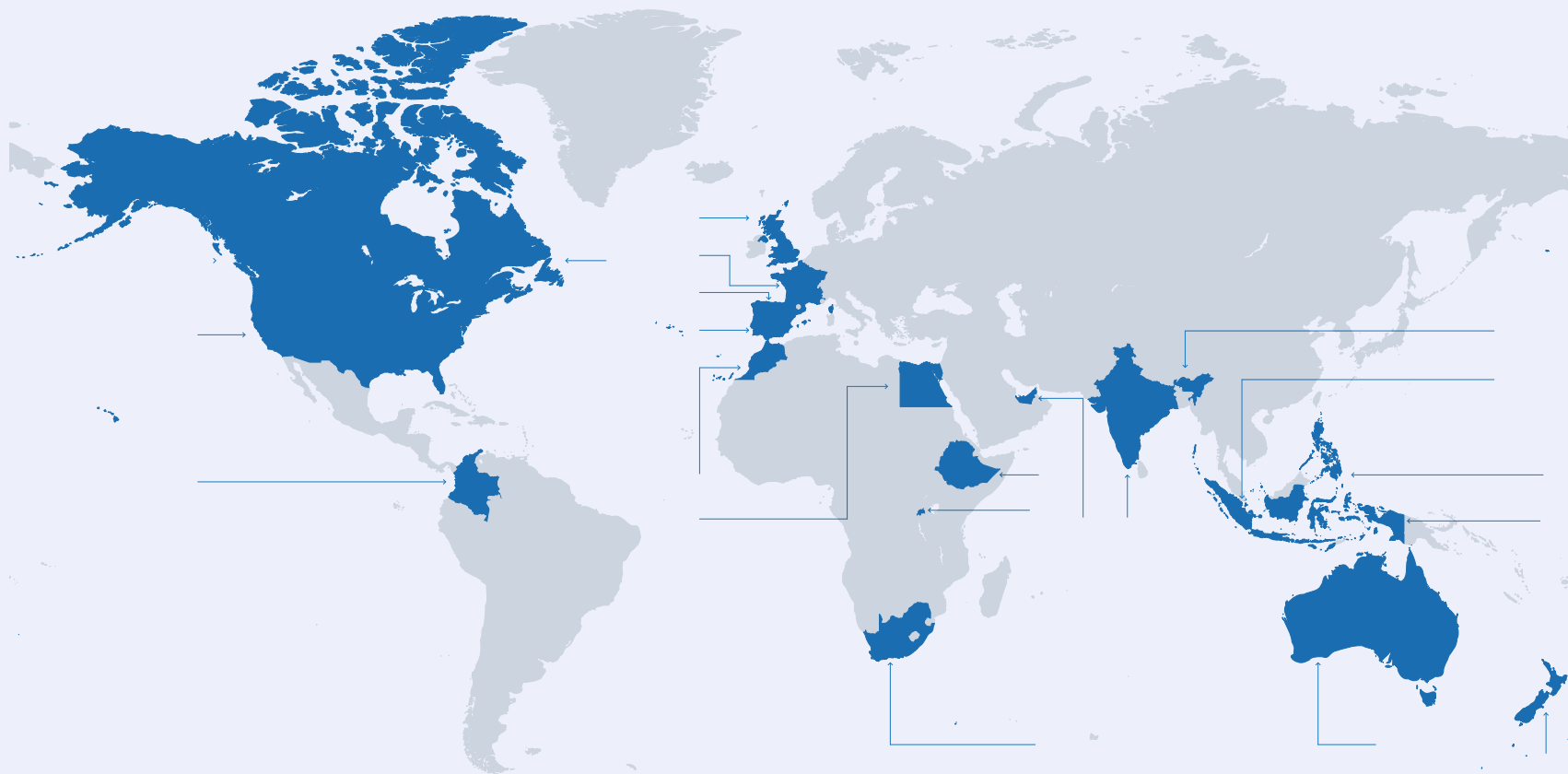
**15-20**

We will embed walking and cycling into the policy process.



