

Welcome and introduction



MODERATOR

Bronwen Thornton
CEO
Walk21

pathforwalkingcycling.com

Partnership for Active Travel and Health

PATH Symposium

10 September 2024
14:00-16:30 BST



Keynote



Juan Carlos Muñoz
Minister of Transport and
Telecommunications
Chile

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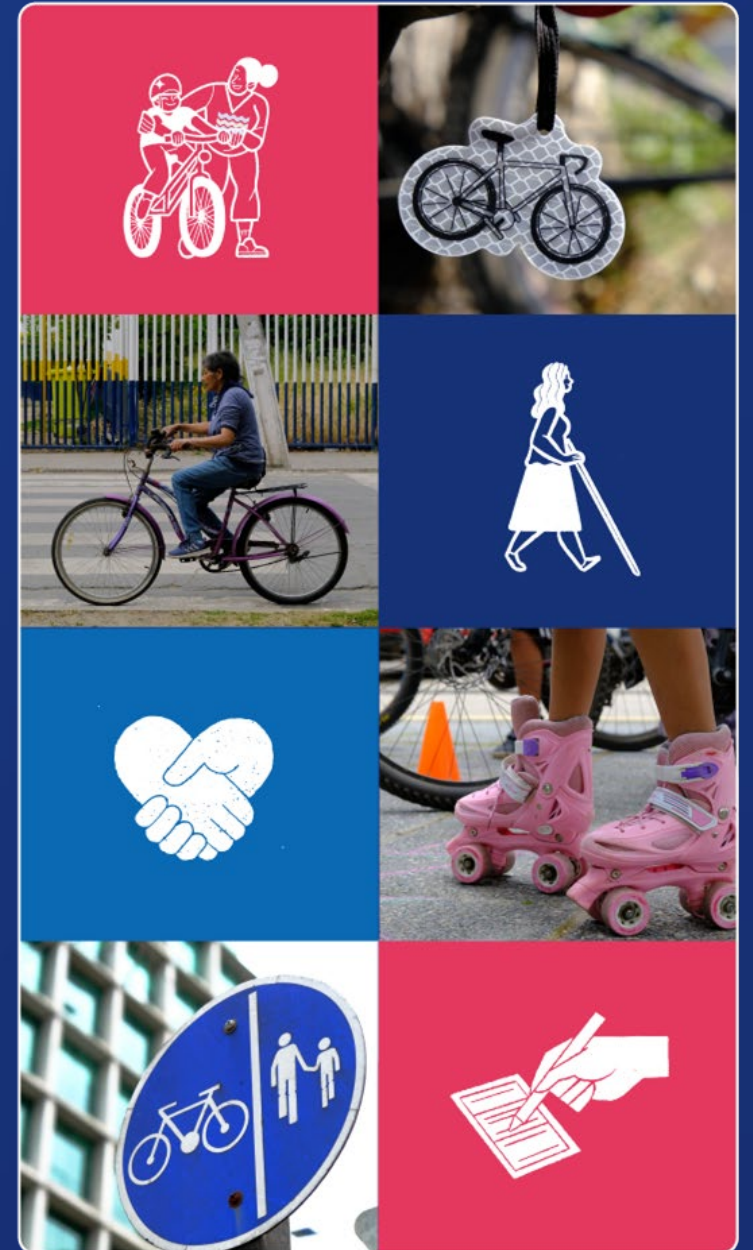
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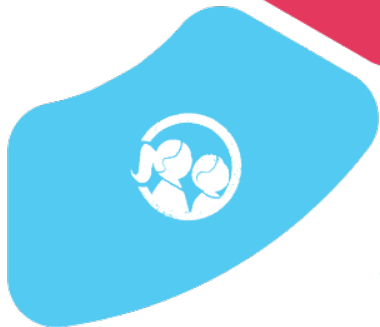


MOVING TOWARDS CYCLING CITIES IN CHILE

Juan Carlos Muñoz
Ministry of Transport and Telecommunications - Chile



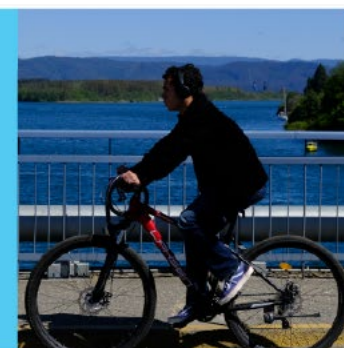
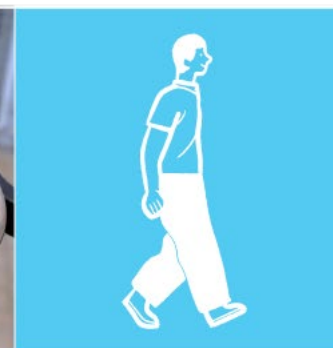
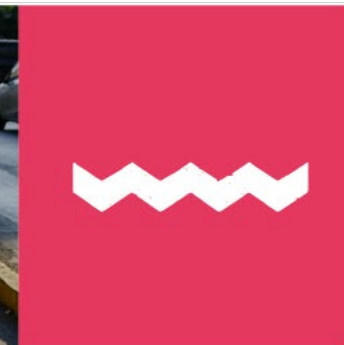
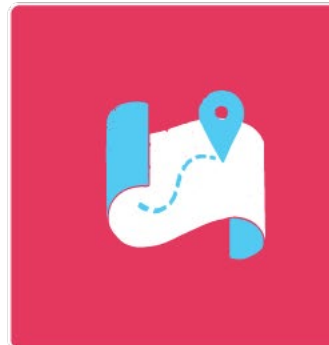
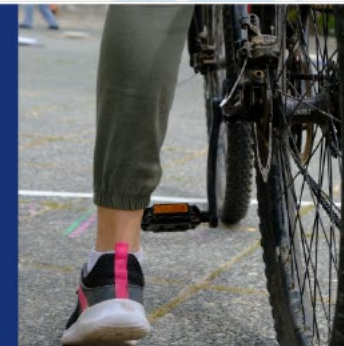
Infrastructure for active mobility



Set ambitious yet achievable goals

Lower institutional barriers

Establish quality standards

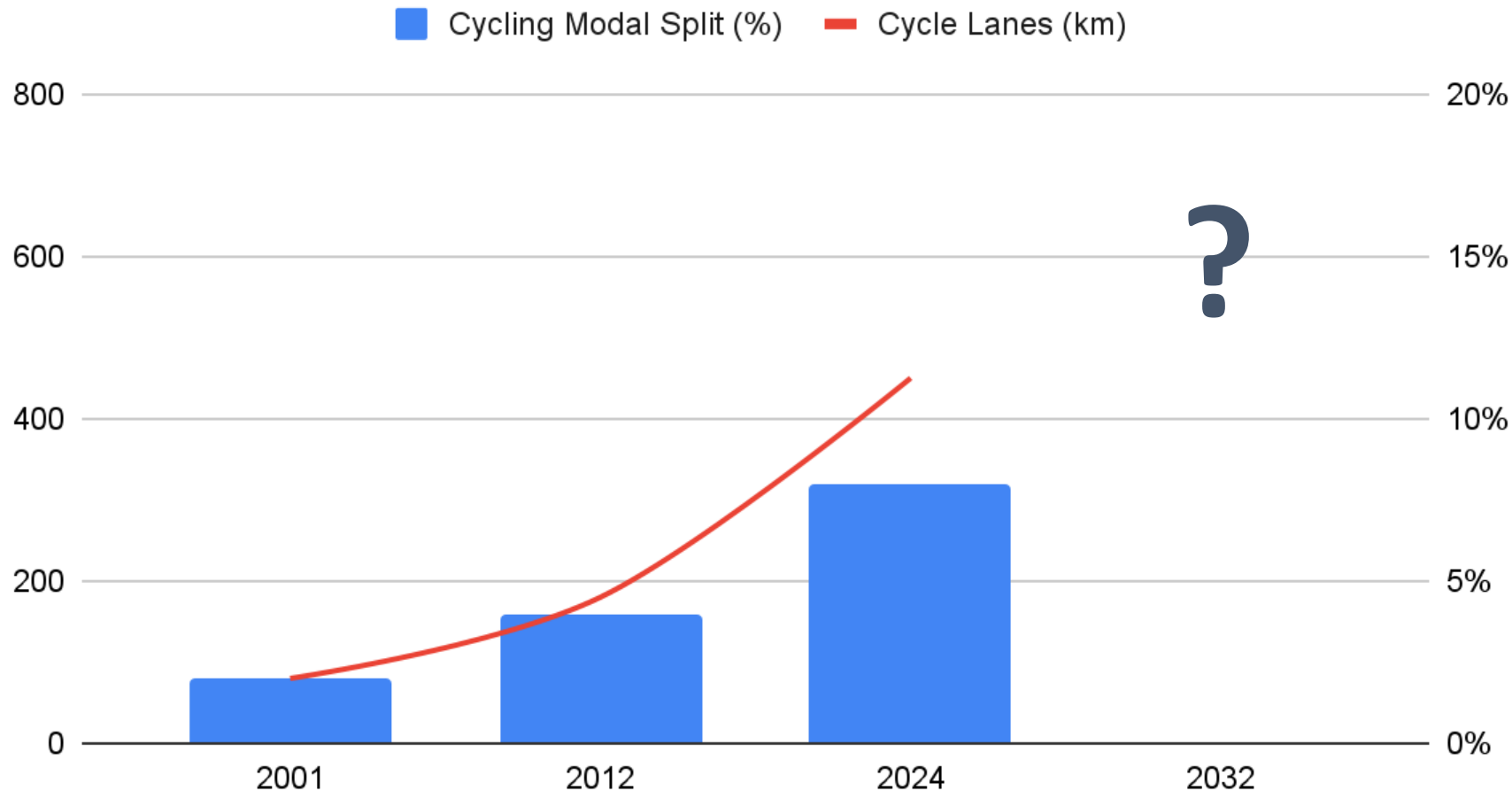




Set ambitious yet achievable goals



Cycling Modal Split v/s Cycle Lanes (Santiago de Chile)



For the last two decades, we have been doubling the bicycle modal share every ten years in Santiago.

