




**PATH**

Partnership for  
Active Travel and Health

# **National Policies** for Walking and Cycling in all 197 UNFCCC countries

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**[PathForWalkingCycling.com](https://PathForWalkingCycling.com)**





Two thirds of UNFCCC\* countries have some sort of active travel policy in place. However much more ambition, action and investment are needed almost everywhere, especially in NDCs\*\*.

\* United Nations Framework Convention on Climate Change

\*\* Nationally Determined Contributions (NDCs) are policies where countries outline and communicate their post-2020 climate actions to reduce emissions and adapt to the impacts of climate change.

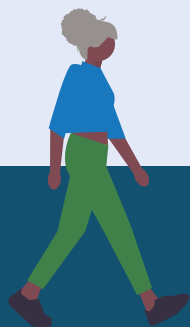




Enabling more people to walk and cycle safely is a quick, affordable and reliable way to help **reduce transport emissions by as much as 50%.\***

\* (Sims et al., 2014) [https://www.ipcc.ch/site/assets/uploads/2018/02/ipcc\\_wg3\\_ar5\\_chapter8.pdf](https://www.ipcc.ch/site/assets/uploads/2018/02/ipcc_wg3_ar5_chapter8.pdf)





# NATIONAL POLICIES FOR WALKING AND CYCLING IN UNFCCC COUNTRIES

## Executive Summary

**Most Nationally Determined Contributions (NDC) significantly undervalue the potential to enable more people to walk and cycle safely as a key solution to climate, health and equity challenges.**

Just eight countries have consistently linked walking and cycling between national policies and NDCs to deliver on climate, environment, and equity goals. NDCs are the result of the Paris Agreement; they define each country's efforts to reduce emissions and adapt to climate change.

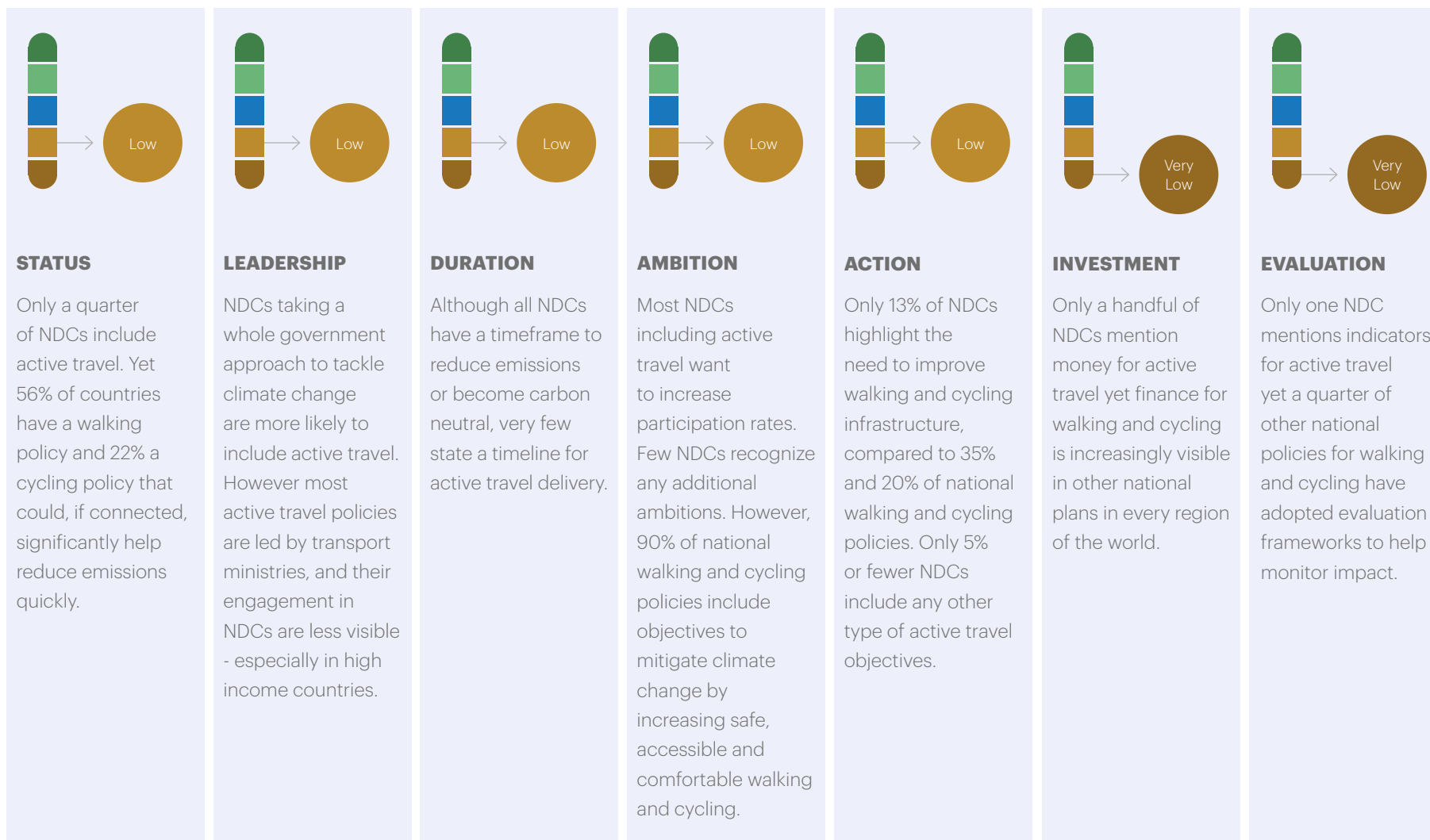
High-income countries, which disproportionately contribute to the climate crisis, have almost wholly failed to engage with the active mobility agenda. Reviewing walking and cycling policies to strengthen their NDCs before 2025 could fast-track action on their transport emissions, air pollution, traffic congestion and road casualties, and at the same time deliver improved public health, stronger economies and fairer societies.

The additional urgent global challenge is to build capacity to support the third of countries who have yet to embrace active travel as a solution in their NDC or any visible policy. These countries are predominately low- and middle-income where people are walking and cycling the most, often in unpleasant, difficult, and dangerous conditions with rapid and often uncontrolled motorisation. The disparity is clear and countries which contribute the least to the climate crisis are those suffering the most.

The Partnership for Active Travel and Health (PATH) coordinated an analysis of NDCs and other national walking and cycling policies and strategies in the 197 UNFCCC countries from February to September 2023. This serves as a baseline to inspire and steer more national action and investment in walking and cycling in the future. This report shares the results, insights and analysis from that study.



## HEADLINE NATIONAL POLICY FINDINGS:



## Key findings

**Momentum for walking and cycling is growing, but more must be done by everyone to effectively unlock the enormous potential to fast-track the reduction of transport emissions, air pollution, traffic congestion and road casualties, and at the same time deliver improved public health, stronger economies and fairer societies.**

Only eight countries have connected their commitments to active travel in their NDCs and national policies for walking and cycling. Apart from Singapore the others are all low- or middle-income countries and include Bangladesh, Bhutan, Colombia, Costa Rica, Ethiopia, Rwanda and Uganda.

The NDC ambitions, actions, finance and evaluation frameworks need strengthening in almost all the 52 countries who have included active travel in their NDCs to date. Unless the national and local-level challenges for people walking and cycling are overcome transport emissions will not be reduced in time to meet the Paris Agreement. There is a quick win available for 80 countries - many of which are high income countries - to review their other existing walking and cycling policies and strengthen their NDCs by including active travel before 2025. These countries are often focusing their transport solutions for climate mitigation on changing the energy source of vehicles and missing the existing, affordable, quick and reliable solution of active travel.

Additional support may well be needed urgently to build capacity, especially to help the 40% of countries that have yet to develop a visible policy for active travel. These countries are mostly low- and middle-income countries where people are walking and cycling the most, and often in unpleasant, difficult, and dangerous conditions. Without new active travel policies the desire to own and drive a car - often imported from a country who are cleaning their own fleet - is likely to only extend the global climate crisis.

All 197 UNFCCC countries would potentially benefit from the **PATH Active Travel NDC Template** included in this report. The template has been designed to help all national governments in developing more effective walking and cycling policies in their Nationally Determined Contributions.

The vision, goals, ambition and measures of success defined in the template are inspired by the Sustainable Development Goals and have been developed by the PATH team in association with experts and representatives from national governments.

The 20 detailed actions in the template policy are a condensed list taken from several existing global policies set by the World Health Organisation, United Nations and other international agencies to improve public health, and foster stronger economies and fairer societies.

In summary the call to action is to create integrated and coherent strategies, including plans, funding and concrete actions for:

- **Infrastructure:** to make walking and cycling safe, accessible and easy to do.
- **Campaigns:** to support a shift in people's mobility habits.
- **Land use planning:** to ensure proximity and quality of access to everyday services on foot and by bike.
- **Integration with public transport:** to underpin sustainable mobility for longer trips.
- **Capacity building:** to enable the successful delivery of effective walking and cycling strategies that have measurable impact.



## INTRODUCTION

**The Partnership for Active Travel and Health (PATH) is a coalition of 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.**

PATH is 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 they face. Enabling more people to walk and cycle safely can play a greater role in achieving climate goals, and is a quick, affordable and reliable way to lower transport emissions while improving public health, strengthening the economy and supporting a fairer, more equitable society. Walking and cycling deliver on more Sustainable Development Goals than any other transport mode and have enormous further potential, yet they are still under-prioritised in the transport and mobility mix and the wider climate agenda.

