



NATIONAL WALKING POLICY MASTERCLASS

Walk21

Lisbon, Portugal

12-13 September 2023

Module Overview

Session	Title	Date	Portugal time
1	Introduction to the course and example policies	12th September	9 - 10.30
2	The 8 step process for an effective policy		11 - 12.30
3	Using the global imperatives to set a national vision and objectives		14 - 15.30
4	A guide to the tools and resources that can help create an effective policy		16 - 17.30
	WALK AND DINNER		
5	Inspirational Walking Campaign and Infrastructure Actions	13th September	9 - 10.30
6	Inspirational Land use Planning and Public Transport Integration Actions		11 - 12.30
7	Setting priorities and delivery frameworks for roll out		14 - 15.30
8	Funding options		16 - 17.30
	WALK AND DINNER		

Ground Rules



Format:

Presentation (1 hour)

Questions and Discussion (30 minutes)



Engagement for participants



Sessions will be recorded!

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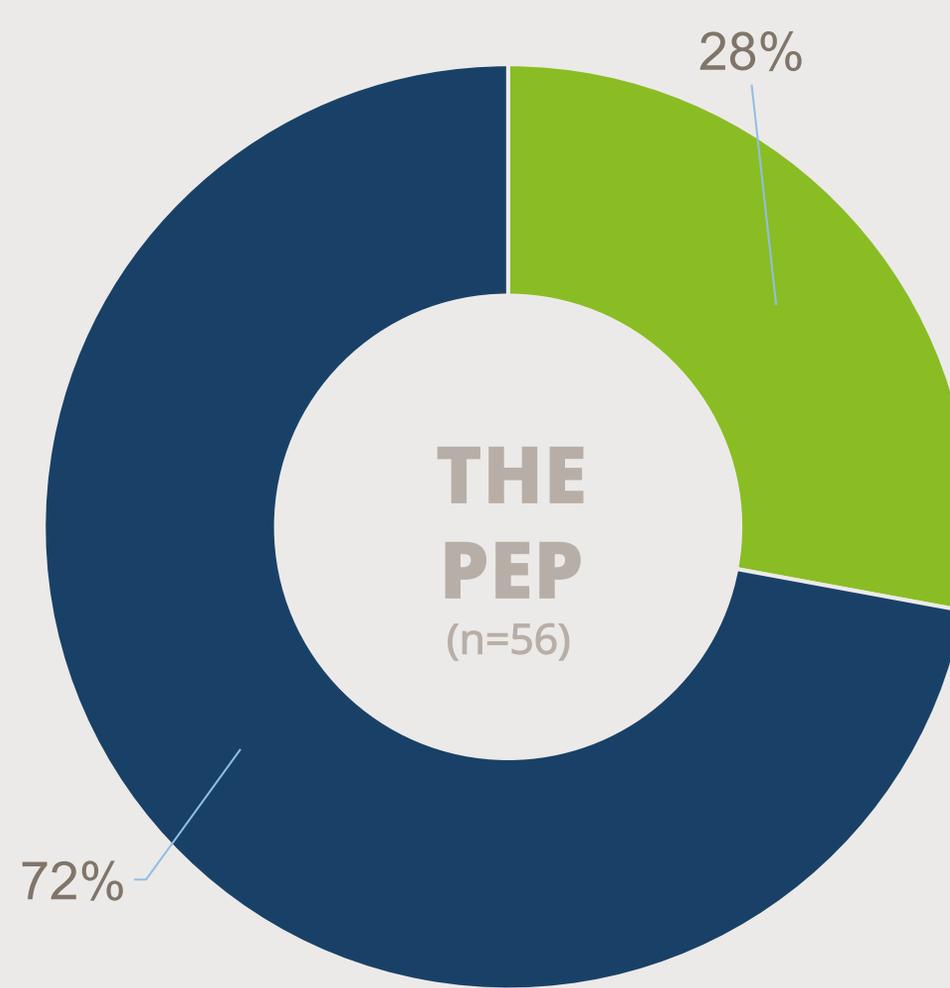
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Module Eight Agenda

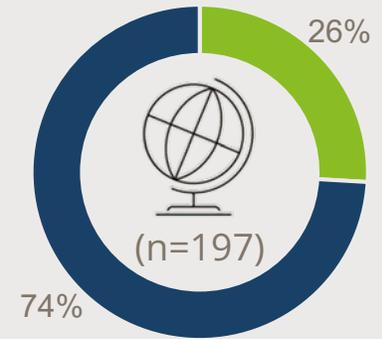
- Funding Options Do's and Don'ts
- Case Studies (International, National, and Local)
- Appraisal Systems and Measurements
- Key Takeaways and Discussion