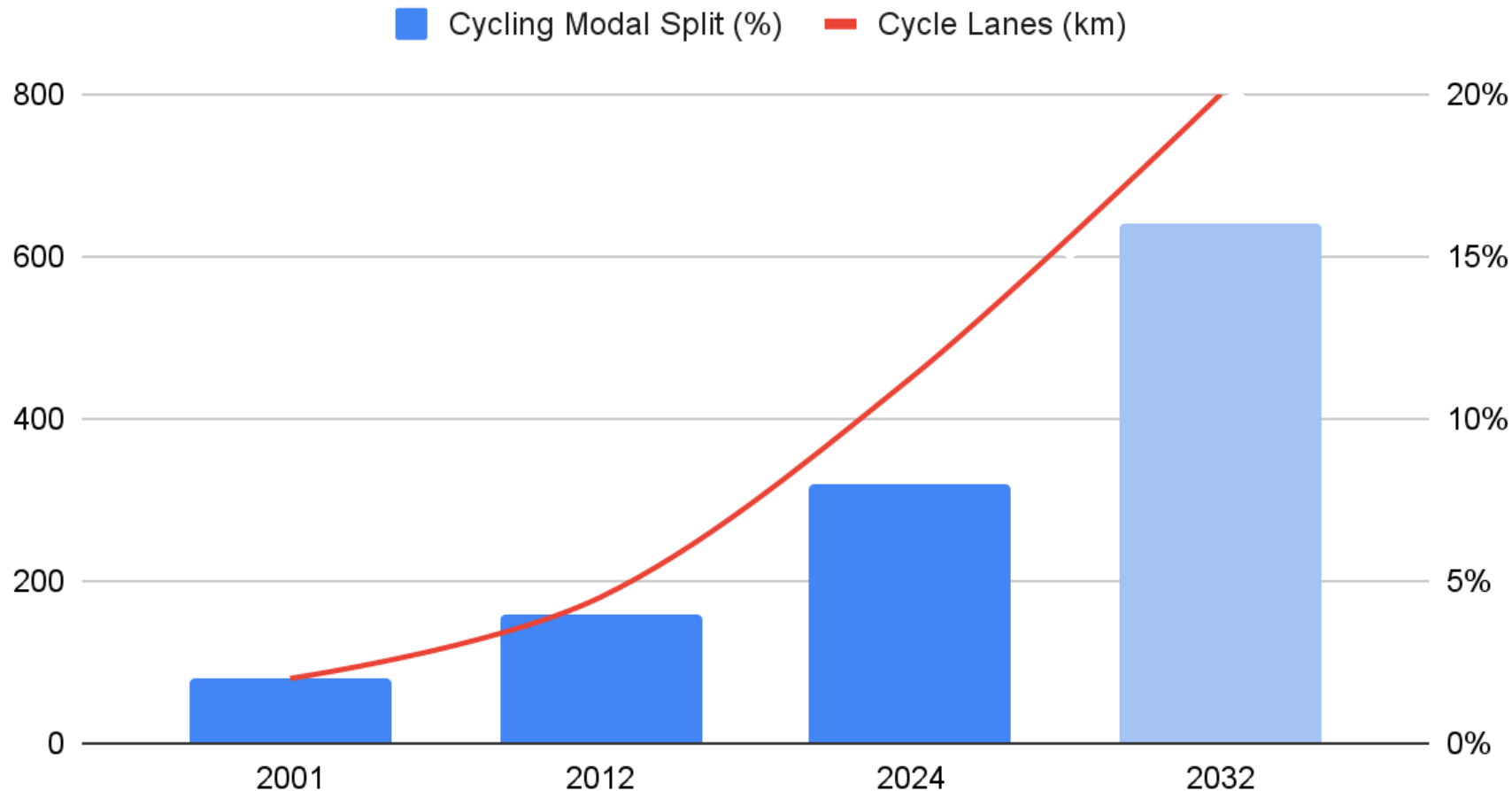
We want to maintain this course and accelerate the pace, providing more and better cycling infrastructure.



**Set ambitious
yet achievable
goals**



Cycling Modal Split v/s Cycle Lanes (Santiago de Chile)

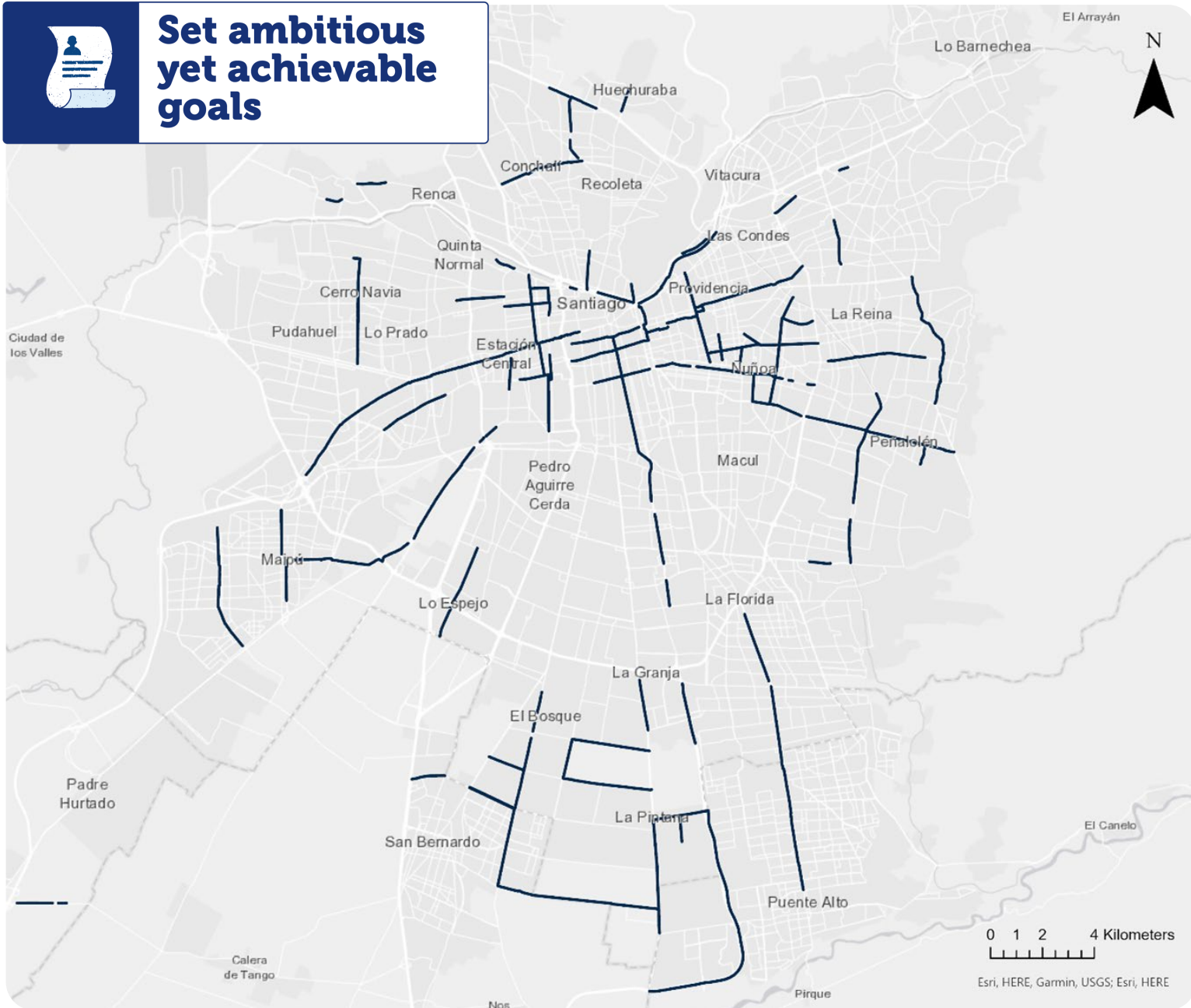


Our goal is to double the cycle lanes in Santiago by 2032, hoping to achieve more than 15% of trips made by cycling.

At the country level, we are also moving in the same direction, doubling the cycling infrastructure in the next ten years.



Set ambitious yet achievable goals



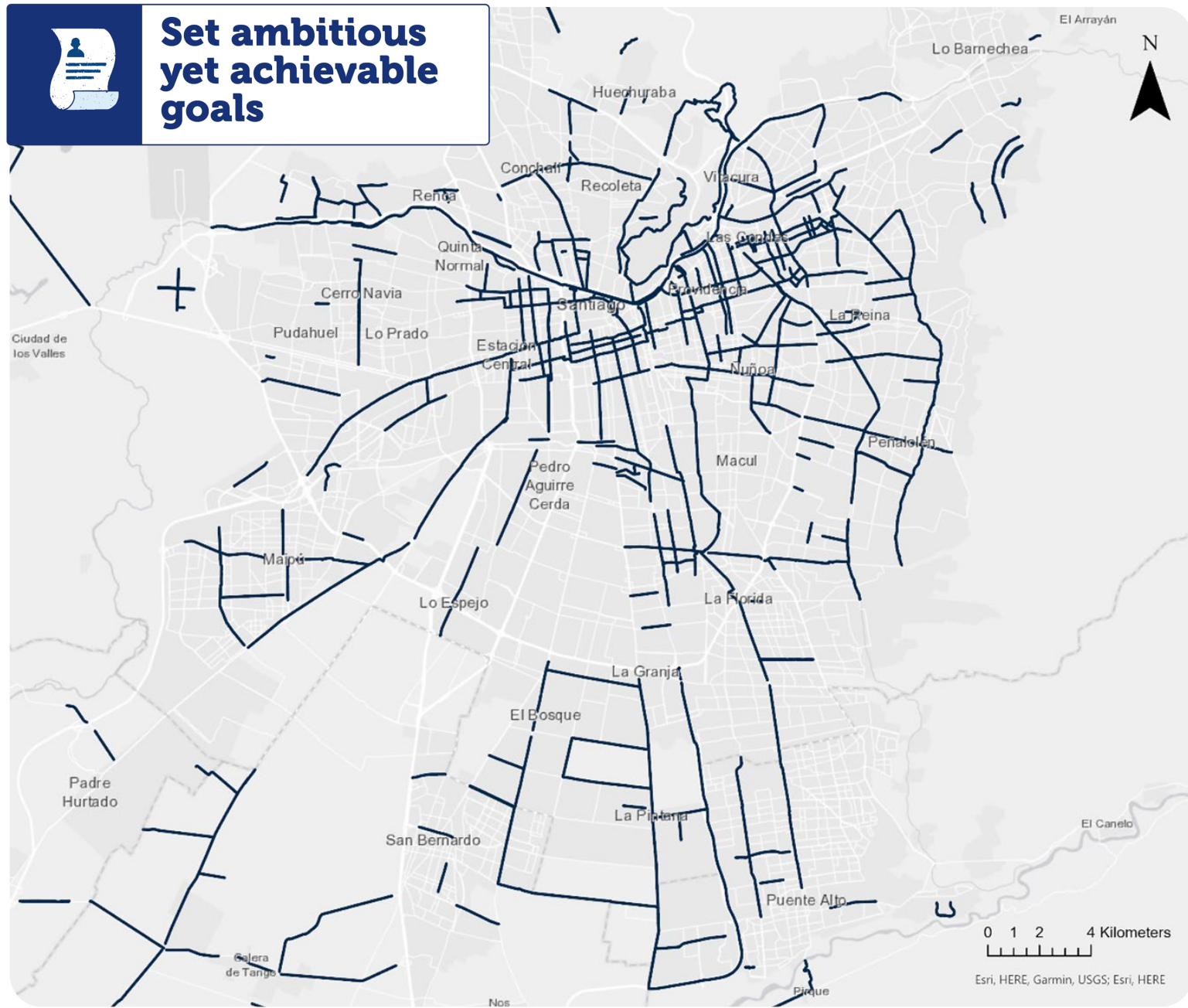
Santiago's Cycling Network, 2012

Lack of coverage, fragmented and disconnected network, with low quality standards.





Set ambitious yet achievable goals



Santiago's Cycling Network, 2024

Better coverage, still fragmented and disconnected, concentrated mainly in wealthy districts, with better quality standards.





**Set ambitious
yet achievable
goals**



Santiago's Cycling Network, 2032

Greater coverage, well connected and evenly distributed throughout the city, with higher quality standards.





Lower institutional barriers



Obsolete methodologies and processes



Long process and expensive studies, including cost-benefit analysis to justify each city plan.

Pre-design stage in between the plan and final design.

Final design and construction in hands of another ministry, with different criteria and standards.


