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July 30, 2015

Dr. Joan Clos
Executive Director
United Nations Human Settlements Programme (UN-Habitat)

Dear Dr. Clos,

In October 2016, Habitat III will set the agenda for urban development over the next decade, and scaling up sustainable transport infrastructure and services within the world's cities will be a critical component in the sustainable urban development process.

The Partnership on Sustainable Low Carbon Transport (SLoCaT) represents over 90 international organisations that are actively working in policy development and project implementation of sustainable urban transport projects on a global scale. SLoCaT feels that it is crucial to more closely link Habitat III and the issue papers to 2015 global processes on sustainable development, climate change, and financing for development, specifically as related to the sustainable transport sector.

Transport has been mainstreamed as a cross-cutting sector in the sustainable development process, and the sector needs to be addressed in a similar manner under Habitat III, as it cuts across several relevant topics covered by the issue papers (e.g. Safer Cities, Urban-rural linkages, Jobs and Livelihoods). In addition, strategies to reduce GHG emissions require action in different spheres, and thus transport's contribution must also span multiple issue paper topics (e.g. Urban and Spatial Planning and Design, Urban Resilience, Urban Infrastructure and Basic Services, including energy). Finally, significant resources will be needed to scale up the sustainable transport investments needed to meet sustainable development and climate change targets, and the Habitat III issue papers could make more significant contributions in this area by increasing focus on financing in each paper where relevant.

In context of the above, Annex 1 compiles comments from a number of SLoCaT Partnership members on how the current draft issue papers could be strengthened from a sustainable transport perspective. We would like to bring these comments to your attention on behalf of those co-signing this letter and request that they are considered for inclusion in the final issue papers. To further illustrate the critical cross-cutting role of sustainable urban transport, we would also like to share some general comments on a select subset of issue papers with particular relevance to transport (which build upon broader comments on a wider set of papers in Annex 1):

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- *#3: Safer Cities*

This paper could benefit from a greater emphasis on traffic risks, which in most countries are a greater threat than personal security risks. Every year 1.24 million people are killed (and a further 30-50 million people are injured) on the world's roads, a toll estimated to cost the world economy 2-5% of GDP. Investments in safe and sustainable transport can contribute to the United Nations target to halve road deaths, yielding direct welfare and health care benefits for communities and businesses.

- *#8: Urban and Spatial Planning and Design*

This paper could do more to underscore the importance of linking transport and settlement planning, by providing specific recommendations for optimal densities, housing types, vehicle ownership rates and mode shares for various city types. In addition, the paper could more fully integrate planning objectives such as preserving open space, maximizing service efficiencies, minimizing transport costs, increasing affordability, reducing vehicle emissions, and reducing traffic risks.

- *#10: Urban-Rural Linkages*

This paper properly notes that facilitating connectivity and low carbon mobility through improved transport networks between urban and rural areas is a trigger for mutual benefits in the economic, social and environmental fronts, and a critical condition for broader access to quality public services, which tend to be concentrated in urban areas. Yet it is important to stress that data on rural and urban poverty may not be easily compared, since characteristics of urban poverty differ greatly from those in rural areas (e.g. due to higher expenditures for public transport, housing and utilities).

- *#11: Public Space*

This paper rightly stresses the importance of developing policies that promote compact cities with adequate public space, which facilitate public transport and encourage walking and cycling to reduce local and global emissions. Yet while the specific targets for urban land allocated to streets/sidewalks (30%) and open space (15%) are instructive, they do not reflect mobility requirements for pedestrians, cyclists and public transport vs. individual motorized transport, nor do they specify the quality of transport infrastructure and facilities.

- *#18: Urban Infrastructure and Basic Services*

This paper should mention that compact cities, where dense urban development is sited around efficient, low-carbon transportation infrastructure (walking, bicycling, and mass public transport facilities) will lead to dramatically lower need for other infrastructure, such as roads and utilities. This lower level of infrastructure will then be quicker and less expensive to build and maintain over time. More dense cities also lead to more cost-effective transportation systems that are less dependent on public subsidies.