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

This review of walking and cycling policies and strategies follows the methodology presented by the European Cyclists’ Federation (ECF) in their document “The state of national cycling strategies in Europe, 2021”. As ECF explains, “a national cycling (and/or walking) strategy is a multi-year plan that establishes a global vision aimed at coordinating policies, objectives and actions for cycling (and/or walking).” Both national strategies and specific policies have been considered in the review. The need to better understand the current state

of active travel policy, often scattered amongst different policy institutions and national aims, meant that other national policies related to walkability and bikeability were also considered when national strategies were not in place when found to be most relevant.

Nationally Determined Contributions, published on the UNFCCC website, have also been reviewed. Only policies that directly mention walking, cycling or active travel are noted.

This work presents a breakthrough in the understanding of national active travel policy. However, it is a limitation of the study that this review only considers the NDC and one publicly available strategy or policy document per country accessible online between January and September 2023 due to time constraints. Other limitations of the research are recognised in Appendix 1. As a result, it is acknowledged that some policy outputs from UNFCCC countries, as illustrated in this report, might not entirely reflect the complete status, ambition and implementation of their walking and cycling policies. A list of the specific documents considered for this review can be found on the [PATH website](#).

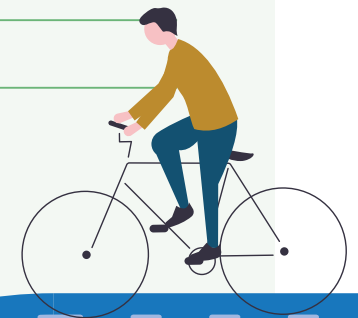
It is hoped that where oversights may have been made national governments will contact the PATH team so that the research can be updated. Indeed, the PATH team would welcome a continuous dialogue with national governments so that our wider global database can be kept up-to-date as a source of information and inspiration for all national governments wishing to do more to benefit the millions of people walking and cycling in the future.

In the following pages of the report, we highlight key findings from the 7 main questions that we sought to answer as the framework of our research.



## THE RESEARCH METHODOLOGY FOR THE REVIEW OF NATIONAL WALKING + CYCLING POLICIES + NDCs

- 1 STATUS:** How many countries include Active Travel policies?
- 2 LEADERSHIP:** Which ministries oversee / deliver the policies?
- 3 DURATION:** What are the timeframes to deliver the policies?
- 4 AMBITION:** What are the objectives of the policies?
- 5 ACTION:** What type of intervention is planned?
- 6 INVESTMENT:** Did the policy identify a specific financial budget for delivery?
- 7 EVALUATION:** Are indicators being used to measure impact/performance?



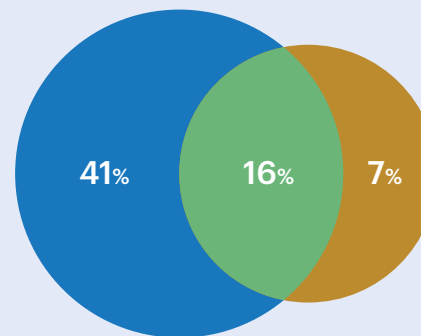
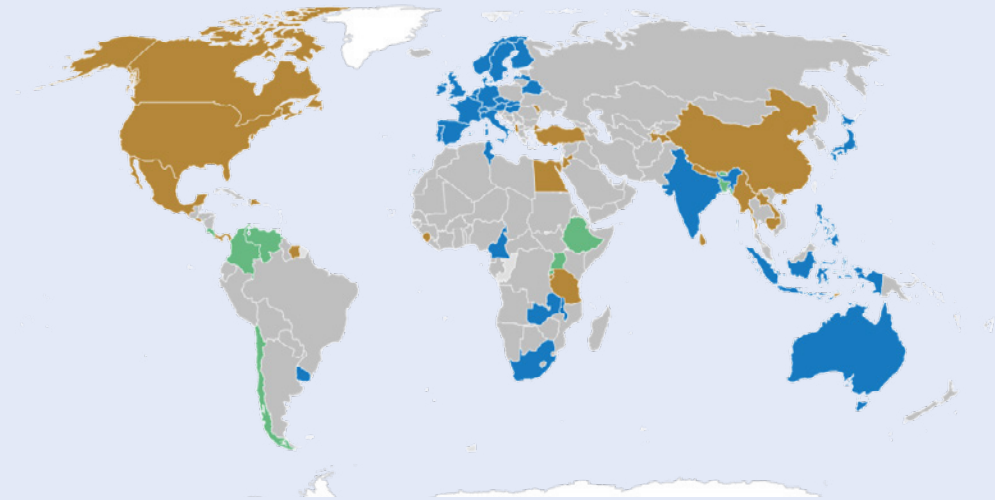


## STATUS:



### How many countries include walking policies?

16% of UNFCCC countries have both a national policy and an NDC addressing walking. However, there is a critical gap between national policies and NDCs. 41% of countries have a national policy on walking, but their NDC does not include walking. 7% of countries have an NDC including walking, but no national policy on walking. 37% have neither a national policy nor an NDC on walking.

High income countries tend to have a national walking policy (78%), when compared to upper-middle, lower-middle- and low-income countries (56%, 48% and 33%). However, fewer high-income countries tend to include walking in their NDC (12%) when compared to upper-middle, lower-middle- and low-income countries (22%, 31% and 18%).





- 80 (41%) countries **with** a National Walking Policy but **without** an NDC for walking
- 31 (16%) countries **with** a National Walking Policy and **with** an NDC for walking
- 13 (7%) countries **without** a National Walking Policy but **with** an NDC for walking
- 73 (37%) countries **without** a National Walking Policy and **without** an NDC for walking

-  **National Walking Policy**
-  **NDC for walking**


**80**

Albania, Argentina, Armenia, Australia, Austria, Belarus, Belgium, Brazil, Brunei, Bulgaria, Chile, Croatia, Czech Republic, Denmark, Djibouti, Estonia, Fiji, Finland, France, Gambia, Georgia, Germany, Greece, Haiti, Iceland, India, Indonesia, Ireland, Israel, Italy, Jamaica, Kenya, Kiribati, Latvia, Lebanon, Liechtenstein, Lithuania, Luxembourg, Malaysia, Maldives, Mali, Malta, Marshall Islands, Mauritania, Mongolia, Montenegro, Namibia, Nauru, Netherlands, New Zealand, Norway, Pakistan, Palau, Peru, Philippines, Poland, Portugal, Qatar, Republic of North Macedonia, Romania, Samoa, São Tomé and Príncipe, Serbia, Slovakia, Slovenia, Solomon Islands, South Africa, South Sudan, Spain, Switzerland, Thailand, Togo, Trinidad and Tobago, Tunisia, Türkiye, United Arab Emirates, United Kingdom - England, Uruguay, Vanuatu, Zambia.

-  **National Walking Policy**
-  **NDC for walking**

**31**

Andorra, Azerbaijan, Bahamas, Bangladesh, Barbados, Bhutan, Cambodia, Canada, Colombia, Costa Rica, Egypt, Ethiopia, Federated States of Micronesia, Jordan, Laos, Malawi, Mexico, Moldova, Myanmar, Nepal, Panama, Rwanda, Seychelles, Sierra Leone, Singapore, Sri Lanka, Tajikistan, Tanzania, Tonga, Uganda, United States of America.

-  **National Walking Policy**
-  **NDC for walking**

**13**

Burundi, Cabo Verde, China, Democratic Republic of the Congo, Dominica, Dominican Republic, El Salvador, Lesotho, Monaco, Nicaragua, Palestine, Suriname, Timor-Leste.

-  **National Walking Policy**
-  **NDC for walking**

**73**

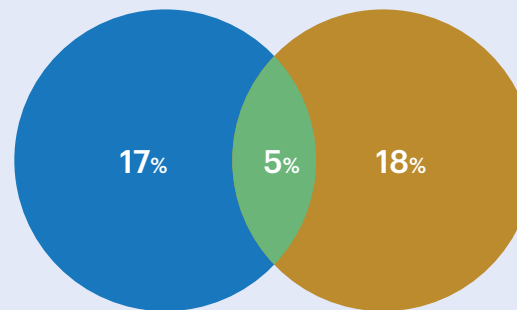
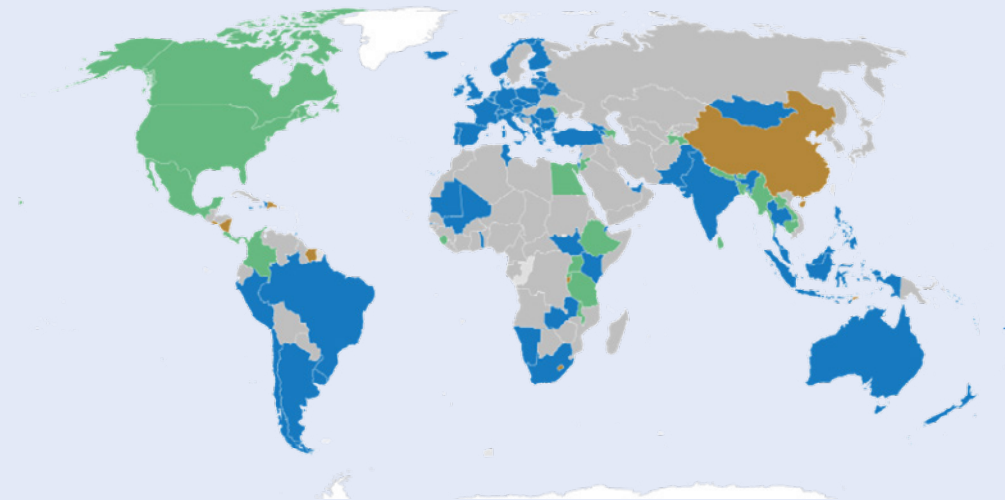
Afghanistan, Algeria, Angola, Antigua and Barbuda, Bahrain, Belize, Benin, Bolivia, Bosnia and Herzegovina, Botswana, Burkina Faso, Cameroon, Central African Republic, Chad, Comoros, Congo, Cook Islands, Cuba, Cyprus, Ecuador, Equatorial Guinea, Eritrea, Eswatini, Gabon, Ghana, Grenada, Guatemala, Guinea, Guinea-Bissau, Guyana, Honduras, Hungary, Iran, Iraq, Ivory Coast, Japan, Kazakhstan, Kuwait, Kyrgyzstan, Liberia, Libya, Madagascar, Mauritius, Morocco, Mozambique, Niger, Nigeria, Niue, North Korea, Oman, Papua New Guinea, Paraguay, Russian Federation, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, San Marino, Saudi Arabia, Senegal, Somalia, South Korea, Sudan, Sweden, Syria, Turkmenistan, Tuvalu, Ukraine, Uzbekistan, Vatican City, Venezuela, Vietnam, Yemen, Zimbabwe.

