EGYPT ACTIVE MOBILITY STRATEGY 2025-2034

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PREPARED BY

Christopher Kost, Gashaw Aberra, Nour El Deeb, Rafik Yanni, Mennat-Allah Fathy, Institute for Transportation and Development Policy (ITDP).

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EXECUTIVE SUMMARY

Despite widespread walking and cycling, most Egyptian streets are designed for motorized traffic. This contributes to congestion, air pollution, unsafe streets, and social exclusion. Active mobility offers affordable access to opportunities, improves public health, and supports Egypt's commitments under the Nationally Determined Contribution (NDC) to reduce transport-related greenhouse gas emissions by 7% by 2030, aligning with Egypt's climate change and sustainable development strategies.

The Egypt Active Mobility Strategy (2025–2034) presents a national framework to promote walking and cycling as safe, accessible, and efficient modes of transport, complementing public transport and reducing reliance on private vehicles. Led by the Ministry of Housing, Utilities, and Urban Communities (MoHUUC) and the New Urban Communities Authority (NUCA), represented by the Sustainable Cities Unit, this strategy has been developed by the Institute for Transportation and Development Policy (ITDP) with support from UN Environment and UN-Habitat. It seeks to improve the quality of life in Egyptian cities through people-centered, low-carbon, and inclusive mobility.

The strategy includes design principles, vision and goals, active mobility initiatives, and guiding frameworks for implementation. This encompasses indicators and guidance on monitoring and evaluation, a vision to mainstream walking and cycling into urban planning, and a recommendation for cities to develop a Sustainable Urban Mobility Plan (SUMP) as standard practice to enable funding for relevant interventions based on holistic plans.

Through this strategy, Egyptian cities will provide safe, efficient, and accessible walking and cycling networks to improve mobility for all residents, enhance access to opportunities, and facilitate inclusive urbanization. The strategy aims to increase the share of active mobility modes, decrease car dependence, improve safety and air quality, and ensure gender inclusion. This will be achieved through several interventions, such as bikeshare systems, parking and vendor management, building pedestrian and cycling networks, and encouraging public engagement. By 2034, Egypt's cities will have interconnected, inclusive, and low-carbon mobility systems that reduce emissions, improve safety, strengthen public health, and enhance the livability and attractiveness of urban environments

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1. INTRODUCTION

Active mobility offers basic mobility, affordable transport, access to public transport, and health benefits. Improving the convenience, comfort, and safety of walking and cycling reduces the demand for travel by personal motor vehicles, helping to alleviate the critical traffic challenges facing many cities. Despite a high level of reliance on active mobility in Egyptian cities and rural centres, many streets are not designed for people to walk or cycle. Evidence around the world has shown that street designs focused on vehicle movement rather than mobility for people undermine the quality of life and the character of public spaces. Greater emphasis on walking, cycling and public transport in the planning, design, construction, and management of transport systems is needed to achieve a more equitable allocation of road space.

The Arab Republic of Egypt has a population of 102 million, a number that is expected to grow to 120 million by 2030 (Central Agency for Public Mobilization and Statistics). The country has over 49 million urban residents (World Bank, 2020). As Egyptian cities and towns grow, they face the challenge of meeting the growing demand for mobility, along with rising levels of traffic congestion, deaths from traffic crashes, and local air pollution.

In order to improve the walking and cycling environment, the United Nations Environment Programme (UNEP), in partnership with the Institute for Transportation and Development Policy (ITDP) and United Nations Human Settlements Programme (UN-Habitat), is assisting the Government of Egypt through the Ministry of Housing, Utilities, and Urban Communities (MoH) and New Urban Communities Authority (NUCA) through Central Environmental Monitoring and Measurement Unit in the preparation of the Active Mobility Strategy 2025-2034.

The strategy provides an assessment of the existing walking and cycling environment and describes the different elements of a well-designed walking and cycling environment. It sheds light on active mobility initiatives in Egyptian cities and provides practical guidelines for decision-makers on how to implement active mobility elements including planning, funding and others.

This Active Mobility Strategy has been developed following extensive consultations with multiple stakeholders. Successful implementation of the Active Mobility Strategy will require the joint efforts of concerned agencies to develop a transport system that provides safe, equitable access for all road users.

2. EXISTING WALKING AND CYCLING ENVIRONMENT

Egyptian cities and rural centres vary greatly in terms of size, economy, and physical layout. The country's largest conurbation, the Greater Cairo Region, is a sprawling metropolis known for its daunting traffic jams. The urban agglomeration comprises three governorates, Cairo, Giza, and Qalyubia, and has a population of approximately 20 million (Central Agency for Public Mobilization and Statistics, 2023). A lack of proper walking and cycling infrastructure, insufficient rapid transit options, and increasing ownership of private cars have led to daily traffic snarls in the metropolitan area. The soaring fuel prices across the country are also driving many residents to explore alternative transport options (Youm7, 2023).

In Greater Cairo, active mobility, including walking and cycling, accounts for 13 percent of trips (Hussin, Ossama, El-Dorghamy, & Abdellatif, 2021). Public transport trips, accounting for 67 percent of daily travel, involve a walking trip at each end. It is crucial to address the challenges faced by pedestrians and cyclists to ensure the safety and accessibility of these modes.

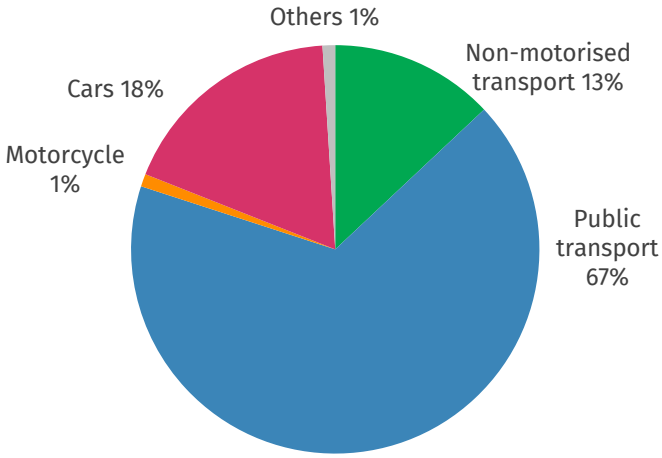

Figure 1. Modal split in Greater Cairo (Hussin, Ossama, El-Dorghamy, & Abdellatif, 2021).

Figure 2. Cycling is a common form of mobility in secondary cities such as Luxor (left) and Aswan (right).

Transport planning and the provision of infrastructure in Egyptian cities has been largely car-centred, underestimating the importance of active mobility (Hegazy & ElNady, 2020). The road

network in most cities offers a good level of service for motor vehicles and has excess capacity to cater for increased vehicle movement in the future. However, most recently upgraded roads are designed for motorised traffic despite a high reliance on public transport and active mobility. Little investment in footpaths and cycle tracks is observed, and where footpaths exist, there is poor maintenance and substantial encroachment by motor vehicles or shops. Vulnerable groups, including women, persons with disabilities, and school children, experience a high risk of safety due to inadequate provision of pedestrian crossings.

2.1 LACK OF A COMPLETE PEDESTRIAN REALM

Walking is the most efficient, inclusive, and affordable mode of travel. For walking to be enjoyable and appealing, cities must provide a safe, accessible, and complete infrastructure for all users in a vibrant and secure urban environment (ITDP, 2017). Some streets in Egyptian cities have basic footpaths, but parking encroachments, vending kiosks, and poorly placed street furniture often push pedestrians to walk in the carriageway. Universal access features such as kerb ramps are rare, with most footpaths having steps at intersections and property entrances. Moreover,

Pedestrian crossings are critical to the safe mobility of pedestrians. In Egyptian cities, streets typically lack well-designed pedestrian crossings. Where crossings exist, they are usually indicated only with paint and lack signals or traffic calming measures to manage vehicle speeds. Pedestrians often must make their way across multiple lanes of high-speed traffic in one go. The distance between formal crossings is very long, contributing to the tendency of pedestrians to cross at any point along the road. Crossing points are poorly coordinated with points of attraction and pedestrian desire lines.

Figure 3. Pedestrians are often forced to cross wide, high-speed carriageways that lack signals and traffic calming.

2.2 ABSENCE OF CYCLING FACILITIES

Egyptian cities generally have gentle topography and moderate climates for much of the year, making cycling a popular mode of transport, especially for short neighbourhood trips and local deliveries. Yet cyclists share travel lanes with motor vehicles and traffic safety challenges are widespread. The lack of designated infrastructure for cycling has created significant safety issues and concerns on the part of users, which have contributed to declining cycling rates in recent

years. Some recently constructed bike lanes lack adequate separation from the carriageway, resulting in encroachments by vehicles.

Figure 4. Cyclists riding in mixed traffic Greater Cairo (left) and Fayoum (right).

2.3 SECURITY FOR WOMEN AND GIRLS

Women and girls face a significant risk of sexual harassment in public spaces in Egyptian cities. The risk is particularly acute on streets without street lighting or passive lighting from shops. Walk 21 et al (2023) found that insecurity risks increase substantially after 19:00, making it difficult for women to reach home safely in the evening. A common coping mechanism is for caregivers to accompany their children and for male family members to accompany females outside the home in order to protect them from harassment. Traditional urban cores have a good mix of uses and visually permeable frontage, contributing to a sense of security. However, some areas in new communities such as 6th of October City and New Cairo City are characterised by blocks surrounded by compound walls, which prevent passive surveillance of public spaces.