Walking Policies Investment

→ 28 % of THE PEP polices include investment to deliver

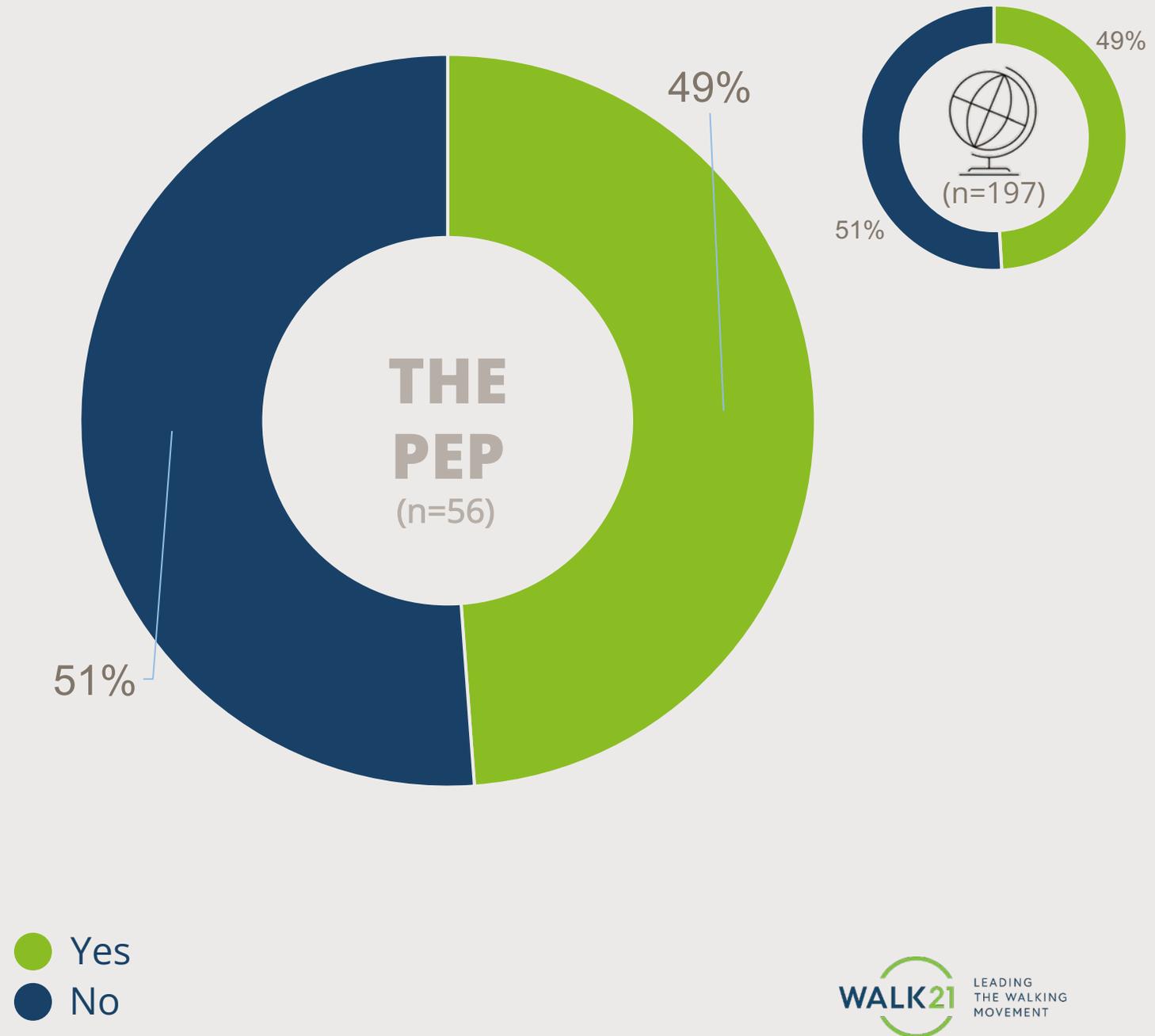


- Yes
- No



Walking Policies Evaluation

→ 49 % of THE PEP polices include indicators for evaluation impacts



Pledge

AMBITION

	Activity	Safety	Accessibility	Comfort	Satisfaction
AMBITION	Trips under 2km and to access public transport are walked. Trips from 2- 5km are cycled.	People walking and cycling have a dedicated space that is free from risk of being hurt	People are enabled to reach their everyday destinations by walking and cycling irrespective of age, ability, gender or income	The quality of the walked and cycled experience promotes dignity and reflects the priority value of sustainable transport and health decisions	The community feel safe, included and welcome to walk and cycle in their local communities
INDICATORS	Minutes walked and cycled per day (by age, ability, gender, income)	People killed or seriously injured (by age, ability, gender, income)	Convenient access to public transport	Urban roads 3-star or better for pedestrians and cyclists	Perception of captive walking for necessity