## STATUS:

### How many countries include cycling policies?

5% of UNFCCC countries have both a national policy and an NDC addressing cycling. However, there is a relevant gap between national policies and NDCs. 17% of countries have a national policy on cycling, but their NDC does not include cycling. 18% of countries have an NDC including cycling, but no national policy on cycling. 59% have neither a national policy nor an NDC on cycling.

More high-income countries have a national policy on cycling (47%) compared to upper-middle, lower-middle and low (9%, 15% and 15%). However, fewer high-income countries tend to include cycling in their NDCs (17%) when compared to upper-middle, lower-middle- and low-income countries (27%, 28% and 22%).



- 34 (17%) countries **with** a National cycling Policy but **without** an NDC for cycling
- 10 (5%) countries **with** a National Cycling Policy and **with** an NDC for cycling
- 36 (18%) countries **without** a National Cycling Policy but **with** an NDC for cycling
- 117 (59%) countries **without** a National Cycling Policy and **without** an NDC for cycling

- ✓ **National Cycling Policy**
- ✗ **NDC for cycling**

**34**

Australia, Austria, Belarus, Belgium, Cameroon, Cyprus, Czech Republic, Denmark, Finland, France, Germany, Hungary, India, Indonesia, Ireland, Italy, Japan, Latvia, Liechtenstein, Luxembourg, Malawi, Netherlands, Norway, Philippines, Portugal, Slovakia, South Africa, Spain, Sweden, Switzerland, Tunisia, United Kingdom - England, Uruguay, Zambia.

- ✓ **National Cycling Policy**
- ✓ **NDC for cycling**

**10**

Bangladesh, Bhutan, Chile, Colombia, Costa Rica, Ethiopia, Rwanda, Singapore, Uganda, Venezuela.

- ✗ **National Cycling Policy**
- ✓ **NDC for cycling**

**36**

Albania, Andorra, Bahamas, Barbados, Burundi, Cabo Verde, Cambodia, Canada, China, Democratic Republic of the Congo, Dominica, Dominican Republic, Egypt, El Salvador, Jordan, Kiribati, Laos, Mexico, Moldova, Monaco, Myanmar, Nauru, Nepal, Panama, Seychelles, Sierra Leone, Sri Lanka, Suriname, Tajikistan, Tanzania, Timor-Leste, Tonga, Türkiye, Tuvalu, United States of America, Vanuatu.

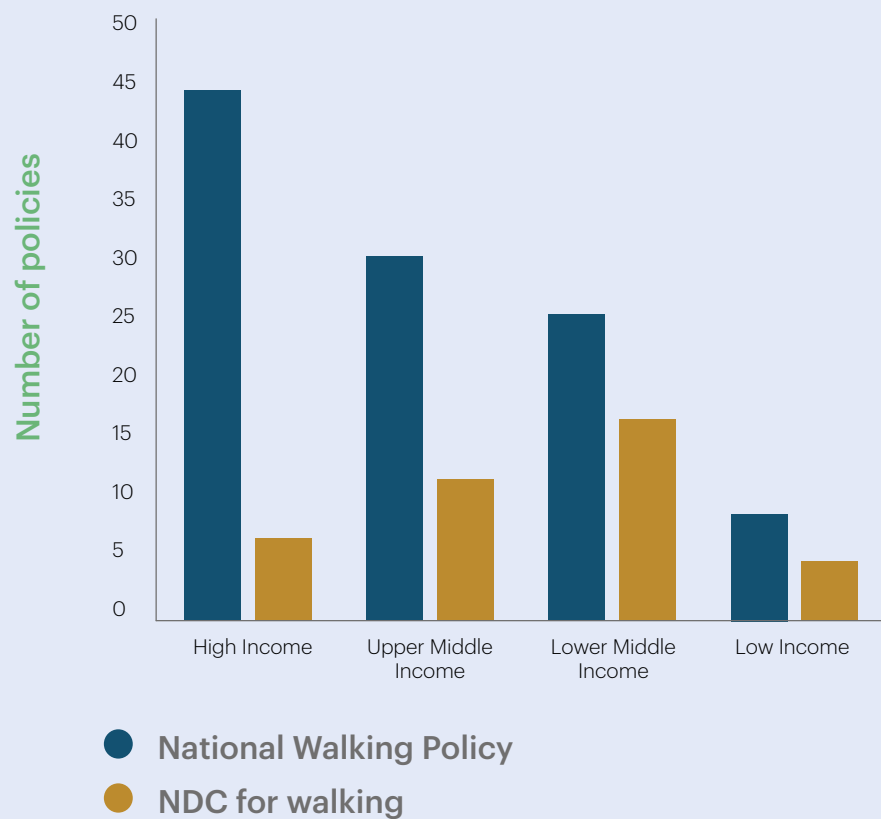
- ✗ **National Cycling Policy**
- ✗ **NDC for cycling**

**117**

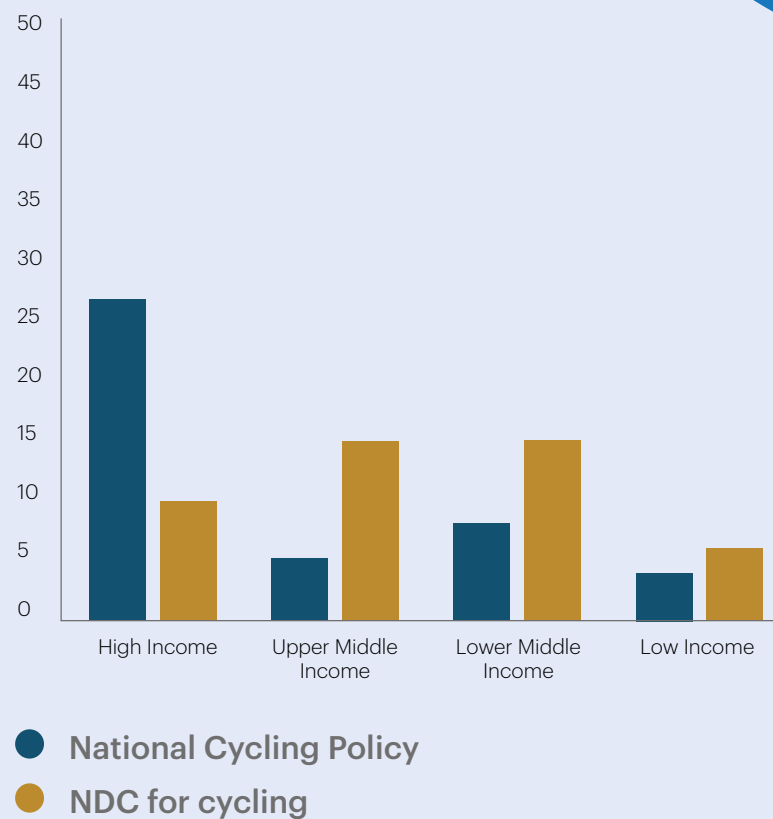
Afghanistan, Argentina, Armenia, Azerbaijan, Algeria, Angola, Antigua and Barbuda, Bahrain, Belize, Benin, Bolivia, Bosnia and Herzegovina, Botswana, Brazil, Brunei, Bulgaria, Burkina Faso, Central African Republic, Chad, Comoros, Congo, Cook Islands, Croatia, Cuba, Djibouti, Ecuador, Equatorial Guinea, Eritrea, Eswatini, Estonia, Federated States of Micronesia, Fiji, Gabon, Gambia, Georgia, Ghana, Greece, Grenada, Guatemala, Guinea, Guinea-Bissau, Guyana, Haiti, Honduras, Iceland, Iran, Iraq, Israel, Ivory Coast, Jamaica, Kazakhstan, Kenya, Kuwait, Kyrgyzstan, Lebanon, Lesotho, Liberia, Libya, Lithuania, Madagascar, Malaysia, Maldives, Mali, Malta, Marshall Islands, Mauritania, Mauritius, Mongolia, Montenegro, Morocco, Mozambique, Namibia, New Zealand, Nicaragua, Niger, Nigeria, Niue, North Korea, Oman, Pakistan, Palau, Palestine, Papua New Guinea, Paraguay, Peru, Poland, Qatar, Republic of North Macedonia, Russian Federation, Romania, Samoa, São Tomé and Príncipe, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, San Marino, Saudi Arabia, Senegal, Serbia, Slovenia, Solomon Islands, Somalia, South Korea, South Sudan, Sudan, Syria, Thailand, Togo, Trinidad and Tobago, Turkmenistan, Ukraine, Uzbekistan, United Arab Emirates, Vatican City, Vietnam, Yemen, Zimbabwe.