A growing number of women in Egypt cycle for leisure, fitness, and errands. Women cyclists generate a range of comments and attention, both positive and negative. Women often offer encouragement and are excited to see other women cycling. Negative reactions come in the form of verbal harassment, ogling, laughing, mocking, and physical harassment. Safe infrastructure and communications campaigns could help to change perceptions of female cycling.

2.4 BIKESHARE SYSTEMS

In 2022, Cairo Governorate launched a bikeshare system featuring 250 bicycles and 25 stations, marking Egypt's first public bikesharing system, CairoBike. The Governorate initially awarded an operations contract to a first operator, through which a rich learning experience was gained. After this initial phase, a new contract was signed with another Egyptian bikeshare operator, Baddel. The system was relaunched in September 2023, aiming to further expand in downtown Cairo and Zamalek. Users pay a one-time unlock fee of EGP 2 and a usage fee of EGP 8 per 45 minutes. Payments can be made using credit and debit cards via the CairoBike mobile app.

In Fayoum Governorate, Fayoum University introduced a bikeshare system with eight stations across the university campus and four additional stations at public transport hubs in Fayoum. The system has 100 bicycles and is operated by Baddel. It launched in 2019 and operated for four months before being put on hold due to the pandemic. According to the system operator, it is now

operating normally. Baddel is also operating in Gouna, where it has a 10-station system that includes 60 regular bikes, 20 e-bikes, and 10 scooters.

Figure 5. CairoBike Bikeshare system in Cairo, Tahrir Station.

Figure 6. Bikeshare in Fayoum (left; source: UNDP) and Gouna, Hurghada (right; source: Gouna website).

2.5 POORLY MANAGED ON-STREET PARKING

The availability and management of parking spaces in Cairo have a direct impact on the choice of travel mode and overall urban mobility. In Egyptian cities, on-street parking is typically cheap or free, and it is usually managed by informal parking attendants. Typical parking fees range from EGP 5-10 per day in commercial districts to EGP 20-30 per day or more in areas with higher demand. Due to poor enforcement of on-street parking rules, vehicles are often found parking on pedestrian walkways, forcing pedestrians to walk in the carriageway. The recent Street Parking Regulation Law (2020) adopts a security-focused approach but overlooks the potential of parking management as a travel demand management tool within the broader transport system.

Figure 7. Parking occupying much of the right-of-way (left) and car parking blocking walkways (right).

2.6 ROAD SAFETY

Despite having a very low car ownership level, Egypt has a relatively high rate of crashes. According to the World Health Organisation (WHO), road traffic deaths in Egypt are estimated at 10,263 in 2021, amounting to a death rate of 9.4 per 100,000 population (World Health Organisation, 2023). The main causes of crashes include poor road design, negligence of drivers, and technical faults of vehicles. Vulnerable road users, including pedestrians and cyclists, pay a heavy toll in terms of deaths and injuries. Pedestrians account for 25 percent of road fatalities (ibid). Occupants of cars and other light vehicles account for 43 percent of all deaths (ibid).

2.7 NEIGHBOURHOOD PLANNING

Historic core neighbourhoods of Egyptian cities embody several characteristics that support walkability, including fine-grained pedestrian networks, a mix of residential and commercial activity, and active ground floor frontage. However, other areas, particularly the new communities, have large, vehicle-oriented blocks, with developments surrounded by compound walls. Shops, offices, and residences are segregated in different zones, thereby increasing the distances people need to travel for their daily trips. The spread-out nature of the development contributes to reliance on personal cars.

To enhance walking conditions, a well-connected network of streets is necessary, and block sizes of 100 m or less are recommended for improved walkability (ITDP, 2017). A mix of land uses, incorporating residences, workplaces, and local commerce in the same area, facilitates shorter and more walkable trips. Public transport systems benefit from a balanced distribution of inbound and outbound commuter journeys throughout the day, especially during peak hours. By incorporating transit-oriented development (TOD) principles into city planning, Egyptian cities can achieve vibrant, sustainable, and well-connected neighbourhoods.

3. GUIDING PRINCIPLES FOR THE ACTIVE MOBILITY STRATEGY

The implementation of active mobility improvements in Egypt is crucial for ensuring sustainable, efficient, and affordable urban mobility. By rebalancing street space to accommodate all modes of transport, including walking and cycling, Egyptian cities can create high-quality active mobility environments that enhance safety, convenience, and accessibility. The Active Mobility Strategy aims to transform streets into interconnected public spaces that cater to the diverse needs of the population, promoting a holistic approach to street planning and design.

3.1 SAFETY

The design of complete streets with sidewalks, crossings, cycle tracks, and other infrastructure is crucial to creating a high-quality walking and cycling environment. Accommodating active mobility involves two basic techniques:

- **Systematic traffic calming on smaller streets** to reduce motor vehicle speeds and provide safe places for the mixing of pedestrians and other modes (shared space); and
- **Pedestrian and cycle infrastructure that is physically separated from motor vehicle traffic on larger streets**, paired with safe crossings. Footpaths should provide clear space for walking, with other elements, including trees, street lighting, furniture, public facilities, and underground utility access points, positioned in a strategic manner. There are also features that make streets more accessible, including kerb ramps, tactile paving, and traffic signs. Similarly, dedicated cycle tracks should be provided, separate from the mixed-traffic carriageway. Large streets require signalisation or traffic calming at crossings and intersections to enable pedestrians and cyclists to cross the street safely.

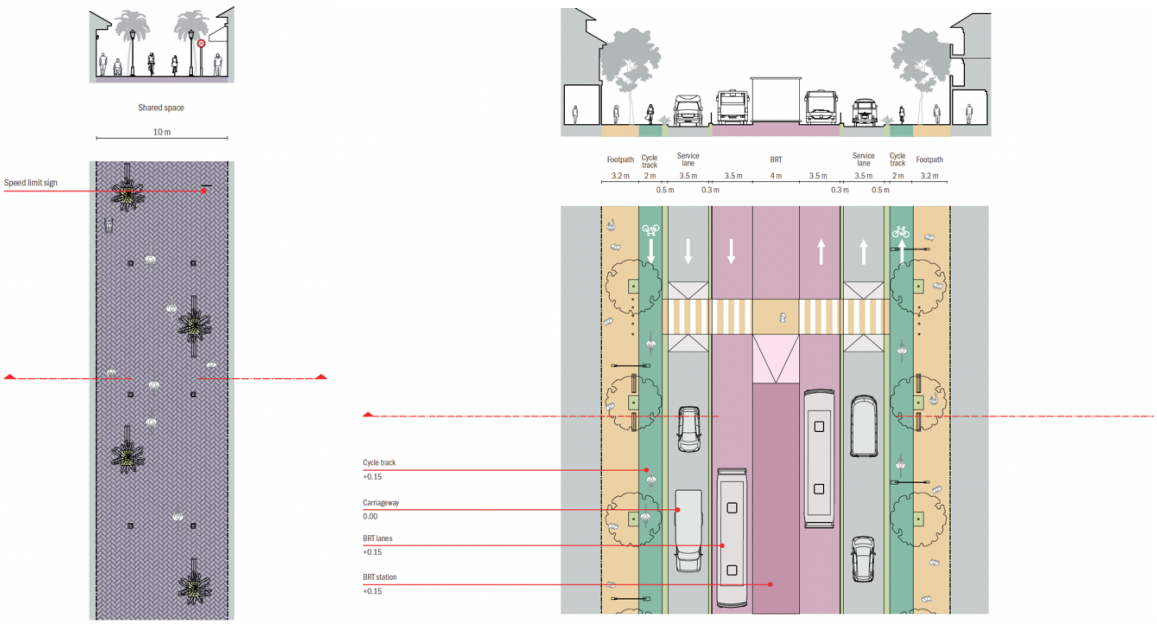

Figure 8, Smaller streets can function as shared spaces where pedestrians walk together with slow-moving vehicles (left). On larger streets with heavy vehicles and faster speeds, separate space for pedestrians and cycles is needed (right).

Safe street design aims to encourage moderate vehicle speeds. Street designs that reduce motor vehicle speeds can significantly improve pedestrian safety since the likelihood of pedestrian death

in a traffic collision increases dramatically when motor vehicle speeds rise above 30 km/h. A pedestrian has a 90 percent chance of surviving being hit by a car traveling less than 30 km/h, but only a 50 percent chance of surviving impacts at 45 km/h (WHO, 2013).

