



Importance of walking and cycling
~~Non-motorised Transport (NMT)~~ for
Making Cities and Communities
Liveable and Sustainable

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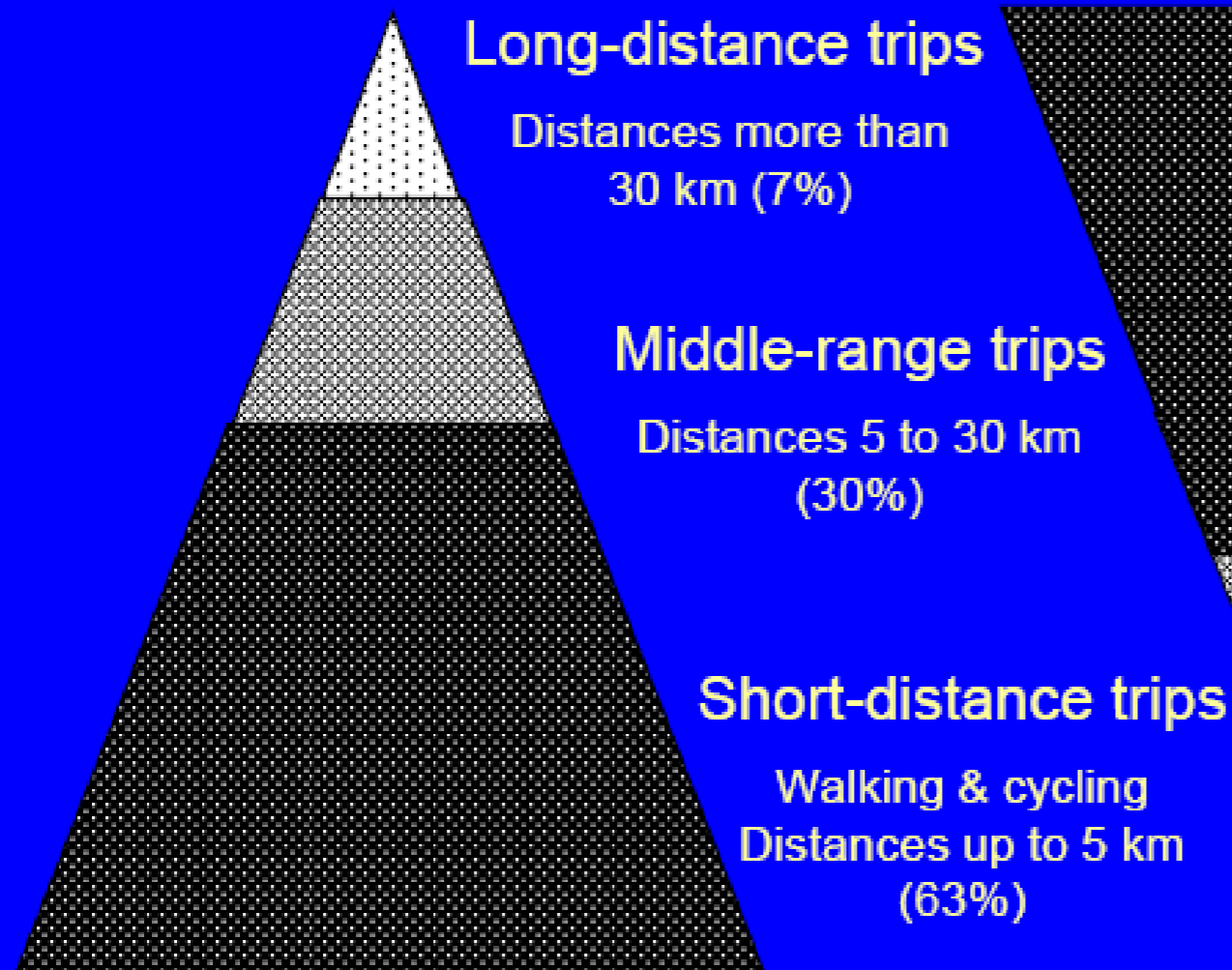
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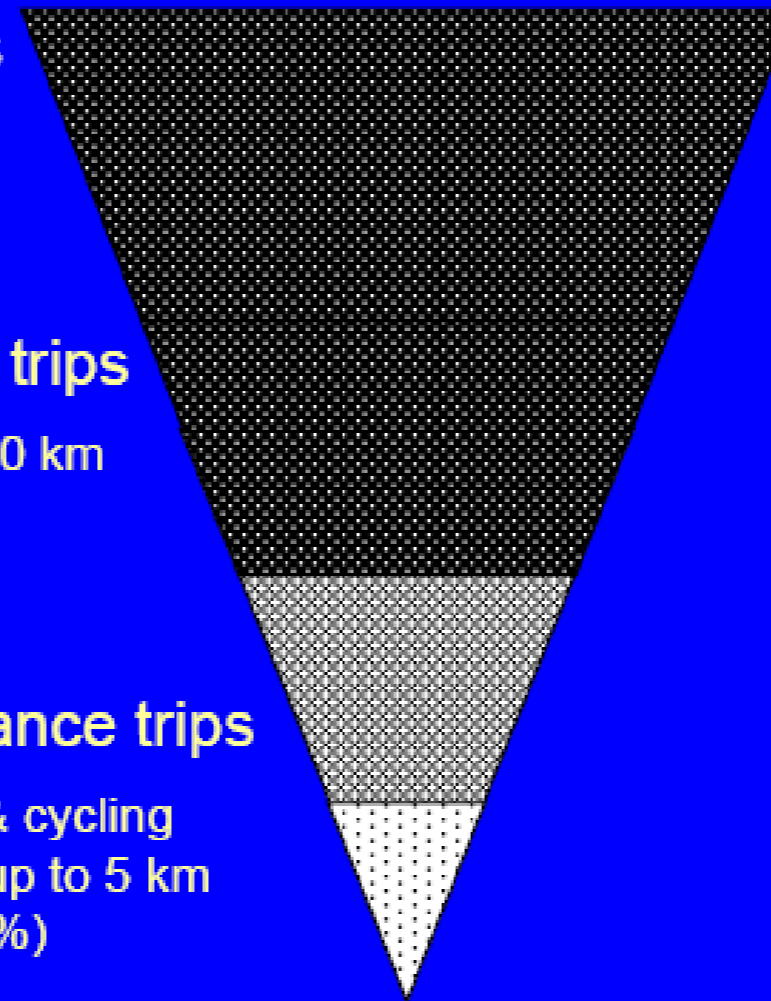


Debbie Palmer / Zebra / C-print / 2012 / 30 x 59 inches

Mobility patterns; distribution of trip distances



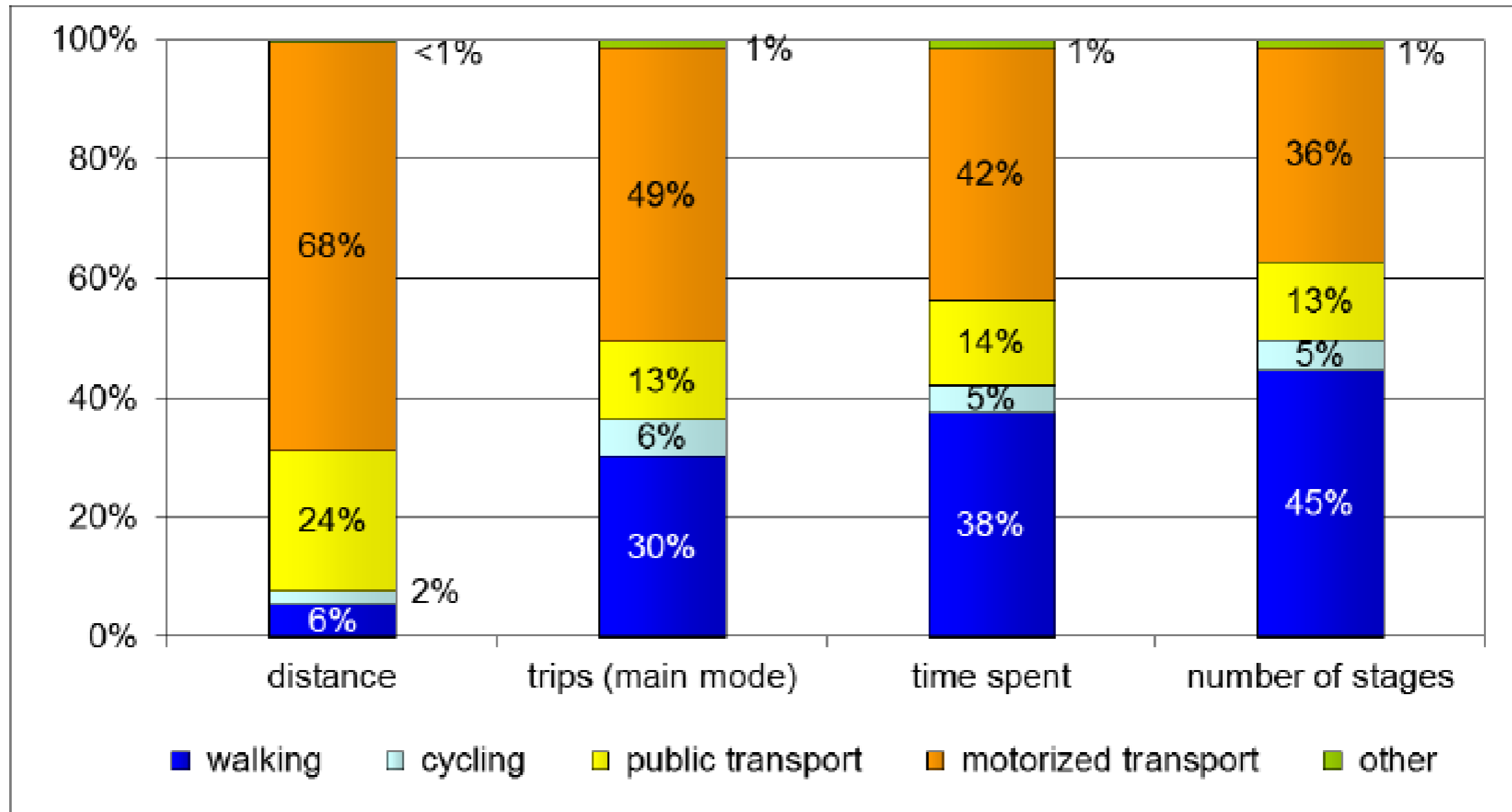
Perception of importance; allocated resources



Distribution of ...

- financial resources and investments
- staff in administrations
- focus of available data
- number of experts in the field
- legislative powers
- financial rewards / punishments for users

Comparison of mode share according to distance, “main mode” trips, time spent and trip stages



Data source: Federal Statistical Office (FSO) and Federal Office for Spatial Development (ARE): Microcensus mobility and traffic 2010

Global Imperatives



World Health Organization

Global Action Plan on
Physical Activity 2018 - 2030



COP24 · KATOWICE 2018
UNITED NATIONS CLIMATE CHANGE CONFERENCE



IMPLEMENTING
THE NEW
URBAN AGENDA



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Three areas of impact:

- transport

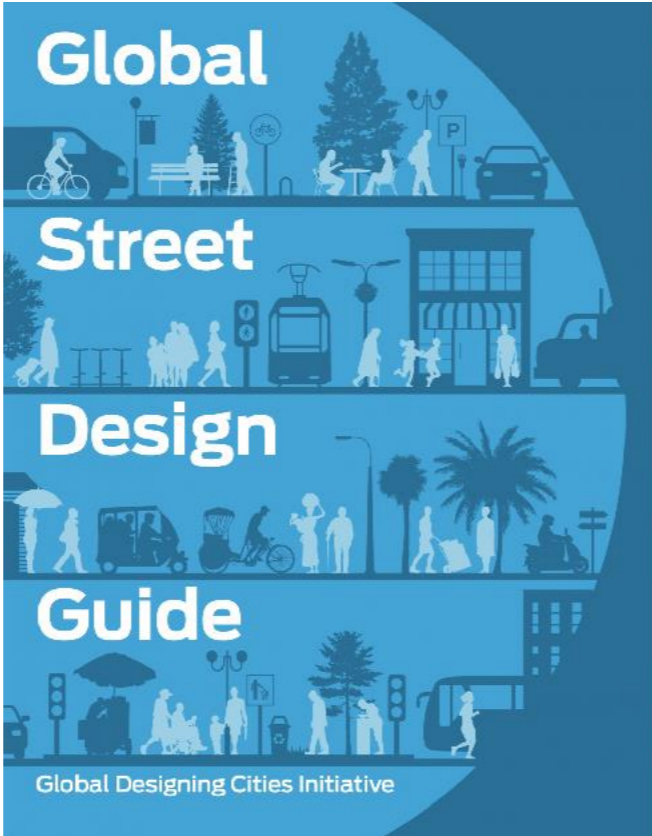
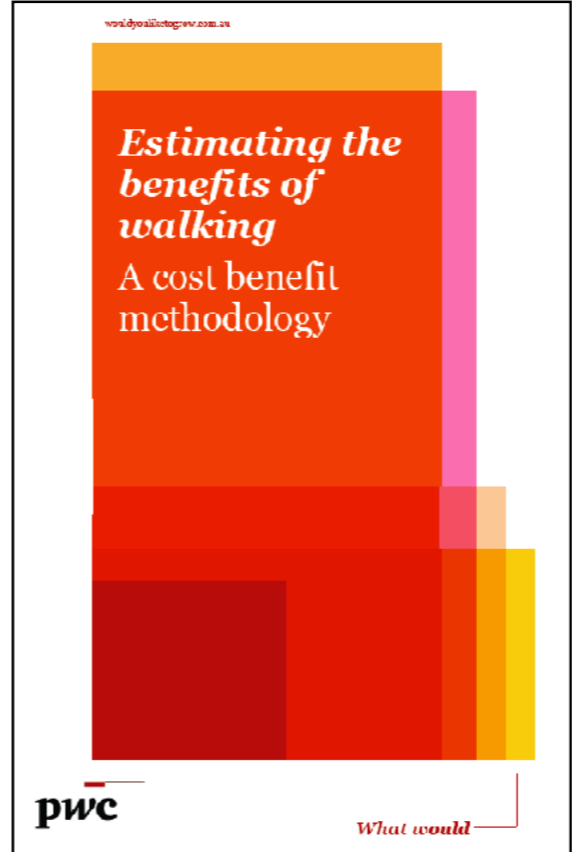
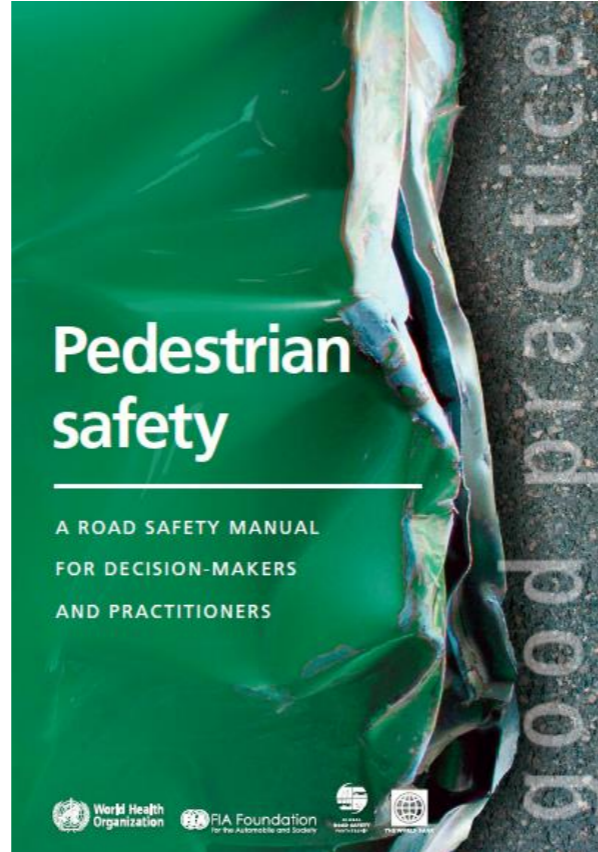
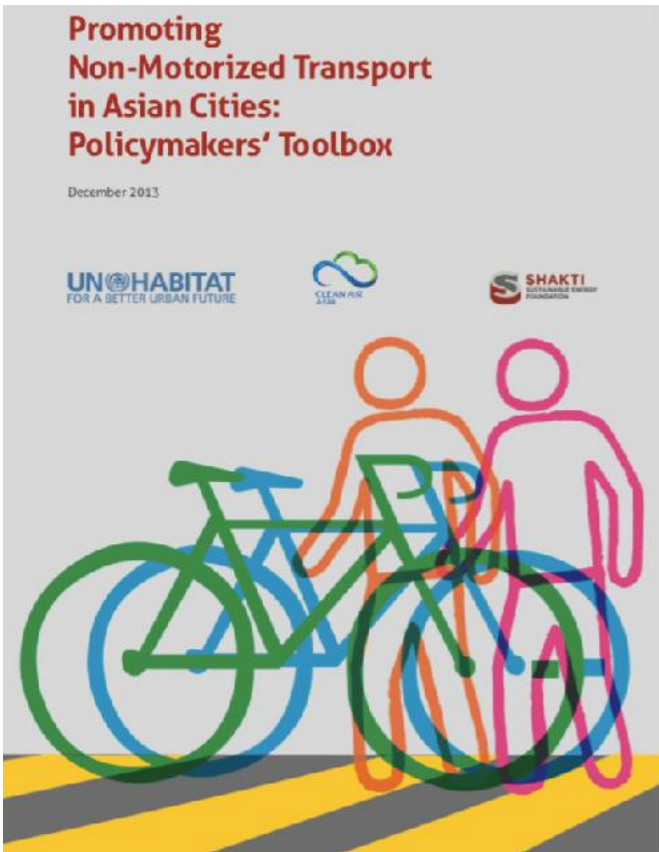
- efficiency, capacity and fiscal viability

- people

- equity, safety and health

- cities

- resilience, vitality and competitiveness



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Walking in Sydney, Australia



Walking accounts for **92%** of trips made within the city centre

52% of journey time is spent waiting to cross the road



QUICK FACT 1



MEASURE:
Pedestrianising a road segment
LOCATION:
Dublin, Ireland

New public square
improves mobility
and accommodates

700

more people
during rush hour

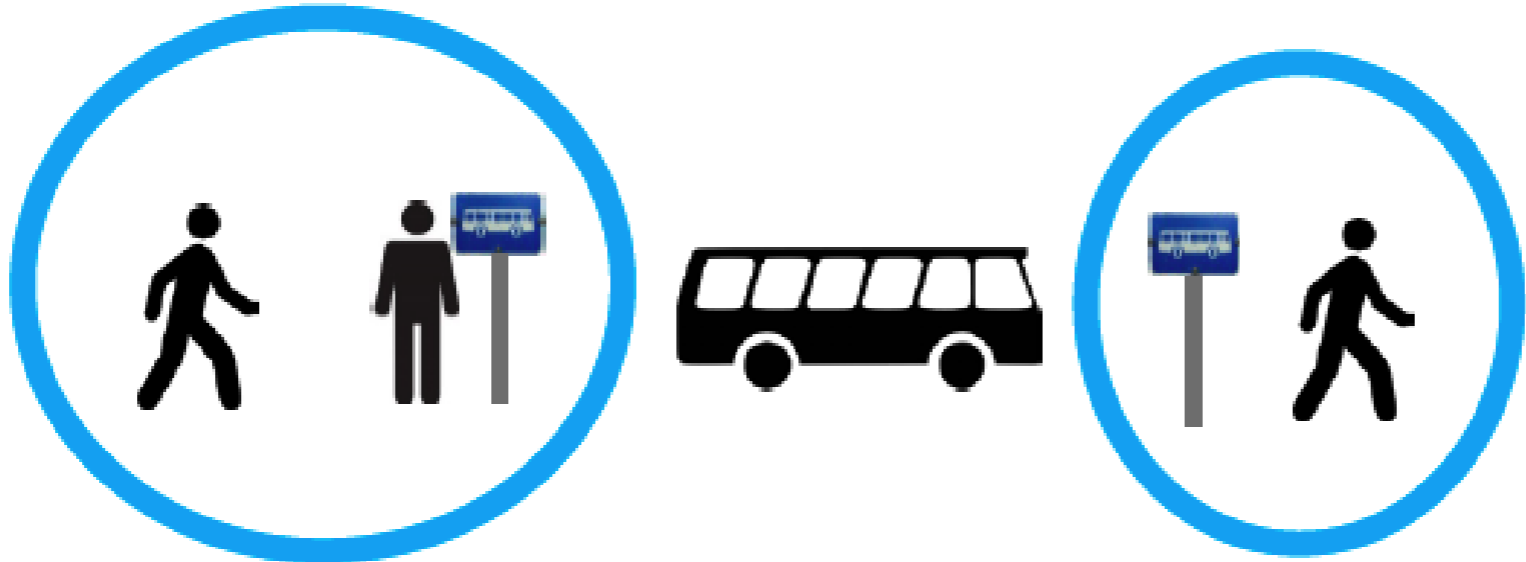
Download FLOW's "15 Quick Facts for Cities" in 7 languages!



www.h2020-flow.eu



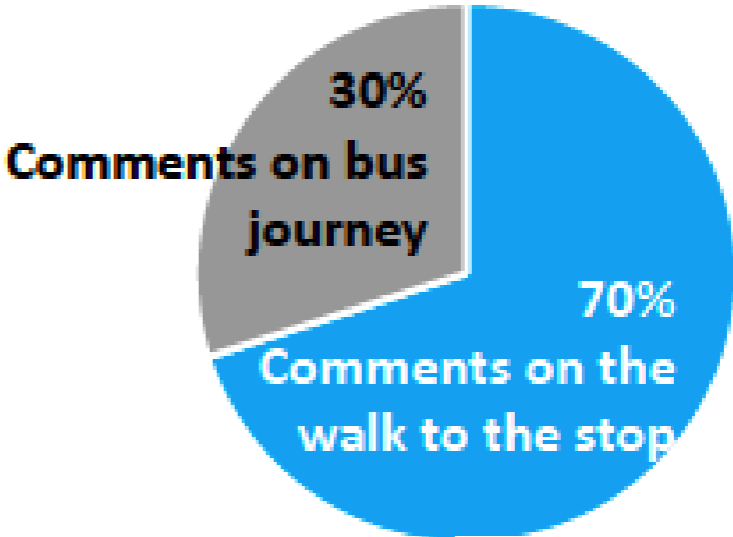
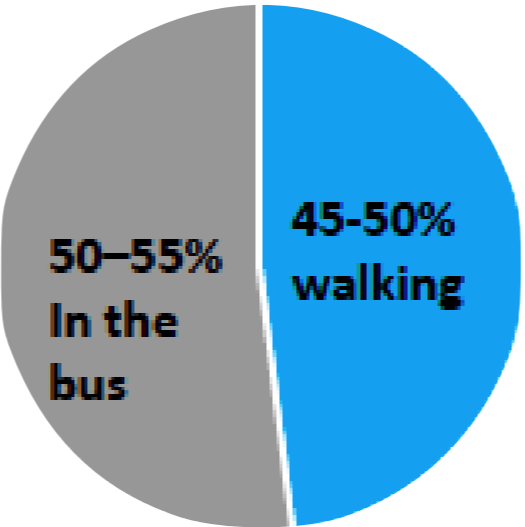
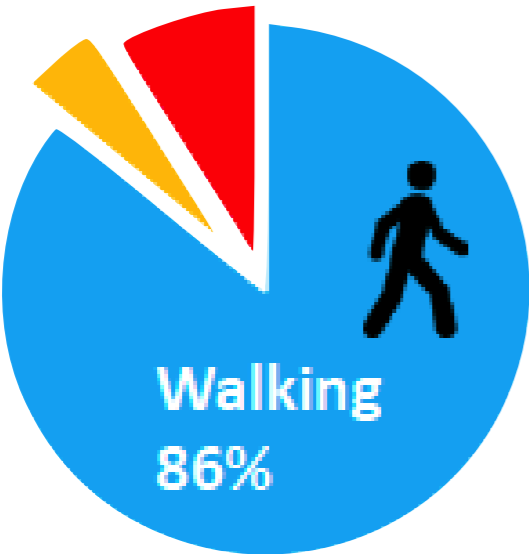
Using Public Transport is also Walking



Access

Time

Resonance



Source: Helge Hillnhüter



Public Transport needs more Walking



Current walkshed of Southern Ave station. The area with the orange dotted border contains over 1,200 households that could be within a half mile of Metrorail if a direct pedestrian connection were built.

Source: Washington Metropolitan Area Transit Authority



Public Transport delivers more Walking



MTR Hong Kong and Stockholm

And walkability: connectivity, permeability, safety



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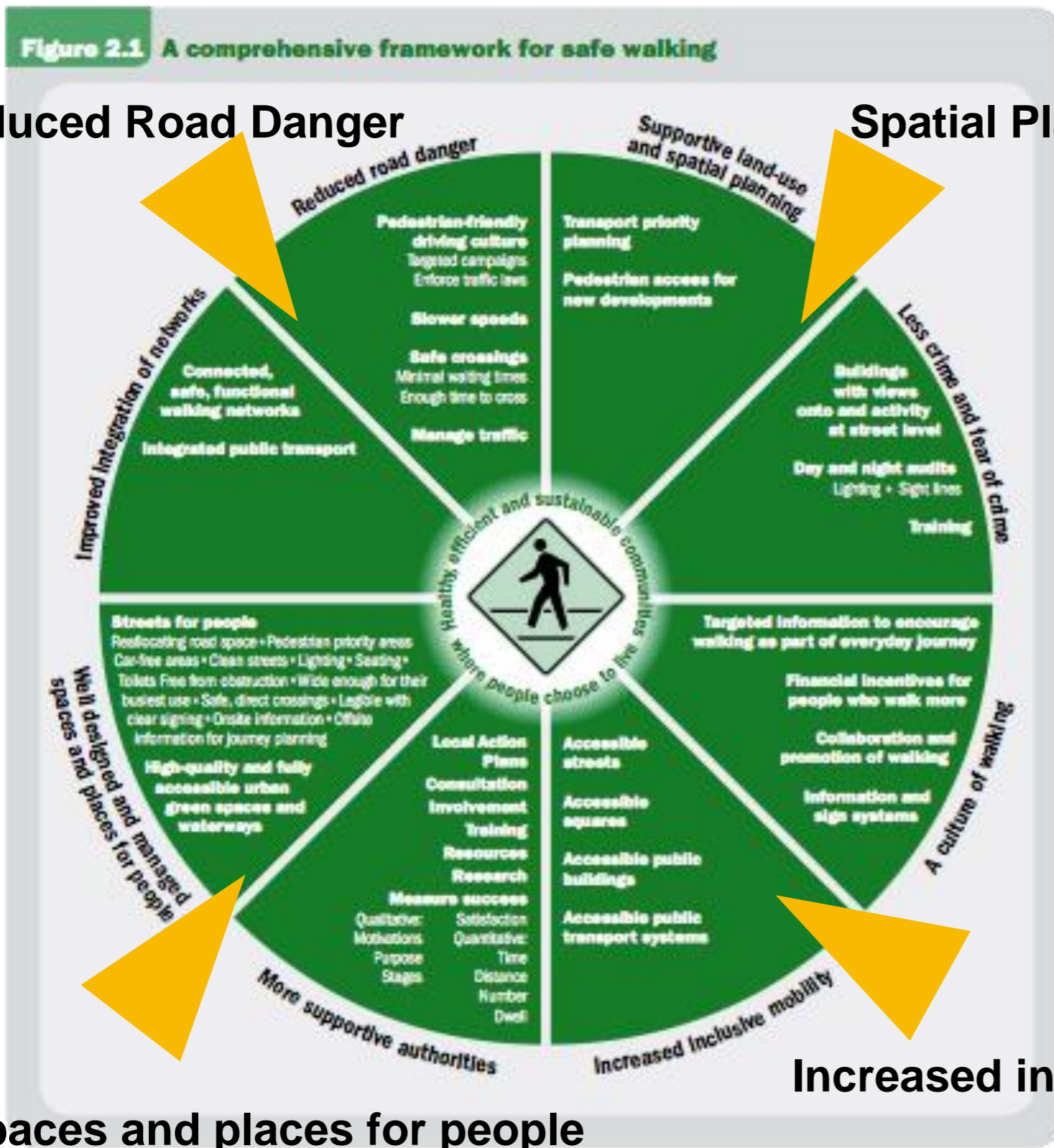
- cities

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A comprehensive framework for safe walking

Figure 2.1 A comprehensive framework for safe walking



Reduced Road Danger

Spatial Planning



Spaces and places for people

Increased inclusive mobility



1 CREATE ACTIVE SOCIETIES

SOCIAL NORMS AND ATTITUDES

Create a paradigm shift in all of society by enhancing knowledge and understanding of, and appreciation for, the multiple benefits of regular physical activity, according to ability and at all ages.



2 CREATE ACTIVE ENVIRONMENTS

SPACES AND PLACES

Create and maintain environments that promote and safeguard the rights of all people, of all ages, to have equitable access to safe places and spaces, in their cities and communities, in which to engage in regular physical activity, according to ability.



3 CREATE ACTIVE PEOPLE

PROGRAMMES AND OPPORTUNITIES

Create and promote access to opportunities and programmes, across multiple settings, to help people of all ages and abilities to engage in regular physical activity as individuals, families and communities.



4 CREATE ACTIVE SYSTEMS

GOVERNANCE AND POLICY ENABLERS

Create and strengthen leadership, governance, multisectoral partnerships, workforce capabilities, advocacy and information systems across sectors to achieve excellence in resource mobilization and implementation of coordinated international, national and subnational action to increase physical activity and reduce sedentary behaviour.





Activity friendly neighbourhood = 48 to 89 minutes more physical activity per week

Residential density, number of public transport stops, number of street intersections and parks within walking distance.





Cost Benefit Analysis of Active Travel Intervention = 10:1
Positive health effects + reduction in carbon emissions



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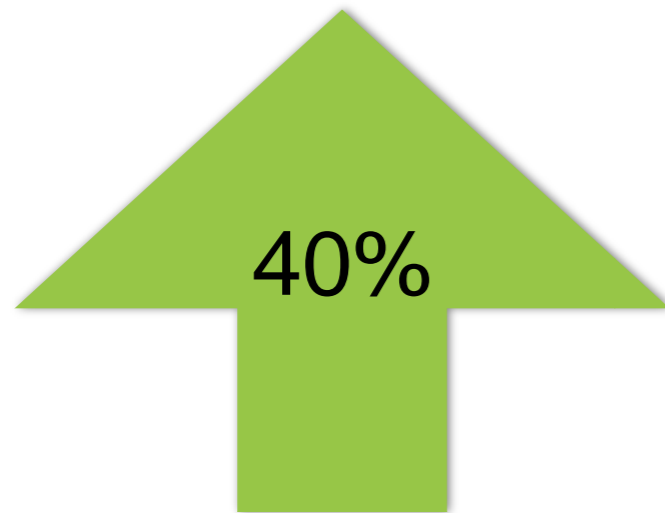
- **cities**

- resilience, vitality and competitiveness

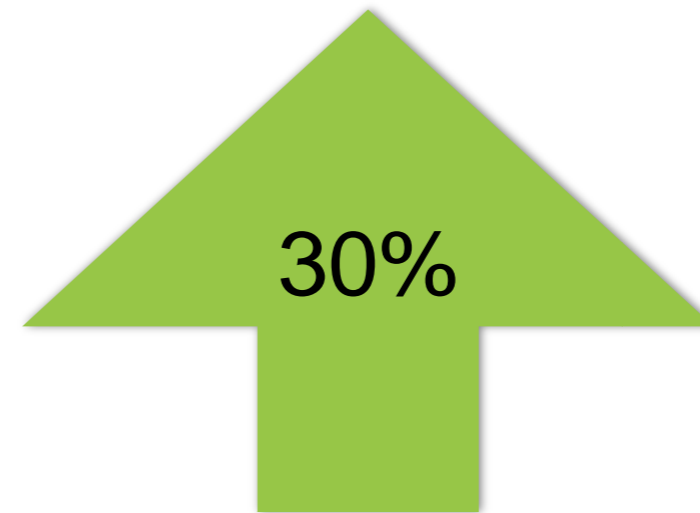




The impact of public realm improvements on existing business performance



footfall and trading



increase in retail sales



Great Queen Street London



Images: Tim Long

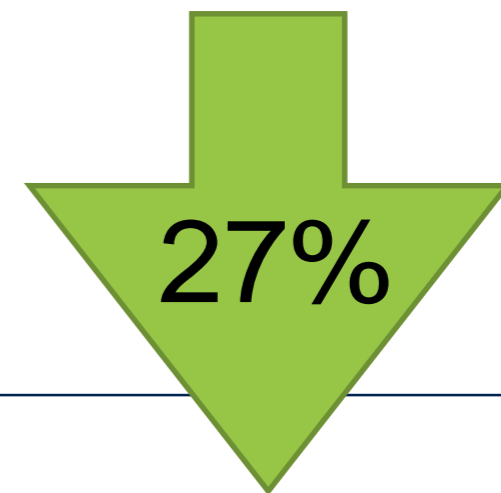


crowding on the footways



Cost Benefit Ratio **37:1**
Economic uplift **£28M**

traffic speeds

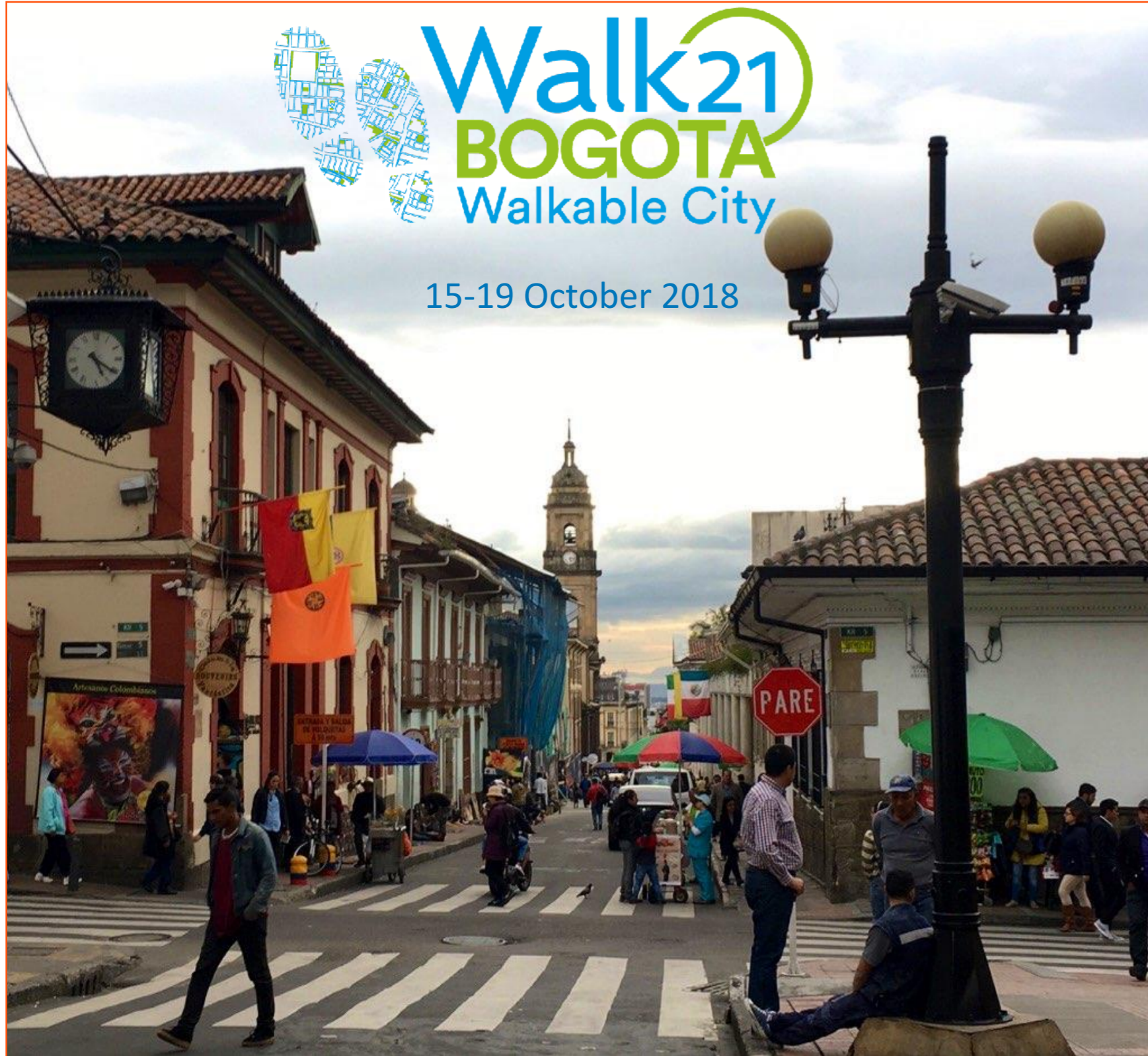




Seoul, South Korea



15-19 October 2018



Thank you!

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