- *#19: Transport and Mobility*

This paper could benefit from the clearer incorporation of a set of widely-recognized global concepts, such as walkability and bikeability, and especially the 'Avoid-Shift-Improve' approach to avoid unnecessary trips, shift from individual motorized transport to active transport (walking & cycling) and to more efficient trips in freight and passenger transport, and improve vehicle technologies; applying ICT to increase operational efficiency and user benefits; creating national urban transport policies to consolidate broad policy goals with local actions; and establishing sound financing mechanisms to drive implementation of such policies.

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The SLoCaT Partnership member organizations listed in Annex 2 are encouraged by the attention currently placed on sustainable urban transport in these issue papers, through discussion of topics such as compact land use, electric mobility, and walking and cycling. However, in our view these papers could do more to underscore topics listed in the points above to create a more comprehensive vision of sustainable urban development. More specific references to the transport sector should be more prominently emphasized, since transport is a vital, cross-cutting sector that enables all other sectors to deliver on national and international global frameworks and targets – as well as local needs – on sustainable urban development, social cohesion and climate change.

We appreciate your consideration of these recommendations submitted on behalf of the SLoCaT Partnership, and we welcome your action on these recommendations as further encouragement and inspiration to scale up our efforts on sustainable urban transport.

Best regards,

Cornie Huizenga
Secretary General
Partnership on Sustainable Low Carbon Transport

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Annex 1: Comments from SLoCaT Partnership Members

COMMENTING ORGANIZATIONS:
- European Cyclists' Federation (ECF)/ World Cycling Alliance (WCA)
- European Institute for Sustainable Transport (EURIST)
- Institute for Transportation and Development Policy (ITDP)
- International Association of Public Transport (UITP)
- SLoCaT Partnership Secretariat
- Victoria Transportation Policy Institute (VTPI)
- Walk 21
- World Resources Institute Ross Center for Sustainable Cities (WRI Cities)

General Comments	
COMMENTER	COMMENTS
Walk21	I think it is important throughout this context not to say 'non-motorised' transport but to explicitly say walking and cycling, so that it immediately reinforces the idea that this is what is needed. It is much easier, when reading, to brush over and lose these types of generic descriptors than it is the specific modes. The term 'non-motorised' is problematic anyway, as it posits 'motorised' as the norm and puts a negative connotation on the modes. Another way of seeing this is to say: 'active and inactive transport,' which puts motorised vehicles in the negative connotation.

Issue Paper #1: Inclusive Cities	
COMMENTER	COMMENTS
ITDP	It would be good to include sustainable and equitable transport as part of basic services under B2 (page 6) to stress that everyone has a right to universal access to quality basic services and one of those is transportation. Inclusive cities means increased access and fundamental to increasing access is the transportation system and choices available. On under B5 (page 7), the role of national housing policy in spurring inequitable urban development should be mentioned. National policy should have the goal of creating better spatial planning but housing policy frequently undermines that goal.

Issue Paper #3: Safer Cities	
COMMENTER	COMMENTS
ECF/ WCA	ECF/ WCA support ITDP's (below) comments on safer cities on "women" and "design of streets." The paper should also mention that sustainable transport benefits from implementing the polluters-pays principle in national and municipal finance, and design for safer streets promotes inclusiveness.
ITDP	Generally this paper is fine. However, it does not address road safety issues, but mainly just crime and insecurity. This may be okay if road safety is adequately addressed in other papers. But generally women face insecurity in accessing transport, while men are disproportionately affected by road crashes. Finally, the design of streets has an impact on safety. Well-lit, activated streets do more to combat crime than compound walls and gated communities (e.g. Jane Jacobs' "eyes on the streets"). I am worried about the continued rise of gated communities as a threat to urbanism and equitable development.

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VTPI	The report on Safer Cities should include more information on traffic risk, which in most countries is a bigger threat than personal security risks. See the following references for more background: • Todd Litman (2014), "A New Transit Safety Narrative," *Journal of Public Transportation* (www.nctr.usf.edu/category/jpt), Vol. 17, No. 4, pp. 114-135; at www.nctr.usf.edu/wp-content/uploads/2014/12/JPT17.4_Litman.pdf. • Todd Litman (2014), *Implementing Transport Policies and Programmes Toward Realizing 'Bali Vision Three Zeros - Zero Congestion, Zero Pollution, and Zero Accidents Towards Next Generation Transport Systems in Asia'*, keynote presentation for the *Environmentally Sustainable Transport Forum in Asia and Better Air Quality Conference* (http://tinyurl.com/mgxbs6j), held 19-21 November in Colombo, Sri Lanka, sponsored by the United Nations Centre for Regional Development; at http://tinyurl.com/omzobel.