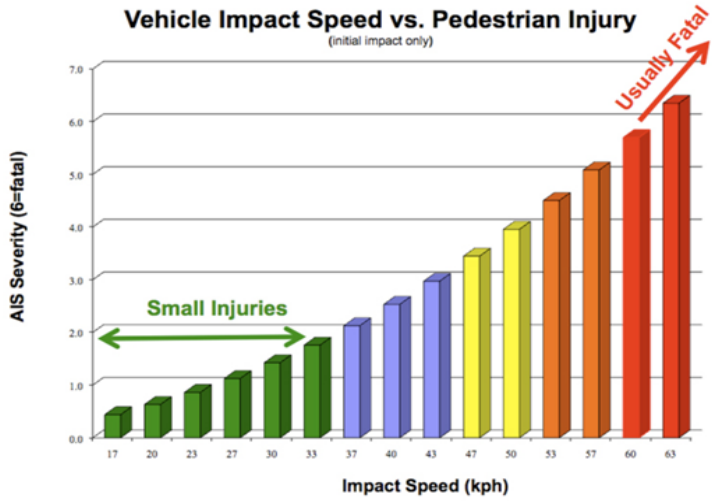

Figure 9. Speed reduction is a critical element of a safe pedestrian environment because the chance of pedestrian death in a collision increases dramatically when motor vehicle speeds rise.

A high-quality active mobility environment recognises streets not just as spaces for the movement of vehicles but also as inter-connected public spaces where people walk, talk, cycle, shop and perform the multitude of functions that are critical to the health of cities. Streets are the most valuable assets in any city and maximising their potential requires a “complete” approach to street planning and design.

3.2 UNIVERSAL ACCESS

All Egyptians have the right to safe and efficient transport services and infrastructure. Universal access is the concept of designing transport services and environments that as many people as possible can use, regardless of age or ability. Streets designed according to universal access principles accommodate assistive devices for persons with disabilities.

An accessible environment has ample, well-connected pedestrian facilities with unobstructed space for movement, consistent pavement surfaces, appropriately sloped ramps, and safe pedestrian crossings. Multiple elements of the streetscape must be designed in an integrated manner for the space to work. People with small children, people carrying heavy shopping or luggage, people with temporary accident injuries, and older people can all benefit from an inclusive transport environment.

3.3 EQUITABLE ALLOCATION OF RESOURCES

Transport planning and budgeting need to ensure an equitable allocation of resources to various transport modes and equitable access to efficient and safe transport services. Transport investments will prioritise modes used by lower-income groups, including walking, cycling, and public transport, and road space will be allocated equitably to facilitate safe access through these modes.

3.4 GENDER INCLUSION

Until recently, transport planning has tended to take a “one-size-fits-all” approach, assuming that men and women will benefit equally from improvements in transport services. In reality, women and men have different expectations from the transport system and different perceptions of security. Thus, transport policies and plans need to respond to these differences. An integrated and safe transport system provides access to education, work, health care, cultural, and other important activities that are crucial to women’s participation in the society. Of particular concern in the context of street design is the level of security that female users experience. Inclusive street design and neighbourhood planning help to improve the experiences of women and girls, making it easy to walk, cycle, and use public transport.

Figure 10. Adequate lighting is key to addressing security risks for women and girls: Luxor (left) and Cairo (right).

3.5 ENVIRONMENTAL PROTECTION AND ENERGY CONSERVATION

The 2014 Constitution of the Arab Republic of Egypt includes provisions for protecting and preserving the environment. Article 45 of the constitution states that “every individual has the right to live in a healthy, sound, and balanced environment. Its protection is a national duty.” Furthermore, Article 46 sets forth provisions regarding environmental protection and sustainable development as well as environmental rights and duties.

In the Nationally Determined Contribution (NDC) published in 2022, Egypt aims for a 7 percent reduction in greenhouse gas (GHG) emissions from the transport sector compared to a business-as-usual (BAU) scenario by 2030. The NDC identifies several measures to reduce emissions from urban transport, including the expansion of the Cairo metro, the development of the Alexandria metro, and the introduction of clean buses. All of these interventions will require high-quality last-mile access facilities for pedestrians and cyclists to maximise system usability and environmental benefits.

3.6 COLLABORATION AND PUBLIC PARTICIPATION

Provision of transport services and infrastructure is complex task that calls for concerted efforts and participation of all relevant stakeholders. Implementation of the Active Mobility Strategy will be achieved through close collaboration among government departments, civil society, the private sector, and other partners. Greater transparency in the planning and design of transport infrastructure will enable multiple stakeholders to contribute to designs that serve all users.

4. VISION AND GOALS

The Government of Egypt has adopted the following vision for the walking and cycling networks in the country. Investment in high-quality active mobility facilities is expected to yield numerous benefits, including improved convenience for pedestrians and cyclists; a reduction in fatalities and injuries from traffic collisions; improved economic vitality; cost savings for the government; improved public health; greater social cohesion; enhanced security in the public realm; foreign exchange savings due to reduced fuel use and vehicle imports; and reduced emissions of local air pollution and greenhouse gases.

Egyptian cities will provide safe, efficient, and accessible walking and cycling networks to improve mobility for all residents, enhance access to opportunities, and facilitate inclusive urbanisation.

The following table summarises the key goals that the government aims to achieve over the next ten years. Central to achieving these outcomes is a holistic approach to active mobility promotion, incorporating a variety of interventions ranging from infrastructure improvements to more effective street management. Besides the active mobility initiatives outlined in this Strategy, improved public transport services will form the backbone of the sustainable transport system and are critical to meeting the targets listed below.

Table 1. Ten-year goals for an improved active mobility environment in Egyptian cities.

Goal	*Contributing actions*	*10-year targets*
Increased mode share of walking, cycling, and public transport	• Investments in high-quality walking and cycling facilities. • Improved last-mile connectivity to public transport.	• Public transport constitutes 60% of all motorised trips in all cities across Egypt. • Modal share for active mobility in Cairo is at least 20% of trips. • Modal share for active mobility in secondary cities is at least 40% of trips. • Women constitute 50% of cyclists.
Reduction in the use of personal motor vehicles (PMV)	• Measures to manage private-vehicle use. • Improved attractiveness of sustainable modes	• Vehicle kilometres travelled (VKT) by PMVs are no more than 10% above 2023 levels.
Improved road safety	• Safe crossings, improved intersections, and dedicated facilities for active mobility.	• Fatalities of pedestrians and cyclists are reduced to 80 percent below 2023 levels.
Improved air quality	• Increased investments in high-quality walking and cycling facilities. • Measures to control private vehicle use in place.	• WHO ambient air quality norms are met 350 days a year. • Greenhouse gas emissions follow the overall targets set in Egypt's Nationally Determined Contribution.

To achieve the goals listed above, the Government of Egypt will invest in walking, cycling, and public transport, and manage private vehicle use. The following implementation targets will apply to the urban cities in the country. Smaller towns and rural centres also require active mobility improvements, particularly along regional roads that carry both active mobility movement and motorised traffic.

Table 2. Implementation targets for Egyptian cities.

Initiative	*5-year target*	*10-year target*
Footpaths	50% of 10-year target	30 km per 100,000 population.
Cycle tracks	50% of 10-year target	5 km per 100,000 population.
Traffic calming	50% of 10-year target	Traffic calming measures on 100 percent of streets ≤ 12 m wide.
Universal access	All new road project incorporates universal access provisions.	All footpaths and road crossings accessible to persons with disabilities.
Bikeshare cycles	50% of 10-year target	20 cycles per 10,000 population.
Rapid Transit	50% of 10-year target	5 km per 100,000 population, for cities with a population over 1 million
Parking Management	50% of 10-year target	400 spaces per 100,000 population managed through and IT-based parking management system
Land use	All rapid transit corridors identified as transit-oriented development corridors. The largest dimension of blocks in all new developments to be 150 m or less.	-
Outreach & communications	Spend 1% of the city's transport budget on campaigns to create awareness among citizens and policy makers.	Spend 1% of the city's transport budget on campaigns to create awareness among citizens and policy makers until at least 75% of the goals are achieved.

5. ACTIVE MOBILITY INTIATIVES

5.1 PEDESTRIAN NETWORK

Major streets in all cities in Egypt need high-quality footpaths. Well-designed footpaths provide continuous space for walking. They also support other activities such as street vending and comfortable waiting space at bus stops without compromising pedestrian mobility. The success of a footpath depends on the integration of multiple elements in a coherent design. Footpaths need to be unobstructed, continuous, shaded, and well lit. Footpaths should consist of three zones:

- The **frontage zone** provides a buffer between street-side activities and the pedestrian zone and should be 0.5 to 1 m wide.
- The **pedestrian zone** offers continuous space for walking. The pedestrian zone should be clear of any obstructions, level differences, or other obstacles to pedestrian movement and should have a clear width of at least 2 m.
- The **furniture zone** provides space for landscaping, furniture, lights, bus stops, signs, and private property access ramps.

In addition, footpaths should be no higher than 150 mm above the carriageway level and should have a smooth surface. Footpaths should be designed without abrupt level differences, especially at property entrances and intersections. For persons with visual impairments, tactile paving can be installed to indicate locations where vehicles and pedestrians interact. Implementation phasing will prioritise streets with large volumes of pedestrians. In addition, wide footpaths should be developed on public transport corridors.

Figure 11. Well-design footpaths (right) have three main zones: the frontage zone; the pedestrian zone, providing at least 2 m of clear space for walking; and the furniture zone. A clear example of a good footpath in Aswan (left).