## NUMBER OF UNFCCC COUNTRIES WITH ACTIVE TRAVEL POLICIES BY INCOME

### Walking



### Cycling

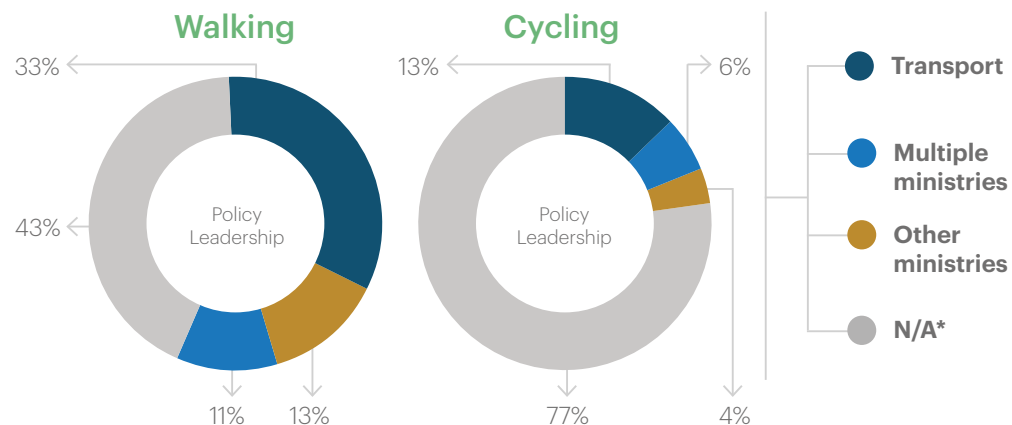


## LEADERSHIP:

### Which ministries oversee / deliver the policies?

NDCs taking a whole government approach to tackle climate change are more likely to include active travel.

However most other active travel policies are led by transport ministries, and their engagement in NDCs are less visible – especially in high income countries.



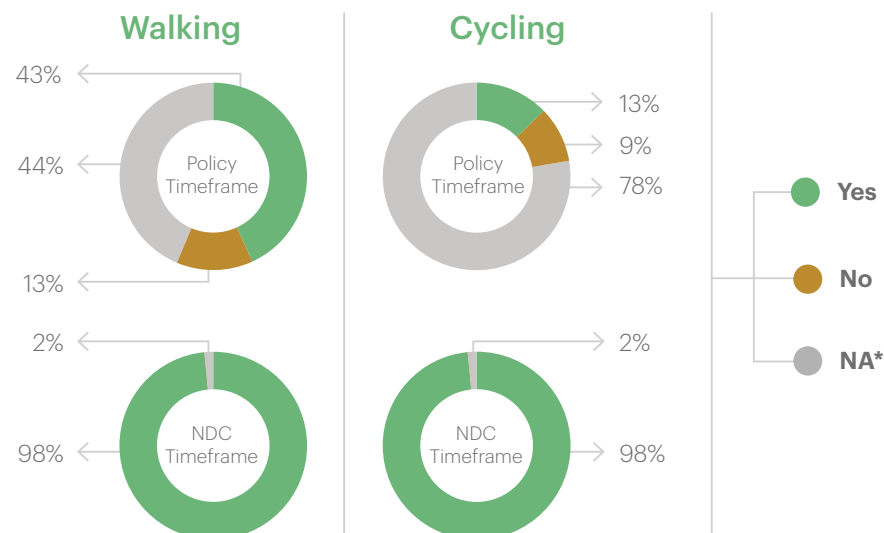
## DURATION:

### What are the timeframes to deliver the policies?

Although all NDCs have a timeframe to reduce emissions or become carbon neutral, very few state a timeline for active travel delivery. However more than half of other walking and cycling policies are planned to be delivered by 2030.

43% UNFCCC countries have a national walking policy with a timeframe.

13% UNFCCC countries have a national cycling policy with a timeframe.



## AMBITION:

### What are the policy objectives for active travel?

Most NDCs including active travel want to increase participation rates. Few recognize any additional opportunities.

However, 90% of other walking and cycling policies include objectives and often targets to mitigate climate change and make it safer, easier and nicer.

The full list of countries by type of objectives can be found in **Appendix 2**.

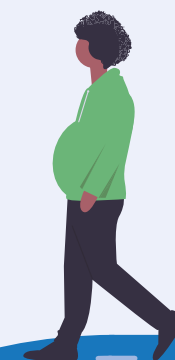
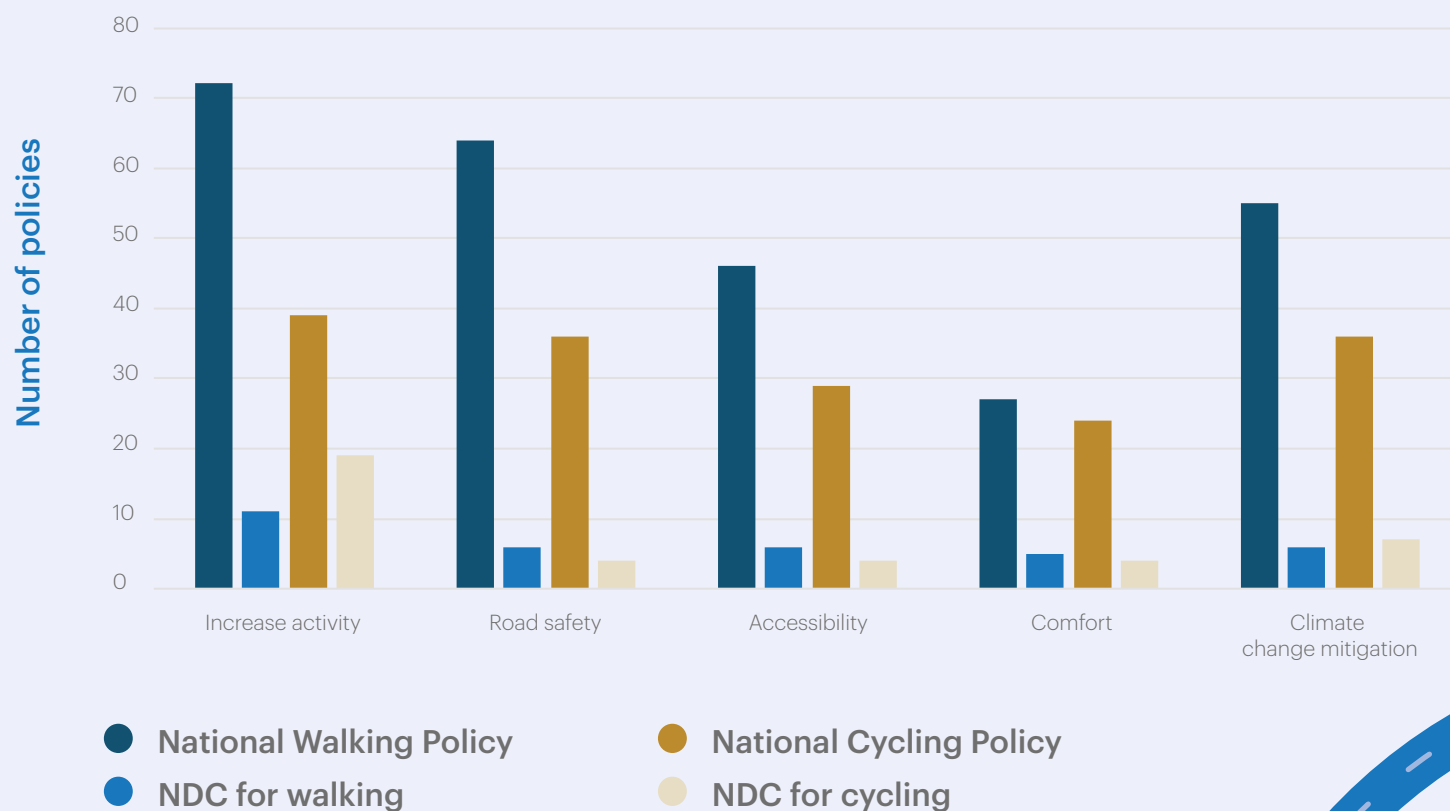


### Number of UNFCCC Countries with objectives by type

Objectives	Walking		Cycling	
	% NWP	% NDC	% NCP	% NDC
Increase activity	36	6	20	10
Road safety	32	3	18	2
Accessibility	23	3	15	2
Comfort	14	2	12	2
Climate change mitigation	28	3	18	4

NWP: National Walking Policy, NCP: National Cycling Policy, NDC: Nationally Determined Contributions.

## NUMBER OF UNFCCC COUNTRIES WITH ACTIVE TRAVEL **OBJECTIVES BY TYPE**





## ACTION:

### What type of intervention is planned for active travel in policies?

**Most NDCs including active travel want to invest in infrastructure and build capacity.**

In other walking and cycling policies many countries also invest in campaigns, changes to land use planning and are integrating active mobility with public transport.