Measure

INDICATORS

Achieve

SUSTAINABLE DEVELOPMENT GOLAS

SDG 16.7 Ensure responsive, inclusive, participatory and representative decision-making at all levels.				
SDG 3.4 Reduce by one-third pre-mature mortality from non-communicable diseases (NCDs) through prevention and treatment, and promote mental health and wellbeing	SDG 3.6 Halve global deaths and injuries from road traffic accidents.	SDG 9.1 Develop quality, reliable, sustainable and resilient infrastructure, to support economic development and human wellbeing, with a focus on affordable and equitable access for all.	SDG 11.2 Provide access to safe, affordable, accessible and sustainable transport systems for all, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons	SDG 11.3 Enhance inclusive and sustainable urbanization and capacities for participatory, integrated and sustainable human settlement planning and management in all countries
SDG 13.3 Improve education, awareness-raising and human and institutional capacity on climate change mitigation, adaptation, impact reduction and early warning				



Do:

- ➔ Invest explicitly in walking
- ➔ Include walking in all transport investment, esp public transport

- ➔ Identify breadth of opportunities for investment

Don't:

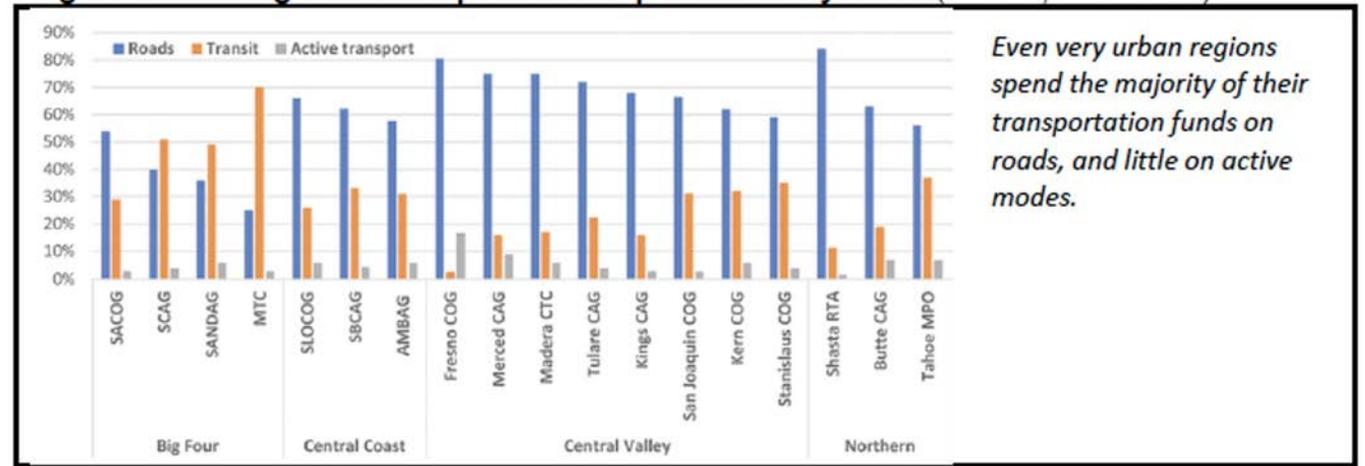
- ➔ Imagine it will 'just happen'
- ➔ Ignore the need for capacity building and operational needs

- ➔ Accept current appraisal systems as unchangeable

Case Study: USA

The share of public resources invested in active travel is significantly smaller than their demands.

Figure 2 Regional Transportation Expenditures by Mode (Deakin, et al. 2021)