Crossings and intersections are essential components of a well-connected street network. When properly designed, crossings and intersections allow pedestrians, cyclists, and other active mobility users to cross busy streets safely and conveniently. At points where pedestrians need to cross multiple lanes of traffic, it is important to reduce vehicle speeds to safe levels (e.g., below 15 km/h) or incorporate signals to stop traffic. Refuge islands should be provided whenever

pedestrians need to cross more than two traffic lanes at a time. Crossings also require proper signage and road markings.

Some cities have sought to increase vehicle speeds by providing grade-separated crossings. These facilities are often inaccessible to many people, including those with disabilities, and increase pedestrian travel distances and times. While grade separation may be warranted along stretches with a highway typology, at-grade crossings are more appropriate when a highway enters with populated area with heavy pedestrian activity and other roadside activities.

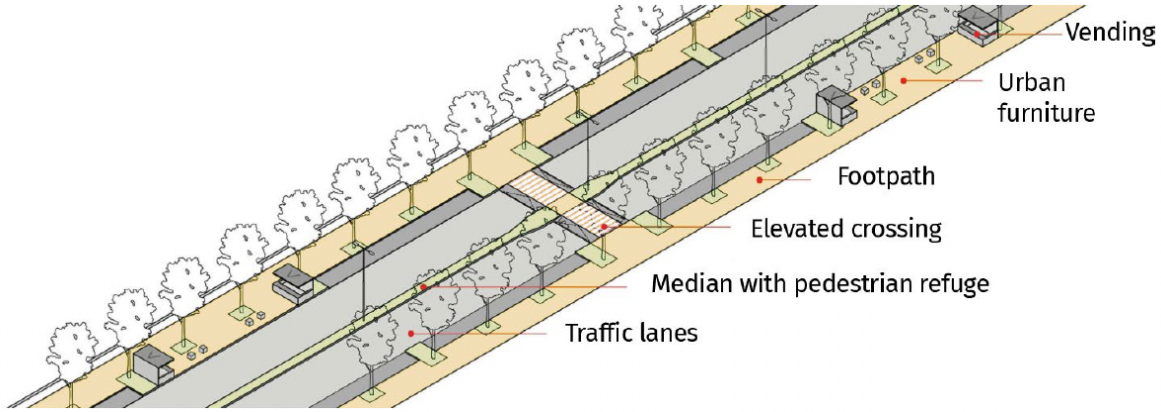

Figure 12. Table-top crossings reduce the speed of motor vehicles and offer universal access for pedestrians.

The provision of shade protects pedestrians from exposure to the sun and makes walking a more enjoyable experience. Shade can be provided through trees, awnings, or arcades. Existing trees should be preserved during road expansion projects. Further, all urban street improvement projects should incorporate provisions for new street trees throughout the corridor.

Figure 13. Shaded footpath in 6th of October City.

Key actions

- Construct a continuous pedestrian realm with high-quality footpaths, safe at-grade crossings, street trees, and adequate street lighting along new and existing streets.
- Develop safe pedestrian access in school zones.

5.2 BICYCLE NETWORK

To enhance safety of cyclists and attract new users, Egyptian cities should plan for networks of dedicated cycle tracks with safe and user-friendly and convenient infrastructure. Such a network should include cycle tracks along key corridors and major streets with two or more lanes of traffic in each direction.

Cycle tracks require physical separation from the carriageway—painted lanes and "sharrows" are not sufficient to provide a safe cycling environment. Cycle tracks track should have sufficient clear width for cycle movement (i.e., at least 2 m), a smooth surface material (concrete or asphalt, but not paver blocks), shade from trees, an elevation above the carriageway, smooth transitions where level differences are present, and a buffer between the track and carriageway. Wider cycle tracks are needed to accommodate two-way movement. Cycle tracks should incorporate proper signage and road markings.

On smaller streets, separate cycle tracks may not be needed. Instead, traffic calming in the form of speed bumps, chicanes, and other elements can help to reduce motor vehicle speeds, making it easier for cyclists and vehicles to travel together.

Key actions

- Develop dedicated cycle tracks along major streets.
- Create secure bicycle parking at public transport terminals, stations, and stops, educational institutions, and public buildings.

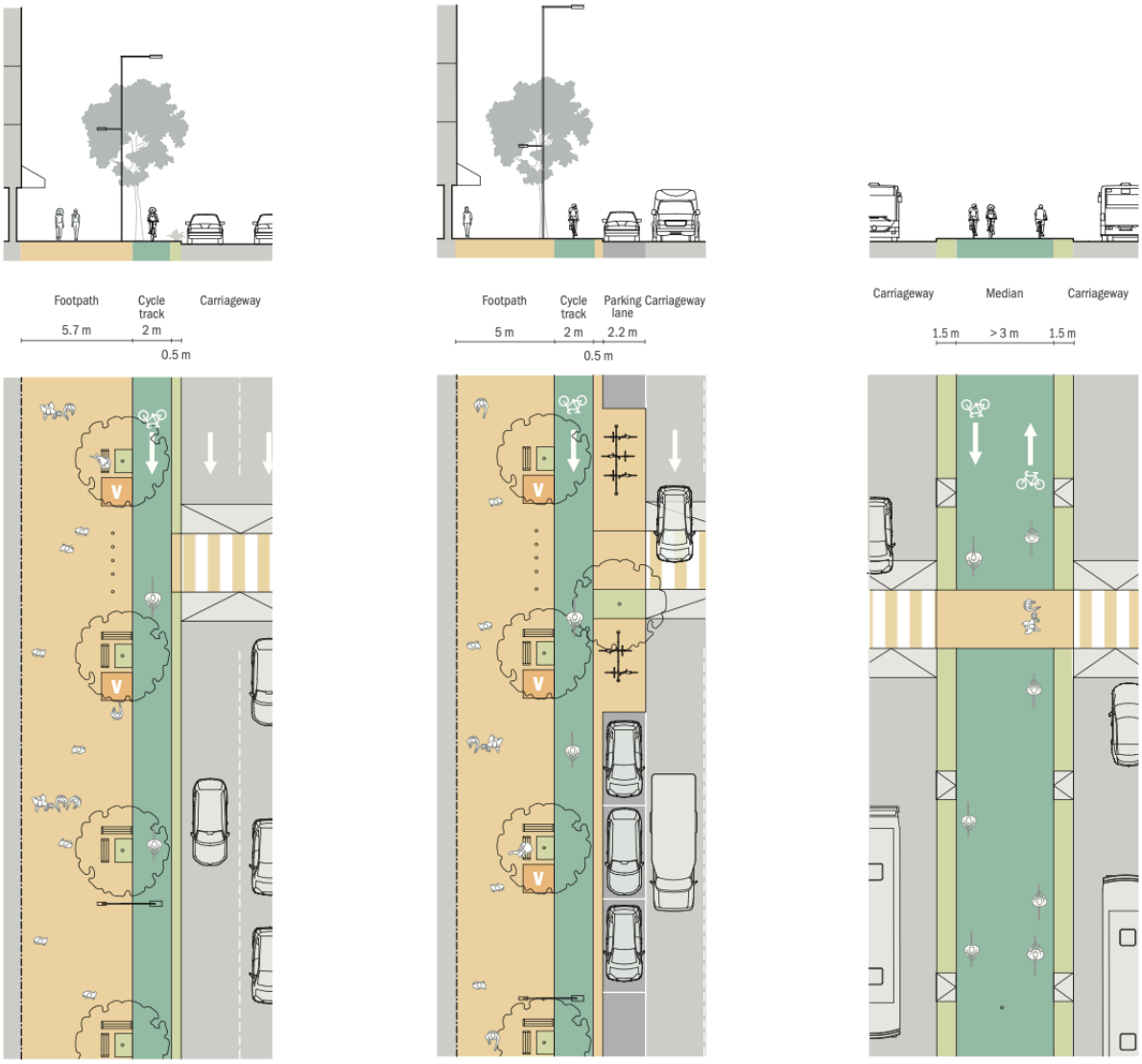

Figure 14. Cycle tracks should have a minimum width of 2 m and an elevation of 150 mm above the carriageway. Trees provide shade and comfort for cyclists.

5.3 GREENWAYS, RECREATION SPACES, AND URBAN SPORTS

To supplement walking and cycling improvements on streets, cities can develop open spaces with active mobility corridors that support both commuting and recreational uses. The term “greenway” refers to walkways and cycle paths that utilize an independent right-of-way (ROW), such as a park or the bank of a water body. Waterways can be improved through interception sewers and the removal of encroachments. Greenways should incorporate universally accessible walkways and dedicated cycle tracks, both of which should be wide enough to accommodate two-way movement. Cities should link greenways to active mobility networks along adjacent streets. Design elements for safety, play, and urban sports facilities can also be integrated to enhance enjoyment and promote healthy lifestyles.

Many Egyptian cities have begun taking initiatives to develop public spaces along the Nile. Riverside public spaces in Cairo, Aswan, Luxor, and other cities enjoy heavy patronage from a diverse set of users. The Nile and its canal network present a great opportunity to develop high-quality public places and active mobility networks that enable residents to connect with the river.

