

# Global SIDEWALK Challenge

100,000 kilometers of dedicated, safe, barrier free access

## WALKING IS:

- the truly zero carbon mode
- helpful to reducing carbon for all modes
- relevant to every country
- supportive of equity and inclusion
- essential to more efficient and cost effective transport systems
- made safer by investment in infrastructure
- necessary to realise the full potential of public transport
- good for better public health
- affordable
- traditionally undervalued.



Walking infrastructure is 100 times more cost effective than road building. Sidewalks can carry 8-9,000 people/hour at a build cost of \$0.1M/km USD compared to 600-1,600 private motor vehicles in a traffic lane at a build cost of \$2M/km USD.

(Litman, T, Transportation Cost and Benefit Analysis II, VTPI.org/tca/tca0506.pdf). Photo by jchessma/Flickr. Cropped.

All our journeys begin and end with a walk. Walking is humanity's primary and only zero carbon mode of transport. It is relevant to the young and old, rich and poor throughout the world. and underpins the efficacy, efficiency and financial viability of all our transport systems. Walking has substantial co-benefits for individuals, society and international ambitions for a healthy and resilient urban future. Yet walking is often not measured, valued or appropriately provided for in many communities around the world.

Sidewalks in particular, are the essential urban infrastructure that most meet the needs of people on foot, facilitating walking, socialising and doing business. Safe, comfortable and attractive sidewalks are essential for enabling the choice to walk or enhancing the necessity to walk more attractive. Without sidewalks walking trips and public transport trips fail to reach their full potential and appeal as a viable alternative to private motorised travel. Yet in too many cities sidewalks either don't exist at all or are inadequate, fragmented or neglected.

## The Global Sidewalk Challenge

raises the voice and profile for walking internationally and invites governments, private businesses and NGO's to coordinate and consolidate effort to value walking and invest in walking infrastructure, especially dedicated, safe and barrier free sidewalks at transport hubs and other key destinations. The initiative aims to benefit the people who walk most, especially in low and middle income countries, to reduce GHG emissions, improve the efficiency and appeal of public transport and deliver better public health and safety.

The Challenge seeks to catalyse action for walking, to support ambition and grown momentum to value and deliver more walkable communities by:

- Constructing, or rehabilitating, 100,000km of additional dedicated, safe, barrier free sidewalks, especially in the proximity of public transport hubs, by 2030
- Providing leadership and raising international expectations for more walkable cities
- Highlighting the value of walking and establishing best practices
- Growing capacity for delivery of walkable communities and walking infrastructure.

REASONS TO ACT

Walking reduces carbon

The carbon reduction potential of walking is not extensively researched (part of the problem), but one study estimates that increases in the mode share of walking in Bogota, Colombia from 20% to 25% of travel could reduce transport emissions by 6.9% at a cost of USD \$17/tCO2.  
(Wright L, Fulton L. Climate change mitigation and transport in developing nations. Transport Reviews, 2005, 25(6): 691–717).

Walking is necessary to realise the full potential of public transport

Walking packaged with public transport systems can enhance the carbon reduction potential of both modes. A package of walkways, cycle-ways and bus rapid transit could reduce emissions by 25% at a cost of USD \$30/ tonneCO2.  
(Wright L, Fulton L. Climate change mitigation and transport in developing nations. Transport Reviews, 2005, 25(6): 691–717).

Walking creates more efficient and cost effective transport systems

Walking is very space efficient and sidewalks very cost effective when compared with motorised traffic lanes. A sidewalk can carry 8-9,000 people/hour at a build cost of approx USD \$0.1M/km compared to 600-1,600 private motor vehicles in a traffic lane at a build cost of approx USD \$2M/km – walking infrastructure is, in essence, 100 times more cost effective.  
(Litman, T, Transportation Cost and Benefit Analysis II, VTPI.org/tca/tca0506.pdf) Duncan, S., Global Street Design Guide, Island Press 2016

Pedestrian footpaths can reduce the likelihood that people will be struck by vehicles while walking by as much as 40% to 60%

(IRAP Vaccines for Roads, 2015)

Walking can be made safer by investment in infrastructure

280,000 pedestrians are killed every year (22% of all road deaths) and many more are injured, costing between 1-3% of a country's GDP. The vast majority of these deaths are in low-and middle income countries where lack of safe pedestrian infrastructure is a key risk factor.  
(WHO, Pedestrian Safety: a road safety manual for decisionmakers and practitioners, 2013)