Transportation Cost Estimates, Todd Litman, 2022

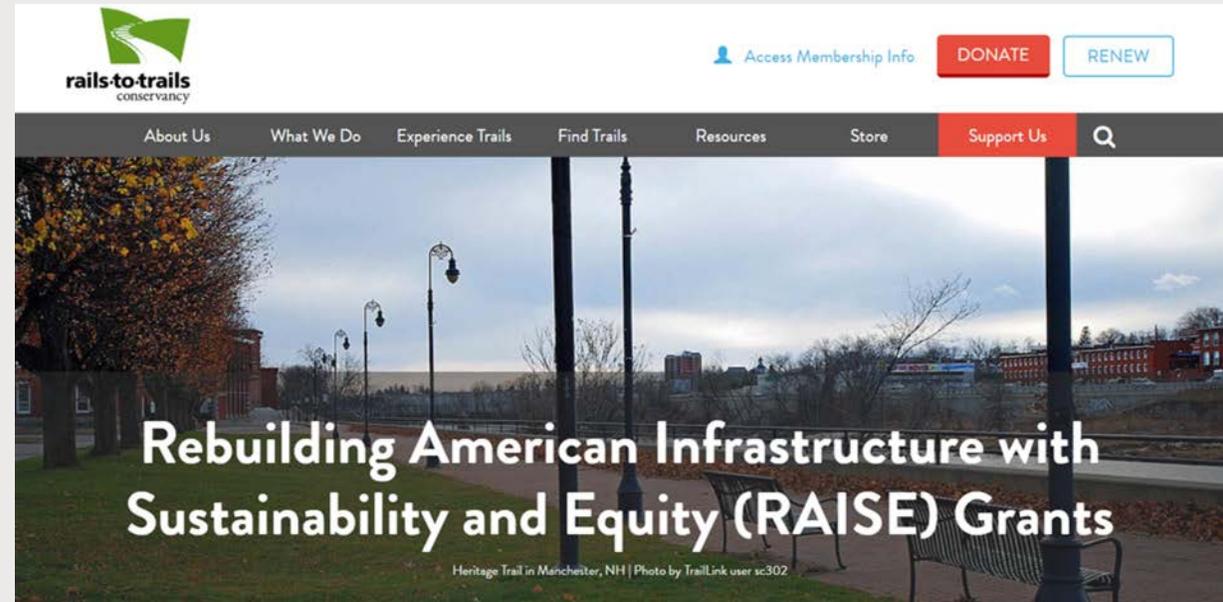
Case Study: RAISE

Rebuilding American Infrastructure with Sustainability and Equity: discretionary grants administered by USDOT for capital projects.

Bipartisan Infrastructure Law includes \$7.5 billion in supplemental funding over five years for RAISE—a substantial increase given a \$1 billion appropriation in fiscal year 2021.

\$2.2 billion in RAISE grants were awarded this cycle to **“projects that will help more people get where they need to be quickly, affordably, and safely.”**

Projects that were solely or mainly about trails secured 19% of the overall funding, and projects that were predominantly to make roads safer for vulnerable road users like bicyclists and pedestrians secured another 21% of the funding. Many of the successful projects focused on increasing connectivity to routine destinations, which is also a key trend among communities building out their trail and active transportation networks.



Case Study: Active Transportation Infrastructure Investment Program

\$45 million investment in active travel infrastructure, discretionary grants by USDOT.

Competitive grants that strategically invest in projects that connect active transportation networks and spines, accelerating local and regional plans to create safe and convenient walking and biking routes to everyday destinations and to fill gaps in trails between communities.



Washington Metro

Invest in catchments
Embed in standards
Deliver walkability both to
the station and for the
neighbourhood



Putting Tactical Urbanism on the Map Times Square

Powerful experiential learning

The redevelopment of Times Square put pedestrianization on the agenda.

Tested over a period of 5 years, the final redevelopment took place in 2015.

Same principle has made it possible to inexpensively reclaim 60 small squares in seven years. It has since been adopted in Paris (“Réinventons nos places”), Montreuil and other areas in the Paris Region.



Putting Tactical Urbanism on the Map

Over sixty unique parklets throughout the City of San Francisco

Nine “pedestrian plazas” transformed from previous other uses such as roadway, railway property and school grounds

Over a dozen partnerships with NGOs, arts organizations, educational institutions, and neighborhood groups.

All Pavement to Parks projects begin with ideas submitted by residents in the neighborhood.

Start Small. Pop-up demonstrations and short-term pilots help open dialogue about larger and longer-term installations.

Follow-Up Is Key. After various pilot phases of a project, communicate lessons learned and next steps with city and public stakeholders. Document stakeholder roles, expectations, and design and operating parameters, as they evolve through different phases of a project and program.

Emphasize Equity. As the program grows, ensure that disadvantaged neighborhoods and communities are being served.



Case Study: Ireland

In 2022, the Minister for Transport of Ireland announced EUR 289 million (USD 308 million) in funding for local authorities to develop more walking and cycling infrastructure

The funding is equally distributed between walking and cycling projects.

The National Transport Authority recruited 280 people to support delivery.

1,000 kilometres of new and improved walking and cycling infrastructure across the country by 2025.



Case Study: Federal Funding for Active Travel in Canada's First National Active Transportation Strategy

\$400 million over five years to make travel by active transportation easier, safer, more convenient and more enjoyable, in support of Canada's first National Active Transportation Strategy.

Eligible recipients: local, municipal, regional governments.

A

Awareness: Raise public awareness about the benefits of active transportation and promote its use, including by launching an online website to share best practices, relevant government programs, and project success stories. Benefits are felt personally through enhanced safety, accessibility, health and well-being, and felt communally by reducing traffic congestion, promoting job creation and reducing carbon emissions and air pollution.