7
YEARS



Lower institutional barriers



Obsolete methodologies and processes



7 YEARS

New Methodology and process



4 YEARS

Shorter studies for planning, focussing on supply over demand, applying multicriteria tools

Clearer regulations, standards and processes for design stage, including faster appraisals

Alignment of criteria between different ministries and institutions for the construction phase



Lower institutional barriers

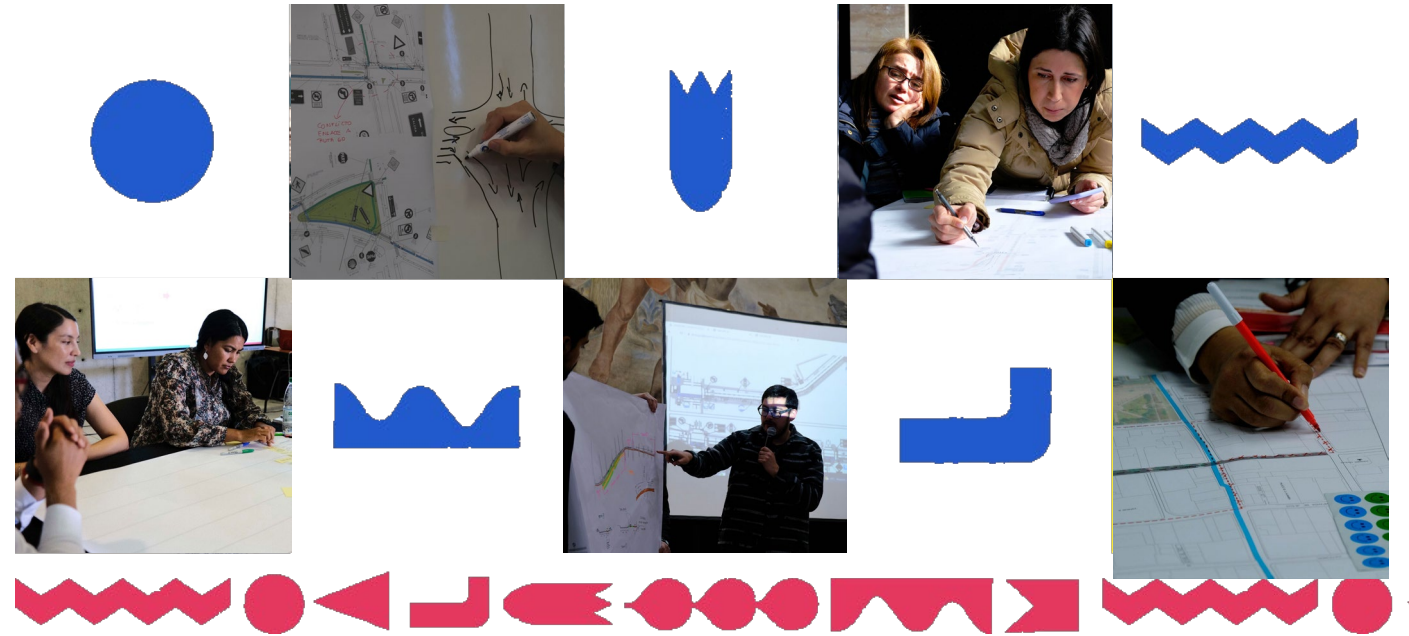


We will diminish the entire life-cycle from planning to construction, from 7 to 4 years

-43%

In the design stage, we have lowered the average review and approval stage from 120 days to 60

-50%





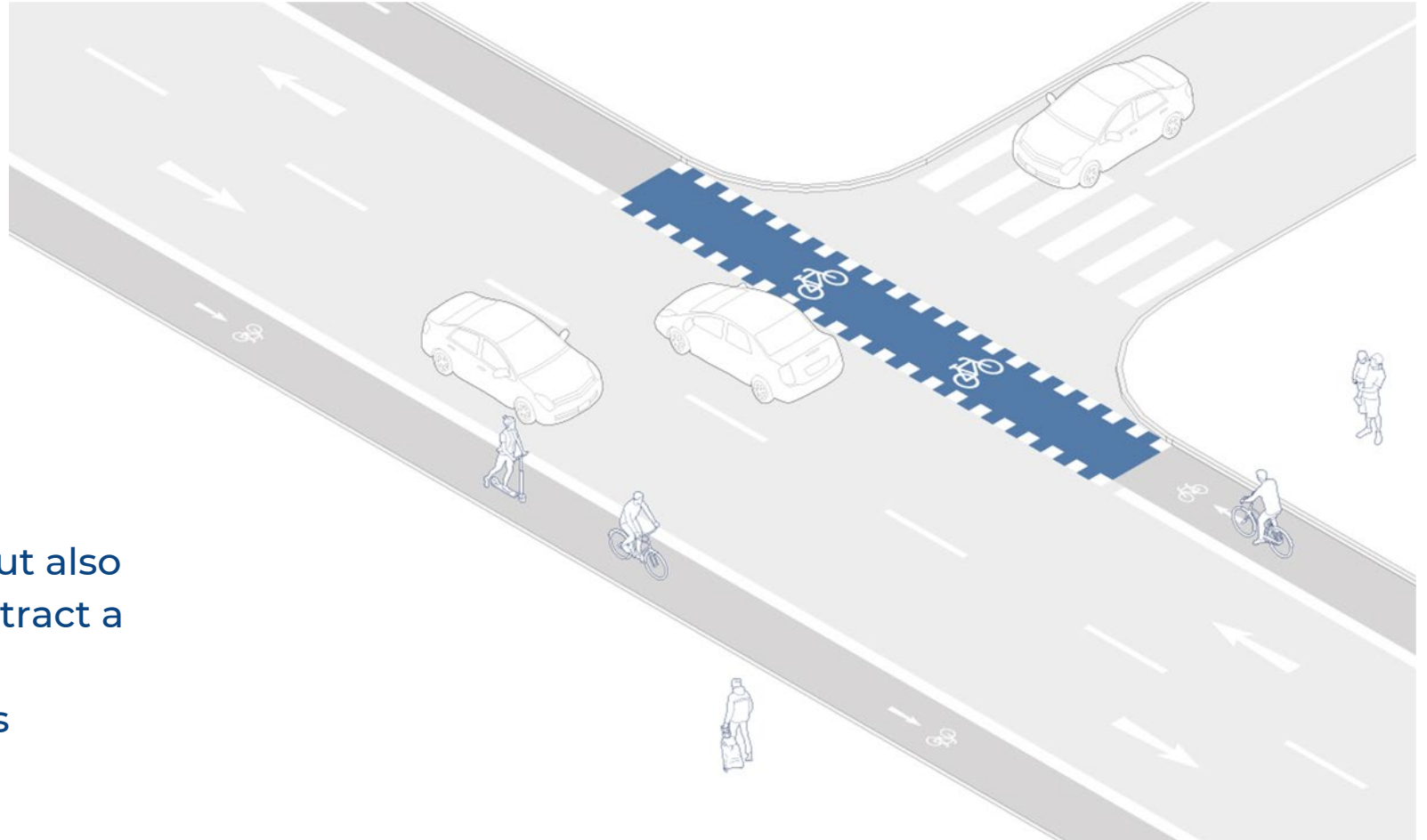
Establish quality standards



Quality Standards for Cycling Infrastructure Design

Regulations, standards and design guidelines for better cycling infrastructure.

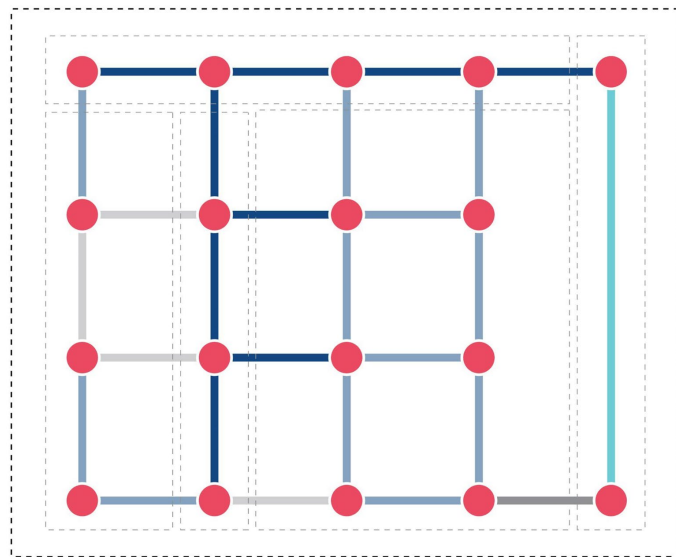
We focus not only on the quantity but also on the quality of infrastructure, to attract a broader spectrum of future cyclists, focusing on vulnerable users such as children, women and the elderly.



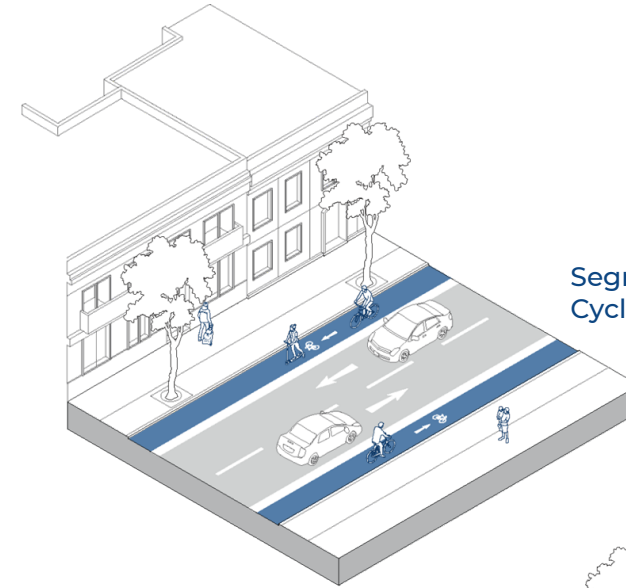
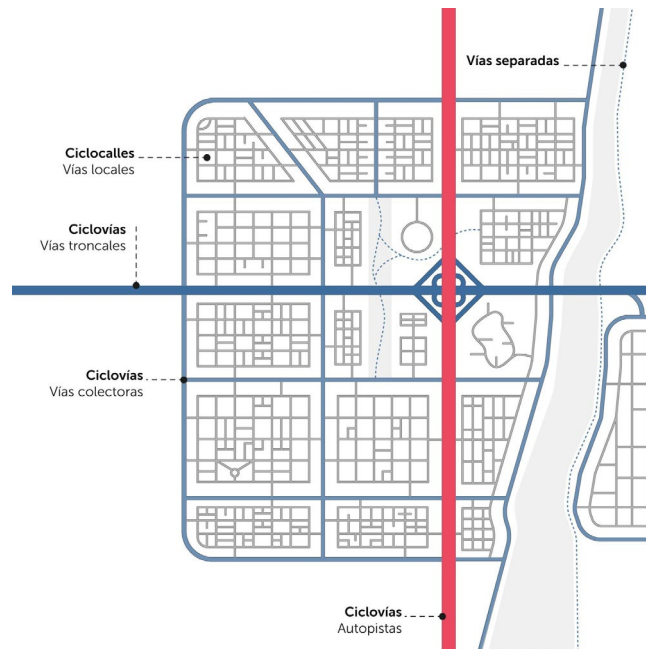


Establish quality standards

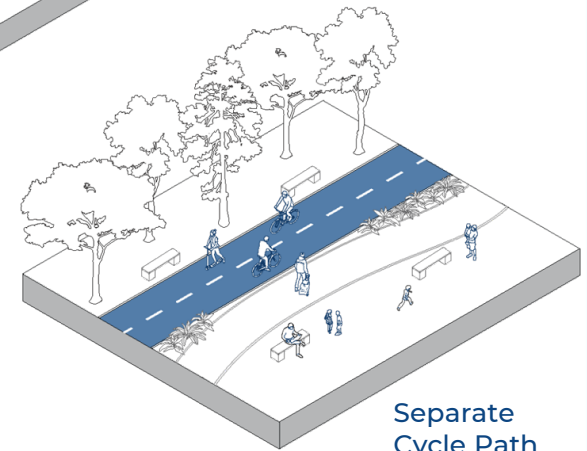
Getting to cities that are accessible to most people, by cycling, means treating all streets as different segments of the same cycling friendly network.