Regrettably, the development of the riverfront project on Zamalek Island in Cairo resulted in the felling of a large number of mature trees. Moving forward, authorities should ensure that waterfront projects preserve existing trees and introduce new ones to provide shade for pedestrians and cyclists.

Key actions

- Develop greenways with continuous pedestrian and cycle facilities along water bodies and rivers and mainstream recreational elements for play and sports.

Figure 15. Greenways should offer pedestrian and cycling paths along clean waterways in Aswan.

5.4 STREET LIGHTING

Adequate street lighting improves safety by enhancing visibility—both the active mobility users' ability to survey the surroundings and drivers' ability to see pedestrians and cyclists. Street lighting also contributes to the perceived and actual threat of criminal activity and sexual harassment. Designing streets with proper lighting therefore contributes to safety and security for active mobility users at night and encourages active mobility use.

Key actions

- Repair faulty streetlights and expand street lighting into new streets.
- Prepare maintenance plans for street lighting.

5.5 INTERSECTION IMPROVEMENTS

Improved intersection design can significantly reduce road crashes, injuries, and fatalities while at the same time improving motorised traffic flow. Dedicated and protected space should be provided for pedestrians to safely cross the street at intersections. Vehicle traffic should be controlled through traffic signals, to allow ample time for pedestrians to cross a street. Traffic calming measures such as speed humps, tighter turns, restrictions on free turns, narrower lanes are necessary to improve safety for all road users, particularly pedestrians and cyclists. Bollards

are also useful for defining refuge islands and protecting pedestrian spaces from encroachment by motorised traffic.

The following intersection design strategies can be used:

- **Tightening corner radii:** Smaller corner radii reduce vehicle turning speeds and pedestrian crossing distances.
- **Medians and refuge islands:** A pedestrian refuge island provides a safe space for pedestrians to wait before crossing the next stream of traffic.
- **Direct pedestrian crossings:** Pedestrian crossings should be aligned as closely as possible with pedestrian desire lines.
- **Aligned vehicle lanes**: Aligning lanes coming in and out of an intersection facilitates efficient movement of traffic.
- **Reclaiming underutilised space:** Intersection designs can reclaim underutilised space to create public spaces and locations for organised vending.

Key actions

- Develop electronic databases with georeferenced road safety data to identify black spots where frequent crashes occur.
- Implement traffic calming improvements at dangerous intersections

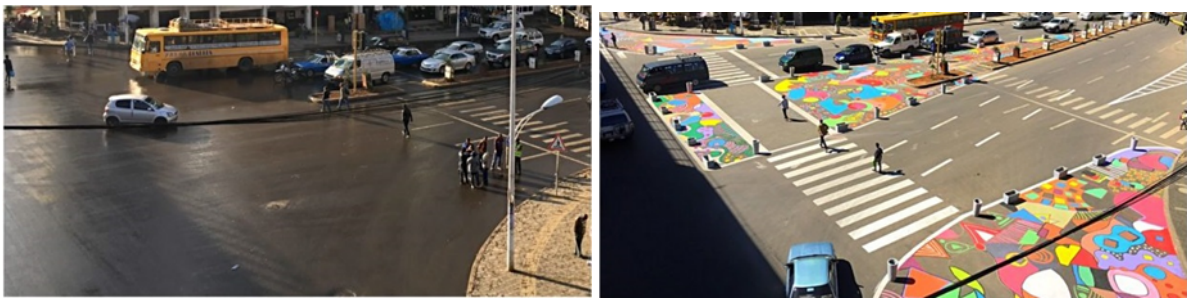

Figure 16. Before and after images of intersection modifications in Addis Ababa to reduce lane widths and turning radii for motor vehicles to improve pedestrian safety (NACTO, 2014).

5.6 BIKESHARE

Bikeshare can serve short trips in Egyptian cities and improve last-mile connectivity to public transport through a healthy, safe, and environmentally friendly means of transport. Bikeshare systems employ the following best practice features:

- A dense network of stations across the coverage area.
- Cycles with specially designed parts and sizes to discourage theft.
- An automated locking system that allows users to check cycles in or out without the need for staffing at stations.
- IT systems to track where a cycle is picked up, where it is returned, and user's identity.

- Real-time monitoring of station occupancy rates, used to guide the redistribution of cycles.
- Real-time user information provided through various platforms, including the web, mobile phones, and/or on-site terminals.
- Advertising space on cycles and at stations (provides revenue generation options for system operator or city).
- Pricing structures that incentivise short trips, helping to maximise the number of trips per cycle per day.

Figure 17. Bikeshare systems in downtown Cairo (left) and Sharm el Sheikh (right).

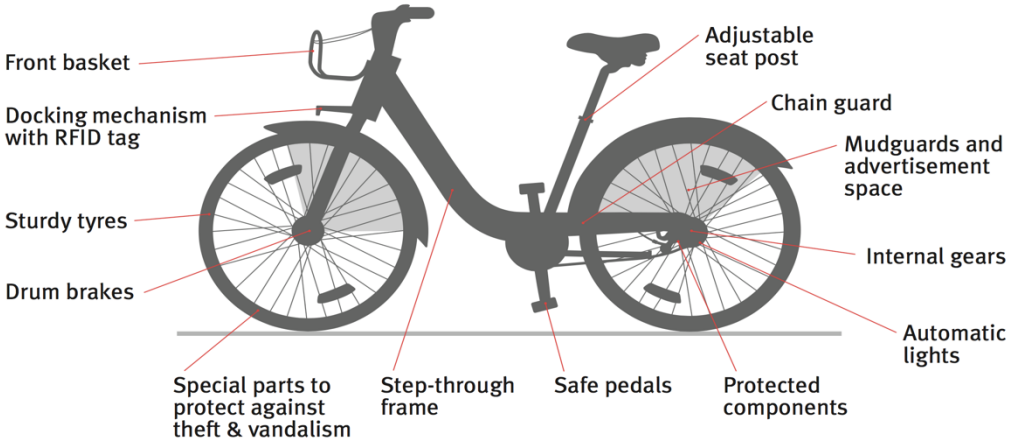

Figure 18. A unique, unisex, robust bicycle design is critical. Such a design increases brand awareness and allows the bicycle to be used by anyone.

Stations should be placed at frequent intervals, serving public transport hubs; offices and institutions; healthcare facilities; educational institutions; cultural hubs, and tourist destinations. Bikeshare can serve commuters who travel by public transport and need a “last-mile” option to reach their final destinations; workers and students who need to make short-distance errands during the day; and tourists using the bicycles to explore the city. The registration system should

incorporate safeguards to accommodate vulnerable users. Through creative approaches to user registration, payment, and system management, bikeshare projects can overcome implementation barriers related to purchasing power, credit card/debit card penetration, smartphone availability, and security.

Following the completion of preparatory activities, local authorities can contract private operators to install bikeshare systems and handle day-to-day operations and maintenance. Bikeshare systems can be funded through a combination of revenue sources, including advertising, sponsorships, user fees, and governorate budgets. The launch of bikeshare systems should be accompanied by communications and outreach activities aimed at encouraging use of the system, particularly among women, and building a stronger cycling culture in the city.

Key actions

- Implement bikeshare systems in dense, mixed-use areas of primary and secondary cities to serve short trips and improve last-mile connectivity to public transport.

5.7 TRADE POLICIES

Bicycles traditionally have been considered luxury goods and subjected to 20 percent import tariffs (Egypt Customs Authority, 2021). To increase access to high-quality bicycles, tariffs on bicycles should be removed.

Key actions

- Remove tariffs on imports of bicycles and bicycle parts.

5.8 REVIEW OF STREET DESIGN STANDARDS

Existing street design standards include the Egyptian Roads Design Code, along with the Bike Infrastructure Code issued by the Housing and Building Research Center (HBRC) under the Ministry of Housing. The National Organization for Urban Harmony (NOUH) also has developed a series of guidelines to be followed in city centres and heritage areas, although they are not as widely used as the HBRC code. Given the presence of multiple manuals and standards, a major challenge is achieving consistent designs across projects implemented by different consultants and contractors. There is a need for a consolidated set of design standards for urban streets that reflect best practices in the active mobility facility design. A uniform comprehensive standard adopted by HBRC, NOUH, and other relevant agencies can help achieve consistent, high-quality active mobility designs.

Key actions

- Develop a comprehensive harmonised urban street design manual for use by HBRC, NOUH, regional road authorities, and local authorities to guide the design and development of urban streets.

5.9 PARKING MANAGEMENT

On-street parking should be provided only after adequate provisions have been made for higher priority transport modes, including walking, cycling, and public transport. Where on-street parking is provided, market-based parking fees can help manage demand. Parking management should emphasise the efficient use of existing parking spaces rather than an expansion in the parking supply. In addition, robust parking enforcement mechanisms are needed to ensure that walking and cycling facilities, once built, remain well maintained and free of encroachments. Parking enforcement should be improved by monitoring of enforcement officers using an IT-based system. Through this system, the local authority can receive regular parking enforcement updates including number of vehicles checked, payment status, and information on completed enforcement activities. Vehicles parked on footpaths or any other non-parking zones should be clamped and heavy penalties imposed.

Key actions

- Introduce IT-based on-street parking management systems with demand-based fees.
- Install bollards to prevent parking encroachments on footpaths.

