

UNEP GLOBAL NMT POLICY GAP ANALYSIS: INTRODUCTION AND PRELIMINARY FINDINGS

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ABSTRACT

Why do countries need NMT policies? And what makes a ‘good’ NMT policy? Does an NMT policy have a correlation to the wellbeing and safety of people who walk and cycle every day? Do better policies lead to safer roads?

These are some of the questions we have grappled with in drafting our first global NMT Policy Report & Index. We know that walking and cycling are more than low-carbon modes that enhance urban quality and facilitate social cohesions; they are cheap, flexible, personal modes without which the majority of people in developing and least-developed countries would be unable to participate in the economy and community, or access education, health-care and other urban essentials. Yet inexplicably, NMT has received marginal recognition in developing countries – whether in policy and legislation, or in budget, resource and space allocation.

The purpose of our NMT Policy Report and index has been to analyse and assess the importance of NMT policy and other formal NMT commitments, in order to make evidence-based research available to countries in need of NMT guidance or support. The output is not a ranking of top ‘NMT countries or cities’ with first and last position, but a matrix attempting to depict the value and impact of formal NMT commitments.