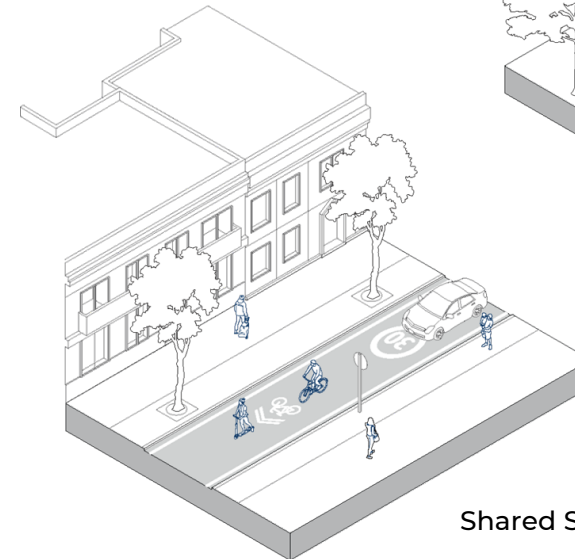
Nodo ● **Proyecto** - - **Plan maestro** - -
Arcos ■ Vialidad base ■ Ciclovía ■ Ciclocalle ■ Via verde



Segregated Cycle Lanes



Separate Cycle Path



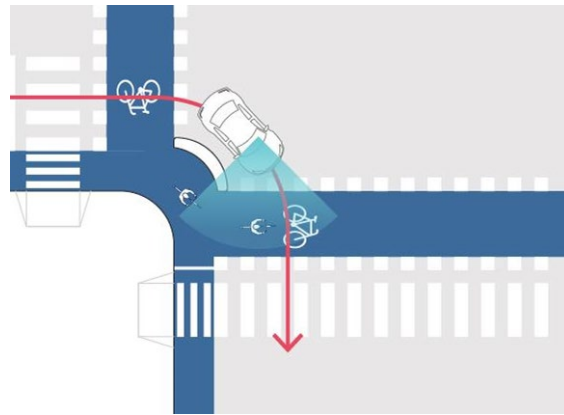
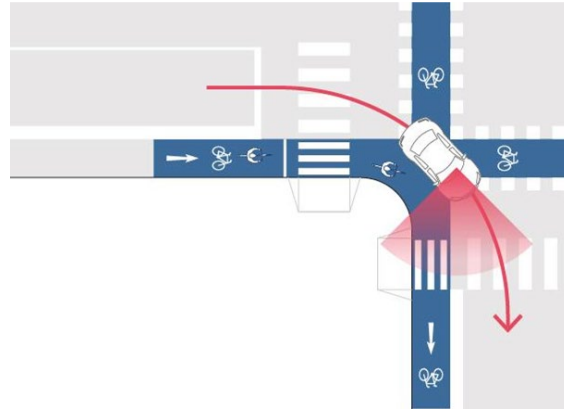
Shared Streets





Establish quality standards

Special attention on junctions (nodes) is required to facilitate a secure and pleasant experience for all kind of people on cycles.



Intersección protegida

Línea de detención adelantada

Ayuda a brindar mayor visibilidad sobre la intersección, prioriza los movimientos de los ciclos y protege el tránsito peatonal.

Islas de protección

Dispositivo geométrico que provee refugio a los ciclos y permite reducir el radio de giro.

Zona de acumulación

y maniobra de ciclos. Da soporte a los virajes a la izquierda.

Zona de espera de automóviles

Facilita la visibilidad y la espera a los conductores de automóviles

Zona sin obstáculos visuales

Refugio peatonal

Habilita una zona protegida y adelantada de espera peatonal.

Cruce demarcado

En azul e incluyendo el pictograma de la bicicleta orientado hacia los conductores de ciclos.

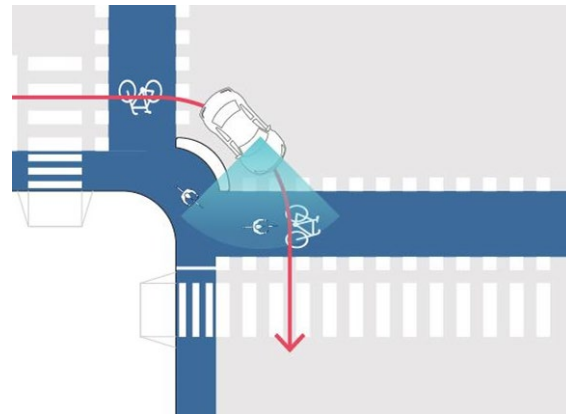
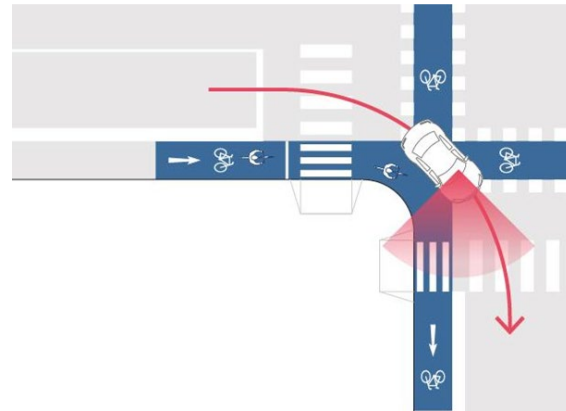
X: 13,31 cm
Y: 8,96 cm



Establish quality standards

Special attention on junctions (nodes) is required to facilitate a secure and pleasant experience for all kind of people on cycles.

All of the above summarizes our efforts to provide more and better infrastructure to encourage everyone to use the bicycle as a mean of transportation.



Intersección protegida

Línea de detención adelantada

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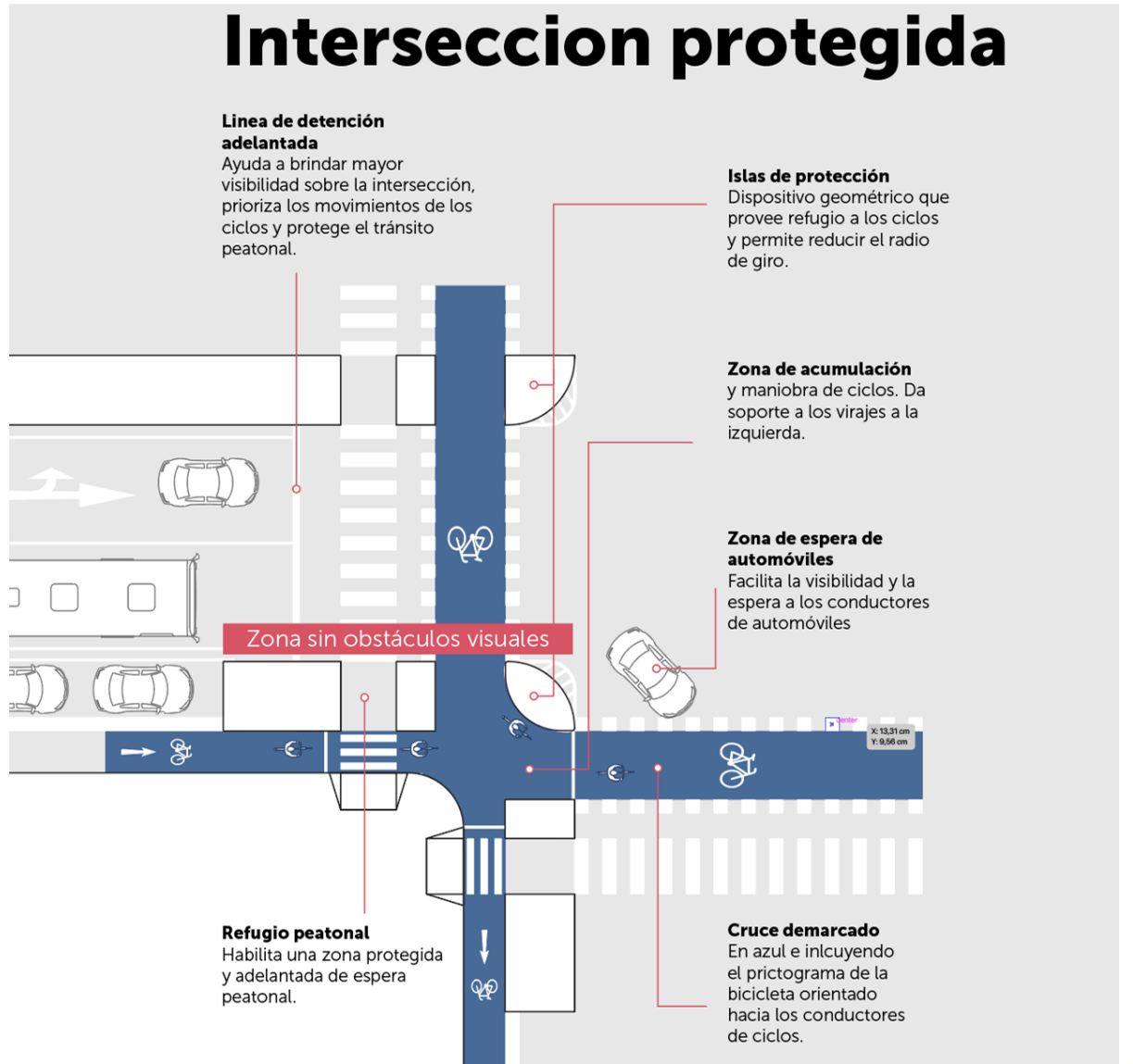
Zona sin obstáculos visuales

Refugio peatonal

Habilita una zona protegida y adelantada de espera peatonal.

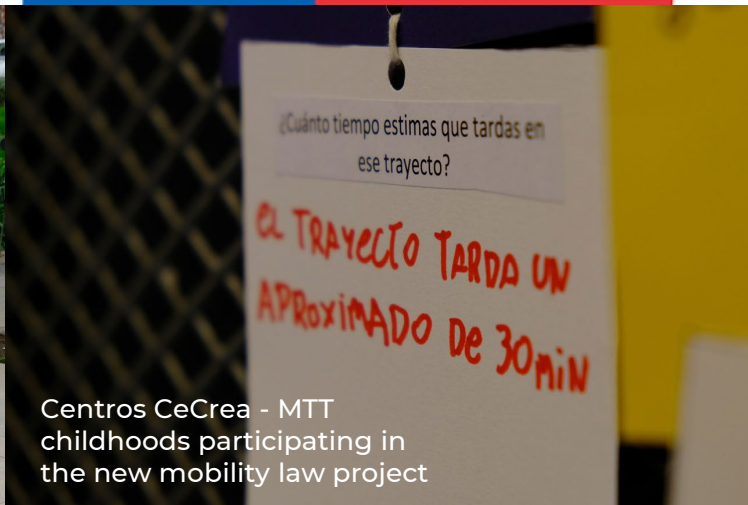
Cruce demarcado

En azul e incluyendo el pictograma de la bicicleta orientado hacia los conductores de ciclos.





Biciclearte, thinking the cycling cities with infants and youngsters



Centros CeCrea - MTT childhoods participating in the new mobility law project



Pilot Project Implementation New Alameda-Providencia



Recreational Open Streets Program



"Sube tu bici al metro" Intermodality linking metro a bicycles



"Día Nacional Sin Auto" Celebrating a day without cars once a year



Citizens participating in cycling network planning. La Calera, Región de Valparaíso



Blind spots campaign in the public transport system



Festivals and activities promoted by non governmental organizations





**Ministerio de
Transportes y
Telecomunicaciones**

Gobierno de Chile

Panel: Championing walking and cycling's role in meeting climate goals at the local, national and international levels



MODERATOR

Bronwen Thornton
CEO
Walk21



Angie Palacios
Principal Executive – Gender and urban
Mobility, Urban Development Unit at CAF
Development Bank of Latin America



Frida Pashako
Deputy Mayor of Tirana



Betelihem Tadesse
Head of Active Mobility at
AATB
City Government, Addis Ababa

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PATH Symposium

10 September 2024
14:00-16:30 BST



Short re-cap of PATH activities in 2024 to date and a preview of upcoming PATH outputs and activities



Jim Walker
Founder
Walk21

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Recap 2023

- Report: National Policies for Walking and Cycling in all 197 UNFCCC countries
- 400+ non-profit organisations signed PATH's open letter to UNFCCC, governments and negotiators
- First PATH Symposium
- Members of PATH core coordinating group attend COP28