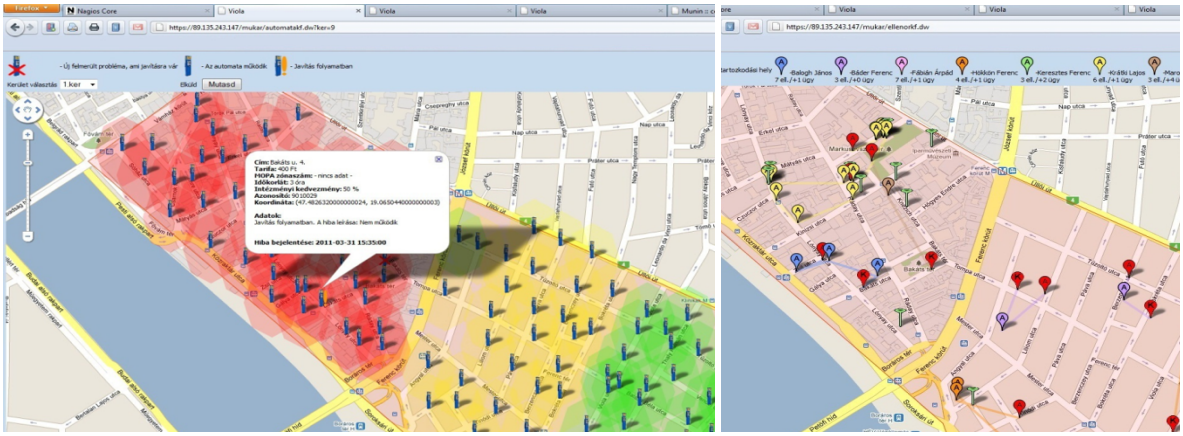

Figure 19. Budapest's parking management system provides real-time information on the status of all parking meters (left) and enforcement personnel (right).

Figure 20. Bollards can help prevent parking encroachments on pedestrian spaces: Cairo (left), Kisumu (right).

5.10 VENDOR MANAGEMENT

Street vending not only provides essential goods and services to pedestrians as they walk to their destinations but also makes streets vibrant and more secure. Vending is also an important source of employment in Egypt.

Dedicated vending spaces on city streets should be clearly marked. Local authorities can issue licenses to street vendors, set standards for vending stands, and monitor the upkeep of vending areas. Local authorities should provide waste disposal bins and constant enforcement to ensure that vendors keep their spaces clean and do not encroach on pedestrian zone. Local authorities should encourage vendors to form associations to facilitate management. Existing vending kiosks that block sidewalks should be relocated to free up space for pedestrian movement.

Key actions

- Work with vendors to form vending associations.
- Launch street vending management programmes in Egyptian cities.
- Relocate convenience kiosks that block walkways.

Figure 21. Well-organised vending on pedestrianised streets in Aswan.

5.11 COMMUNICATIONS AND OUTREACH

Communications and engagement activities will play a key role in building public support for the Active Mobility Strategy. Effective messaging about active mobility can build enthusiasm and can begin to foster a changed culture that accepts walking and cycling as integral modes of transport. In addition, participation of residents, businesses, and other stakeholders in the planning and design of streets can help improve transparency and foster the community's active use and sense of ownership of public spaces. Communications and outreach activities can include the following:

- **Car-free events** can help introduce the idea of streets as spaces that provide equitable access for all users. During such events, where private motor vehicles are temporarily banned, and streets are opened for exclusive access by pedestrians and cyclists. Programmed activities during open street events can include health and fitness activities, dance classes, bicycle maintenance clinics, inclusive recreation, and arts activities.
- **Marketing campaigns** can raise the profile of walking and cycling, encourage usage of bikeshare systems, and encourage safe driving among motor vehicle drivers. To reach a diverse audience, such campaigns should make use of multiple channels, including television, radio, print media, and social media.
- **Cycle trainings** can introduce safe cycling techniques and encourage ridership among new users, especially women and youth.
- **Sustainable commuting days** for government staff can expose city engineers and planners to issues faced by active mobility and public transport users and will give an opportunity for staff to "lead by example."
- **Use of bicycles by city officials**, including the police, can help change the image of cycling.
- **Participatory planning activities** will give community members a chance to offer input on plans and designs for active mobility projects. The Government of Egypt will adopt an open data policy to improve access to information. Stakeholder engagement should call on even non- active mobility users to contribute to and support the implementation of the Strategy because the social and environmental benefits of active mobility go beyond the direct benefits to the users themselves.
- **Active mobility award for local authorities:** The Government of Egypt can organise an annual active mobility award for the best performing city or town with respect to the planning, implementation, and maintenance of active mobility facilities.

Key actions

- Launch car-free days on at least one Friday per month in Egyptian cities and towns.
- Launch a monthly sustainable commuting (walking, cycling, or public transport) day for national government and local authority staff.

Figure 22. Cycling 'marathon' led by the president to promote cycling (left) (Sobhy, 2017) and a high-level bike ride with Cairo Governorate (right).

5.12 REVIEW OF BUILDING CONTROL & PLANNING REGULATIONS

The built environment surrounding pedestrian routes must be conducive to walking. Walking is safer and more enjoyable when sidewalks are populated, animated, and lined with useful ground-floor activities such as store fronts and restaurants. In turn, visibility to pedestrians and cyclists increases the exposure and vitality of local retail, bringing significant economic benefits.

Architectural design elements such as building setbacks and ground floor permeability have a major impact on the quality of pedestrian spaces and users' sense of security. Blank compound walls isolate the street from private uses and contribute to insecure conditions for pedestrians. Similarly, parking setbacks diminish the connection between pedestrian activity on a footpath and activity inside adjacent buildings. They also increase the risk of parking encroachments on footpaths. Building control regulations should be updated to ensure that private developments contribute to the public realm rather than functioning as isolated islands of activity.

Besides active façades, another key to mobility for active mobility users is a high ratio of intersection nodes to road links so that streets and pathways are well connected. The maximum recommended block size for people friendly streets is 100 m (ITDP, 2017). Prioritised connectivity creates finer grained networks for walking, including pedestrian-only streets. A fine-grained walking and cycling network help to reduce trip distances and improves access to public transport (ITDP, 2017).

Land use policies should encourage transit-oriented development (TOD) within walking distance (i.e., 500 m) of mass rapid transit lines. TOD incorporates mixed land use with shops, workplaces, and residences in close proximity so that residents and workers can accomplish more of their daily trips on foot or by cycle. The presence of different activities also ensures that streets remain busy throughout the day, improving personal security. TOD policies also can include affordable housing mandates, incentives for mixed use, and restrictions on off-street parking.

Key actions

- **Building control policies and regulations**: Each local authority should review building control policies and regulations to promote active frontage; minimise setback requirements; open setback spaces for pedestrian access; include arcades along

commercial streets; limit block sizes to 100 m for all future development projects; and eliminate minimum off-street parking requirements.

- **Zoning policies:** Master plans should be revised to allow high density, compact developments within 500 m of existing and planned BRT, metro, LRT, and monorail corridors. TOD policy provisions will include affordable housing, higher densities, and off-street parking maximums.

Figure 23. Planning and building control regulations should encourage active facades and mixed land use to create a safer and more attractive pedestrian environment.

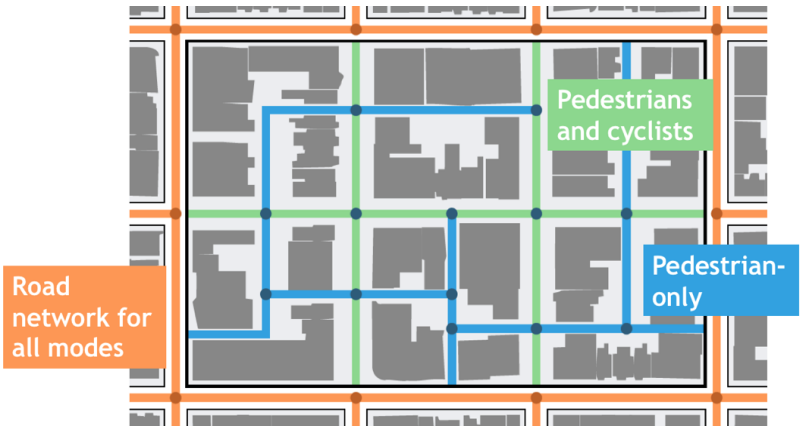

Figure 24. A fine-grained network of streets improves access for active mobility users.

5.13 GUIDELINES FOR MOBILITY PLANNING

Sustainable urban mobility plans (SUMPs) are critical for establishing a coherent strategy for mobility improvements and prioritising investments at the local level. Guidelines should be prepared to set minimum standards for mobility plans and guide the work of consultants. The

guidelines will include provisions related to data collection, data analysis, goal setting, scenario building, and public participation.

Key actions

- Develop guidelines for the preparation of SUMPs, including a model TOR for SUMP preparation.