The full list of countries by type of action can be found in **Appendix 3**.

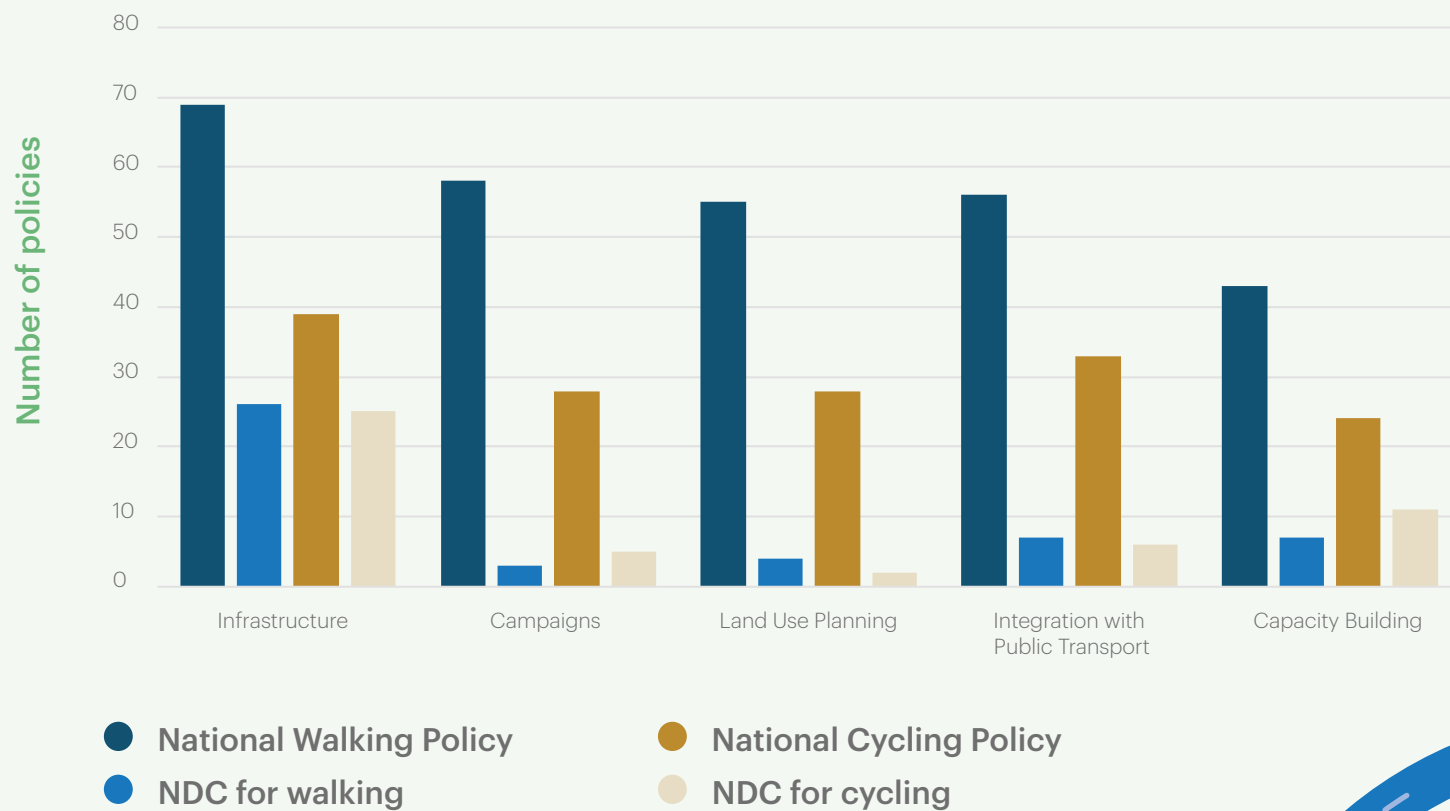


### Number of UNFCCC Countries with Actions by type

Actions	Walking		Cycling	
	% NWP	% NDC	% NCP	% NDC
Infrastructure	35	13	20	13
Campaigns	29	1	14	2
Land use planning	28	2	14	2
Integration with public transport	28	4	17	3
Capacity building	22	4	12	6

NWP: National Walking Policy, NCP: National Cycling Policy, NDC: Nationally Determined Contributions.

## NUMBER OF UNFCCC COUNTRIES WITH **ACTIONS BY TYPE**



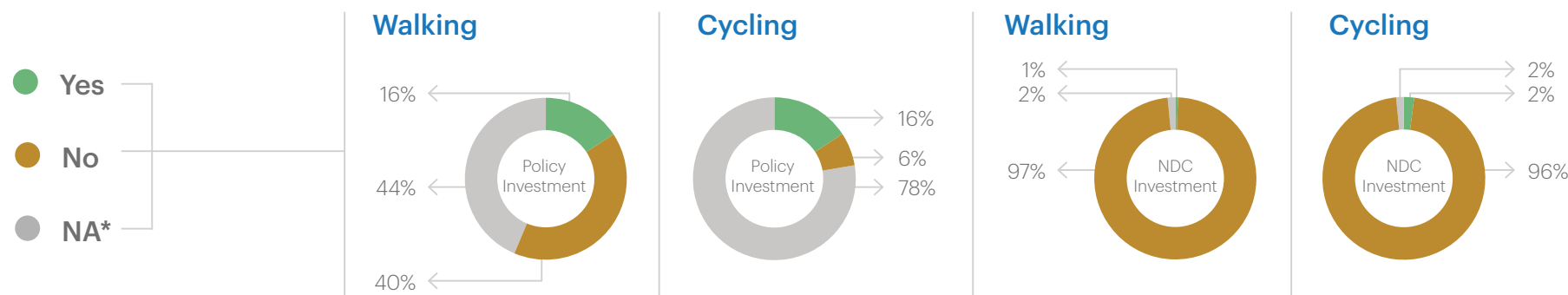
## INVESTMENT:

### Did the policy identify a specific financial budget for delivery?

Only 16% of national walking policies and 1% of NDCs including walking include investment. Similarly, only 16% of national cycling policies and 2% of NDCs including cycling include investment.

The lack of specific investment in walking and cycling is a crucial limitation in the delivery of any policy.

	Walking	Cycling
Countries including investment	<b>NWP:</b> Armenia, Austria, Bangladesh, Barbados, Bhutan, Bulgaria, Canada, Ethiopia, Finland, Ireland, Italy, Jordan, Kenya, Latvia, Lebanon, Mali, Netherlands, New Zealand, Palau, Philippines, Portugal, Singapore, South Africa, South Sudan, Thailand, Tunisia, Uganda, United Arab Emirates, United States of America, Uruguay, Zambia.	<b>NCP:</b> Austria, Belgium, Bhutan, Cameroon, Colombia, Costa Rica, Cyprus, Czech Republic, Denmark, Ethiopia, Finland, France, Germany, Ireland, Italy, Latvia, Luxembourg, Malawi, Netherlands, Norway, Philippines, Portugal, Rwanda, Slovakia, South Africa, Spain, Sweden, Switzerland, Uganda, United Kingdom - England, Zambia.
	<b>NDC:</b> Canada, Federated States of Micronesia, United States of America.	<b>NDC:</b> Canada, Dominican Republic, Tuvalu, United States of America.



\*NA: Not applicable, countries without a policy

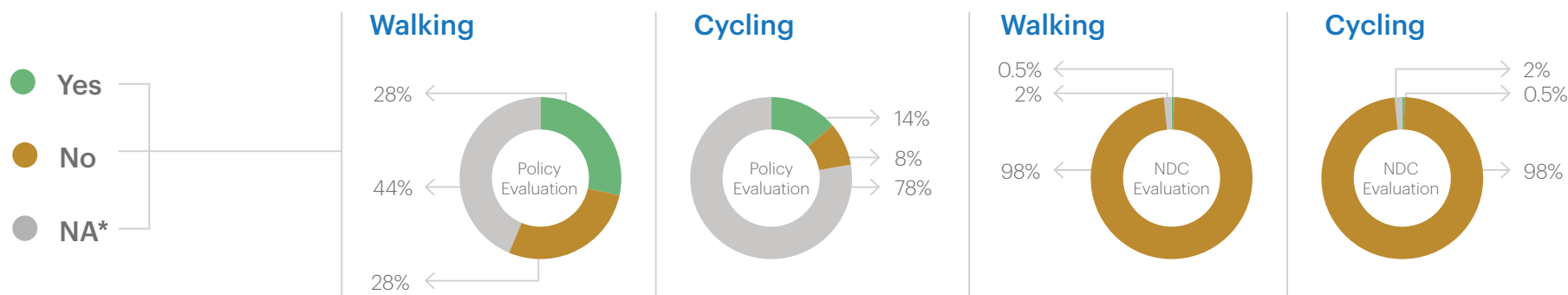
## EVALUATION:

### Are indicators being used to measure policy impact/performance?

**Only 28% of national walking policies and less than one % of NDCs including walking include indicators. Similarly, only 14% of national cycling policies and less than one % of NDCs including cycling include indicators.**

The lack of evaluation frameworks on walking and cycling is a crucial limitation in the delivery of any policy and to monitor its impact.