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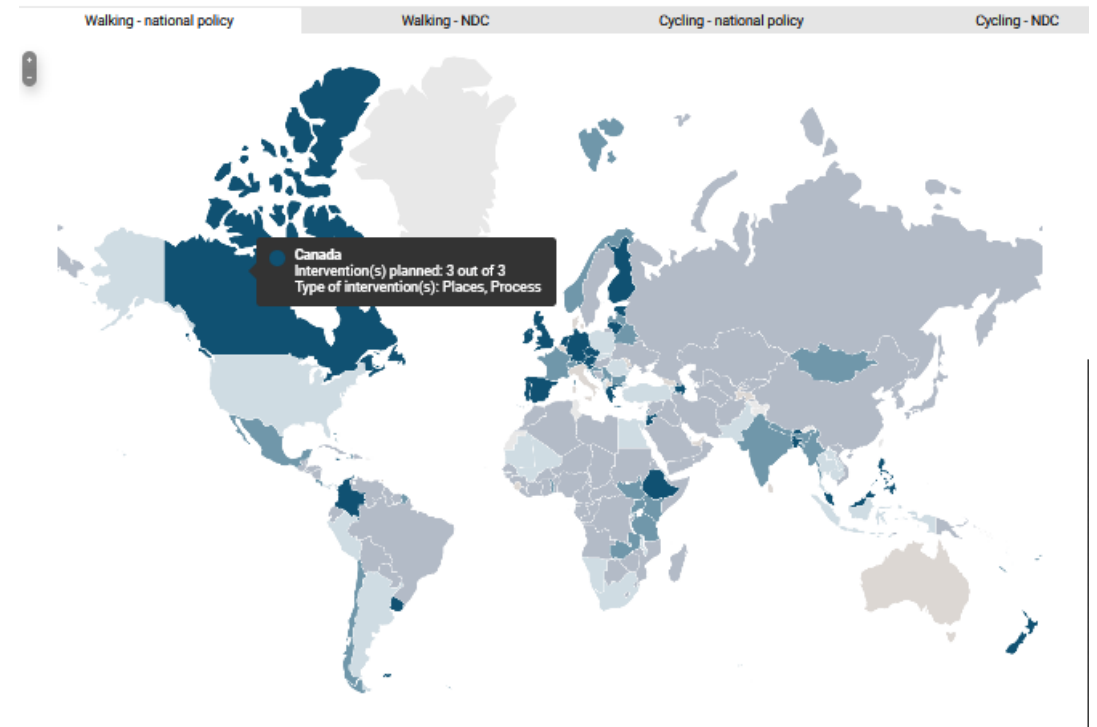
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Interactive dashboard

- Interactive dashboard visualising the PATH report “National Policies for Walking and Cycling in all 197 UNFCCC countries”

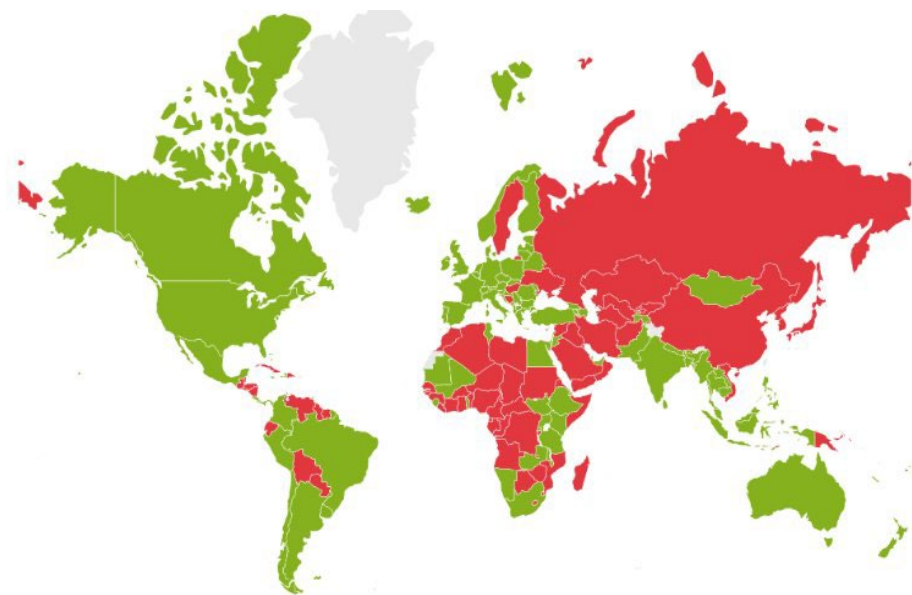


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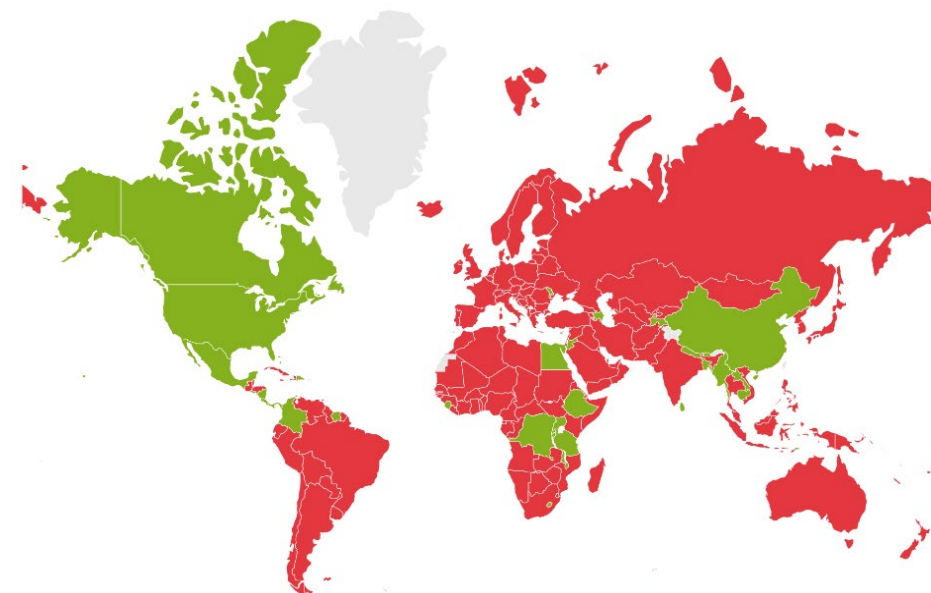
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Walking – national transport policy



Walking – national climate policy

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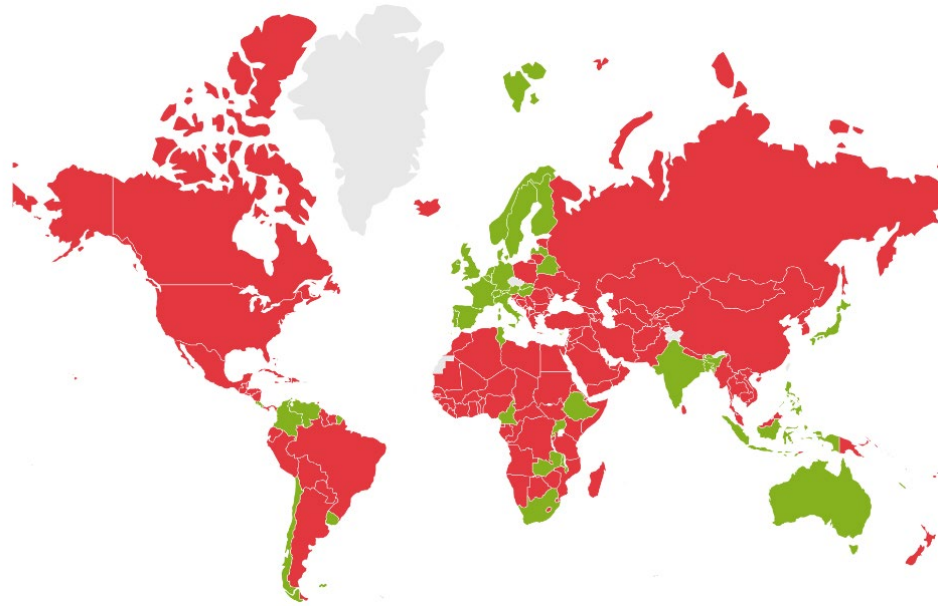
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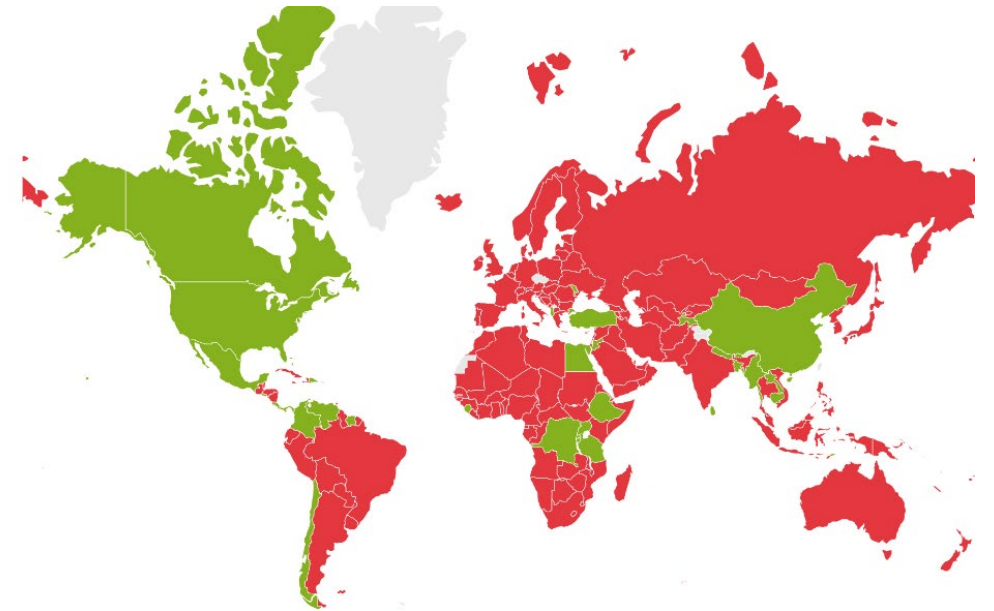
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Cycling – national transport policy



Cycling – national climate policy

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Walking and cycling regional factsheets

- Fact sheets based on PATH's 2023 UNFCCC report
- Set of infographics analysing:
 - Nationally Determined Contributions
 - National Walking Policy
 - National Cycling Policy



