



Partnership on Sustainable, Low Carbon Transport (SLoCaT)

Key messages on sustainable urban transport **for the Habitat III - “New Urban Agenda”**

April 2016

Introduction

The SLoCaT Partnership represents 96 international organizations, companies and institutes, including multi-lateral and bi-lateral development agencies, transport industry as well as civil society and academia (see Annex 1 for full list). We worked successfully in 2015 for the inclusion of sustainable transport in the SDG's and UNFCCC agreements.

In 2016 we are working together to ensure that Habitat III's New Urban Agenda (NUA) will make a practical, action orientated contribution to the widespread deployment of sustainable urban transport, as an essential pillar of sustainable urbanization and to deliver on the agreed SDG's and greenhouse gas reductions. Based on a detailed analysis of the Habitat III documents, meetings and discussion so far we have elaborated:

5 Key Messages for delivering sustainable urban mobility - What is required?

5 Five specific requirements for Sustainable Urban Transport (SUT) in the "New Urban Agenda" - How to do it? and;

5 "warning signs" of un-sustainable urban transport

Section A – What is required? Five Key Messages for delivering sustainable urban mobility

The SLoCaT sustainable transport community has identified five key messages on what is required for urban transport to ensure sustainable urbanisation in the next decades. These important messages are relevant for all stakeholder with an interest in sustainable urbanisation and should be shared with all actors contributing to the Habitat III process and outcomes.

Key message I – Access for All

Urban mobility must ensure "access for all", especially for marginalised groups, to goods, services and opportunities.

Cities exist because they provide increased access to goods, services and opportunities. For cities to be economically prosperous, socially inclusive and environmentally sustainable they must provide all citizens access to economic opportunities and essential services including those with special needs. "Car focussed" urban transport investments often benefit the minority of the population who own a car. It is often the lack of access for vulnerable and marginalised groups (e.g. elderly, people with disabilities, unemployed) that leads to their economic, social or physical marginalization. Universal *access for all*, is an essential step on the pathway to a sustainable city.

Key message II – Convergence

A common global roadmap is required to transform urban mobility and to deliver simultaneously on both the Sustainable Development Goals (SDG) and the greenhouse gas reductions agreed (COP21 Paris Agreement) in 2015.

The global agreements in 2015 on the Sustainable Development Goals (SDG) and the Paris Agreement on Climate Change now need to be implemented, they both require a fundamental transformation of urban passenger transport and logistics in the next decades.

It is not feasible to simultaneously implement different transport solutions in support of sustainable development and climate change targets. Urban transport systems can only be transformed once. Delivering on the SDGs through improving access and making urban transport inclusive, healthy and safe, AND reducing greenhouse gas emissions are highly compatible processes and a common global roadmap is required now to deliver on both agreements simultaneously, whilst still respecting local circumstances and different levels of development. We need to streamline the urban actions necessary to achieve the SDG and CC commitments into a single, specific, action orientated roadmap. While we need a common transformation road map there will be different pathways for cities in different countries according to local circumstances and priorities (Table 1).

Table 1 – Differing priorities according to development stage.

	Developed Countries	Countries in Transition	Least Developed Countries
Improve Access	*	**	***
Improve Urban Road Safety	*	***	**
Strengthen Efficiency	*	**	***
Reduce Greenhouse Gas Emissions	***	**	*

*Number of *s reflects priority to be accorded in addressing objective*

Key message III – Massive expansion of walking and cycling, and public transport

A massive increase in walking, cycling and public transport infrastructure and services is required – to keep pace with expected increase in demand linked to urban demographic changes and economic growth.

Urban transport systems throughout the world are already under pressure, with congestion, injury and air pollution endemic, limiting economic growth and seriously damaging human health. The widely anticipated 64% growth in urban populations by 2050 (an additional 2.5 billion globally) a doubling of urban populations in some regions (e.g. Africa and Asia) will make the realization of SDG 11.2, which calls for universal urban access very challenging. We need to stop investing in car orientated infrastructure and switch to massively increase investment in sustainable urban transport systems. Through extensive demonstrations and research, we know what works (and what doesn't) the focus should now be on maximising use of the existing infrastructure and expanding (a) walking and cycling infrastructure (b) public transport infrastructure and services; (c) Information and Communication Technologies (ICT) that enable smart city solutions; and (d) sustainable urban logistics solutions. Without significant and sustained investment (and the necessary accompanying urban transport related policy reforms) urban transport systems will be increasingly overwhelmed by the increase in demand. Without action there is a real possibility that urban transport systems will fail, and then the promise of sustainable urban development in the 21st century will not materialise.

Key message IV – Good return on investments

Investments in sustainable urban mobility infrastructure and services deliver long term economic, social and environmental benefits.