	Walking	Cycling
Countries including impact evaluations	<b>NWP:</b> Albania, Argentina, Australia, Austria, Azerbaijan, Bangladesh, Bhutan, Bulgaria, Cambodia, Canada, Colombia, Croatia, Denmark, Djibouti, Egypt, Ethiopia, Gambia, Greece, Haiti, Ireland, Israel, Italy, Jordan, Kenya, Laos, Latvia, Lebanon, Malawi, Malaysia, Maldives, Mali, Malta, Mauritania, Mongolia, Montenegro, Namibia, New Zealand, Norway, Poland, Portugal, Republic of North Macedonia, Romania, Rwanda, Slovakia, Solomon Islands, South Africa, South Sudan, Sri Lanka, Tanzania, Togo, Tunisia, Uganda, United Arab Emirates, Uruguay, Vanuatu, Zambia.	<b>NCP:</b> Australia, Austria, Belarus, Belgium, Bhutan, Chile, Colombia, Cyprus, Czech Republic, Ethiopia, Finland, Germany, Ireland, Italy, Japan, Latvia, Luxembourg, Malawi, Netherlands, Norway, Portugal, Rwanda, Singapore, Slovakia, Spain, United Kingdom - England, Zambia.
	<b>NDC:</b> Uganda.	<b>NDC:</b> Uganda.



\*NA: Not applicable, countries without a policy

# The Active Travel NDC template



## THE ACTIVE TRAVEL NDC TEMPLATE

**PATH has developed The Active Travel NDC Template to assist national governments to be more ambitious and effective for walking and cycling in their Nationally Determined Contributions.**

The 52 national governments with an existing NDC that include active travel are encouraged to use the template as a **checklist** to strengthen the effectiveness of their next NDC by 2025.

The 80 national governments that have yet to recognise active travel as a solution in their NDC but have another walking and cycling policy are encouraged to use the template as a **framework** to embed new walking and cycling commitments into their next NDC by 2025.

The 66 countries who are yet to recognise the potential of active travel as a solution in any policy are encouraged to use the template as a **model** for quickly developing national vision, goals, actions and success measures for walking and cycling.

Members of the PATH partnership are available, to help **build capacity** at national and city levels, so that future national policies for walking and cycling are fully effective and impactful.

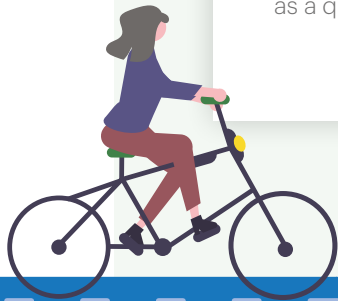
## THE ACTIVE TRAVEL NDC TEMPLATE

### VISION

#### For Walking and Cycling

Encourage and enable people to have safe, accessible, comfortable, and enjoyable walking and cycling experiences to mitigate climate change, support public transport, reduce emissions, benefit public health, and create vibrant and inclusive societies.

**Target:** 80% walking, cycling and public transport trips, to deliver 50% less transport emissions by 2030 as a quick, affordable, and reliable solution.



### GOALS

#### For Walking and Cycling

- ✓ People walk and cycle to reach their local destinations and for health and leisure.
- ✓ People walking and cycling have a dedicated space that is free from risk of being hurt by other road users.
- ✓ People can reach public transport and their everyday destinations by walking and cycling irrespective of their age, ability, gender or level of income.
- ✓ The quality of the walking and cycling experience promotes dignity and reflects the priority value of sustainable transport and health decisions.
- ✓ The community feels safe, included, and welcome to walk and cycle in their local neighbourhood.

## ACTIONS FOR WALKING + CYCLING

### Develop infrastructure: to make walking safe, accessible and easy to do.

#### 1. Create networks

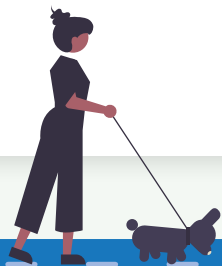
Ensure that national co-financing leads to the creation of well-designed networks of safe, accessible, green and quality streets, sidewalks, bike lanes and paths, secure bike parking, safe crossings and junctions, squares, waterfront areas, gardens and parks, that are walking and cycling-friendly at the scale of the pedestrian/cyclist and is supported by information and signage systems to encourage exploration.

#### 2. Establish priority zones

Enable areas near retail, schools, public transport hubs, local shops, services, green areas, 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.

#### 3. Protect people

Adopt the star rating approach for assessing all roads and link results to funding so that people walking and cycling are protected from injuries and crime and violence, including sexual harassment and gender-based violence.



### Coordinate campaigns: to support a shift in people's mobility habits.

#### 4. Provide information

Promote active and public transport as reliable, convenient, cost-effective, and accessible to all.

#### 5. Programme events

Coordinate free mass-participation walking and cycling events and a regular programme of free led walks/rides increasing accessibility to bicycles and support bike shared schemes where needed.

#### 6. Target people

Target the least active groups to walk and cycle more and promote the safe and healthy journey to school for every child as a priority and to workplaces, supported by employer incentive schemes. 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. Facilitate businesses to promote shopping streets, shared space and pedestrian zones to encourage footfall and dwell time in public space to support public life and economic vitality.

#### 7. Prescribe walking and cycling

Integrate walking and cycling promotion in primary and secondary health care services to support retention levels and reduce the negative effects and costs of congestion, poor air quality, non-communicable diseases and compromised public safety.



## ACTIONS FOR WALKING + CYCLING

### Land use planning: to ensure proximity and quality of access to everyday services.

#### 8. Give priority to People walking and cycling

Integrate urban land use planning and transport planning to support compact and transit-oriented development that is accessible to all, leads to a reduction of travel and transport needs, enhances connectivity between urban, peri-urban and rural areas, and gives priority to walking, cycling and public transport users. In parallel, discourage private vehicle use in high density urban areas by putting restrictions on motor vehicle users, vehicles, and road infrastructure.

#### 9. Connect destinations

Promote polycentric “communities of short distances” with mixed-use development, decentralised services, and comprehensive transportation services to allow for the efficient combination of work, family errands, caregiving trips, and shopping.

#### 10. Publish design guidelines

Publish pedestrian and cycling design guidance to encourage walking and cycling in and around housing, public buildings, schools and educational facilities, health care settings and workplaces and link national support to these standards.

#### 11. Enable equity

Enforce walking and cycling audits by day and after dark to give special attention to the needs of all women and girls, as well as children and youth, older persons and persons with disabilities and those in vulnerable situations when walking and cycling to identify concerns for personal security and then target areas for improvements.

### Integrate walking and cycling with public transport: to underpin sustainable mobility for longer trips

#### 12. Ensure quality catchments and stops

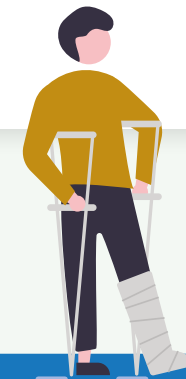
Ensure quality public transport catchments, access routes and stops are walkable and bikeable.

#### 13. Adapt transit services

Enable bus and train services to meet the needs of all genders, ages and abilities. supporting trip- chaining, a reliance on walking or public transit, and making “non-wage-earning” trips for leisure and work.

#### 14. Integrate mobility management

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



## ACTIONS FOR WALKING + CYCLING

**Build capacity to enable the successful delivery of effective walking and cycling strategies that have a measurable impact.**

### 15. Lead coordination

Appoint a focal point to establish a national active travel task force of ministries responsible for transport, urban planning, health, social care, education, tourism, and sports and recreation, involve non-governmental stakeholders and the community, and adopt Walk21's '8 Steps to an effective policy' process to steer the development, implementation and monitoring of national policy actions.

### 16. Value knowledge

Partner with academic institutions to support research, independently evaluate policy effectiveness and impact, and develop active travel training programmes for transport and road safety officers, health practitioners, urban planners and designers and facilitate professional exchanges through events, networks and competence centres.

### 17. Action plan

Publish a comprehensive action plan for walking and cycling that has targets, stakeholder support and is a guide for investment and embed into Nationally Determined Contributions, National Adaptation Plans for climate, Non-Communicable Diseases Strategies and National Urban Mobility Plans.

### 18. Set the regulatory framework

Develop road traffic regulations and codes that are pedestrian friendly and make it obligatory to facilitate positive walking experiences in new and existing transport infrastructures that are being built or renovated.

### 19. Secure finance

Develop a dedicated financial mechanism, across ministries, to fund the implementation of policy actions nationally, regionally and at a municipal level.

### 20. Monitor impact

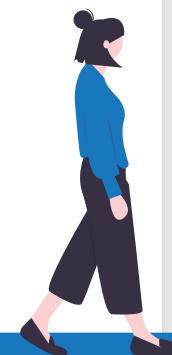
Adopt an active travel indicator framework and collect open data on physical activity, road safety, public transport accessibility and comfort levels and evaluate policy impacts on the environment, the economy, social cohesion, quality of life, accessibility, road safety, public health and action on climate change.