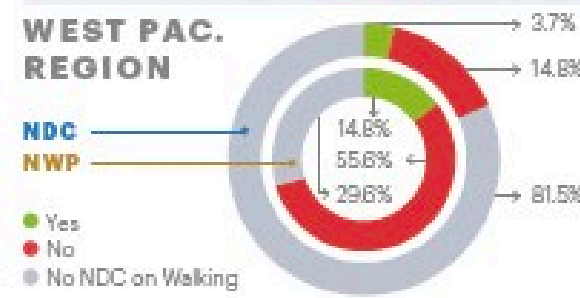
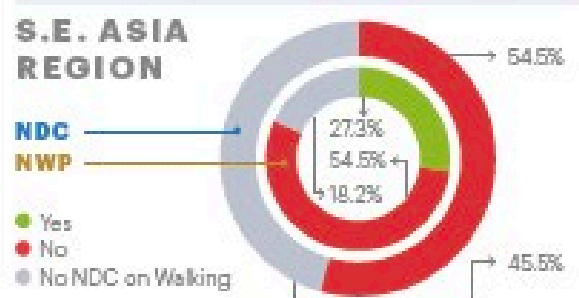
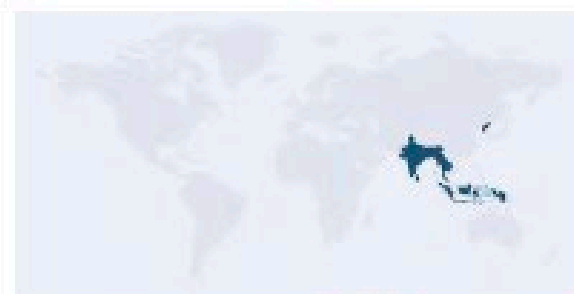
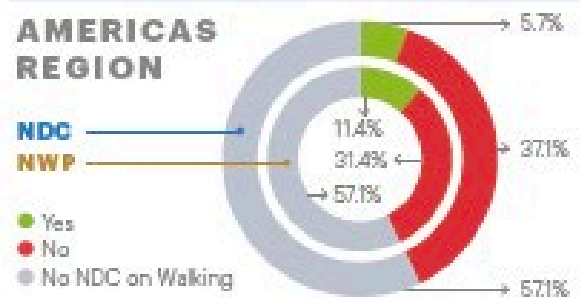
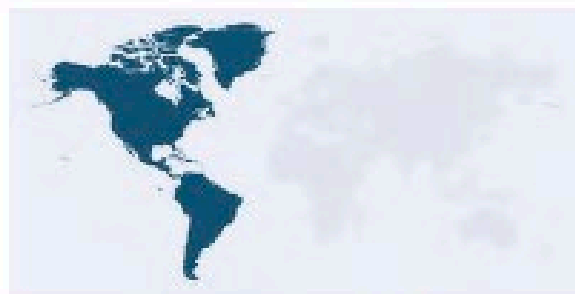
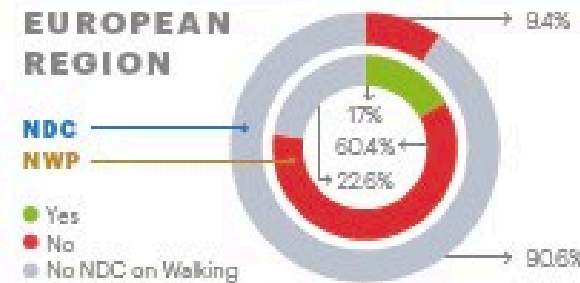
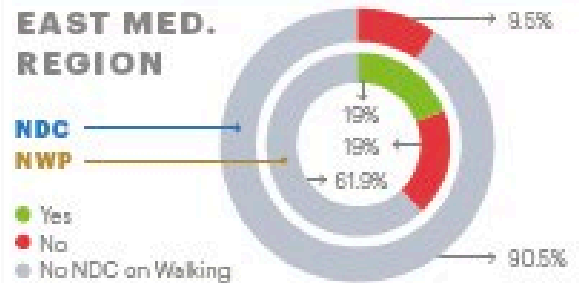
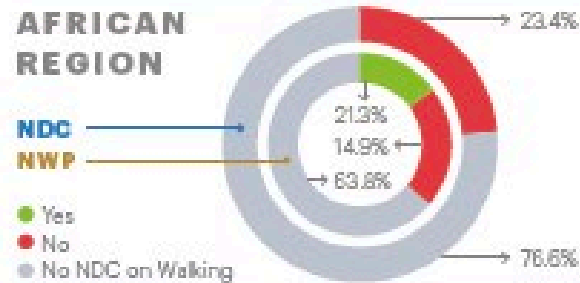
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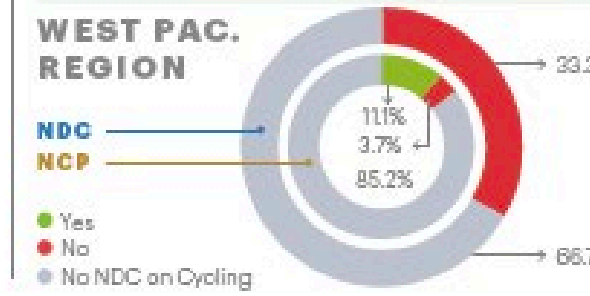
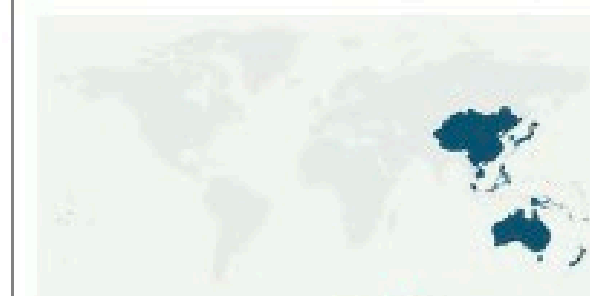
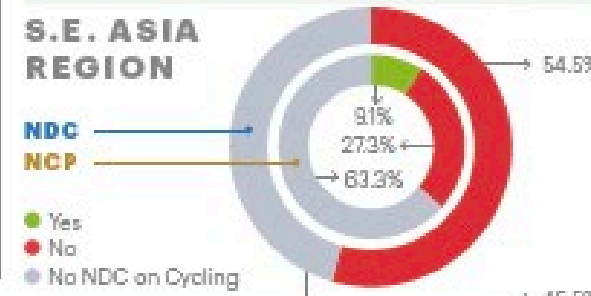
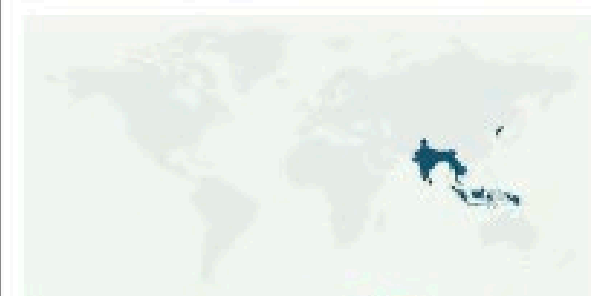
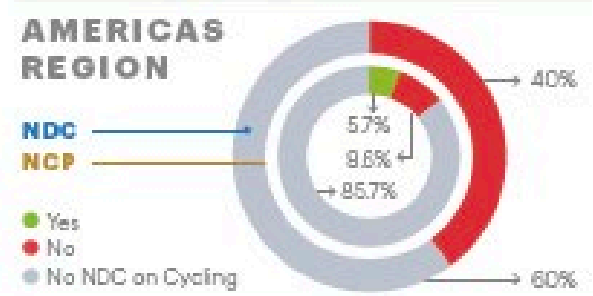
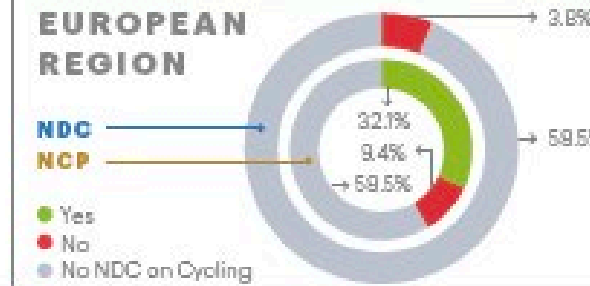
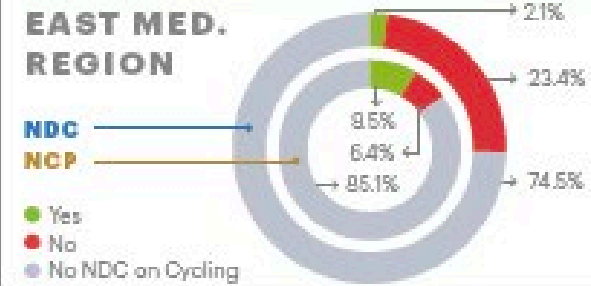
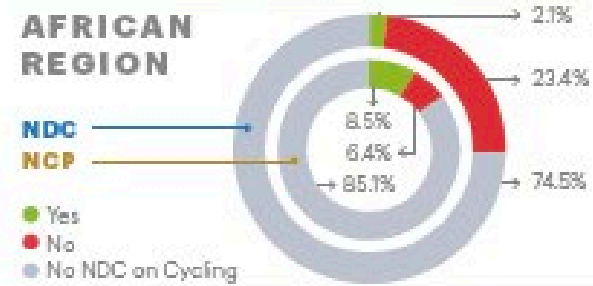
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WORLD CYCLING POLICY REGIONAL COMPARISON - EVALUATION



Source Data: 2023 Report on National Policies for Walking and Cycling in all 197 UNFCCC countries. The research of Nationally Determined Contributions (NDCs), National Walking Policy (NWP) and National Cycling Policy (NCP) was coordinated by the Partnership for Active Travel and Health (PATH). More information PathForWalkingCycling.com

Active travel NDC template

- Step-by-step guide for national governments to be more ambitious and impactful for walking and cycling in their NDCs



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1 VISION

Define what you want to achieve.

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



2 GOALS

Explain what success looks like.

Activity

We want everyone to walk or cycle regularly.

Safety + Security

We want all people walking + cycling to be free from risk of being hurt.

Accessibility

We want everyone to be able to reach public transport + other key destinations on foot or by bike.

Comfort

We want all people walking + cycling to have space + facilities to support their needs.

Satisfaction

We want everyone to perceive walking + cycling as positive experiences.

3 OBJECTIVES

Set specific intentions to achieve the goals.

Activity

We will increase the number of minutes walked + cycled per day.

Safety + Security

We will reduce the number of people killed + seriously injured per km walked + cycled per million inhabitants.

Accessibility

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

Comfort

We will increase the % of urban roads that are 3* or better for pedestrians + cyclists.

Satisfaction

We will increase the satisfaction of people walking + cycling.

4 ACTIONS

List the planned activities to achieve the objectives.

A We will support + encourage people to walk + cycle.

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

C We will embed walking + cycling into the policy process.

5 MEASURES

Fix the indicators of successful actions.

Activity

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

Safety + Security

We will measure the number of pedestrians/cyclists killed or injured in traffic per million inhabitants.

Accessibility

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

Comfort

We will measure the % of urban roads that are classified by IRaP as 3* or better for pedestrians + cyclists.

Satisfaction

We will measure the share of the population that perceive walking/ cycling as safe, easy + enjoyable.

6 OUTCOMES

Clarify the desired level of performance from the measures

3.4

3.6

3.9

5.c

8.9

9.1

10.2

11.2

11.3

11.6

11.7

13.2

13.3



Scan to access the PATH resources



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PATH representation at events in 2024

- ITF Summit, 21-24 May, Leipzig
- Velo-city 2024 Ghent, 18-21 June
- Walk21 conference, 14-18 October in Lisbon
- IRF congress, 15-18 October in Istanbul
- Side event at the World Urban Forum on 5 November
- COP29, 11-22 November, Baku



WALK21 PORTUGAL
everybody walks
LISBON 14-18 OCTOBER 24

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Get involved

- Grow the PATH community: Non-profits can become PATH Supporters
www.pathforwalkingcycling.com
- Follow PATH accounts on LinkedIn and Twitter/X
- Raise further awareness: Share PATH outputs and findings with your networks, stakeholders and policy makers
- Help us to promote your relevant work on PATH channels
- Sign and promote the COP29 letter when available

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PATH Symposium

Walking and Cycling: Effective Actions
Essential to Reaching the Climate Goals

The background features a gradient from dark blue at the top to a lighter blue at the bottom. In the lower half, there are silhouettes of a diverse group of people. In the center, a person is riding a bicycle with a pannier bag. To the left, a person is walking with a child. To the right, another person is walking. The silhouettes are in various shades of blue and green, creating a sense of depth and movement.

Short break

See you again at 15:40 BST

News from the PATH Community



MODERATOR

Jill Warren

CEO

European Cyclists' Federation

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News from the PATH Community



Ana Carboni
União de Ciclistas do Brasil



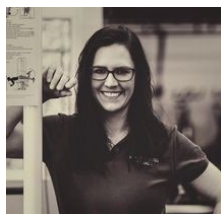
Brenden Blotnicky
Trans Canada Trail



Shanna Lucchesi
iRAP



Daniela Gutierrez
BYCS



Alison Chambers
Cork Sports Partnership



Tara Lal Shrestha
Cycle Culture Community Nepal



Nixon Ouku
World Bicycle Relief



Isabella Burczak
Union Cycliste Internationale

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News from the PATH Community

Brazilian National Strategy for the Promotion of Mobility by Bicycle



Ana Carboni
União de Ciclistas
do Brasil

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The **National Strategy for the Promotion of Mobility by Bicycle** is an instrument that presents vision, defines guidelines and objectives to **support the actions of civil society, the productive sector and a national cycling policy until 2030**. It seeks to address all the issues necessary to promote the use of bicycles, bringing actions that must be carried out to transform the reality of those who cycle in Brazil.