## MAP OF ACTION

Inspiring examples of countries delivering on the PATH walking and cycling 20 recommended actions



Click on the action number to go to the case study page

**Action 1:** United Kingdom

**Action 2:** New Zealand

**Action 3:** Colombia

**Action 4:** Australia

**Action 5:** Ethiopia

**Action 6:** Philippines

**Action 7:** Egypt

**Action 8:** Indonesia

**Action 9:** United States of America

**Action 10:** India

**Action 11:** Morocco

**Action 12:** Rwanda

**Action 13:** United Arab Emirates

**Action 14:** Singapore

**Action 15:** Portugal

**Action 16:** South Africa

**Action 17:** Spain

**Action 18:** France

**Action 19:** Canada

**Action 20:** Bhutan



# ACTION 01

## PEOPLE



### ENCOURAGE PARTICIPATION

#### ACTION

We will promote the positive benefits and impacts of active travel as reliable, convenient, cost-effective, environmentally-friendly and accessible to all.

## CASE STUDY



### UNITED KINGDOM

Positive walking and cycling messages are embedded into a wide range of activities in England, Scotland, Wales and Northern Ireland including, community maps, real time passenger information and guides; community, school and workplace active travel challenges; promotion and awareness campaigns; park & ride, bike and car share schemes, travel trackers, adaptive bikes and cargo bike schemes; and social prescribing of walking and cycling programmes to encourage healthier lives.

#### [Getting People Walking & Wheeling in Wales](#)





# ACTION 02



## PEOPLE



### TARGET CAMPAIGNS TOWARDS SPECIFIC AUDIENCES + NEEDS

#### ACTION

**Campaigns to increase activity:** We will target the least active groups to walk and cycle more; promote the safe and healthy journey to school for every child; and promote active travel journeys to and from workplaces, supported by employer incentive schemes.

**Campaigns to create pedestrian and cycling friendly places:** We will facilitate retail businesses to encourage footfall and dwell time in public spaces and provide cycle parking and access.

**Campaigns to improve traffic safety:** We will target drivers to reconsider their mode choice, reduce speed, aggressive behaviour, the use of mobile devices, and give priority to people walking and cycling, especially at crossings and when parking.

## CASE STUDY



### NEW ZEALAND

Since 2018, New Zealand Waka-Kotahi Transport Agency has monitored the attitudes and behaviours of people walking and cycling. To support an increase in active travel to school, the government has produced the 'Feet First' resource pack for teachers and a national cycling education system called 'BikeReady'.

[Understanding Attitudes and Perceptions of Cycling and Walking](#)



# ACTION 03

## PEOPLE



### CELEBRATE WALKING AND CYCLING

#### ACTION

We will coordinate free mass-participation walking and cycling events and a regular programme of free led walks/rides; increase accessibility to bicycles and support bike shared schemes where needed. We will celebrate walking and cycling on occasional days such as National Walking/Bicycle Day, Clean Air Day and World Health Day World Bike Day. Sustainable Transport Day, National Walking Month, etc.).

## CASE STUDY



### COLOMBIA

Since 1974 the community has led a programme of mass participation walking and cycling events in the Colombian capital Bogota. The aim of the programme is to promote the appropriation and intelligent occupation of public space, to improve coexistence, social cohesion, respect, family life and the physical and mental health of the population. They were later adopted by decrees and Ciclovía became an official program promoted by the city government and are now administered by the District Institute of Recreation and Sports.

#### [Bogota's Ciclovía](#)



# ACTION 04



## PEOPLE



### PRESCRIBE WALKING AND CYCLING

#### ACTION

We will integrate walking and cycling promotion in health care services (eg. Active Scripts) to maintain and increase physical activity levels, good mental health and reduce the negative effects and costs of traffic congestion, poor air quality, noncommunicable diseases and compromised public safety.

## CASE STUDY



### AUSTRALIA

Walking and cycling are being encouraged in behavioural and social marketing campaigns in Australia as the most accessible activity that many people can include in their everyday lives. The national preventative health strategy is training and supporting healthcare professionals to provide advice and support to patients to promote physical activity and to engage in social prescribing (connecting patients with community services to improve health and wellbeing). The goal is to reduce insufficient physical activity among adults by 15%.