C

Coordination: Coordinate active transportation investments that reflect best practice planning, design, regulations, and standards across levels of government, Indigenous communities, not-for-profits and the private sector.

T

Targets: Support the adoption of targets and data collection while mobilizing existing data to inform an evidence-based approach to active transportation policy-making and investments.

I

Investments: Guide the investment of the \$400 million fund and other incentives for active transportation projects, and identify areas for financial collaboration with other government departments, other levels of government, and other funders to support good projects in communities across the country.

V

Value: Ensure that all active transportation investments and policies deliver social, economic, and environmental benefits, maximizing the value and benefit to all Canadians.

E

Experience: Support active transportation as a positive user experience, particularly for vulnerable communities, by promoting safe and accessible project designs and supporting connections between existing transportation, active transportation or public transit networks.

Case Study: Portugal

“the possibility of partially transferring taxes collected from the purchase and circulation of motor vehicles to the promotion of active mobility, and the creation of tax incentives for those who travel on foot”.

Target	Current	2026	2030
Pedestrian modal share	15.7% (INE, 2021)	25%	35%
Making pedestrian space accessible to all	? [*]	Increase in 30%	Increase in 50%
Reducing sedentary lifestyles	46.4% (DGS, 2020) [**]	Decrease in 10%	Decrease in 15%

() it is necessary to make a survey of the conditions of universal accessibility in all urban centralities of the country and the percentage of public space that can be used by all; (**) percentage of citizens who said they spend more than 7 hours a day sitting, according to the report of the National Program for the Promotion of Physical Activity Portugal 2021.*

Case Study: Queensland Walking Strategy and Investment Plan

Local government grants

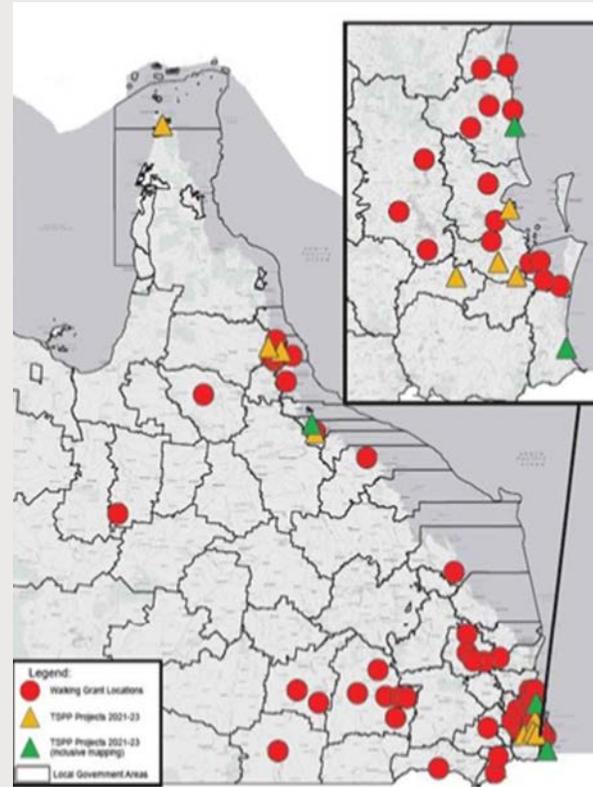
50/50 funding

Oversubscribed: assessment criteria

- 48 projects, 23 local governments
- 1-2 km precincts around: shops and schools, bus stops, train stations and island ferry terminals, hospitals and aged care town centres.

Building connected, comfortable and safe walking environments for all:

- \$14M Targeted Road Safety Program
- Lower speed limits, smart crossings with sensors to adjust crossing times, Interactions with personal mobility device users, ecotourism Trails program.



Case Study: Queensland Walking Strategy and Investment Plan

Working together with the community to deliver for walking:

- Investment
- active transport infrastructure policy
- community advocacy
- data
- cost-benefit analysis.



Case Study: Walking for Health Fund

Grants between £5,000 to £20,000
Funding to members of the Scottish Health Walk Network to increase and diversify the number of people attending Health Walks in Scotland.

Walking for Health Fund

Funding to help get Scotland walking



Case Study: Greece

Integrated walking strategy

- Walking - Friendly Spatial & City Planning Design
- Walking - Friendly Urban Planning
- Boosting city walking
- Boosting countryside walking
- Boosting walking as part of combined transport
- Enhancing walking as part of health policy
- Hiking tourism promotion
- Information, education and awareness

Funding tools and incentives

Monitoring & Assessment

1. A "**Climate Deregulation Tax**" of **€500 per year** is established, which is payable by all businesses except very small businesses (with a number of employees <10) and businesses that implement "Employee Mobility Policies". (For employees to walk either exclusively or in combination with public transport)

1. A "**Walking Fund**" is established in the Green Fund. The Independent Authority for Public Income (ΑΑΔΕ) assigns to the "Walking Fund" (a) the revenues from the Climate Change Response Fee and (b) 5% of the VAT revenues of all activities related to motorized travel. This is strengthened with extraordinary funding for the implementation of infrastructure and programs.