<https://estrategiadabicicleta.org.br/>

VISION

*“By 2030, Brazil will have bicycle mobility with a **25% modal share** and a consolidated national policy, contributing to **sustainability** and **reducing inequalities**, ensuring safety, accessibility and comfort for those who use bicycles in the country.”*

LEGAL BASIS

Bicycle Brazil Program (Federal Law 13.724/2018), **encouraging the inclusion of bicycles as a means of transportation**, with a view to improving urban mobility conditions. **All cities with more than 20 thousand inhabitants.** Coordinated by the federal government.

PARTICIPATION

Led by Civil Society, through UCB, with the active participation of the **Federal Government**, and organizations representing the **Bicycle Production Sector** and **Brazilian Municipalities**

AGENDAS

The strategy was built **in line with and in compliance with** the guidelines brought by the **new policies for sustainable development and reduction of traffic deaths**, at a global and national level.



ENABICI STRUCTURE



- 5 Thematic axes
 - AXIS A – Public Policies, Legislation and Social Control
 - AXIS B – Cycling Infrastructure
 - AXIS C – Bicycles Drive the Economy
 - AXIS D – Promoting Mobility by Bicycle
 - AXIS E – Budget and Financing
- 16 Themes 44
- Subthemes
- 280 Objectives



www.estrategiadabicicleta.org.br

News from the PATH Community

Creating opportunities for more Canadians to be connected



Brenden Blotnicky

Trans Canada Trail

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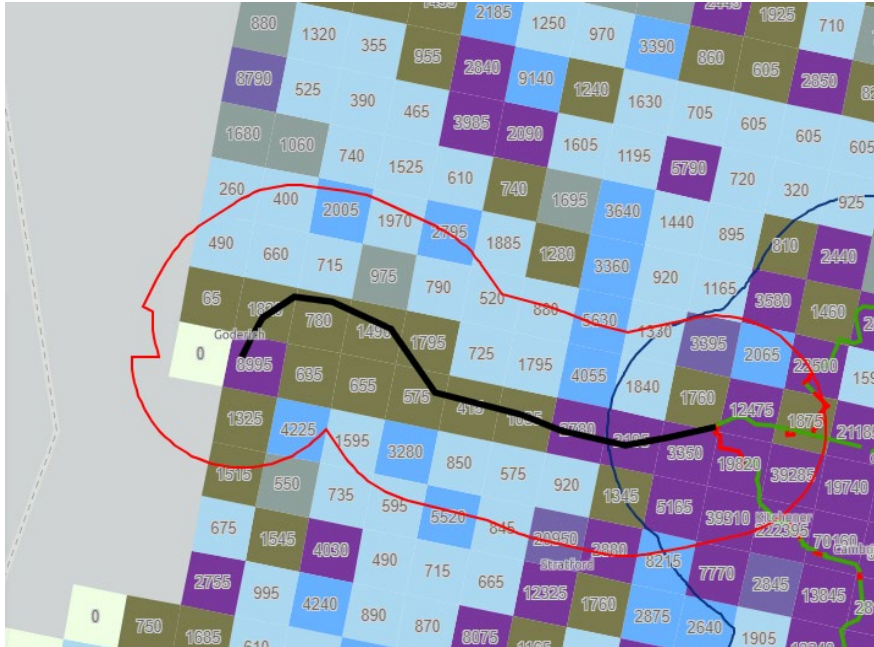


Creating opportunities for more Canadians to be connected

- Who is Trans Canada Trail?
- Strategic Priorities “Connecting communities across Canada”
- Total routing (in 2022): 28,000 km
- 5 year goal:
 - Increase network distance by 10%
 - Increase Canadian population by 2%



Opportunity Assessment Methods



Spatial Assessment

Principals Assessment

	Strength Value	Priority Level	%	Score (on 100)
Principle 1: More trails in more places				
Principle value:	49		73%	73.5
Principle 2: Quality of trails and ease of use				
Principle value:	64		77%	76.6
Principle 3: Trail experiences representative of the best of Canadian diversity				
Principle value:	41		76%	75.6
Principle 4: Focus on safety and comfort of non-motorized user				
Principle value:	37		73%	73.0
Principle 5: More and stronger partners				
Principle value:	51		78%	78.4
Principle 6: Co-beneficial Trail activation				
Principle value:	37		100%	100.0
Extension evaluation values				
Total value of extension:				
Total value possible:	279		Total Value	477.0
Compared value:			Percentage Value	80%
Percentage value:				

Highlights of recent additions

Veloroute de Peninsule Acadienne



Sentier Prescott Russell



News from the PATH Community

AI & Me: Empowering Youth for Safer Roads



Shanna Lucchesi
International Road Assessment Programme

pathforwalkingcycling.com

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AI & Me
 TUỔI TRÉ VÀ NHỮNG
 CUNG ĐƯỜNG BIẾT NÓI

Empowering Youth for Safer Roads

A three-year project that aimed to harness proven and emerging Big data and digital technology to support governments in focusing life-saving road upgrades and speed management toward the locations where young people have indicated they need it most.

Funders



Partners



Empower young people



Equip decision makers



Develop digital tool prototypes



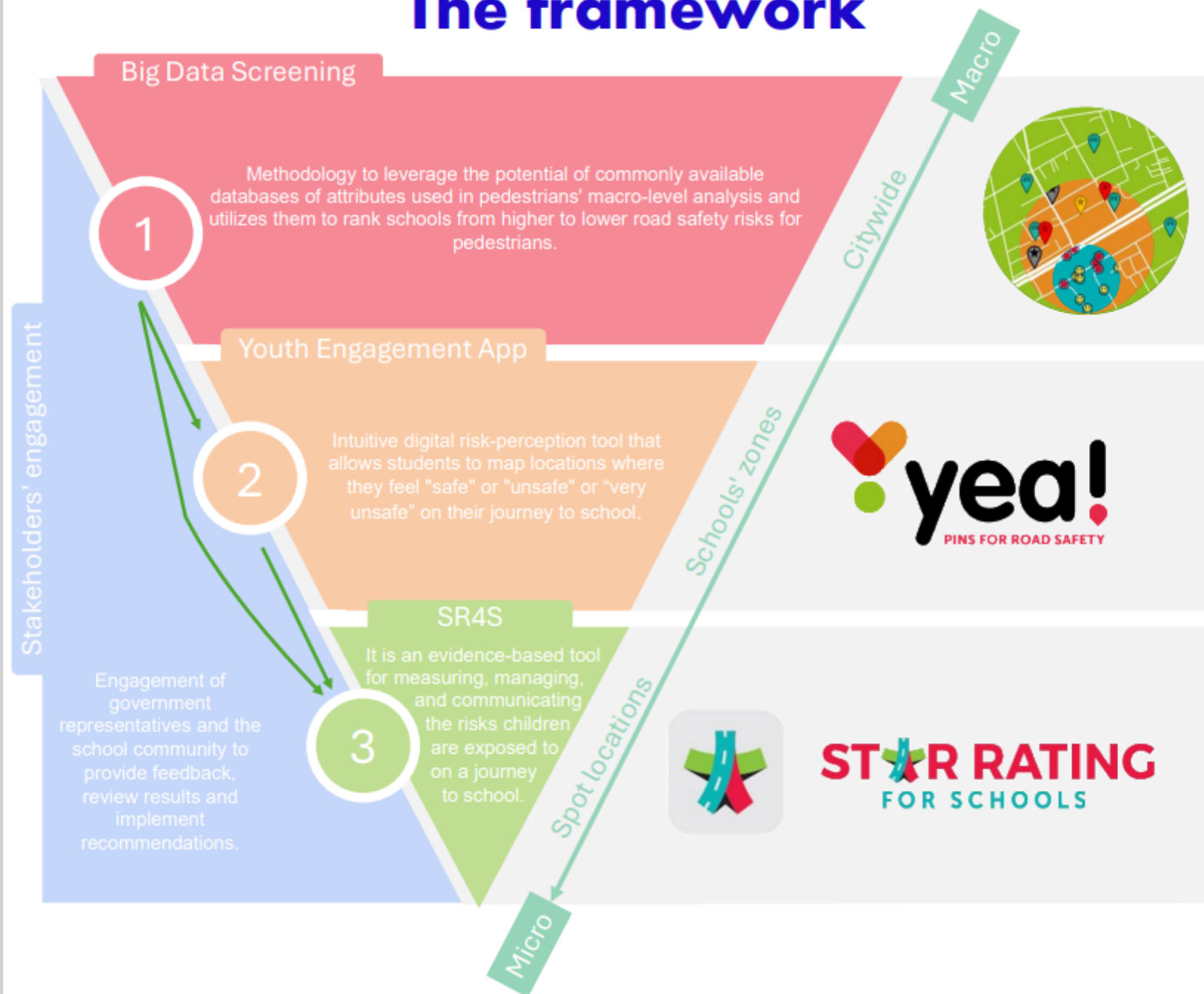
Demonstrate benefit of using evidence-based tools



Prove scalability



The framework



Implementation


- 3 pilot cities in Vietnam
- 3 tools/methods enhanced/developed
- 1,805 students trained
- 106 schools assessed
- 20 locations improved

Scalability

Achievements are starting points to two new projects focused on AI and Community engagement.



List of priority schools considering road safety risk for pedestrians



Road safety knowledge gain with youth ready for advocate for safer roads and decision maker to take action.



The results



Data collected for the project available for stakeholder

Ai&Me Framework validates and ready to be scaled!



iRAP

Shanna.Lucchese@irap.org



AI&Me
TUỔI TRÉ VÀ NHỮNG
CUNG ĐƯỜNG BIẾT NÓI

News from the PATH Community

Cycle for Better Health



Daniela Gutierrez
BYCS

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Cycle for Better Health

A global initiative by **BYCS** and **Cities for Better Health**



cities
for **better**
health

BYCS

Our city,
our health

DR
OT
Justicia
hima
SECUTE ALL IN
FIGHT
LACIS

Challenges and opportunities

Physical inactivity rates:
31% of the world's **adult population**
80% of **children** and adolescents

In children and adolescents, physical activity promotes:
bone health, healthy growth, and improves
motor and cognitive development

Our partnership aims to bridge the gap
between the health and mobility sectors and
highlighting cycling's role in promoting
health and physical activity



The global initiative

Increase access, education, and reach of urban **cycling to increase daily physical activity**, through a human infrastructure approach

Engage primary school-aged **children living in lower-income, vulnerable areas**

Contextualisation of interventions:
Partnering with local stakeholders and experts to co-design hyperlocal activities



The global initiative

First Pilot: 3 cities
Bogota, Bratislava, Genoa
Duration: 8 months*

Impact measurement and dissemination of learnings through a **final report with policy recommendations.**

PATH Members:
We welcome your support!