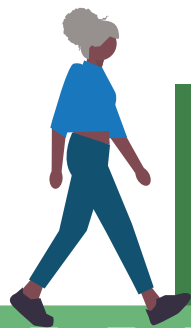


## THE ACTIVE TRAVEL NDC TEMPLATE

### SDG Measures of Success for Active Mobility

- ✓ **Physical activity:** increase the number of minutes walked and cycled per day (3.4)
- ✓ **Road safety:** reduce the number of people killed and seriously injured (3.6)
- ✓ **Noise and air pollution:** reduce the number of people ill and dying from pollution (3.9)
- ✓ **Sustainable infrastructure:** increase the percentage of urban roads that are 3\* or better for pedestrians and cyclists. (9.1)
- ✓ **Equality:** increase the number of people with access to everyday services (10.2)
- ✓ **Access to mobility services:** increase the percentage of the population that has convenient access to public transport (11.2)
- ✓ **Congestion:** increase the time efficiency and satisfaction of travel (11.6)
- ✓ **GHG emissions:** reduce absolute transport emissions (13.2)
- ✓ **Citizen engagement:** improve the perceptions of people walking and cycling (16.7)





# Appendices



## APPENDIX 1

### Methodology

**PATH coordinated a review of all national policies for walking and cycling between January and September 2023.** The desk top research focused on identifying national transport policies primarily but also documented health and climate policies where they were available and accessible. The structure of the research was based on the approach previously adopted by the European Cyclists' Federation.

(<https://ecf.com/policy-areas/cycling-all-policies/national-cycling-policies>).

The team of international postdoctoral and postgraduate researchers was coordinated by Walk21 Foundation with the support of the European Cyclists' Federation. National policies relevant to walking and or cycling were mapped for their status, timeframe, objectives, actions, investment and evaluation.



The review builds on the 5 delivery action themes agreed by PATH for COP27 Egypt. **The call to action is for integrated and coherent strategies, including plans, funding and concrete actions for:**

- **Infrastructure:** to make walking and cycling safe, accessible and easy to do.
- **Campaigns:** to support a shift in people's mobility habits.
- **Land use planning:** to ensure proximity and quality of access to everyday services on foot and by bike.
- **Integration with public transport:** to underpin sustainable mobility for longer trips.
- **Capacity building:** to enable the successful delivery of effective walking and cycling strategies that have measurable impact.

#### **The mixed methods approach included:**

- Using the Google search engine the team searched by country name + KEY WORDS: (Walking strategy), (cycling strategy), (Walking policy), (cycling policy), (Active travel policy), (Active travel strategy).
- Using the Google search engine the team searched by country name + KEY WORDS: (Health policy/strategy), (Transport policy/strategy), (Environment policy/strategy), (NDC - Nationally Determined Contribution).
- Search words in found policy PDF's: KEY WORDS: (Walk), (Walkers), (Walking), (Pedestrian), (Walkability) + (Cycle), (Cyclists), (Cycling), (Bikers), (Bikeability) + (Active travel), (non motorised transport), (NMT), (vulnerable road users), (VRU), (soft mobility).

## APPENDIX 1

### Methodology (Cont'd)

The team's ability to speak several languages influenced the choice of countries where they focused their personal research. Occasionally, particularly when it was difficult to find a policy within the first 5 search pages, Google translate was used to translate the key words to extend the search in the local language.

The team typically spent an hour per country harvesting the relevant data. Some countries took longer when more extensive policies were located.

NDC policies were extracted from the UNFCCC repository (<https://unfccc.int/NDCREG>) and reviewed using the same approach as with the national walking and cycling policies.

### Limitations

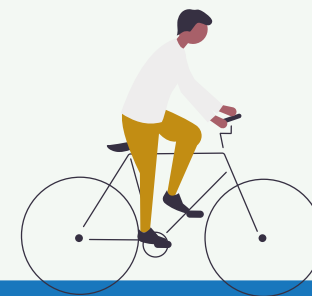
The team recognise that not all relevant policies are published online by governments and that it is very likely that in this relatively rapid policy sweep that some policies have been missed and the reality of a countries ambition is potentially misrepresented in this report. The team apologise for any inaccuracies that may have been caused by using this approach. PATH, and its members, would welcome any corrections and updates to the data given so that this report and the global study report, can be kept up to date and be an accurate as possible source of information and inspiration for all national governments wishing to do more to benefit people walking and cycling.

### The Research Team

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- **Carly Gilbert Patrick**, Team Leader - Active Mobility, Digitalization & Mode Integration, UNEP



## APPENDIX 2

### List of countries per type of objective in their walking policies

Objectives	Walking national policies	NDCs for walking
<b>Increase activity</b>	Austria, Bahamas, Bangladesh, Barbados, Belarus, Bhutan, Brazil, Brunei, Canada, Chile, Colombia, Czech Republic, Djibouti, Egypt, Estonia, Ethiopia, Federated States of Micronesia, Fiji, Finland, Georgia, Germany, Greece, Haiti, Indonesia, Ireland, Jamaica, Kenya, Laos, Lebanon, Lithuania, Malaysia, Maldives, Mali, Malta, Mauritania, Montenegro, Namibia, Nauru, Nepal, Norway, Pakistan, Panama, Peru, Philippines, Poland, Portugal, Qatar, Republic of North Macedonia, Romania, Rwanda, Samoa, São Tomé and Príncipe, Serbia, Singapore, Slovakia, Slovenia, Solomon Islands, South Africa, South Sudan, Spain, Sri Lanka, Tanzania, Thailand, Togo, Tonga, Tunisia, Türkiye, Uganda, United Kingdom - England, Uruguay, Vanuatu, Zambia.	Cabo Verde, Cambodia, Egypt, El Salvador, Singapore, Sri Lanka, Myanmar, Seychelles, Tajikistan, Tanzania, Uganda.
<b>Road safety</b>	Albania, Argentina, Armenia, Australia, Austria, Azerbaijan, Bahamas, Bangladesh, Belarus, Bhutan, Cambodia, Canada, Chile, Colombia, Croatia, Denmark, Djibouti, Egypt, Estonia, Ethiopia, Fiji, Finland, France, Gambia, Germany, Greece, Indonesia, Ireland, Italy, Jamaica, Kenya, Latvia, Liechtenstein, Malawi, Mali, Malta, Mauritania, Montenegro, Namibia, New Zealand, Norway, Philippines, Poland, Portugal, Qatar, Republic of North Macedonia, Romania, Rwanda, Serbia, Sierra Leone, Singapore, Slovakia, Slovenia, South Africa, Spain, Tanzania, Togo, Tunisia, Türkiye, United Arab Emirates, United Kingdom - England, United States of America, Uruguay, Zambia.	Bhutan, Cabo Verde, Costa Rica, El Salvador, Nicaragua, Seychelles.
<b>Accessibility</b>	Austria, Bangladesh, Barbados, Belarus, Bhutan, Canada, Chile, Colombia, Czech Republic, Egypt, Ethiopia, Fiji, France, Gambia, Germany, Greece, Indonesia, Ireland, Jordan, Kenya, Malawi, Mali, Malta, Mauritania, Montenegro, Myanmar, Namibia, Nepal, New Zealand, Norway, Pakistan, Portugal, Qatar, Romania, Rwanda, Singapore, Slovenia, South Africa, Spain, Tajikistan, Tanzania, Tunisia, United Arab Emirates, United Kingdom - England, Uruguay, Zambia.	Bahamas, Colombia, Costa Rica, Dominican Republic, Lesotho, Moldova.
<b>Comfort</b>	Armenia, Australia, Austria, Bangladesh, Bhutan, Brazil, Canada, Chile, Colombia, Czech Republic, Ethiopia, Germany, Greece, Indonesia, Ireland, Kenya, Malawi, Malta, Montenegro, Norway, Portugal, Romania, South Africa, United Arab Emirates, United Kingdom - England, Uruguay, Zambia.	Dominican Republic, Egypt, Jordan, Malawi, Suriname.
<b>Climate change mitigation</b>	Albania, Andorra, Argentina, Armenia, Austria, Bangladesh, Belarus, Bhutan, Bulgaria, Canada, Chile, Costa Rica, Czech Republic, Djibouti, Egypt, Ethiopia, Fiji, Finland, Gambia, Georgia, Germany, Greece, Indonesia, Ireland, Jordan, Kenya, Kiribati, Lithuania, Malawi, Malta, Marshall Islands, Mongolia, Montenegro, Namibia, New Zealand, Norway, Pakistan, Palau, Portugal, Republic of North Macedonia, Romania, Rwanda, Serbia, Slovakia, South Africa, Tanzania, Togo, Tonga, Trinidad and Tobago, Türkiye, Uganda, United Arab Emirates, United Kingdom - England, Uruguay, Zambia.	Andorra, Ethiopia, Moldova, Myanmar, Suriname, Uganda.