#### Transport on Prescription



# ACTION 05

## PLACES



### PRIORITISE WALKING AND CYCLING

#### ACTION

We will give priority to people walking, cycling and using public transport by integrating urban and transport planning frameworks at a national level. Support compact and transit-oriented development that is accessible to all, enhances neighbourhood proximity, while providing connectivity between urban, peri-urban and rural areas, and reduces car dependency.

## CASE STUDY



### ETHIOPIA

The Government of Ethiopia aims to reduce greenhouse gas emissions in the transport sector by 10 Mt CO<sub>2</sub>e by 2030 by promoting walking, cycling and an efficient public transport system. Transport investments and road space allocation decisions primarily seek to give priority to these modes to support the needs of women and people on low incomes.

[Ethiopia Non-Motorised Transport Strategy 2020-2029](#)





# ACTION 06

## PLACES



### CONNECT DESTINATIONS

#### ACTION

We will promote polycentric “communities of short distances” with mixed-use development, direct and convenient walking and cycling routes, decentralised services, and comprehensive public transport services to allow for the efficient and walk/cycle friendly combination of reasons to travel.

## CASE STUDY



### PHILIPPINES

Liveable communities are being established in the Philippines as part of the national aspiration for Filipinos to have a strongly rooted, comfortable, and secure life. Equitable, inclusive, and resilient principles are being adopted to integrate use of space so that people’s housing is connected to social, economic, cultural and recreational spaces by active and public transport.

[Philippines Development Plan 2023-2028](#)



# ACTION 07

## PLACES



### ESTABLISH PRIORITY ACTIVE MOBILITY ZONES

#### ACTION

We will set national standards that enable areas near local shops, health centres, public transport hubs, green areas, workplaces, and educational facilities for daily living to be converted to pedestrian/cyclist access only or, as a minimum, give priority to pedestrians/cyclists over vehicular access through lower speed limits and infrastructure. Promote cargo bikes for the delivery of services and goods.

## CASE STUDY



### EGYPT

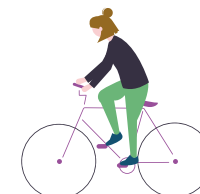
The national agenda for sustainable development in Egypt shares a vision to update legislation and standards to align transportation with climate change national policies. Secure and sustainable transportation systems are seen as a catalyst for economic and social activities and a foundation for the adopted principles of enhancing citizen life quality, equity and accessibility.

#### [2030 Vision of Egypt](#)





# ACTION 08



## PLACES



### PROVIDE NETWORKS, INFRASTRUCTURE AND SERVICES

#### ACTION

We will plan, implement and maintain national walking / cycling networks and provide co-funding for relevant authorities to build regional and local active mobility networks. Ensure that national co-financing leads to the creation of well-designed networks of safe, accessible, continuous, green and quality streets, sidewalks, bike lanes and paths, secure bike parking and schemes to reduce bike theft, safe crossings and junctions that are walking and cycling-friendly at the scale of the pedestrian/cyclist, supported by information and signage systems to encourage exploration.

## CASE STUDY



### INDONESIA

The Ministry of Transport's land transport policy in Indonesia focuses on the connectivity of infrastructure to support community mobility that upholds human values and justice, which is safe, secure, accessible, high quality and integrated. There are several laws, regulations and technical guidelines published to help realise the vision particularly to benefit pedestrians and cyclists.

#### National Vision of Non-Motorized Transport Infrastructure



# ACTION 09

## PLACES



### PUBLISH DESIGN STANDARDS

#### ACTION

We will publish national design standards to provide high quality safe and accessible walking and cycling infrastructure for all. Link national investment to these standards.

## CASE STUDY



### USA

The USA Bipartisan Infrastructure Bill (BIL), passed in 2021, legislated for national design standards to ensure high quality and accessible infrastructure to make walking and cycling affordable and convenient travel options for short trips under three miles. 'Complete Streets' are the design model being promoted by the government to enact the legislation, which prioritises safety, comfort, and connectivity for all users of the roadway.

[Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2021](#)

[Guide for the Development of Bicycle Facilities, 2012](#)



# ACTION 10



## PLACES



### ENABLE EQUITY

#### ACTION

We will consider the needs and concerns of people who might have increased vulnerability or challenges when walking and cycling, based on gender, age and ability to move and interact with the environment. Establish a national methodology and funding for walking and cycling audits that include all types of people walking and cycling to target and prioritise areas for improvement.