BYCS

cities
for better
health

News from the PATH Community

Get Cork Walking



Alison Chambers

Cork Sports Partnership

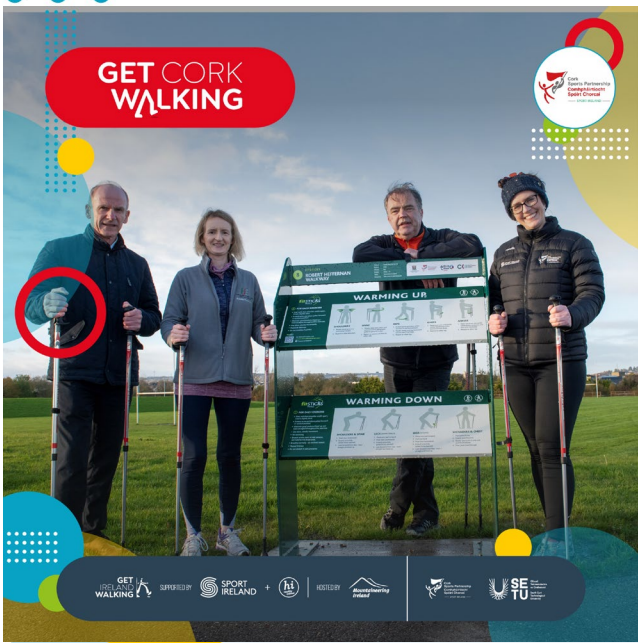
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GET CORK WALKING

GET CORK WALKING



Below is a list of some of the contributions from stakeholders across the walking system in Cork, during 2022

<p>13 Community based programmes</p>	<p>37 Mass participation events</p>	<p>03 Women's programmes</p>	<p>03 Mental health programmes</p>	<p>02 Transport and mobility Forum Seminars</p>
<p>09 Training events</p>	<p>03 Walking soccer programmes</p>	<p>04 Community hillwalking group forum</p>	<p>03 Action plan meetings</p>	<p>02 International conference presentations</p>
<p>01 Systems approach workshop</p>	<p>01 International conference satellite event</p>	<p>01 Local area walking route booklet publication</p>	<p>01 Academic Journal Article</p>	<p>53 Submissions for pedestrian enhancement</p>



INTRODUCTION

Background:

PhD research project: Dr. Dylan Power
Systems Approach to Walking Promotion in Ireland
Global Action Plan for Physical Activity as his framework
How would this approach work at a local level?
Key Action: Development of the Get Cork Walking Stakeholder Network
29 Stakeholders:

Active Travel, Local authorities, Regional development: urban and rural, Healthcare, Schools, Older adults, Business, Education and Research Institutions

Mission:

The Get Cork Walking Project Stakeholders are determined to lead by example and work together taking a systems approach to walking promotion across the City and County.
(Walking and wheeling are integral parts of our daily lives, whether it be from the house to the car, from shop to shop in our urban centres or climbing mountains to enjoy our spectacular scenery. Given that walking is used for such diverse purposes, our stakeholder network needs to be just as diverse and dynamic. Therefore, we are committed to bringing together multiple sectors and service providers to work in collaboration to make Cork a leader in terms of walkable design, walkability and walking promotion.)

Vision:

We visualise Cork City and County as a place where utilitarian walking, active travel and recreational walking are prioritised and made possible through effective advocacy, planning and design.
(We hope that Cork will become a place of pedestrians and walkers, living in sustainable and healthy communities and attractive environments. Here, walking and wheeling will be the norm, and the street will be a living room. This vision being aligned with local, national and international policy concerning both population and planetary health.)



DEVELOPMENT



Action Plan 2023-2024 Highlights:

- Programmes: Active Community Walking Programmes, Woodlands for Health , Activators Poles.
- Local and National Initiatives and Campaigns: Cork Sports, Get Ireland Walking and Sport Ireland
- Walking Group Support
- Further Stakeholder engagement: expansion of network

Future Plans:

- Finalise the Get Cork Walking Charter
- Action Plan 2023-2024 Report
- Action Plan 2024- 2027
- National Sustainable Mobility Plan and Pedestrian Enhancement Schemes
- National rollout throughout Ireland
- Continued efforts to keep more people walking, more often in Cork through programmes, campaigns, partnerships and collaborations
- Continued effort to make Cork an example of good practice in terms of walking promotion



News from the PATH Community

Lobbying for the National Bicycle Act in Nepal



Tara Lal Shrestha
Cycle Culture Community Nepal

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Lobbying for Bicycle Act in Nepal

Tara Lal Shrestha, PhD
(Cycle Culture Community Nepal)

(Lecturer, Central Department of English, Tribhuvan University Nepal)



Bicycle Act in Nepal: Context Setting

- ❖ 14 September 2022- the first interaction for national bicycle act in Nepal
- ❖ Review of the world's scenario
- ❖ Transport & vehicle act
- ❖ Urban road standard
- ❖ Lobbying for bicycle act as volunteering work
- ❖ Supports from the bottom – a collective activism throughout the country
- ❖ Petition submitted at the Supreme Court with collective signature
- ❖ Crisis in sustaining the lobbying and volunteerism a tool to keep on
- ❖ Team building for dedicated objective & outcome



Output, way forward & conclusion

➤ Output

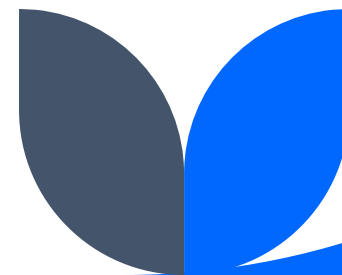
- ✧ First hearing & further planning
- ✧ Creative workshops & activities
- ✧ Supporting bicycle act & activism campaigns
- ✧ Academia & activism blending to bicycle act lobbying

➤ Way forward

- ✧ Volunteering activism from below blending with art & activism
- ✧ Established our agenda by bringing issue with creative expressions
- ✧ The art exhibition speaks our issue with aesthetic flavor
- ✧ Research publications and creative movements

➤ Conclusion

- ✧ Ethically strong alliance, solidarity & fraternity
- ✧ Collectively raising issue from below
- ✧ Raising issue academically & aesthetically
- ✧ We all are unpaid happy volunteers in this activism.



Thank you:

- ✧ all who voluntarily supported (supporting) for Bicycle Act & Activism in Nepal
- ✧ concerned institutions, cyclists, players, coaches, commissaries & activists engaging in it
- ✧ Cycle Culture Community team for collective efforts & voluntary supports
- ✧ PATH Annual Symposium team for this platform

Contact Us:

c3nepal@gmail.com

श्री सर्वोच्च अदालतमा पेश गरेको

रिट निवेदन

विषय: उत्प्रेषणयुक्त परमादेश लगायत जो चाहिने आज्ञा वा आदेश जारी गरी पाउँ ।।

इन्द्रलाल श्रेष्ठको छोरा मकवानपुर जिल्ला, हर्नामाडी गा.वि.स. वडा नं. ६ परिवर्तित हेटौडा उपमहानगरपालिका वडा नं. १८ बस्ने वर्ष ४६ को तारालाल श्रेष्ठ१
कृष्ण ब. शाहको छोरा, जिल्ला दोलखा, मकैवारी गा.वि.स. वडा नं. ५ परिवर्तित भिमेश्वर नगरपालिका वडा नं. ७ बस्ने वर्ष ५४ को पुस्कर शाह१
प्रताप सिंह मगरको छोरी जिल्ला झापा, अर्जुनधारा न.पा. वडा नं. ११ बस्ने वर्ष ५२ को इन्दिरा राना१
गुन्ज बहादुर सुनुवारको छोरा, जिल्ला रामेछाप, सैपु गा.वि.स. वडा नं. ६ परिवर्तित लिखु तामाकोशी गा.पा. वडा नं. २ बस्ने वर्ष ४७ को असिम सुनुवार१
बाबा जीवन दास तिवारीको छोरी, जिल्ला कपिलवस्तु, कृष्णनगर गा.वि.स. वडा नं. ४ परिवर्तित कृष्णनगर न.पा. वडा नं. २ बस्ने वर्ष ५० को उषा तिवारी तितिष्ठु१
गोविन्द प्रसाद रञ्जितकारको छोरा, जिल्ला काठमाडौं, काठमाडौं म.न.पा. वडा नं. २३ बस्ने वर्ष ६१ को बसन्त प्रसाद रञ्जितकार१
विजय कुमार दुगाडको छोरा, जिल्ला मोरङ्ग, विराटनगर उ.म.न.पा. वडा नं. १२ बस्ने वर्ष ३१ को निवेश दुगाड१
चित्र बहादुर पाण्डेको छोरा, जिल्ला प्यूठान, खलंगा गा.वि.स. वडा नं. ९ बस्ने वर्ष ५२ को गोविन्द पाण्डे१
मचाकाजी महर्जनको छोरा, जिल्ला काठमाडौं, काठमाडौं म.न.पा., वडा नं. १६ परिवर्तित बस्ने वर्ष ५२ को मधुकर महर्जन१
हेरालाल महर्जनको छोरा, जिल्ला ललितपुर, खोकना गा.वि.स. वडा नं. ४ परिवर्तित ललितपुर उ.म.न.पा. वडा नं. २१ बस्ने वर्ष २९ को सुरोज महर्जन१
शशि श्रेष्ठको छोरा, जिल्ला सुनसरी, धरान नं. पा. वडा नं. ७ बस्ने वर्ष ३६ को शैल श्रेष्ठ१
पूर्ण बहादुर गुरुङ्गको छोरा, जिल्ला कास्की, पोखरा न.पा. वडा नं. ८ बस्ने वर्ष ७१ को चित्र बहादुर गुरुङ्ग१

रिट निवेदन

News from the PATH Community

Bicycles for Resilience and Wellbeing



Nixon Ouku
World Bicycle Relief

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POWER OF BICYCLES | FOR RESILIENCE and WELLBEING

More than 450 million people in Africa (or 70% of rural Africans) walk or cycle almost an hour every day to reach essential services, school or work. This mobility poverty is a key driver of income and time poverty.

World Bicycle Relief has mobilized **800,000** individuals with bicycles to access health, economic, and education opportunities.

- Bicycles contribute to climate change mitigation and are pollutant-free
- Families save precious money otherwise spent on motorized transport
- Bicycles are high-value assets for climate-vulnerable rural households
- Climate shocks and stresses are more common; increased mobility offsets these
- Bicycles offer higher carrying capacity than walking
- They reduce commuting time, increasing productivity





BICYCLES for **CLIMATE CHANGE & RESILIENCE**

Climate change exacerbates socioeconomic challenges and the need for resilience. Bicycles build resilience, and in Alego Usonga, Kenya, rural communities choose bicycles over motorcycles.

With a bicycle, they:

- Gained independence and wellness
- Decreased by 93% the use of motorized transport
- Experienced 25 times increase in bicycle trips
- Diversified businesses, growing incomes, and building resilience.
- Reached scarce water sources (72% of owners)
- Saved 50% on transport expenditure in a month
- Reported sharing the bicycle (98% of participants), scaling impact, and reducing emissions



Policy Recommendations:

WELFARE and WELLBEING IMPROVEMENTS

Josephine visits the market several times a week to purchase new stock. It took her 3 hours walking round trip - or cost her hard-earned money to take public transportation.

“I have had the bicycle for close to two months, and I have already saved around 4000 Ksh (USD\$32),” says Josephine. “I am now able to use this money to boost my business and for improving my home.”

The biggest surprise? Josephine says the bike has made her physically fit - giving her more energy to take on her day and thrive. Women program participants reported cycling an average of 8 hours a week.



1. Recognize bicycles as an integral and equal mass transport option in climate change and sustainable development plans.
2. Include cycling in development policies and programs.
3. Improve rural transportation systems and expand safe infrastructure to connect rural communities.
4. Increase access to affordable bicycles and spare parts through reduced import duties.

News from the PATH Community

Publication of the UCI Bike City Pathway



Isabella Burczak

Union Cycliste International

pathforwalkingcycling.com

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THE UCI BIKE CITY PATHWAY

ISABELLA BURCZAK, CYCLING FOR ALL & SUSTAINABILITY MANAGER



Unity. Passion. Integrity. Excellence.

UCI BIKE CITY PATHWAY

CREATING BIKE-FRIENDLY CITIES BASED ON THE UCI BIKE CITY LABEL



- Provide a guidance document for cities and regions interested in the UCI Bike City Label;
- Ensure that any city, on any continent, can benefit from guidance on cycling for all promotion, in order to create healthier, safer and more resilient communities;
- Highlight best practice references and case studies which can be replicated by cities and regions worldwide;
- Share expert guidance and documentation from cycling, health and transport organisations from around the world (including PATH).



STRATEGIC FRAMEWORK

The 10 key steps to becoming a cycling friendly city detailed in this guide are:



Ensuring cycling events leave a lasting legacy



Establishing a clear, long-term cycling strategy



Dedicating funding for the promotion of cycling



Promoting road safety



Increasing cycling modal share



Creating dedicated and safe cycling infrastructure



Organising mass participation and closed road events



Providing children's cycling education



Implementing measures to promote sustainability



Measuring and monitoring progress

The UCI Bike City Pathway will be launched on 27 September 2024

Closing remarks



Jill Warren
CEO
European Cyclists' Federation

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Thank you for participating!



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