	Cairo	*Al Remaya*	*Al Hosary*	*October Gardens*
	166	97	200	210
W/reserve	183	107	220	231
Depot Size	52,674	30,779	63,463	66,636

6. IMPLEMENTING THE ACTIVE MOBILITY STRATEGY

Achieving the ambitious goals outlined in the Egypt Active Mobility Strategy will require steady progress over time, strong political will, and public support. One way to build stakeholder buy-in is to implement demonstration projects to highlight the benefits of complete streets. Streets that experience high pedestrian volumes and serve as important access routes to public transport have potential for significant impact. By initially focusing on projects with a high probability of success, local authorities in cities and towns in Egypt can build public enthusiasm for more widespread transformation. While change may be difficult at the beginning, determined efforts can help Egypt to move toward making cycling and walking safe and enjoyable for all city residents.

6.1 ACTIVE MOBILITY INITATIVES

The two tables below indicate the different active mobility initiatives for governorates and cities, existing and new cities in Egypt. This includes walkways, cycle tracks, school zone treatments, pedestrian zones, and rapid transit.

Table 3. Indicators for the active mobility initiatives for Egyptian Governorates.

Governorate	*Population (CAMPAS, 2024)*	*Footpaths @ 30 km per 100,000 population (km)*	*Cycle tracks, two sides @ 5 km per 100,000 population (km)*	*Cycle tracks, one side @ 1 km per 100,000 population (km)*	*School zone treatments @ 20 per 100,000 population*	*Pedestrian zones @ 1 per 100,000 population*	*Rapid transit @ 5 km per 100,000 population, for cities with a population over 1 million (km)*
Cairo	10,299,821	3,090	515	103	2,060	103	515
Alexandria	5,573,808	1,672	279	56	1,115	56	279
Port Said	793,976	238	40	8	159	8	-
Suez	797,045	239	40	8	159	8	-
Asyut	5,112,926	1,534	256	51	1,023	51	256
Fayoum	4,115,608	1,235	206	41	823	41	206
Al-Ismailiyah	1,464,224	439	73	15	293	15	73
Aswan	1,670,122	501	84	17	334	17	84
Total	29,827,530	8,948	1,491	298	5,966	298	1,412

Table 4. Indicators for the active mobility initiatives for existing and new cities in Egypt.

City	*Population (NUCA, 2025)*	*Footpaths @ 30 km per 100,000 population (km)*	*Cycle tracks, one-way, two sides @ 5 km per 100,000 population (km)*	*Cycle tracks, two-way, one side @ 1 km per 100,000 population (km)*	*School zone treatments @ 20 per 100,000 population (No.)*	*Pedestrian zones @ 1 per 100,000 population (No.)*	*Bus rapid transit @ 5 km per 100,000 population, for cities with a population over 1 million (km)*
Al Mansurah	633,117	190	32	6	127	6	-
Zagazig	466,970	140	23	5	93	5	-
Tanta	601,888	181	30	6	120	6	-
6th of October	1,500,000	450	75	15	300	15	75
New Cairo City	1,500,000	450	75	15	300	15	75
Al Sheikh Zaied	233,000	70	12	2	47	2	-
Al Shorouk	170,000	51	9	2	34	2	-
New Damietta	150,000	45	8	2	30	2	-
Total	5,254,975	1,576	263	53	1,051	53	150

6.2 INSTITUTIONAL FRAMEWORK

The successful implementation of active mobility initiatives will involve cooperation among multiple stakeholders. National, governorate, and city-level agencies all have a role to play in the implementation of active mobility facilities. NUCA will play a leadership role in disseminating the Active Mobility Strategy and monitoring progress over time. NUCA will also help coordinate actions among implementing agencies and serve as the secretariat for an Active Mobility Committee (see below). NUCA will guide efforts to strengthen local institutions through appropriate staffing and budgetary allocations.

NUCA, as the body responsible for constructing main roads in new cities, and the General Authority of Roads and Bridges (GARBLT), responsible for constructing main roads in cities across the country, and the governorates will play a major role in introducing high-quality active mobility facilities in cities. The General Organisation for Physical Planning (GOPP), together with regional and local administrations, will play a role in preparing building control rules and planning regulations that improve the active mobility environment in the cities. Within governorates, code enforcement agencies will need strengthening to ensure that new active mobility facilities are maintained and protected from encroachment. Enforcement of traffic regulations is another critical element of implementing the Active Mobility Strategy, with the Ministry of Interior and city-level traffic police department playing a major role.

Table 5. Key agencies and responsibilities.

Agency	*Responsibility*
Ministry of Housing, Utilities, and Urban Communities	• Integrate active mobility elements in urban development plans.
New Urban Communities Authority (NUCA)	• Provide political leadership and general oversight toward dissemination and implementation of the Active Mobility Strategy. • Design and implement high-quality walking and cycling facilities in new communities. • Partner with academic institutions and technical organisations to conduct training programs for engineers, planners, and other technical staff in the basics of street design.
General Organization for Physical Planning (GOPP)	• Develop urban planning policies and regulations to encourage walkability.
Ministry of Transport (MoT)	• Integrate active mobility elements in transport plans.
General Authority for Roads, Bridges, & Land Transport (GARBLT)	• Incorporate walking and cycling facilities in urban street projects.
Military contractors	• Incorporate walking and cycling facilities in urban street projects.
Local authorities and governorates	• Design and implement high-quality walking and cycling facilities. • Manage local transport funds. • Plan and implement bikeshare systems. • Oversee operations of on-street parking management systems. • Manage street vending. • Prevent encroachments on active mobility facilities. • Conduct audits and surveys to monitor progress on implementation of the Strategy.
Traffic police departments	• Control and manage traffic operations, enforce traffic rules, educate street users, and identify where improvements are required to improve safety.
Ministry of Finance	• Allocate funds for active mobility initiatives.

The Government of Egypt, regional governates, and local authorities will develop appropriate frameworks to coordinate among key departments, both at the national and local levels. To improve inter-agency coordination, NUCA will set up and convene regular meetings of a national Active Mobility Committee to review proposed designs, guide implementation, and monitor performance over time. The Active Mobility Committee will prepare quarterly and annual active mobility implementation and maintenance reports and submit the same to the Ministry of Housing, Utilities, and Urban Communities, listing any challenges experienced and recommendations.

The national active mobility Committee will include representatives from the following agencies:

- Ministry of Housing, Utilities, and Urban Communities (MoHUUC)
- New Urban Communities Authority (NUCA)
- General Organization for Physical Planning (GOPP)
- General Authority of Roads and Bridges (GARBLT)
- Ministry of Transport (MoT)

The Committee will invite additional stakeholders to participate in committee deliberations:

- Governorate representatives (i.e., Cairo and Giza Governorates)
- Local authority representatives in new cities (i.e., 6th of October Authority and Sheikh Zayed Authority)
- Non-government or community organisations
- Egyptian Engineers Syndicate
- Representatives from universities

Resident groups also have a role to play in facilitating appropriate use of walkways and other active mobility facilities. Associations at the neighbourhood level can help with awareness creation. Local associations also can contribute to the planning process by reviewing project plans and designs. Government agencies should conduct adequate outreach to local groups at all stages of the planning process.

6.3 PLANNING

Each city with a population of 500,000 and above is expected to develop a sustainable urban mobility plan (SUMP) that complements the city's land use master plan. A SUMP will:

- Set a vision and quantitative goals for transport system improvements. SUMPs should have mode share goals in line with the objectives of this strategy.
- Outline a comprehensive time-bound programme for expanding and improving active mobility facilities, public transport, and travel demand management.
- Include explicit measures to reduce the absolute number of trips by personal motor vehicles and encourage a shift from personal motor vehicles to public modes and active mobility.
- Describe land use reforms to complement the proposed transport improvements.
- Be consistent with this Active Mobility Strategy.

Cities with a population below 500,000 will be encouraged to create active mobility plans with the following characteristics:

- Outline a comprehensive time-bound programme for expanding and improving active mobility facilities.
- Be consistent with this Active Mobility Strategy.

The Government of Egypt will ensure that all projects funded by the national government involving construction of new streets or retrofitting of existing streets improve safety and convenience for active mobility users. All designs will comply with the updated the urban street design manual.

The Government will ensure that all transport-related planning, plans, and studies (including surveys, plans, forecasts and models, and implementation plans undertaken by professional staff, consultants and/or international agencies), even those without a specific focus on active mobility, consider the impact of proposed interventions on active mobility users. The Government will require, where possible, that active mobility user participation is included in transport-related planning processes.

6.4 FUNDING

The Government will prioritise implementation of transport projects, including footpaths, cycle tracks, bikeshare and greenways, to meet the goals of this Strategy. National funding for transport

in populated areas, whether provided by NUCA, the Ministry of Transport, the government's budget, or other sources, will be devoted to funding projects that benefit sustainable modes of transport (i.e., walking, cycling, and public transport). National funding for transport projects will be subject to the consistency of the project with the provisions of this policy, as well as the following specific conditions:

- The government will provide funding for urban road projects only if the roads are designed as complete streets with adequate facilities for pedestrians, cyclists, and public transport users.
- The government will provide funding for grade separators only if such infrastructure gives priority to public transport and/or active mobility.
- The government will not fund projects that expand the supply of parking for personal motor vehicles.
- The government will facilitate funding from external sources for projects promoting the use of sustainable transport modes, as well as restricting the use of personal motor vehicles.