1. The **Green Fund prepares Programs** for the utilization of the "Walking Fund" which aim to (a) collect data for the progress of the National Bicycle Strategy, (b) create pedestrian infrastructure (c) create other programs in order to promote walking.



Greece Monitoring

Establishment of a National Monitoring Indicator System

New standards for walkability Guidelines

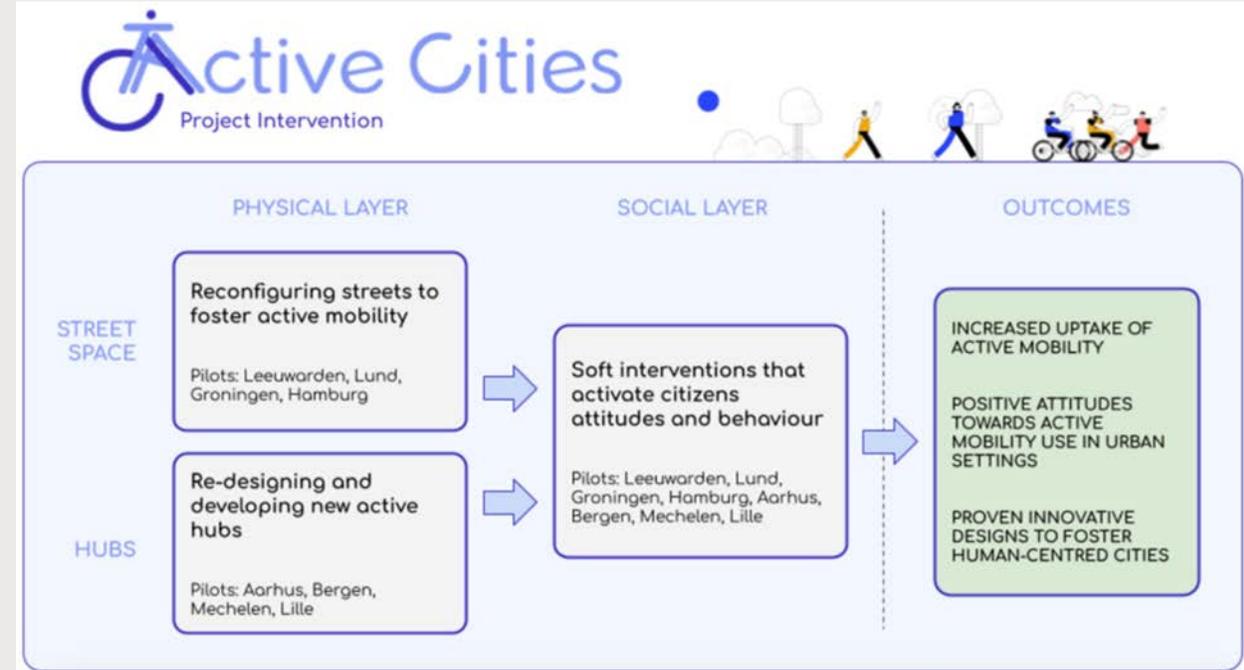
Guidelines for submitting statistics and progress reports from the LGOs to the Walking Observatory

Introduction of the LGOs' walkability elements

Creation of a walkability digital library

Active Cities Interreg North Sea

8 municipalities, 3 knowledge partners and citizens to prioritize active mobility in North Sea Region Cities to create stimulating, liveable and human-scale streets with zero-carbon multimodality.



Case Study: EU Funds and Financing for Resilient Local Mobility

Modal shift essential in delivering on the strategic objectives of the European Green Deal

Sustainable climate investment seen as important climate investment

Improving infrastructure requires more significant and stable funding networks.

European Investment Bank financial instruments (loans, equity funds, financial blending), and Cleaner Transport Facility (CTF, technical and financial support)



📌 EU POLICY PAPER

MARCH | 2022

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Available Grants	
Recovery and Resilience Facility	€723.8 billion (2021-2023, Next Generation EU)
European Structural and Investment Funds <ul style="list-style-type: none"> European Regional Development Fund Cohesion Fund 	€274 billion (2021-2027, MFF)
Connecting Europe Facility – Transport	€25.8 billion (2021-2027, MFF)
Horizon Europe <ul style="list-style-type: none"> Cluster ‘Climate, Energy and Mobility’ EU Mission ‘Climate-Neutral and Smart Cities’ 	€15.3 billion (2021-2027, MFF)
Just Transition Mechanism <ul style="list-style-type: none"> Just Transition Fund InvestEU scheme Public Sector Loan Facility 	Just Transition Fund: €7.5 billion, MFF €10 billion, Next Generation EU InvestEU: €1.8bn, Next Generation EU PSLF: €11.5bn, Next Generation EU
INTERREG Programme	€8.1 billion (2021-2027, MFF)
REACT-EU	€50.6 billion (2021-2023, Next Generation EU)
LIFE Programme	€5.4 billion (2021-2027, MFF)