Although sustainable urban transport infrastructure is expensive when considering the overall investments needed the impacts, in terms of the economic benefits of better access and improved health are large and long term. There is a growing body of international studies that demonstrate the overwhelmingly positive macro-economic impacts of a transition to sustainable, low carbon, healthy and resilient urban transport systems. Continued innovation of transport technologies, services and management practices will further improve the cost benefit ratio of sustainable urban transport.

Sustainable urban transport, through its more efficient use of space, vehicles and infrastructure moves more people and goods more efficiently – so increasing urban access can be done in a manner that requires less infrastructure and reduces transport costs. Sustainable urban transport also reduces the significant negative externalities of air pollution, noise, congestion, inactivity and fatalities and serious injuries caused by collisions. Sustainable mobility if affordable, and people focused, can help in promoting social inclusion and reduction of poverty and is without doubt the lowest cost route to increase urban access.

Key message V – Inclusive policy making

Comprehensive sustainable urban mobility policies and plans must be developed in open, transparent and inclusive processes.

Delivering safe, reliable and affordable *access for all* required open, transparent and inclusive urban mobility policy and planning processes, which meaningfully engage all stakeholders, with particular attention to those in vulnerable or marginalised situations. Access for all will require making full use of the four pillars of the Enable, Avoid, Shift and Improve strategy,

which calls for enabling local and national governments through capacity building, urban and mobility planning and demand management measures that *avoids* or reduces the need for transport, *shifting* the movement of people from cars to walking and cycling, as well as public transport, and *improving* the environmental performance of vehicles and fuels, with a particular attention to urban logistics.

Section B – How to do it? Five specific requirements for Sustainable Urban Transport (SUT) in the “New Urban Agenda” (NUA) to be agreed at Habitat III

In Section A we set out what needs to be done, here the SLoCaT sustainable transport community has identified five specific, action orientated requirements (how to do it) for inclusion in the New Urban Agenda. They take into account the need of both national and city governments to take concerted action to deliver sustainable urban access for all.

1 – The NUA should call on cities to set ambitious targets for safe, affordable, accessible and sustainable transport systems by 2030

(Habitat III Thematic area: VI Housing and Basic Services)

In 2015 the United Nations adopted the 2030 Agenda for Sustainable Development which included 17 SDG and associated targets and indicators, eight of the goals relate, directly or indirectly, to mobility. Target 11.2 is that “By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities, and older persons.”

UN member states and cities as well as the wider sustainable transport community should work together to establish globally accepted definitions, metrics and methodologies to measure progress in the implementation of SDG Target 11.2.

Building a broad consensus on a clear and specific urban transport vision is an important part of a national SUT policy. National and local governments need to work together to set a number of targets in different policy areas but cities should take the lead in setting specific meaningful target(s) for SUT in each city.

Cities can, in their efforts to set targets, benefit from a growing number of governments and cities that have developed clear and ambitious targets on e.g. Greenhouse Gas emissions and road safety. Copenhagen (Denmark) has set the objective of being “Carbon Neutral by 2025, the European Commission has set the vision of “phasing out the use of conventionally fuelled vehicles in cities by 2050”, Tampa (USA) has agreed a Vision Zero for pedestrian deaths. Udaipur, Rajkot and Visakhapatnam (India) are working towards carbon free transport systems.

It is recommended that the NUA calls on cities to develop and agree upon targets that specify a pathway towards carbon neutrality for cities latest by 2050. This is fully consistent with the Paris Agreement on Climate Change which includes a target of well below the two-degree Celsius scenario and pursuing efforts to limit the temperature increase to 1.5 degrees. Cities would be well advised to also embrace a Vision Zero for road deaths/injuries as the basis for their action to improve Road Safety.

Implementing policies that aim at increasing the modal share of walking, cycling and public transport, will greatly help cities to reach SDG Target 11.2 and improve health.

2 – In the NUA national governments should commit to provide cities with the appropriate, supporting national policy frameworks (including finance⁹ to empower them to deliver SUT solutions.

(Habitat III Thematic area: IV. Urban Governance and Legislation)

Cities operate within a legal, political and financial context defined by national governments. Many national governments may be inclined to leave urban transport issues to cities, but it is necessary for national governments to realise that for cities to deliver on SUT they need an appropriate supporting national policy and financial frameworks. These frameworks will depend on the local circumstances but could include, inter alia, legal powers, access to finance, support for capacity building, revenue raising powers, support for institutional strengthening, guidelines, regulations and standards to plan and manage transport systems. Some issues may be best set at the national level (e.g. vehicle and fuel standards) other at the city level (e.g. access regulations) but in all cases there needs to be a suitable national framework for SUT.

3- The NUA must call for new forms of integrated land use planning to reduce demand for urban transport and recognise the need to allocate road space to maximise mobility.