To receive national funding for transport projects, governorates and local authorities will be required to meet the following conditions:

- An authority's capital expenditure on infrastructure for active mobility, from its own resources as well as loans and grants from external sources, must constitute 33 per cent of total spending on transport initiatives. Examples of such projects are footpaths, cycle tracks, bikeshare systems, and bicycle parking.
- An authority's capital expenditure on infrastructure for personal motor vehicles, whether from its own resources or as loans and grants from external sources, may not constitute more than 33 per cent of total spending. Examples of such projects include flyovers, road widenings, parking lots, and mechanised parking.
- The local authority must have an approved SUMP.

If a local authority does not meet one or more of these conditions, national funding for new projects will be withheld. If the local authority does not meet these conditions for two or more consecutive years, all national funding for new and existing projects will be withheld.

The government will assist local authorities in creating dedicated local transport funds (LTF) to manage financial resources for the transport systems. The Government will provide funding support for feasibility studies and detailed project reports for street design, bikeshare, parking management, BRT, and city bus improvements.

Table 6. Active mobility initiatives for Egyptian Governorates and cost estimates.

NMT Intervention	*Total quantity*	*Units*	*Unit price (million EGP)*	*Total cost (million EGP)*
Footpaths	8,948	km	13.83	123,737
Cycle tracks, one way, two sides	1,491	km	6.04	9,004
Cycle tracks, two-way, one side	298	km	4.53	1,351

School zone treatments	5,966	no.	5.65	33,700
Pedestrian zones	298	km	16.31	4,864
Bus rapid transit	1,412	km	95.55	134,900
Bikeshare systems	59,655	no. of bikeshare bikes	0.06	3,569
Total				311,125

Table 7. Active mobility initiatives for existing and new cities and cost estimates.

Intervention	*Total quantity*	*Units*	*Unit price (million EGP)*	*Total cost (million EGP)*
Footpaths	1,576	km	9.22	14,533
Cycle tracks, one way, two sides	263	km	4.03	1,058
Cycle tracks, two-way, one side	53	km	3.02	159
School zone treatments	1,051	no.	3.77	3,958
Pedestrian zones	53	km	10.87	571
Bus rapid transit	150	km	63.70	9,555
Bikeshare systems	10,510	no. of bikeshare bikes	0.04	419
Total				30,253

NMT Intervention	*Total quantity*	*Units*	*Unit price (million EGP)*	*Total cost (million EGP)*
Footpaths	1,576	km	13.83	21,800
Cycle tracks, one way, two sides	263	km	6.04	1,586
Cycle tracks, two-way, one side	53	km	4.53	238
School zone treatments	1,051	no.	5.65	5,937
Pedestrian zones	53	km	16.31	857
Bus rapid transit	150	km	95.55	14,333
Bikeshare systems	10,510	no. of bikeshare bikes	0.06	629
Total				45,380

6.5 CAPACITY BUILDING

Implementation of the Active Mobility Strategy will require a concerted effort to build institutional capacity and skillsets of individual practitioners. The NUCA, under the auspices of the Ministry of Housing, shall be responsible for organising continuous training for the local engineers, urban planners, and consultants at the national and city levels. Employees working on urban planning and transport sector initiatives should obtain, improve, and retain the skills and knowledge required to plan, design, construct, and manage active mobility facilities. NUCA will partner with regional and local authority urban planning and transport offices to organise training programs for government employees and consultants. NUCA will also seek support from academic institutions, development banks, and other partner organisations with expertise in the active mobility planning. Together with local universities, NUCA can assist in preparing material on urban transport to be included in the standard university curricula for engineers, planners, and architects.

6.6 MONITORING AND EVALUATION

Monitoring will consist of two broad components:

- Tracking of progress toward implementation targets (e.g., km of footpath, km of cycle tracks, number of managed parking spaces, etc.)
- Measurement of Active Mobility Strategy outcomes (e.g., mode share of walking and cycling, VKT by personal motor vehicles, local air pollution levels, etc.)

The table below lists the data sources for the tracking of these indicators. NUCA will consolidate information gathered by local authorities, national agencies, and other stakeholders.

Table 8. Data sources for performance indicators

Indicator	*Type of indicator*	*Data source(s)*
Length of street with footpaths, cycle tracks, traffic calming, universal access, and rapid transit.	Implementation target	Street audits and government records
Fraction of schools with school zone elements.	Implementation target	Government records
Number of managed parking spaces	Implementation target	Government records
Number of bicycles available in bikeshare systems	Implementation target	Government records
Adoption of TOD policies	Implementation target	Government records
Spending on active mobility-related communication campaigns	Implementation target	Government records
Removal of tariffs on bicycles	Implementation target	Government records
Fatalities of pedestrians and cyclists	Outcome	Traffic Police records
Mode share of active mobility and motorised trips	Outcome	Household surveys
Vehicle kilometres travelled (VKT) by PMVs	Outcome	Household surveys
Fraction of cyclists who are women	Outcome	Traffic counts
Ambient air pollution levels	Outcome	Pollution monitoring devices
Greenhouse gas emissions from transport	Outcome	Emissions inventory

To inform the measurement of these indicators, initial active mobility facility audits should be conducted by all local authorities. The audit will document the current extent of footpaths, cycle tracks, and other active mobility elements. In each city, the information should be stored in a citywide asset management system built on a Geographic Information Systems (GIS) platform. Cities should compile existing data and conduct baseline surveys to document existing conditions. Over time, this database can be updated when street improvement projects are implemented. Other implementation target indicators can be measured directly through government data and records.

For the outcome indicators, some new data collection efforts will be required. Information on mode shares and travel patterns will be obtained from household surveys conducted on a regular basis (e.g., every 5 years). In addition, gender-disaggregated counts will be required to document volumes of active mobility users, including the fraction of users who are women. Air pollution monitoring devices will be needed to measure ambient concentrations of local pollutants. NUCA will support local authorities in strengthening their capacity to collect and analyse transport data.

7. DEFINITIONS

- **Access:** Facilities offered to people to reach social and economic opportunities, measured in terms of the time, money, comfort, and safety that is associated with reaching such opportunities.
- **Average trip length:** The average distance covered by a transport mode for a trip, measured in kilometres.
- **Bus rapid transit (BRT):** High quality bus-based mass transit system that delivers fast, comfortable, reliable, and cost-effective urban mobility through the provision of segregated right-of-way infrastructure, rapid and frequent operations, and excellence in marketing and customer service.
- **Complete streets:** Streets that are designed for all users, including pedestrians, cyclists, public transport passengers, and personal motor vehicles, including all modes of mobility as well as street vending, trees, street furniture, and other elements.
- **Greenway:** A waterway or strip of land with exclusive facilities for cycling and walking.
- **Mobility:** Conditions under which an individual can move in the urban environment.
- **Mode share:** The share of total trips carried out by a particular mode of urban transport, including walking, cycling, bus, paratransit, rail, two-wheeler, or car.
- **Non-motorised transport (active mobility):** Human-powered transport such as walking and cycling.
- **Nationally Determined Contribution (NDC):** National pledges to reduce greenhouse gas emissions per the provisions of the 2015 United Nations Framework Convention on Climate Change Conference of the Parties in Paris.
- **On-street parking:** The space occupied by vehicles to park along the edge of the street.
- **Paratransit:** Service operated by the private sector on a shared or per seat basis along informally organised routes with intermediate stops. The service may or may not have a predefined fare structure.
- **Public transport (PT):** Shared passenger vehicles that are publicly available for multiple users. In this document, the term “public transport” is used to refer to paratransit and formal road-based public transport services.
- **Parking management:** Pricing, enforcement, and other mechanisms used to guide parking operations to ensure the efficient use of street space.
- **Right-of-way (ROW):** The width of the road, taken from the compound wall/property edge on one side of the road to the compound wall/property edge on the other side of the road.
- **School zone:** All streets and greenways within a 200 m radius of a school.
- **Sustainable transport modes:** The following modes are categorized as “sustainable modes” of urban transport because when compared with personal motor vehicles, they consume the least amount of road space and fuel per person-km and entail lower infrastructure costs: walking, cycling, and public transport (including a regular bus service as well as BRT, metro, LRT, and monorail systems).
- **Traffic calming:** Traffic calming measures ensure pedestrian safety by reducing speed and potentially also the volume of motor vehicles. Traffic calming slows down vehicles through vertical displacement, horizontal displacement, and real or perceived narrowing of

carriageway, material/colour changes that signal conflict points, or the complete closure of a street.

- **Vehicle kilometres travelled (VKT):** Vehicle kilometres travelled by all the personal motor vehicles in one day.

8. ABBREVIATIONS

BRT	Bus rapid transit
ECS	Equivalent car space
MoHUUC	Ministry of Housing, Utilities and Urban Communities
MOT	Ministry of Transport
MRT	Mass rapid transit
NDC	National Determined Contribution
NMT	Non-motorised transport
NUCA	New Urban Communities Authority
SPV	Special purpose vehicle
TDM	Travel demand management
TOD	Transit-oriented development
VKT	Vehicle kilometres travelled

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