The Future of Public Transport Begins with Walking
A Governance Perspective-state of walking

Roundtable Session
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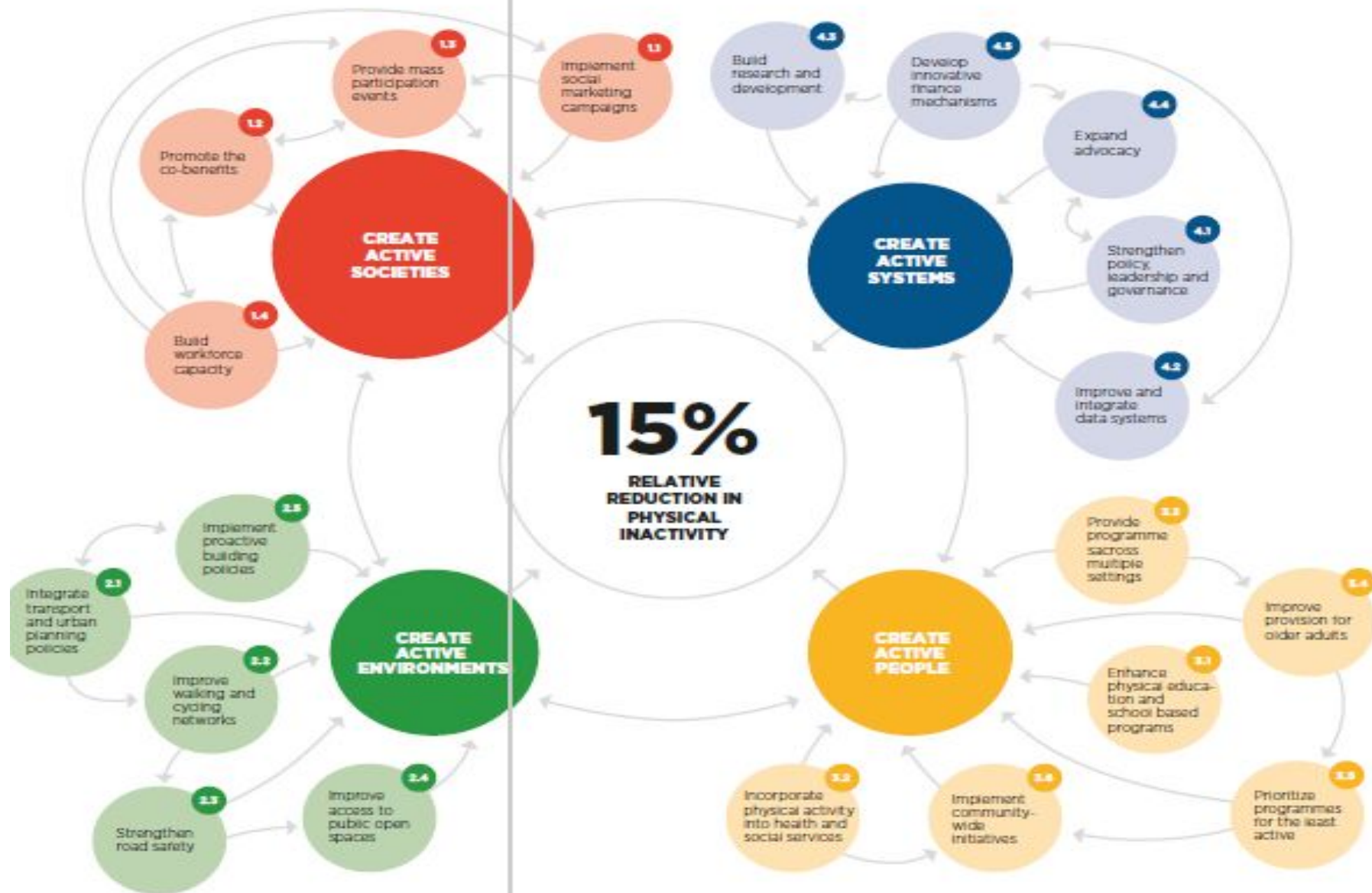# Research on State of Walking In My Region? Key Findings

A comparative Assessment of Quality of Walking and Cycling Infrastructure in Nakuru (Kenya) and Jinja (Uganda)

- Inadequate and dangerous walking infrastructure discourages walking.

- Inclusive access/Equity : PLWDs more affected-example they opt for means that increase carbon emission e.g. *boda boda*

- Governance: City management with little appreciation for walking as mode of transport-relatively new concept –little or no budgetary allocation.

- Walking is not integrated well in the transport system-there are no reliable connections and linkages to other networks.

- First and last mile connections not supported by current walking infrastructure.

- NMT policy: non of the cities had one.

A comparative study of governance process in sustainable urban mobility planning in Kisii (Kenya) and Mzuzu (Malawi

- Many factors enable or hinder decisions on implementation of walking infrastructure

- Implementation even with policies is slow or not there…why?