Issue Paper #7: Municipal Finance

COMMENTER	COMMENTS
ITDP	The paper opens with strong language about how cities are underfunded, are too reliant on national transfers, and have the need of more powers to generate revenue. However, its policy recommendations are focused primarily on accessing more sources of debt financing and using PPPs. Increased debt-finance options will not create a large impact, unless there are increased revenue powers that can be leveraged by that debt. The paper would do well to specify the best sources for reliable revenue for municipal finance. Also, we think "polluter pays"-styled approaches to cross-subsidies also deserve a mention in this context - where heavier taxes on unsustainable activities finance more sustainable solutions (for example, urban highway tolls funding transit operations and infrastructure).

Issue Paper #8: Urban and Spatial Planning and Design

COMMENTER	COMMENTS
ECF/ WCA	ECF/ WCA support here Walk21's contribution on walking and cycling (see below), and the general remarks on using "non-motorized transport". The paper should also emphasize the importance of spatial planning and design in favor of a modal shift to walking, cycling and public transport.
ITDP	ITDP supports and endorses the principles of urban planning promoted in this issue paper, however we recommend that the fundamental goals that make government urban planning necessary be stated upfront more clearly and strongly: to combat urban sprawl and to ensure that future urban development worldwide is compact in nature. Sustainability, resilience, inclusiveness, social equity, and shared prosperity are indeed supported by the compact city and integrated walk and public transport model while they are defeated by the 20th century model of car-dependent urban sprawl. Personal vehicles are instruments of urban dispersal and segregation of both land uses and social strata. Car dependency presents key vulnerabilities to disruption of fuel supply, road systems and gridlock in times of emergency. Shape, style and design details can vary widely but the basic concept of sustainable & resilient compact urbanism is that of a constellation of complete, mixed, dense, walkable neighborhoods, free of car dependency and interconnected by rapid, frequent, well-connected public transit. Please refer to the TOD Standard at www.todstandard.org for an explanation of the essential features of complete, transit-oriented neighborhoods. While the private sector has an indispensable role to play in making urban development fast, dynamic and responsive to demand, market forces and laissez-faire policies fail to generate the urban form, land uses and social mix framework that adequately support inclusive, car-independent lifestyles over the long term. Strong governments with jurisdiction over the whole urban area (including land for urban extensions where necessary) and with the capability of conducting the adequate planning are desperately needed to guide, control and regulate development. Creating such institutions should be promoted relentlessly despite the major challenge it poses in many parts of the world.

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VTPI	For the report on Urban Spatial Planning, the VTPI LSE Cities report provides specific recommendations for optimal densities, housing types, vehicle ownership rates and mode shares for various types of cities considering various planning objectives (e.g. preserving open space, maximizing public infrastructure and service efficiencies, minimizing transportation costs, improving affordability, reducing energy consumption and pollution emissions, reducing traffic risks, etc.). See the following references for more background: • Todd Litman (2014), *Analysis of Public Policies that Unintentionally Encourage and Subsidize Sprawl*, in partnership with the LSE Cities program (http://lsecities.net) for the New Climate Economy (http://newclimateeconomy.net); at http://bit.ly/1EvGtlN. • JICA (2011), *The Research on Practical Approach for Urban Transport Planning*, Japan International Cooperation Agency (www.jica.go.jp); at http://tinyurl.com/oy7bmhw. • OECD (2015), *The Metropolitan Century: Understanding Urbanisation and its Consequences*, Organization for Economic Cooperation and Development (www.oecd.org); at http://dx.doi.org/10.1787/9789264228733-en.
Walk21	Page 4-5: "Planning focused on improved access across the city to public spaces, revitalised public infrastructure, public transport and local economic opportunities can improve integration and inclusion, while making cities safer (Medellin, Colombia & Lyon, France)." While it's great that public transport is included here, all these items in the list can still mean motorised, car-centric development without being clearer about including walking and cycling, e.g. "*Planning focused on improved local access across the city to public spaces, revitalised public infrastructure, public transport, <u>walking and cycling</u>, and local economic opportunities can improve integration and inclusion, while making cities safer (Medellin, Colombia & Lyon, France).*" Page 7: "Public participation has contributed to improved planning outcomes by addressing the distinct needs of various groups such as women, youth and indigenous communities." It would be appropriate to include people with disabilities or reduced mobility in this list of distinct groups. Page 9: Good urban design contributes to the livability, sustainability, and economic potential of a city. "Provide for sufficient amount of public space with efficient street network as the driver for a vibrant community and to encourage non-motorized and public transport, creating safe, comfortable and efficient public space." This paragraph needs to make a stronger statement about the quality of public space and the quality of the street network for walking (and cycling), it needs to be more than safe and comfortable but also attractive, so an alternative wording that would more effectively present and promote the ideas and necessary priorities in this paragraph would be: "*Provide for sufficient, good quality public space and street networks that are attractive, safe and comfortable for walking, cycling and public transport as drivers for a vibrant community.*"

Issue Paper #10: Urban-Rural linkages
COMMENTER	COMMENTS

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ITDP	The paper goes into good detail about the many ways urban and rural areas interact. There is discussion on how large urban expansion can occupy rural or wilderness areas, harming farming and ecosystems. The paper discusses that urban growth must be managed to minimize such impacts, but it does not specify that maintaining high densities, a sound land use policy, and compact development based around sustainable low-carbon mobility will serve to limit rampant urban expansion and its negative effects. The paper also discusses low carbon transportation and communication links between urban and rural areas, which is positive. The paper could clarify the frameworks for the concept "urban." (e.g. Are we working on the basis of an urban/rural duality (income, health) or an urban/rural continuum? In what dimensions? Where does peri-urbanization fit in all this?) It would be important to clearly note that peri-urbanization is really suburbanization (i.e. discontinuous at the human pedestrian scale and more car-dependent.) Driver of Action #34 promotes dense, compact, mixed use planning to minimize the consumption of rural land, but this point is somewhat buried and could have been given more prominence.
SLoCaT Partnership Secretariat	Suggest incorporation of 'rural transport' and 'rural access' among keywords at top of paper. Para 15-16: This section could benefit from more explicit discussion of the need for improved rural transport and rural access (including both passenger and freight services) to increase the ability of non-urban dwellers to access urban goods and services (and vice versa). Para 31: The reference to 'low-carbon mobility' <u>between</u> urban and rural areas is welcome, and could be strengthened by further emphasizing the need for increased low-carbon mobility options <u>within</u> urban areas and <u>within</u> rural areas, to complement city-region transport systems. Para 32: Suggest emphasizing the need for reliable rural transport infrastructure and services to strengthen city-region food systems and to increase food security, especially in urban areas. Para 34: The reference to 'long-lasting roads' is welcome, and could be strengthened if restated as 'long-lasting, all-season roads that accommodate multiples travel modes (walking, cycling, public transport, private transport).' Suggest addition of the Africa Community Access Partnership (AfCAP) and the Asia Community Access Partnership (AsCAP) (http://afcap.org/SitePages/Home.aspx) under 'Platforms and Projects' at the bottom of the paper.

Issue Paper #11: Public Space	
COMMENTER	COMMENTS

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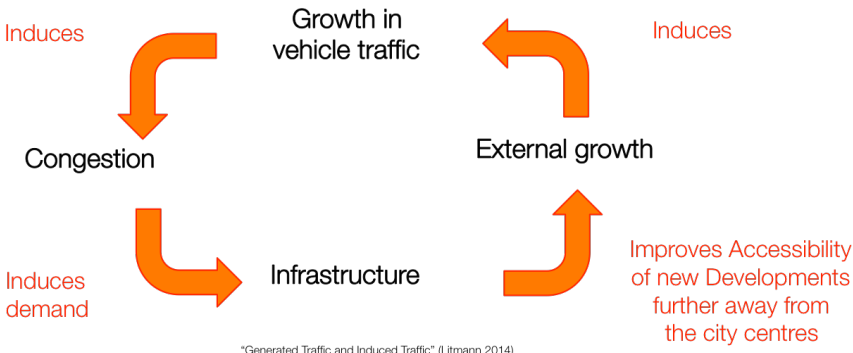Far East Plaza, 317 Xianxia Road, 1811-B, Shanghai, 200051, China

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Walk21	This paper defines public space as including streets, but as it regularly mentions streets specifically it also needs to make more mention of the particular aspects of streets that are part of the public space throughout the text. References to streets needs to also explicitly talk about the space allocated for people moving on foot, as streets filled with motor vehicles are not the public space this paper is aiming to achieve. And at other points it seems to distinguish between streets and public spaces, so this blurring of the two terms needs to be better clarified throughout so there is a fair balance of comment and criteria about walkable streets and quality public spaces. The references to networks of public spaces are important but equally important is that they are linked with a network of walkable streets and shortcuts through the built environment, safe crossing points and secure corridors. After defining walkability under the Main Concepts, this paper fails to make any substantial comment about walking (or cycling), walkability, the quality of streets as public spaces for better walkability, the importance of walking for local access to public spaces. The paper needs to make a stronger connection between its presentation of public space and that a lot of this space in cities is actually the streets and thus for people on foot, the sidewalks, not the road space given over or taken over by motorised traffic. More commentary about 'walkable neighbourhoods' would be appropriate here as well. Page 2: Definition of the Main Concept: Walkability "Walkability - The extent to which the built environment is friendly to people moving on foot in an area. Factors affecting walkability include, but are not limited to: street connectivity; land-use mix; residential density; presence of trees and vegetation; frequency and variety of buildings, entrances and other sensations along street frontages." 'Friendly' isn't the most appropriate term for this context and sets a tone that makes the rest of the paragraph too 'soft' about walking. The extent to which the built environment enables, invites and encourages people to move on foot in an area. We appreciate that definitions are always limited but I think this requires a couple of critical adjustments to better reflect the more appropriate definition of walkability, that brings in all the elements that impact on the walking experience and a person's motivation to walk, not just the built environment factors as listed here which are more desirable than essential in many contexts. Some of the more critical influencers on walkability in our modern urban context are: impact of motorised traffic (speed, noise, parking), personal security, safe and frequent crossing points, proximity of destinations and adequate space to walk (i.e. not amongst the motorised traffic and wide sidewalks). At a minimum, the list must include space to walk and safe crossing points.

Issue Paper #15: Urban Resilience

COMMENTER	COMMENTS
ITDP	Overall it is a well-written paper. However, it would be good to mention the important role transportation plays in disaster planning. Having redundancy and systems that are flexible to be able to respond to floods, power loss, extreme weather and temperatures is important. This is in part because of evacuation concerns, but also because the faster that transportation systems get back on-line, the faster the city can also get back to business as usual. In addition to reactive responses, streets are often the largest public space that the city has, so designing streets to better handle changes in climate will also be necessary.

Issue Paper #18: Urban Infrastructure and Basic Services, including energy

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COMMENTER	COMMENTS
ITDP	The paper does a good job in describing the general processes needed for effective infrastructure; however, the paper notably ignores transportation. The paper describes a goal of creating better incentives for more efficient infrastructure supply and consumption, but it does not get into any detail about how this can be done. The paper described better "urban planning" but it fails in detailing what that might entail. Compact cities, where dense urban development is sited around efficient, low-carbon transportation infrastructure (walking, bicycling, and mass public transport facilities) will lead to dramatically lower need for other infrastructure, such as roads and utilities. This lower level of infrastructure will then be quicker and less expensive to build and maintain over time. More dense cities also lead to more cost-effective transportation systems that depend less on subsidies than on user fees.

Issue Paper #19: Transport and Mobility

COMMENTER	COMMENTS
EURIST	Key Words: Integrate the keyword 'Proximity.' Main Concepts: *Non Motorized transport:* Replace by or at least mention the "active transport" in order to be able to include new transport options like e-bikes and the likes with small electric engines, which assist the riders in their physical activity in order to move the vehicle. *Compact cities, smart growth:* - Should include a paragraph on the "Paradigm of proximity." - A paragraph on Accessibility and Proximity should be added either to the main concepts, or to the chapter on smart cities. - It is important to make clear that the measuring unit used for Accessibility has been "Travel Time" for a long period of time. This way of understanding access, fosters a paradigm in which accessibility can be achieved by physical infrastructure, which leads to induced demand and finally results in a development towards the outside of the city with an exponential growth of city–surface at a constant low population density. - The new measuring unit for accessibility needs to be "Distance". - This is where the proximity to opportunities, services, goods and amenities really starts to become attractive, which will foster a new paradigm of land-use and urban development. - A development paradigm based on proximity leads to interior growth, which again will redefine the value of the city-surface and will make urban planners want to reclaim urban space from traffic. - In our eyes proximity is one of the basic concepts for smart growth.

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EURIST	Issue Summary: This paragraph should include an easy to understand graphic on induced demand It could be something similar to this one, we have used in some occasions: Induces **Growth in vehicle traffic** Induces Congestion External growth Induces demand Infrastructure Improves Accessibility of new Developments further away from the city centres "Generated Traffic and Induced Traffic" (Litmann 2014) Key Drivers For Action: The chapter does not mention integrated planning or integrated development as a key driver. In our eyes, in a lot of places it is not yet evident that urban development projects have a response in transport planning. Though they obviously have a connection to road infrastructure, the connection to public transport is often still of secondary importance. Apart from this public transport can be a very important catalyst for urban development.
ITDP	This paper presents a good summary of the issues around urban mobility and transport. It is good to see a variety of integrated solutions described, including both land use planning and integrated mobility planning. The paper is focused almost exclusively on urban transport, though, so it may be worthwhile to change the title to include "Urban". The Figures and Key Facts section and the Issue Summary section seem to have a lot of overlap. Many of the issues in the Figures sections are not described in the Issues section, making it confusing. The issues sections should be clarified to describe precisely the issues that are being addressed. It would also be good to see significantly more mention of bicycles in the discussion, both in terms of describing the problem and describing solutions. The paper refers to "walkability" and non-motorized transport several times, but "bikeability" is not mentioned. This is a missed opportunity, as bicycling has great potential to significantly improve mobility for a large number of trips, at a relatively small cost to society. Finally, the term ICT should be defined in the "Main Concepts section" and further explained at the beginning of the ICT section. The scale at which we need to address our rapid transit deficits might be good to mention. Not only do we need to find ways to scale up investments in public transport (and specifically mass transit) to be on par with urban growth, but most places suffer from a deficit to begin with. The differences in accessing transportation merits mention – often women lack access to private vehicles (i.e. last ones in the family to gain access) and lack access to financial resources. Singapore's <u>Land Transport Authority</u> might be a good example for building institutional coordination. If possible, it would be great to list under platforms and projects, the <u>BRT Standard</u>, the <u>TOD Standard</u>, the <u>Bike Share Planning Guide</u>, and the <u>BRT Planning Guide</u>. The safety benefits of compact cities focused on sustainable transport should be better highlighted. Generally, the term "accident", which implies that traffic injuries and deaths have no cause or solution, should be replaced by the term "crash" or "collision", terms which do not have counterproductive connotations.
SLoCaT Partnership Secretariat	Please note in paper that final energy consumption for transport reached 28% of total end-use energy in 2010, of which around 40% was used in urban transport (IPCC 2014 Mitigation Report, Chapter 8, p. 605). For more information on the 'Avoid-Shift-Improve' approach described in the introductory paragraph on this topic, please consult the following reference: Stefan Bakker, Mark Zuidgeest, Heleen de Coninck and Cornie Huizenga (2014). *Transport, Development and Climate Change Mitigation: Towards an Integrated Approach*. http://www.tandfonline.com/doi/abs/10.1080/01441647.2014.903531 - .Vbp9R7orfdk