## CASE STUDY



### INDIA

The National Road Transport Policy in India recognises that in low-income regions, both rural and urban transport is largely on foot or bike; In medium-size towns in India, a significant proportion of trips are walked or cycled; and the bike or cycle rickshaws are the dominant mode of transport in small towns of low-income states. The policy is protecting and enhancing the security and convenience of pedestrians and cyclists as a priority by building sidewalks and bike paths to help enhance the productivity and income of those dependent, to improve access to employment, health services, education and other amenities, improve safety and reduce emissions.

[India National Road Transport Policy](#)



# ACTION 11

## PLACES



### PROTECT PEOPLE FROM TRAFFIC

#### ACTION

We will adopt and enforce safe traffic speed limits according to WHO recommendations, and the International Road Assessment Programme star rating to assess all urban roads and streets. Link the results of these assessments to funding to prioritise interventions so that people walking and cycling are protected from risk, danger and injuries.

## CASE STUDY



### MOROCCO

The number of pedestrian and cyclist deaths on the roads in Morocco has decreased by 13% since 2015 according to the 2022 data. This follows a proactive and systemic, multi-disciplinary and multi-sectoral approach to road safety informing the planning, design, operation and use of transport in the country. The Ministry of Transport and Logistics aims to cut the casualty rate by a further 37%, in line with the SDG 3.6 target, and has created the National Road Safety Agency (NARSA) with a budget of around USD 200 million to coordinate the task.

[National Road Safety Strategy 2017-2026 - Ministry of Transport and Logistics](#)





# ACTION 12

## PLACES



### REDUCE POTENTIAL FOR CRIME AND VIOLENCE

#### ACTION

We will provide a safe and secure environment for all pedestrians and cyclists. Adopt the Crime Prevention Through Environmental Design principles for environment design and ensure good street lighting and active frontages. Protect the integrity of people and ensure enforcement against criminal activities, sexual harassment and/or violence.

## CASE STUDY



### RWANDA

The principles of safety and universal access, resilience to climate change and environmental sustainability inform all the objectives of the National Transport Policy and Strategy for Rwanda. The policy states that all Rwandans have the right to safe and efficient transport services and infrastructure regardless of age or ability. Inclusive design is applied to the planning and delivery of public passage, public transport stops and boarding, vehicle interiors, alighting, and passage to the destination through the pedestrian environment. People with small children, people carrying heavy shopping or luggage, people with temporary accident injuries, and older people are all considered as beneficiaries of an inclusive transport environment in Rwanda.

[National Transport policy and Strategy](#)



# ACTION 13

## PLACES



### ENSURE QUALITY AT PUBLIC TRANSPORT CATCHMENTS AREAS AND STOPS

#### ACTION

We will ensure public transport catchments and access routes around stations and stops are walkable and bikeable for all with safe direct access. Provide safe and secure bike parking facilities at all public transport hubs and stations.

## CASE STUDY



### UAE

Urban street design manuals are being used to guide the transition toward more sustainable land use planning and set the standard for public space in UAE. The principle starts with pedestrians to emphasise family, hospitality, inclusiveness, and pedestrian access to neighbourhood facilities, including transit stops, local retail, mosques, schools and other community services. The basic needs of active and public transport users are identified as safety, security, and comfort both on streets and at waiting areas.

[Abu Dhabi Transportation Mobility Management Strategy](#)





# ACTION 14



## PLACES



### INTEGRATE PUBLIC TRANSPORT WITH WALKING AND CYCLING

#### ACTION

We will ensure public transport services provide for all trips including non-commuter trips, radial trips and multi-modal journeys for leisure and work. Provide and increase capacity on public transport rolling stock to allow for bicycle carriage at reasonable prices. Support bike-sharing as a public transport service.

## CASE STUDY



### SINGAPORE

The future of land transport in Singapore is set to include: a transport network that is convenient, well-connected and fast; a commuting culture which makes everyone, regardless of their needs, feel welcome; and a transport environment that supports healthy lives and enables safer journeys. Underpinning the success of the vision is the 'Walk-Cycle-Ride' priority and a goal for "a 45-Minute City and 20-Minute Towns". (90% of commute trips take less than 45-minutes and all other door to door journeys, to access the nearest neighbourhood centres, are within 20 minutes by sustainable modes). The 2030 target is for 80% of households to be within a 10-minute walk from a train station (in 2012 57% of households were within a 10-minute walk).

[Land Transport Master Plan \(LTMP\) 2040](#)



# ACTION 15

## PROCESSES



### LEAD THE COORDINATION

#### ACTION

We will appoint a focal point to establish a national active travel task force engaging ministries responsible for transport, urban planning, health, social care, education, tourism, and sports and recreation, energy, finance, territorial cohesion, climate, environment, justice, and any other institutions with competences related to walking and cycling. We will involve non-governmental stakeholders and the community, and adopt the '8 Steps to an effective policy' process to steer the development, implementation and monitoring of national policy actions.

## CASE STUDY



### PORTUGAL

In Portugal there is a comprehensive structure organised to provide the oversight and leadership, delivery and reporting, and support and advice on the national active travel policy. The Secretary of State for Mobility coordinates political articulation and guidance towards the objectives established in the National Strategy for Active Cycling Mobility and the National Walking Strategy. It is constituted by members of the Government responsible for the implementation namely, justice, finance, sport, economy and the sea, science, technology and higher education, education, work, solidarity and social security, health, environment and climate action, infrastructure, housing and territorial cohesion.

[National Strategy for Active Pedestrian Mobility, 2030](#)

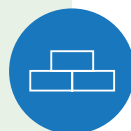
[The National Strategy for Active Cycling Mobility 2020-2030](#)



# ACTION 16



## PROCESSES



### BUILD CAPACITY

#### ACTION

We will develop training programmes to build the capacity of policy makers, transport and road safety officers, traffic police, public health officers, urban planners and designers. Facilitate professional exchanges through events, networks and competence centres. Ensure that research, policy and programme development is inclusive of the community, adopting participatory or co-productive approaches where appropriate, to reflect that communities hold knowledge and skills necessary to implement active travel successfully.

## CASE STUDY



### SOUTH AFRICA

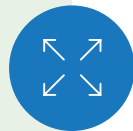
Human rights are guaranteed in the Constitution of the Republic of South Africa and that includes the right to 'a healthy and safe environment' which is creating an imperative for the transport sector to have a positive impact on the social, economic and environmental fabric of the nation. Active travel's multitude of socio-economic, environmental, safety, health, convenience and affordability benefits to the transport system and help to reduce congestion and transport related emissions ensures walking and cycling is a priority in the transport plan.

[Green Transport Strategy South Africa 2018 – 2050](#)



# ACTION 17

## PROCESSES



### ELABORATE AN ACTION PLAN

#### ACTION

We will publish a comprehensive action plan for walking and cycling, with the support of stakeholders, based on the data available that has specific targets and time frames, and serves as a guide for investment. Embed the plan into NDCs, national adaptation and mitigation plans for climate and energy, noncommunicable diseases strategies, policies on physical activity and active mobility and national programmes to support sustainable urban mobility plans.

## CASE STUDY



### SPAIN

In Spain, The Ministry of Transport, Mobility, and the Urban Agenda (MITMA) is in the process of a “paradigm shift.” It is moving from focusing on investments in large public infrastructure to investments in mobility and prioritising added value to the public. To help tackle this shift in mobility, the “Safe, Sustainable and Connected Mobility Strategy 2030” was established aiming to transform each Spanish city from being a ‘city of cars’ to a ‘city of people.’ It recognises mobility as a right and is aligned to the ‘Climate Change and Energy Transition Law’, the ‘Spanish Urban Agenda’, and the fulfilment of the Sustainable Development Goals.

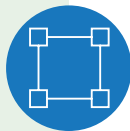
**[Es Movilidad: Safe, Sustainable and Connected Mobility Strategy 2030](#)**





# ACTION 18

## PROCESSES



### SET THE REGULATORY FRAMEWORK

#### ACTION

We will set regulatory frameworks that include safe speed limits, pedestrian and cycle friendly road traffic regulations and codes and facilitate the implementation of low emission zones and low traffic neighbourhoods. Set mandatory minimum standards for footpaths and bike lanes, the provision of safe and accessible walking and cycling equipment and infrastructure and make it obligatory to facilitate positive walking and cycling experiences in new and existing transport infrastructures that are being built or renovated.