Walking is affordable

While walking and biking are slower and more suited for shorter trips of 3–10 km or less, they are inexpensive to provide, available to even the lowest income users, and are efficient in their use of surface transportation right-of-way. They provide high flexibility, equal to or greater than for private motorised transportation.  
(The Intergovernmental Panel on Climate Change (IPCC): Reducing Carbon Emissions from Transport Projects, July 2010)

In Barcelona, only 20% of trips made are in a car or motorbike, but 60% of public space is dedicated to carriageways. Infrastructure costs of better networks for walking and cycling, are very modest compared with the costs of developing new vehicle technologies.  
(Michell, N., How Barcelona is reducing daily car journeys, Cities Today, 3 July 2017)

83% of roads where pedestrians are present and (motorised) traffic flows at 40km/h or more, have no formal footpath

(IRAP Vaccines for Roads, 2015)

Walking supports equity and inclusion

For households, and particularly the poor, more effective public transport and safer walking/cycling routes can yield significant savings in travel time and expense as well as preventing disease and promoting better health. 'More walkable cities enable greater equity in physical activity levels, across all ages, genders and health profiles'.  
(Health in the green economy: health co-benefits of climate change mitigation – transport sector. WHO 2011)

In the USA, 89 percent of high-income neighbourhoods have sidewalks while only 49 percent of low-income neighbourhoods do. Where more than 20 percent of households have incomes below the Federal poverty line, the pedestrian fatality rate is more than 80 percent higher than the national average.  
(US Strategy for Walking 2015).

Walkable communities that provide safe, secure and direct access to public transport are more important for women as, globally, they are more likely to walk than men and women are also more dependent on public transport than men, especially when they are lower-income.  
(Mainstreaming gender in road transport: operational guidance for World Bank staff, The World Bank, 2010)

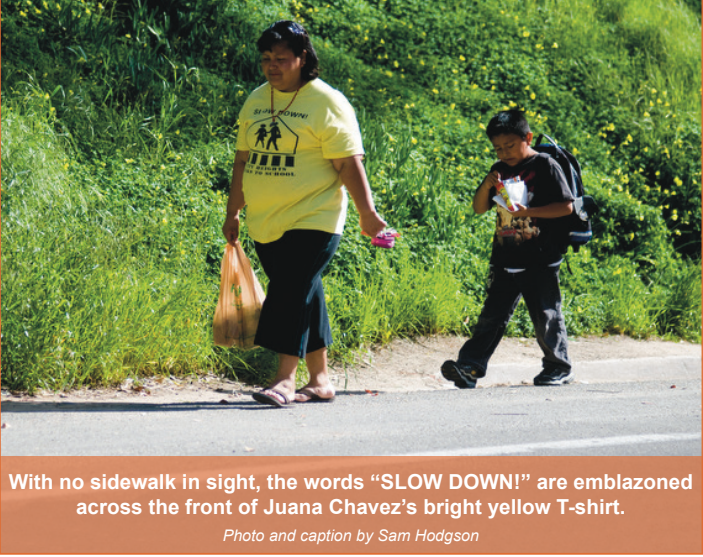
Walking delivers better public health

3 million people die prematurely every year because they are not active enough to benefit their health, costing \$67billion USD in 2013. Residents of neighbourhoods with sidewalks, transit stops and shops are more likely to walk and therefore tend to have lower levels of cardiovascular disease, obesity and other health issues related to sedentary lifestyles.  
(Sallis, J, et al, Neighbourhood Environments and Physical Activity Among Adults)

More than 80% of people living in urban areas that monitor air pollution are exposed to air quality levels that exceed WHO limits. While all regions of the world are affected, populations in low-income cities are the most impacted.  
(WHO Department of Public Health, Environmental and Social Determinants of Health, 2016)

Walking is traditionally undervalued

Walking continues to be poorly measured, undervalued and disregarded in policy and technical approaches for designing and delivering transport systems for cities. How we measure travel behaviour and how we report it has a strong bearing on how we then respond to that information. For example, 'a comparison between historic data in the three case cities, and the 2010 collected mode share data, reveals that non motorised transport modes are underestimated, due to a traditional focus on commuter travel.'  
(Mitullah, Winnie V. Non-Motorised Transport Integration into Urban Transport Planning in Africa. Routledge, 2017 07 04. VitalBook file)



With no sidewalk in sight, the words “SLOW DOWN!” are emblazoned across the front of Juana Chavez’s bright yellow T-shirt.  
Photo and caption by Sam Hodgson

THE GLOBAL AGENDA

‘We further recognise the importance of mixed-use planning and of encouraging non-motorised mobility, including by promoting pedestrian infrastructures.’