## APPENDIX 2

### List of countries per type of objective in their cycling policies

Objectives	Cycling national policies	NDCs for Cycling
<b>Increase activity</b>	Australia, Austria, Bangladesh, Belarus, Belgium, Bhutan, Cameroon, Chile, Colombia, Costa Rica, Cyprus, Czech Republic, Denmark, Ethiopia, Finland, France, Germany, Indonesia, Ireland, Italy, Japan, Latvia, Liechtenstein, Luxembourg, Malawi, Netherlands, Norway, Philippines, Portugal, Rwanda, Singapore, Slovakia, South Africa, Spain, Uganda, United Kingdom - England, Uruguay, Venezuela, Zambia.	Albania, Cabo Verde, Cambodia, Chile, Colombia, Democratic Republic of the Congo, Dominican Republic, Egypt, El Salvador, Kiribati, Myanmar, Nauru, Seychelles, Singapore, Sri Lanka, Tajikistan, Tanzania, Uganda, Vanuatu.
<b>Road safety</b>	Australia, Austria, Bangladesh, Belarus, Belgium, Cameroon, Chile, Colombia, Costa Rica, Cyprus, Czech Republic, Denmark, Ethiopia, Finland, France, Germany, Indonesia, Ireland, Italy, Japan, Liechtenstein, Luxembourg, Malawi, Netherlands, Norway, Portugal, Rwanda, Singapore, Slovakia, South Africa, Spain, Uganda, United Kingdom - England, Uruguay, Venezuela, Zambia.	Cabo Verde, Costa Rica, El Salvador, Seychelles
<b>Accessibility</b>	Austria, Belgium, Bhutan, Cameroon, Chile, Colombia, Cyprus, Czech Republic, Denmark, Ethiopia, Finland, France, Germany, Indonesia, Ireland, Italy, Japan, Luxembourg, Netherlands, Philippines, Portugal, Rwanda, Singapore, South Africa, Spain, Uganda, Uruguay, Venezuela, Zambia.	Bahamas, Barbados, Colombia, Costa Rica.
<b>Comfort</b>	Belarus, Belgium, Bhutan, Cameroon, Colombia, Cyprus, Denmark, Ethiopia, Finland, France, Germany, Indonesia, Luxembourg, Netherlands, Philippines, Portugal, Rwanda, Singapore, South Africa, Spain, Uganda, United Kingdom - England, Uruguay, Zambia.	Colombia, Dominican Republic, El Salvador, Jordan.
<b>Climate change mitigation</b>	Austria, Bangladesh, Belarus, Belgium, Bhutan, Cameroon, Chile, Colombia, Costa Rica, Cyprus, Czech Republic, Denmark, Ethiopia, Finland, France, Germany, Ireland, Italy, Japan, Luxembourg, Malawi, Netherlands, Norway, Philippines, Portugal, Rwanda, Singapore, Slovakia, South Africa, Spain, Tunisia, Uganda, United Kingdom - England, Uruguay, Venezuela, Zambia.	Albania, Andorra, Ethiopia, Moldova, Myanmar, Suriname, Uganda.



## APPENDIX 3

### List of countries per type of action in their walking policies

Actions	Walking national policies	NDCs for walking
<b>Infrastructure</b>	Andorra, Argentina, Austria, Azerbaijan, Bangladesh, Barbados, Belarus, Bhutan, Brazil, Brunei, Cambodia, Canada, Chile, Colombia, Costa Rica, Czech Republic, Djibouti, Estonia, Ethiopia, Federated States of Micronesia, Finland, Haiti, Iceland, India, Indonesia, Ireland, Israel, Jamaica, Jordan, Kenya, Lebanon, Lithuania, Luxembourg, Malawi, Malaysia, Mali, Malta, Marshall Islands, Mexico, Mongolia, Myanmar, Namibia, Nepal, New Zealand, Norway, Pakistan, Palau, Panama, Peru, Poland, Portugal, Qatar, Romania, Rwanda, Serbia, Singapore, Slovenia, Solomon Islands, South Africa, Spain, Tanzania, Thailand, Tonga, Tunisia, Türkiye, Uganda, United States of America, Uruguay, Zambia.	Azerbaijan, Bangladesh, Barbados, Bhutan, Burundi, Cabo Verde, China, Costa Rica, Democratic Republic of the Congo, Dominica, Dominican Republic, Egypt, Ethiopia, El Salvador, Federated States of Micronesia, Malawi, Mexico, Moldova, Monaco, Myanmar, Nepal, Palestine, Panama, Rwanda, Seychelles, Sierra Leone, Sri Lanka, Suriname, Tanzania, Tonga, Uganda.
<b>Campaigns</b>	Armenia, Australia, Austria, Bangladesh, Bhutan, Brazil, Canada, Chile, Colombia, Czech Republic, Ethiopia, Germany, Greece, Indonesia, Ireland, Kenya, Malawi, Malta, Montenegro, Norway, Portugal, Romania, South Africa, United Arab Emirates, United Kingdom - England, Uruguay, Zambia.	Dominican Republic, Egypt, Jordan, Malawi, Suriname.
<b>Land use planning</b>	Albania, Armenia, Austria, Azerbaijan, Bahamas, Bangladesh, Bhutan, Bulgaria, Canada, Colombia, Croatia, Czech Republic, Djibouti, Egypt, Ethiopia, Fiji, Finland, Gambia, Germany, Greece, Iceland, India, Ireland, Israel, Jordan, Kenya, Latvia, Lebanon, Lithuania, Malawi, Mali, Mongolia, Montenegro, Namibia, Netherlands, New Zealand, Norway, Pakistan, Philippines, Poland, Portugal, Romania, Rwanda, Seychelles, Singapore, Slovakia, South Africa, South Sudan, Switzerland, Tanzania, Togo, Tunisia, Uganda, United Kingdom - England, Uruguay.	Cabo Verde, Colombia, Lesotho, Tajikistan.
<b>Integration with public transport</b>	Albania, Andorra, Argentina, Austria, Azerbaijan, Bangladesh, Belarus, Bhutan, Brazil, Cambodia, Canada, Chile, Colombia, Costa Rica, Croatia, Czech Republic, Djibouti, Egypt, Estonia, Ethiopia, Fiji, Greece, Haiti, Iceland, Indonesia, Ireland, Jordan, Kenya, Lithuania, Luxembourg, Malawi, Mali, Malta, Mexico, Mongolia, Myanmar, Namibia, New Zealand, Norway, Pakistan, Poland, Portugal, Rwanda, Slovakia, Slovenia, South Africa, South Sudan, Spain, Switzerland, Tanzania, Togo, Tunisia, Türkiye, Uganda, Uruguay, Zambia.	China, Colombia, Dominica, Egypt, El Salvador, Seychelles, Timor-Leste, Uganda.
<b>Capacity building</b>	Austria, Azerbaijan, Bangladesh, Bhutan, Brunei, Bulgaria, Canada, Colombia, Costa Rica, Croatia, Czech Republic, Estonia, Ethiopia, Finland, France, Germany, Greece, Haiti, Ireland, Israel, Jamaica, Jordan, Lithuania, Luxembourg, Malaysia, Malta, Mauritania, Montenegro, Nauru, Nepal, Netherlands, New Zealand, Philippines, Portugal, Serbia, Singapore, Slovenia, Spain, Switzerland, Tunisia, Uganda, United Kingdom - England, Uruguay.	Bahamas, Colombia, Costa Rica, Dominican Republic, Lesotho, Moldova.

## APPENDIX 3

### List of countries per type of action in their cycling policies

Actions	Cycling national policies	NDCs for Cycling
<b>Infrastructure</b>	Australia, Austria, Bangladesh, Belarus, Belgium, Bhutan, Cameroon, Chile, Colombia, Costa Rica, Cyprus, Czech Republic, Denmark, Ethiopia, Finland, France, Germany, Indonesia, Ireland, Italy, Japan, Liechtenstein, Luxembourg, Malawi, Netherlands, Norway, Philippines, Portugal, Rwanda, Singapore, Slovakia, South Africa, Spain, Switzerland, Uganda, United Kingdom - England, Uruguay, Venezuela, Zambia.	Bangladesh, Barbados, Bhutan, Burundi, Cabo Verde, China, Colombia, Costa Rica, Democratic Republic of the Congo, Dominica, Dominican Republic, Egypt, El Salvador, Ethiopia, Moldova, Monaco, Myanmar, Nepal, Panama, Rwanda, Seychelles, Sierra Leone, Tanzania, Tonga, Uganda.
<b>Campaigns</b>	Australia, Austria, Belarus, Belgium, Bhutan, Cameroon, Chile, Colombia, Costa Rica, Czech Republic, Denmark, Ethiopia, Finland, France, Germany, Ireland, Italy, Japan, Netherlands, Philippines, Portugal, Rwanda, Slovakia, Spain, Uganda, United Kingdom - England, Uruguay, Zambia.	Cabo Verde, Colombia, Dominica, Tonga, Venezuela.
<b>Land use planning</b>	Australia, Austria, Chile, Colombia, Cyprus, Czech Republic, Denmark, Ethiopia, Finland, Germany, India, Ireland, Italy, Japan, Luxembourg, Netherlands, Norway, Philippines, Portugal, Rwanda, Singapore, Slovakia, South Africa, Spain, Uganda, United Kingdom - England, Uruguay, Zambia.	Cabo Verde, Colombia.
<b>Integration with public transport</b>	Austria, Belarus, Belgium, Bhutan, Cameroon, Chile, Colombia, Cyprus, Czech Republic, Denmark, Ethiopia, Finland, France, Germany, India, Indonesia, Ireland, Italy, Liechtenstein, Luxembourg, Malawi, Netherlands, Norway, Philippines, Portugal, Rwanda, Singapore, South Africa, Spain, Uganda, United Kingdom - England, Uruguay, Zambia.	Colombia, Costa Rica, Dominica, Laos, Mexico, Moldova.
<b>Capacity building</b>	Austria, Belarus, Belgium, Cameroon, Colombia, Cyprus, Czech Republic, Ethiopia, Finland, France, Germany, Ireland, Italy, Luxembourg, Malawi, Netherlands, Philippines, Portugal, Rwanda, Slovakia, Spain, United Kingdom - England, Uruguay, Zambia.	Cabo Verde, China, Colombia, Dominica, Dominican Republic, Egypt, El Salvador, Seychelles, Timor-Leste, Turkiye, Uganda.

**“ Encourage and enable people to have safe, accessible, comfortable and enjoyable walking and cycling experiences** to mitigate climate change, support public transport, reduce emissions, benefit public health, and create vibrant and inclusive societies.”

- The Active Travel NCD Template Vision



**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 400 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 report 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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Partnership for  
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