## CASE STUDY



### FRANCE

The ambition in France is to make cycling accessible to everyone, from an early age and throughout life; to make cycling and walking an attractive alternative to the private car for local journeys and combined with public transport for longer-distance journeys; and to make cycling a lever for the economy by supporting French organisations in the sector. Underpinning the strategy is the Mobility Orientation Law (LOM), passed in 2019, to make the country's transportation sector more sustainable and accessible. Objectives include carbon neutrality, tripling the share of bicycle use and a flat rate incentive for people who travel to work using sustainable mobility.

[Plan Velo et Marche 2023-2027: Cycling and Walking Plan](#)



# ACTION 19

## PROCESSES



### SECURE FINANCE

#### ACTION

We will develop a dedicated and sustained financial mechanism, across ministries, to fund the implementation of policy actions nationally, regionally and at a municipal level for walking and cycling. Determine the investment needs and an appraisal methodology when setting policy objectives and priorities.

We will promote fiscal and tax incentives for walking, cycling and public transport as part of local destination travel plans to ensure walking and cycling infrastructure is planned and designed to support the whole transportation system.

## CASE STUDY



### CANADA

Canada launched the Active Transportation Fund, a \$400 million investment over five years, to support the delivery of Canada's National Active Transportation Strategy. The funding aims to make travel by active transportation easier, safer, more convenient and more enjoyable. Eligible investments include projects that build new and expanded networks of pathways, bike lanes, trails and pedestrian bridges, in addition to supporting active transportation planning and community engagement activities.

[Canada Active Transport Strategy Fund](#)





# ACTION 20



## PROCESSES



### MONITOR AND EVALUATE IMPACT

#### ACTION

We will adopt an active travel indicator framework and collect comprehensive and integrated national open datasets on walking and cycling activity (e.g. standardised travel surveys) and infrastructure (walkability and bikeability systematic audits) to understand the baseline data on activity, safety and security, accessibility, comfort and satisfaction. Set the regulation of data-collection and data-sharing mechanisms at national, regional and city levels and evaluate policy impacts on the environment, the economy, social cohesion, quality of life, accessibility, equity, road safety, public health and action on climate change.

## CASE STUDY



### BHUTAN

Bhutan's development philosophy is guided by the concept of enhancing Gross National Happiness to ensure an equitable, effective, and sustainable future for all Bhutanese citizens. To help interpret this philosophy into a transport context Bhutan adopted the 'Bali Declaration on Vision Three Zeros — Zero Congestion, Zero Pollution, and Zero Accidents'. The Low Emissions Development Strategy then developed a model (Marginal Cost Abatement) to set priorities for interventions. Well-defined targets are set for all interventions to track progress and help policymakers in making informed decisions on the allocation of resources.

[Low Emission Development Strategy for Surface Transport](#)

# 05

## MEASURES

Fix the indicators of successful actions.



### ACTIVITY

We will measure the average minutes walked or cycled per day per person.



### SAFETY AND SECURITY

We will measure the number of pedestrians/cyclists killed or injured in traffic and the percentage of people that feel safe walking alone after dark in the area where they live.



### ACCESSIBILITY

We will measure the share of the population within 500m of public transport.



### COMFORT

We will measure the percentage of urban roads that are classified by IRaP as three stars or better for pedestrians and cyclists.