- Who are the actors? How are decisions made? What are the rules of the game?

- Are the interventions feasible from a governance point of view?

- Policy process: are the problems/solutions in the institutional or systematic agenda

- Politics/power influence of e.g. Member of the County Assembly MCAs and Mayors in Mzuzu.

- Funding – why are some projects funded and not others? Motivation? Priority?

GAPPA policy recommendations as a systems approach to increasing physical activity

Active systems-*(adapted from Global status report on physical activity 2022).*

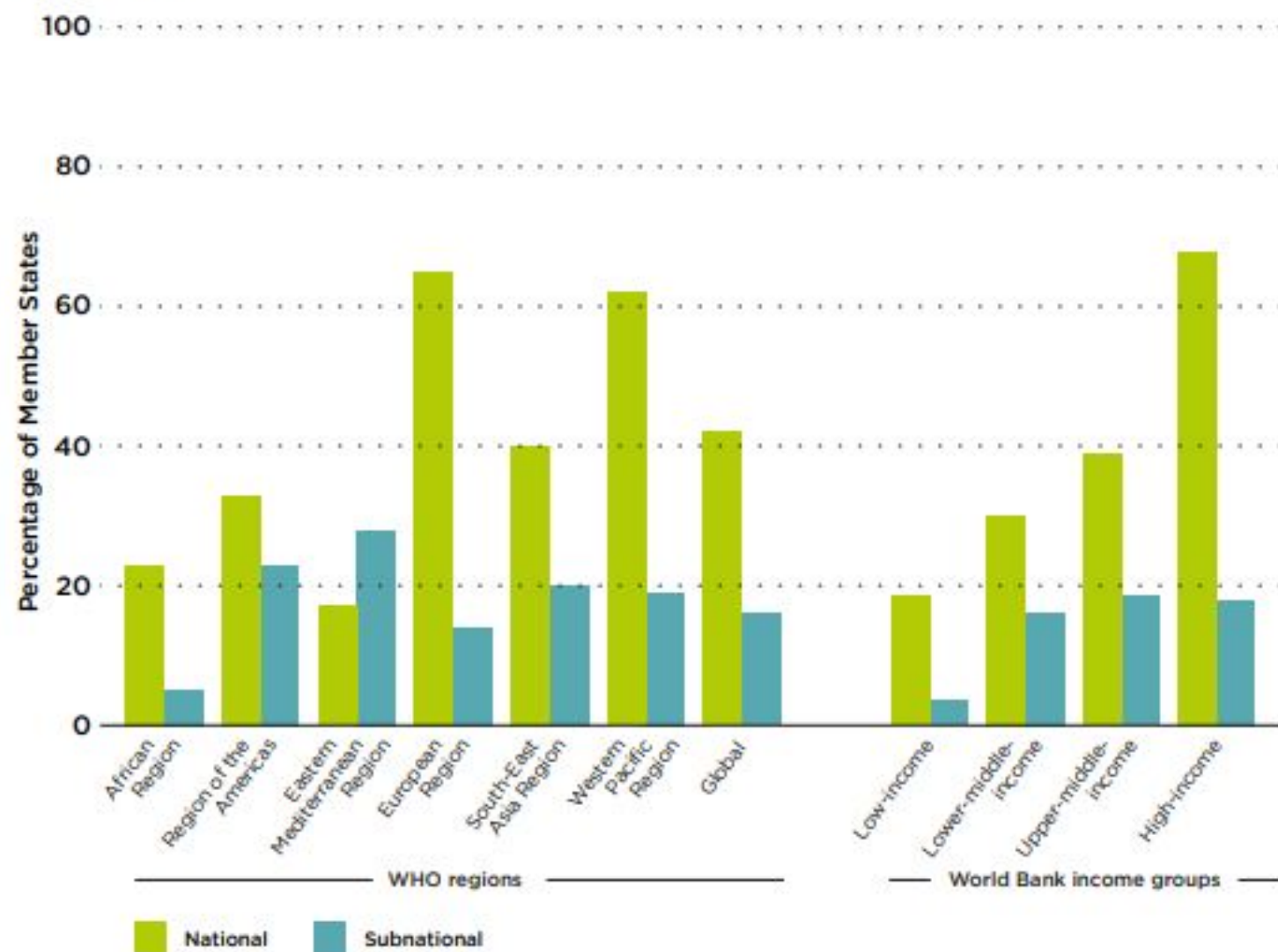Active systems require **governance** and **policy enablers** that provide;

- Leadership: in giving guidance and direction on sustainable mobility

- Relevant policy: do we have them- e.g. NMT

- Legislative and regulatory frameworks: to inform quality standards

- Multisectoral coordination: present?

- Partnerships: for funding, implementation or research?

- Trained workforce and information systems to support policy implementation.