(Habitat III Thematic area: II. Land Use/Urban Planning)

With the majority of projected 2030 urban areas still to be developed, especially in emerging and developing economies - it is essential that urban planning delivers reduced demand for urban transport. Urban planning decisions now will define transport patterns for decades to come and if done well will “lock in” sustainable transport patterns. Succeeding with SUT starts with the successful integration of land use and transport planning. To “avoid” future transport demand, planning must integrate development of housing, offices and schools, shops, mobility infrastructure and public space and prioritise development in highly accessible areas. Urban development should maximize the concentration of services provided by area (i.e. functional diversity) and integrate planning of the mobility services from the beginning. Compact neighbourhoods with high land use diversity will allow the development of mobility networks. Experience shows that this is best done with support from national planning guidelines. Policies in other areas e.g. fiscal policies, education and health care can also contribute to ensuring space efficient local access to services and economic opportunities.

Land being one of the scarcest resources in cities, the focus should be on maximising mobility by prioritising space efficient modes of transport. Urban road space should be allocated (or reallocated) to maximise mobility, for the right modes and uses at the right time maximising efficient movement of people and goods, rather than to maximise vehicle capacity. For example, by reallocating road space from cars walking, cycling and public transport, and enforcing a comprehensive parking policy can make sustainable modes faster, cheaper and safer. Public transport has a much higher capacity than cars, parking consumes valuable land and further stimulates car use. As part of a comprehensive parking policy city planning rules

must regulate public and private parking as well as adopt maximum, rather than minimum, parking standards for the development of residential and office real estate projects.

4 - The NUA must call on and commit national and city governments and International Financial Institutions’ to provide sufficient and reliable financing as well as incentivize private sector to increase financing for SUT.

(Habitat III Thematic area: V. Urban Economy)

To cope with the expected increase in urban transport demand massive investments are needed in the next years in SUT systems, in particular walking, cycling and public transport infrastructure and services. This will require large new commitments on financing (from national and international sources) towards SUT and new mechanisms to significantly increasing private sector investment. SUT require not only significant upfront investments but also reliable sources for the operations and management in the years ahead. It is not possible for a city to have a credible sustainable urban mobility plan without a clear budget for the medium term covering capital, maintenance and operational expenditure. Financing for individual SUT projects should be contingent on a deep integration of such individual investment project with the broader city mobility system.

Mechanisms are required to quantify the broad range of long term economic benefits and to transfer, at least in part such benefits, to those parties that carry financial risk for investments in SUT. This is key if the necessary scale of new investments is to be realised and the necessary amounts of private sector investment are to be delivered.

Finance from IFI’s and international donors needs to be redirected from project to programmatic approaches. Development partners need to better align and coordinate their assistance in order to scale up the implementation of SUT. Capacity building schemes should be created to support national governments and cities developing and implementing innovative financing mechanisms.

5. The NUA should mainstream urban transport in all relevant sections and clarify the roles of the main transport stakeholders

(All Habitat III Thematic Areas)

To ensure sufficient commitment to transforming urban mobility its contribution to delivering many aspects of sustainable urban development should be recognised in the NUA text. This cross cutting nature of the role of transport means that it often gets neglected in urban development processes.

Transport needs to feature in all six of the Habitat III thematic areas;

- i. **Urban Demographic** – trends require massive investment in transport systems and services,
- ii. **Land use/planning** – is fundamental to avoid an uncontrolled increase in transport demand, and adapt to the challenges of climate change,

- iii. **Environment and urbanisation** – sustainable transport is key to improve urban air quality and reduce greenhouse gas emissions,
- iv. **Urban governance and legislation** – public policies and regulations are central to enable comprehensive planning and deployment of SUT systems,
- v. **Urban economy** – SUT investment is required if the long term benefits are to be attained,
- vi. **Housing and basic services** – transport often determines the level of access people have to basic services.

The urban mobility system involves a wide range of actors that need to work together to deliver the transformation of urban mobility.

- **National governments:** Policy setting, define financial powers of cities, national legal frameworks for SUT, structure multi-city transport programs, capacity building.
- **Local Governments:** Setting local mobility policy and plans, construction and operations, citizen engagement, monitoring and enforcement.
- **Private sector:** investment, construction and operation of transport infrastructure and services, provision of equipment and services, advice and sharing of technologies and knowledge, raising awareness of solutions and pilot projects and developing innovative solutions.
- **Financial institutions (domestic and international):** financial frameworks, funding, loans, grants in support of development of sustainable transport infrastructure and services, capacity building (through trainings of the practitioners and dedicated higher-education programs), institutional development and policy dialogue.
- **Civil society:** Advocacy, democratic participation, performance feedback as well as in selected cases capacity building, technical advice and pilot activities.

Section C – Warning signs: Five “warning signs” of un-sustainable urban transport

The SLoCaT sustainable transport community promotes a vision of a sustainable urban mobility and how to achieve it to support global development. However, it is also important to recognise unsustainable urban mobility. Here we identify five common problems that block the transition and which the NUA should flag as key barriers to sustainable urban development. They need to be stopped and, where possible, reversed.



1 – Stop and reverse investments in car orientated transport infrastructure – that provide only limited improvements in access (often benefiting car owners) while reducing sustainability through increased emissions, greater congestion, less safety and fostering social inequalities.



2 – Stop and reverse urban sprawl and low density developments – stimulating greater car use and making walking and cycling less attractive and public transport services more expensive.



3- Stop and reverse the lack of dedicated facilities for walking, cycling and public transport. Stop the design and layout of new developments that do not make walking and cycling easy, safe and attractive. Unregulated on-street parking which makes walking, cycling and public transport, slower, difficult and unsafe and reduces the efficiency of urban freight deliveries.



4 – Stop and reverse high parking requirements for new developments – encouraging developers to provide parking stimulates car use. Less parking discourages car use and encourages development of more accessible locations.



5 – Stop and reverse unfunded sustainable transport policy mandates for cities – the absence of necessary funding prevents cities from implementing sustainable urban transport at scale.

Annex 1: Members Partnership on Sustainable, Low Carbon Transport – April 2016

Members Partnership on Sustainable, Low Carbon Transport	
1. African Development Bank	50. International Energy Agency
2. African Transport Policy Program (SSATP)	51. International Road Assessment Program
3. Agence Française de Développement (AFD)	52. International Road Federation
4. Alliance to Save Energy	53. International Transport Forum
5. Alstom	54. International Union of Railways
6. Asian Development Bank	55. International Union for the Conservation of Nature
7. Bus Rapid Transit Centre of Excellence	56. Korean Transport Institute
8. CAF-Development Bank of Latin America	57. Michelin Challenge Bibendum
9. Center for Clean Air Policy	58. National Center for Transportation Studies, Philippines
10. Centre for Green Mobility	59. Nordic Development Fund
11. Center for Science and Environment	60. Polis Network
12. Center for Sustainable Transport Mexico	61. REN 21
13. Center for Transportation and Logistics Studies, Gadjah Mada University	62. Renewable Energy and Energy Efficiency Partnership
14. Centre for Environment Planning & Technology Ahmedabad	63. Research for Community Access Partnership
15. China Urban Transport Research Centre	64. Ricardo Energy & Environment
16. Civic Exchange	65. Society of Indian Automotive Manufacturers
17. Clean Air Asia	66. Stockholm Environment Institute
18. Clean Air Institute	67. Sustainable Transport Africa
19. Climate Bonds Initiative	68. Tehran Urban and Suburban Railway operation Company
20. CODATU	69. The Energy and Resources Institute
21. Despacio	70. Transport and Environment
22. Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ)	71. Transport Planning and Research Institute (TPRI)
23. Ecofys	72. Transport Research Laboratory
24. EMBARQ, The WRI Ross Center for Sustainable Cities	73. Uganda Road Sector Support Initiative
25. Energy Research Centre Netherlands	74. UNIFE-The Association of European Rail Industry
26. European Bank for Reconstruction and Development	75. United Nations Centre for Regional Development
27. European Cyclists' Federation	76. United Nations Development Program
28. European Institute for Sustainable Transport	77. United Nations Department for Economic and Social Affairs
29. European Investment Bank	78. United Nations Department for Economic and Social Affairs for Asia and the Pacific
30. FIA Foundation	79. United Nations Economic Commission for Europe
31. First African Bicycle Information Organization	80. United Nations Economic Commission on Latin America and the Caribbean
32. Ford Foundation	81. United Nations Human Settlement Program
33. Global Environmental Facility	82. United Nations Industrial Development Organization
34. Global Infrastructure Basel Foundation	83. University College of London, Department of Civil, Environmental and Geomatic Engineering
35. Global Urban Development	84. University of Transport and Communication Hanoi
36. Green Mobility Institute	85. University of Twente/ ITC-Department of Urban and Regional Planning
37. Grutter Consulting	86. VEOLIA Transport
38. Health Bridge	87. Victoria Transport Policy Institute
39. HSBC	88. Volvo Research and Education Foundations
40. Innovation Center for Energy and Transportation	89. Walk 21
41. Institute for Global Environmental Strategies	90. World Bank
42. Institute for Transport Policy Studies	91. World Business Council on Sustainable Development
43. Institute for Transportation and Development Policy	92. World Cycling Alliance
44. Institute of Transport Studies, University of California, Davis	93. World Health Organization
45. Institute for Transport Studies, University of Leeds, UK	94. Wuppertal Institute for Climate, Environment and Energy
46. Institute of Urban Transport India	95. World Wide Fund For Nature International
47. Inter-American Development Bank	96. Youth for Road Safety
48. International Association for Public Transport	
49. International Council of Local Environmental Initiatives	