### SATISFACTION

We will measure the share of the population that perceive walking / cycling as a positive experience



## 06

# OUTCOMES

Clarify the desired level of performance from the measures

We expect this policy to mitigate climate change, support public transport, reduce pollution, save lives, benefit public health and create vibrant, inclusive and equitable societies. **These outcomes are also reflected in the ambitions of several sustainable development goals:**



TARGET	OUTCOMES
<b>3.4</b>	Reduce mortality from non-communicable diseases and promote mental health.
<b>3.6</b>	Reduce road injuries and deaths.
<b>3.9</b>	Reduce illnesses and death from hazardous chemicals and pollution.
<b>5.C</b>	Adopt and strengthen policies and enforceable legislation for gender equality.
<b>8.9</b>	Promote beneficial and sustainable tourism.
<b>9.1</b>	Develop sustainable, resilient and inclusive infrastructures.
<b>10.2</b>	Promote universal social, economic and political inclusion.
<b>11.2</b>	Affordable and sustainable transport systems.
<b>11.3</b>	Inclusive and sustainable urbanisation.
<b>11.6</b>	Reduce the environmental impact of cities.
<b>11.7</b>	Provide access to safe and inclusive green and public spaces.
<b>13.2</b>	Integrate climate change measures into policies and planning.
<b>13.3</b>	Build knowledge and capacity to meet climate change.
<b>16.1.4</b>	Reduce all forms of violence and related death rates everywhere.

## ADOPT THIS POLICY TO MAXIMISE THE POTENTIAL OF ACTIVE TRAVEL

### VISION

We want everyone to have a safe, easy and enjoyable walking and cycling experience to mitigate climate change, support public transport, reduce pollution, save lives, benefit public health and create vibrant, inclusive and equitable societies.

### GOALS

ACTIVITY	SAFETY AND SECURITY	ACCESSIBILITY	COMFORT	SATISFACTION
We want everyone to walk or cycle regularly.	We want all people walking and cycling to be free from risk of being hurt.	We want everyone to be able to reach public transport and other key destinations on foot or by bike.	We want all people walking and cycling to have space and facilities to support their needs.	We want everyone to perceive walking and cycling as positive experiences.

### OBJECTIVES

ACTIVITY	SAFETY AND SECURITY	ACCESSIBILITY	COMFORT	SATISFACTION
We will increase the number of minutes walked and cycled per day.	We will reduce the number of people killed and seriously injured per km walked and cycled per million inhabitants.	We will increase the % of the population that has good walking and cycling access to transport, everyday services, public spaces, bike sharing and sustainable local tourism.	We will increase the percentage of urban roads that are three stars or better for pedestrians and cyclists.	We will increase the satisfaction of people walking and cycling.

### ACTIONS

**Actions 1-4:** We will support and encourage people to walk and cycle by delivering x4 key actions

**Actions 5-14:** We will create safe, easy and enjoyable places to walk and cycle by delivering x10 key actions

**Actions 15-20:** We will embed walking and cycling into the policy process by delivering x6 key actions

### MEASURES

ACTIVITY	SAFETY AND SECURITY	ACCESSIBILITY	COMFORT	SATISFACTION
We will measure the average minutes walked / cycled per day per person.	We will measure the number of pedestrians/cyclists killed or injured in traffic and the % of people that feel safe walking alone after dark in the area where they live.	We will measure the share of the population within 500m of public transport.	We will measure the % of urban roads that are classified by IRaP as 3* or better for pedestrians and cyclists.	We will measure the share of the population that perceivewalking/cycling as a positive experience



### OUTCOMES

3.4	3.6	3.9	5c	8.9	9.1	10.2	11.2	11.3	11.6	11.7	13.2	13.3	16.1.4
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**PATH is a coalition calling on governments and cities to make a real commitment to walking and cycling as a key solution to the climate, health and equity challenges which we face.**

The PATH coalition seeks to unlock walking and cycling's potential to accelerate the achievement of climate goals and other sustainability benefits, through greater prioritisation and investment, including through national transport, health and environment strategies and through Nationally Determined Contributions and Voluntary National Reviews.

PATH is composed of more than 500 leading organisations in the sustainable mobility community who collaborate to promote walking and cycling. It is coordinated by a core group consisting of the FIA Foundation – who are funding the coordination work – Walk21, the European Cyclists' Federation and the UN Environment Programme.

This policy template was supported by the generous funding of The FIA Foundation. The FIA Foundation is an independent UK-registered charity, working closely with grant partners to

shape projects and advocate to secure change in policy and practice. Our objective is safe and healthy journeys for all. Through partners with global reach, we are supporting safer vehicles and highways, clean air and electric cars and greater mobility access and inclusivity.

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