- Evaluation: -was the goal met, is it working or not? Way forward?
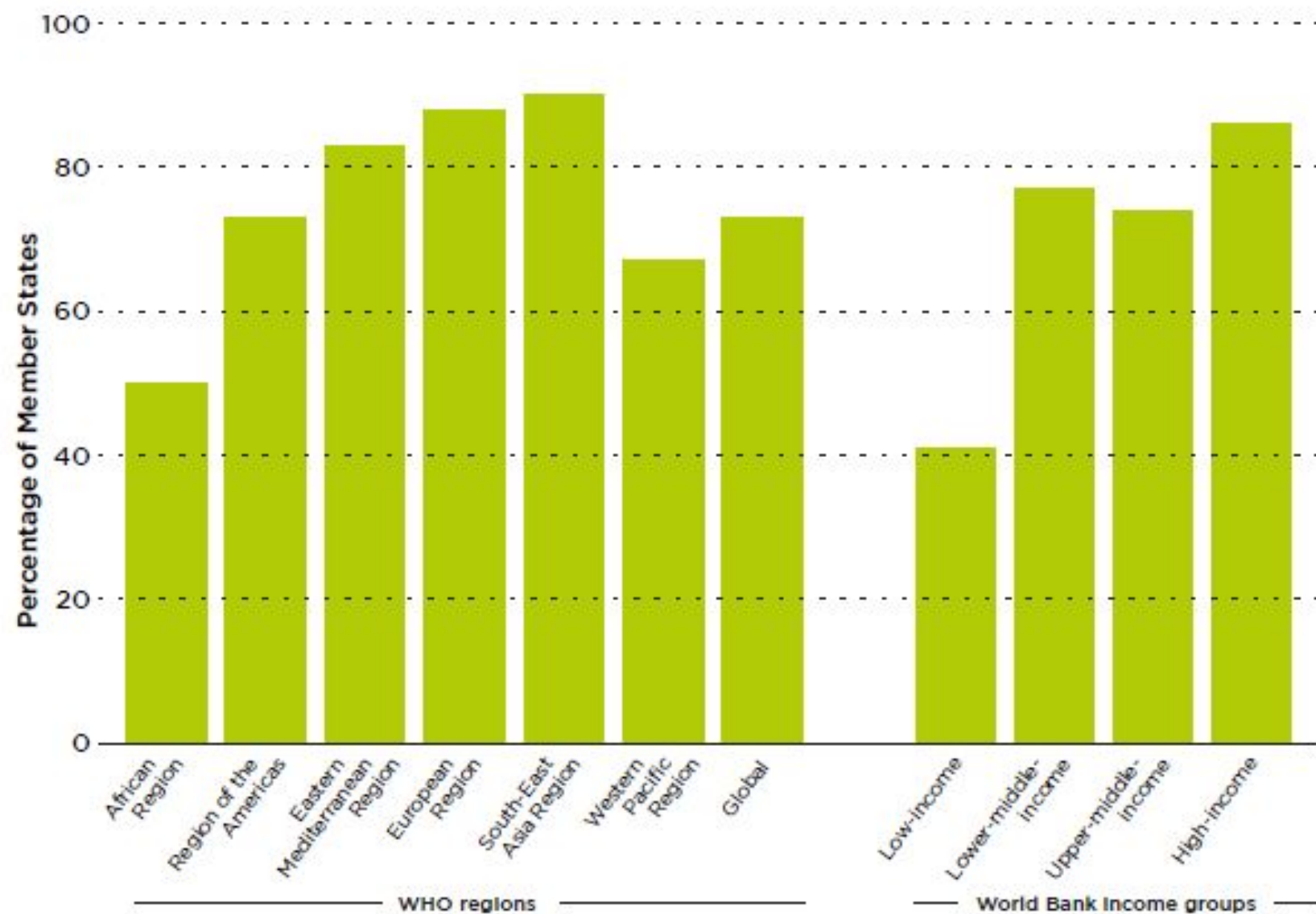
Enabling Environment

- National assessment of road safety of existing roads for all road users

- NMT policy

- National policy on walking and cycling

- National policy on public transport

- National road design standards for separated infrastructure for pedestrians and cyclists

- National road design standards for all three road safety features

- National road safety strategy

National policy on walking and cycling, by region and country-income level, 2018

WHO regions — World Bank income groups

Legend: National (green), Subnational (teal)

National policy on public transport, by region and country-income level, 2018

Place of planning for walking?

- Agenda setting: exist at all levels of government, this is the starting point-the first stage of the policy cycle, this is the point at which a problem affecting the public are identified.

- National transport policies set the agenda and priorities that determine investment in mobility systems.

- This is where walking as a solution should be presented as public transport – safe, affordable and accessible mode for everyone- equity.

- National transport policies should prioritize investment in walking as public transport systems and integration of all modes.

- By prioritizing walking in national transport policies there is an chance of getting adequate infrastructure for walking therefore, access to convenient and affordable public transport services.