European Bank for Reconstruction and Development

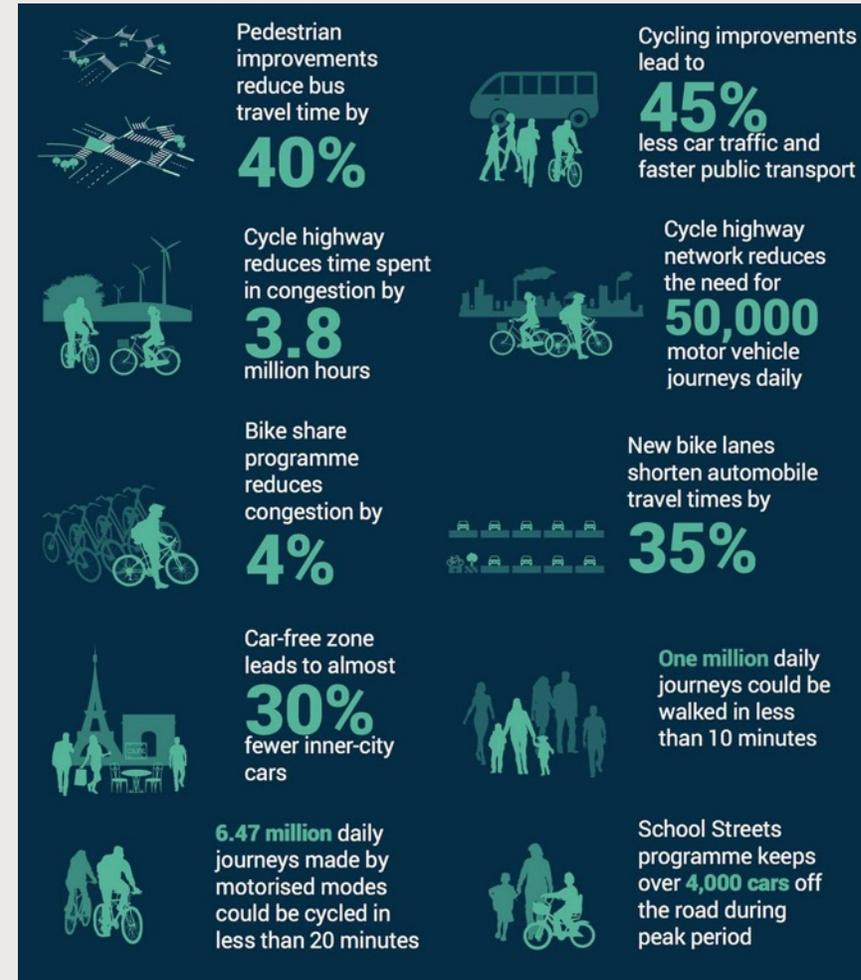
GET 2.1 aims to accelerate the transition to a green, low-carbon and resilient economy and to contribute to achieving a net zero carbon world by 2050.

One of the largest investors in environmental projects in our countries of operations, €19.9 billion in energy efficiency, climate change and sustainable resource finance as at July 2023 under our Green Economy Transition (“GET”) approach.

	Impact metric *	Impact metric unit	GPP
Portfolio and issuance	Allocated Committed Project Amount (portfolio)	€('000)	8,938,932
	Allocated Disbursed Project Amount (Operating Assets)	€('000)	4,101,283
	Outstanding Green Bond Issued Amount as of YE 2022	€ ('000)	3,151,605
	Outstanding Green Bond Issued Amount as of YE 2021	€ ('000)	3,117,325
Renewable Energy	RE component (Based on Portfolio)	%	23
	Renewable energy capacity added	MW/annually	1,815
	Annual GHG emissions reduced	in kiloton of CO2 equivalent/annually	2,925
Energy Efficiency	EE component (Based on Portfolio)	%	24
	Annual energy savings (electricity/other)	million GJ/annually	7.0
	Annual GHG emissions reduced/avoided	in kiloton of CO2 equivalent/annually	2,339
Sustainable Water and Wastewater Management	Sustainable Water and Wastewater Management component (Based on Portfolio)	%	15
	Annual absolute (gross) water savings	in million m ³ /annually	140.8
	Annual waste water treated	in million m ³ /annually	140.2
Waste Management and Resource Efficiency	Waste Management component (Based on Portfolio)	%	3
	Waste prevented, minimised, reused or recycled	million tonnes/annually	3.1
Clean Transport	Clean Transportation project component (Based on Portfolio)	%	35
	Reduction of air pollutants	particulate matter (PM), tonnes/annually	22
	Reduction of air pollutants	nitrogen oxides (NOx), tonnes/annually	449
People Benefiting	Population benefiting from improved solid waste management services	number of people (million)	8.97
	Population benefiting from improved access to tap water	number of people (million)	3.08
	Population benefiting from improved access to wastewater services	number of people (million)	2.51
	Passengers benefiting from new fleet per day	passengers per day (million)	1.00