The ‘Future We Want Outcome’ Document from the United Nations Conference on Sustainable Development Rio+20 (2012)

‘Provide a safer, more affordable, accessible and sustainable transport system for all by 2030. The emphasis is on improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.’

UN Sustainable Development Goals (2015) 11.2

‘There is a need for a significant increase in accessible, safe, efficient, affordable and sustainable infrastructure for public transport, as well as non-motorised options such as walking, prioritising them over private motorised transportation: promoting walking for health and wellbeing; and safe, inclusive, accessible, green and quality public spaces, including streets, sidewalks squares, waterfront areas, gardens and parks.’

The New Urban Agenda (2016)

‘Shift policies change the way people and freight are moved by facilitating adoption of more environmentally friendly transport modes, including mass transit, car sharing and non-motorised transport.’

COP21 (2015) Area of action: Low-carbon sustainable public transport - Policies and Actions to Enable Low-Carbon Transport

‘The Marrakech call is loud and clear: nothing can stop global climate action. We must all go further and faster in delivering climate action before 2020 through scaling up support and investment in climate solutions; by translating NDCs into investment-ready vehicles as well as to scale up investment in infrastructure and give a voice to those driving forward with ambitious action.’

COP22 (2016) Marrakech Partnership for Global Climate Action (MPGCA)

Global SIDEWALK Challenge

THE GLOBAL SIDEWALK CHALLENGE IS:

- **Inviting government authorities, cities, the private sector and NGO’s** to join the Challenge to demonstrate the breadth and depth of interest and engagement in and need for walking around the world.
- **Reaching out to Global, Regional and National Urban networks** to encourage their members to develop or rehabilitate high quality sidewalks.
- **Representing walkers and contributing to global forums** and agendas to ensure walking is appropriately considered and accommodated especially for sustainable active transport and as an essential element of resilient cities and communities.
- **Working with multilateral development banks and bilateral development agencies** to include sidewalk construction in their annual urban transport portfolio.
- **Creating a Walkable Cities Index and Map** to demonstrate the reach and impact of walking policy and investment and generate engagement from cities large and small.
- **Developing guidance for legislation** and government walking policies and plans.
- **Conducting expert trainings, workshops and walkshops** on walking and pedestrian infrastructure with professional practitioners, community advocates and political decision makers.
- **Providing technical assistance**, including community engagement methods, to countries and cities to establish more investment in walking and better provision of infrastructure and facilities.
- **A stand-alone initiative but also directly supports other transport initiatives** in the PPMC, most specifically the UITP Declaration on Climate Change Leadership, Mobilise your City and is a supportive context for the Cycling initiative.
- **Delivering on the SDGs and New Urban Agenda**, as a critical component of equitable, sustainable resilient urban communities.



## JOIN US

Walking reduces carbonThe Challenge is open to all those who are inspired to act, to share and to scale up their ambitions for walking and walkable neighbourhoods including:

- **Cities and local administrations**, supported through existing city and regional networks
- **National and regional entities** with either funding, policy or build responsibility for transport infrastructure
- **Private land owners, property developers and facility operators**, such as hospitals, sport stadiums, universities, housing developments and public transport providers who require access to their facilities.

Challenge participants are invited to:

1. **Sign up to the overall principles** of the Challenge, the International Charter for Walking and for delivering more walkable neighbourhoods and communities
2. **Set ambitious targets** including short (to 2020) and medium (2030-2040) term actions to build or rehabilitate sidewalks thereby contributing to the global target of 100,000km by 2030.
3. **Target investment for maximum benefit** around transit stops and stations and other key community destinations.
4. **Engage local communities to identify needs** and opportunities for sidewalks and to crowd source data.
5. **Report by mapping the annual investment** in new and rehabilitated sidewalks on the Global Walking Map
6. **Promote the experiences and successes** of the Global Sidewalk Challenge to other networks and contacts
7. **Bring greater focus to and demand for walking** as part of wider activities on streets, public space, cities and climate change .
8. **Share their resources, plans, experiences and progress** with the international walking community.

Please get in touch to join The Challenge - [network@walk21.com](mailto:network@walk21.com)

If you would like to join the Challenge as a partner organisation, to amplify the voice for walking, to promote the initiative and contribute ideas and resources, please be in touch: [network@walk21.com](mailto:network@walk21.com)

The Global Sidewalk Challenge is being coordinated by Walk21 with the Partnership on Sustainable Low Carbon Transport in association with:

