



# THE POWER OF PEDALS AND PATHWAYS: PIONEERING NON-MOTORIZED TRANSPORT IN ST. KITTS AND NEVIS

## TECHNOLOGY DESCRIPTION

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Non-Motorized Transport (NMT) refers to sustainable modes of transport such as walking and cycling, which do not rely on motorized vehicles and contribute to reduced greenhouse gas (GHG) emissions. NMT involves the development of safe and accessible infrastructure, including pedestrian pathways, sidewalks, cycling lanes, and public spaces that encourage walking and cycling as viable alternatives to motorized transport. In St. Kitts and Nevis, the promotion of NMT aims to reduce congestion, lower emissions, improve public health, and enhance urban mobility in a sustainable manner.

### CLIMATE RATIONALE OF THE TECHNOLOGY

The transport sector in St. Kitts and Nevis is a significant contributor to GHG emissions due to the high reliance on motor vehicles. As the population grows and urbanization increases, traffic congestion and emissions will continue to rise if current transport patterns persist. Non-Motorized Transport (NMT) offers a low-carbon alternative that not only reduces emissions but also supports climate adaptation efforts by reducing air pollution and improving public health outcomes. Promoting NMT is a crucial component of the country's broader strategy to address climate change and develop a sustainable transport system.

## AMBITION OF THE TECHNOLOGY

### SCALE FOR IMPLEMENTATION AND TIMELINE

The ambition for development of sidewalks, cycle lanes and safe cycle parking for NMT is a modal shift of 5% from personal vehicles by 2030 at a cost of **USD 1.8 million**.

Actions	Target	Costs (USD)
<p><b>Action 1:</b> Develop a comprehensive policy, strategy and action plan to promote NMT</p> <p><b>Action 2:</b> Develop an infrastructure rehabilitation and development plan including site assessments and design of sidewalks, cycle lanes and cycle parking.</p> <p><b>Action 3:</b> Rehabilitate existing and construct new sidewalks, cycle lanes and cycle parking including associated traffic calming measures.</p> <p><b>Action 4:</b> Develop and implement public awareness campaign to promote NMT</p> <p><b>Action 5:</b> Monitor and evaluate current and emerging use of NMT</p>	Development of sidewalks, cycle lanes and safe cycle parking allows for a modal shift of 5% from personal vehicles by 2030.	1,812,500



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## EXPECTED IMPACTS OF THE TECHNOLOGY

- **Reduction in GHG emissions:** By promoting walking and cycling as alternatives to motorized transport, NMT will contribute to a significant reduction in emissions from the transport sector.
- **Improved public health:** NMT encourages physical activity, leading to better public health outcomes, including lower rates of cardiovascular diseases and obesity.
- **Reduced traffic congestion:** The promotion of NMT will help alleviate traffic congestion in urban areas, leading to smoother traffic flow and improved urban mobility.
- **Economic benefits:** Investments in NMT infrastructure are generally lower than those required for motorized transport infrastructure. Additionally, NMT can reduce household spending on fuel and vehicle maintenance.
- **Improved quality of life:** The development of pedestrian-friendly streets and public spaces enhances urban livability, making cities more attractive and safer for residents and tourists alike.

## POLICY ACTIONS FOR TECHNOLOGY IMPLEMENTATION

### EXISTING POLICIES IN RELATION TO THE TECHNOLOGY

Recently, the NDC and mitigation analysis chapters in the third National Communication to the UNFCCC assess progress towards mitigation actions identified in the **National Climate Change Policy (2017)**, **National Energy Policy and Action Plan (2014)** and more recently in the **Draft St. Kitts and Nevis Electric Vehicle Transition Policy and Action Plan (2024)**. These important policy tools and action plans provide the roadmap for climate change mitigation in the Federation. These policies do not consider NMT.

### PROPOSED POLICIES TO ENHANCE TECHNOLOGY IMPLEMENTATION

To enable promotion of NMT, there is a need to develop a comprehensive policy, strategy and action plan as outlined in Action 1 of the TAP.

- **Development of an NMT policy framework:** A national policy on NMT should be developed, setting clear goals and targets for walking and cycling infrastructure, safety regulations, and public awareness. This policy should be aligned with climate change goals and urban planning strategies.

### COSTS RELATED TO THE IMPLEMENTATION OF POLICIES

The estimated cost for an NMT policy framework was estimated at **USD 220,000** over 1-2 years.



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## USEFUL INFORMATION

### CONTACT DETAILS

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### LINKS TO TNA REPORTS

More information on the Technology Needs Assessment for St. Kitts and Nevis can be found at <https://tech-action.unepccc.org/country/st-kitts-and-nevis/>.