Horizon 2020 FLOW Project

Multi-modal definition of congestion includes W&C
Modelling and CBA to measure and illustrate impact
CBA including externalities

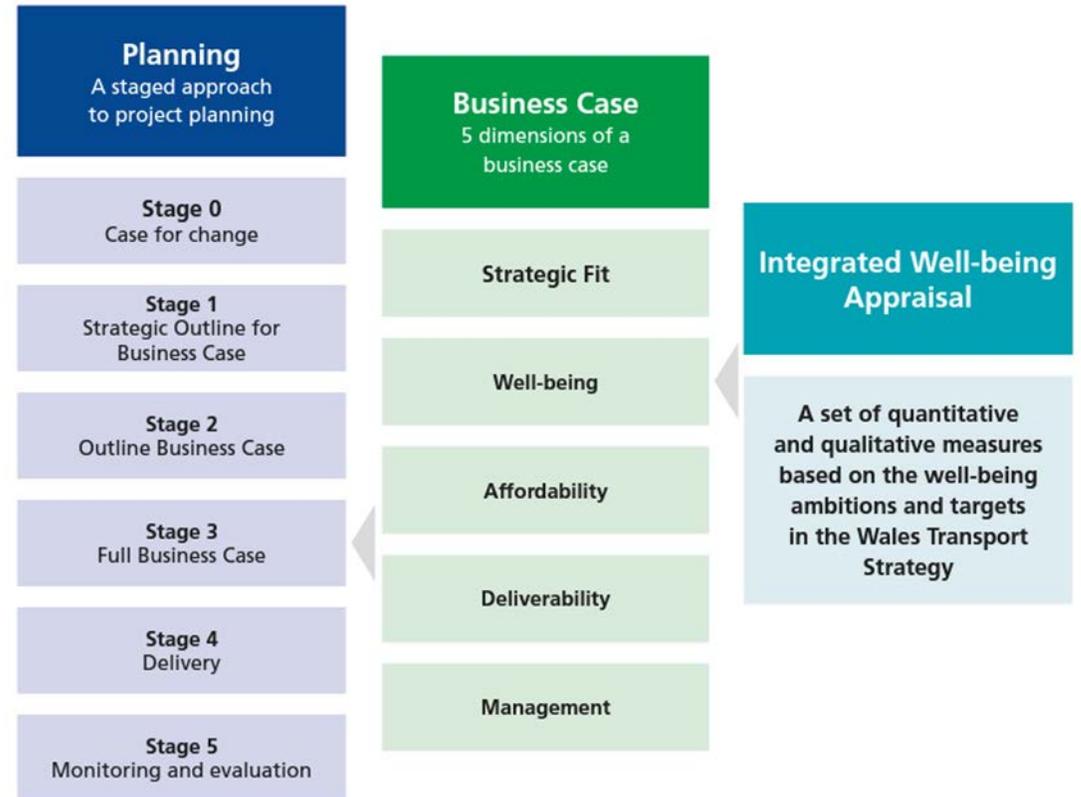


Case Study: Active Travel Fund Welsh Transport Appraisal Guidance

“In your applications you must demonstrate that you have followed the Welsh Government Transport Appraisal Guidance (WelTAG)”

A change to the business case, where the economic dimension (or case) has been renamed the **well-being dimension**. This aligns it more closely with well-being legislation in Wales and the Wales Transport Strategy.

The three WelTAG elements – planning, business case & integrated well-being appraisal





Key Takeaways

- Tackle multiple challenges with one pot of money: road safety, climate, access.
- Build walking into larger transport, housing and urban space projects
- Review existing appraisal systems to integrate the centrality of walking
- Apply standards to abide by, to qualify for funding
- Provide finance to support community led projects and reduce barriers to access it.

National Approach for Walking:

**COMMUNICATE
PRIORITY**



**COMMIT
FINANCE**



SET EXPECTATIONS



Questions and Discussion

What buckets are available for you to fund walkability measures?