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VTPI	The Transport and Mobility Paper could use more information on transportation demand management (www.vtpi.org/tdm), pricing reforms and comprehensive evaluation. See the following references for more background: • Todd Litman (2013), *Toward More Comprehensive and Multi-modal Transport Evaluation,* VTPI (www.vtpi.org); at www.vtpi.org/comp_evaluation.pdf; summarized in *JOURNEYS*, September 2013, pp. 50-58 (www.ltaacademy.gov.sg/journeys.htm); at http://app.lta.gov.sg/ltaacademy/doc/13Sep050-Litman_ComprehensiveAndMultimodal.pdf. • ADB (2009), *Changing Course: A New Paradigm for Sustainable Urban Transport*, Asian Development Bank (www.adb.org) at www.adb.org/Documents/Books/Paradigm-Sustainable-Urban-Transport/new-paradigm-transport.pdf. • Daniel Bongardt, Dominik Schmid, Cornie Huizenga and Todd Litman (2011), *Sustainable Transport Evaluation: Developing Practical Tools for Evaluation in the Context of the CSD Process*, Commission on Sustainable Development, United Nations Department Of Economic And Social Affairs (www.un.org) at www.un.org/esa/dsd/resources/res_pdfs/csd-19/Background%20Paper%2010%20-%20transport.pdf. • GIZ (2003-2012), *Sustainable Transportation: A Sourcebook for Policy-Makers in Developing Countries*, (www.sutp.org), by the Sustainable Urban Transport Project – Asia (www.sutp-asia.org) and Deutsche Gesellschaft fur Technische Zusammenarbeit (www.gtz.de). • Frederik Strompen, Todd Litman and Daniel Bongardt (2012), *Reducing Carbon Emissions Through TDM Strategies - A Review of International Examples*, Transportation Demand Management in Beijing (http://tdm-beijing.org) GIZ and the Beijing Transportation Research Centre at http://tdm-beijing.org/files/International_Review.pdf; summary at http://tdm-beijing.org/files/International_Review_Executive_Summary.pdf.
Walk21	**Main Concepts** Our objections to the expression 'non-motorised transport' are stated above. Though it is probably too hard a change to make at this point, it is important to realise how the language influences thinking on the issues. "Non-motorised Transport: *refers to the movement of people through human or animal powered means. It includes, walking, bicycles, rickshaws, pedicabs, animal drawn carts, push –carts and trolleys.*" This list MUST start with walking, not finish with it! Walking is the universal, personal and original mode of moving and must be first! This list should also not say: 'transportation of passengers' as that is a systems-centred, dehumanising approach and doesn't account for independent individual movement. Walking and cycling are private modes and this needs to be strengthened in the presentation as how they are different from public transport as well. It would be more appropriately worded: 'movement of people,' as this accommodates that dimension. The biggest attractor of private motor cars is that they are not considered passenger transport but private individual travel. Under Key Drivers for Action, the paper makes the point that people have to be at the centre of planning and so let's start with the definition at the beginning of the paper. Public Transport: Formal public transport services are those available to the public for payment, run on specified routes to timetables with set fares and (for the purposes of this paper) in urban areas. They maybe operated by public or private organizations and cover a wide range of modes like bus, light rail (tramways, streetcars), metros, suburban rail, cable cars and waterborne transport (e.g. ferries and boats). This list fails to include Bicycle Share Programs that are booming in cities around the world and are considered public transport where they are installed.

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Walk21	**Figures and Key Facts** This section makes some strong, clear points about walking in cities around the world. Page 9 - the paper here defaults to using NMT as shorthand - understandable but I still think it is imperative to review every time it is used and to consider if its more effective to say 'walking, cycling and other modes of NMT', to keep these critical modes front of mind where they need to be. "Modern communication and ticketing technology has the potential to greatly facilitate integration of different modes of transport." This sentence needs to include mapping technology and journey planning. This might be seen as communication but again we need to be explicit to increase understanding and motivate action. This is critical for more walking and cycling trips and retain the understanding to provide for these trips, not just public transport trips. *Suggested revision: "Modern communication, mapping and ticketing technology has the potential to greatly facilitate integration of different modes of transport."* Application of ICT and Intelligent Transport Systems (ITS) also plays a key role to increase the operational efficiency of urban transport and improve services to the benefit of users of sustainable transport (e.g. public transport acceleration, traffic control centres and adaptive traffic management, E-Ticketing, integrated information, real-time-data, multimodal mobility applications and navigation) – enormous potential for innovation. The subsequent paragraph goes on to talk more about ICT for public transport, so it needs to also talk more about the journey planning tools, mapping and walkability assessment tools such as Walkscore, Walkit and Google maps. And the same concept applies for cycling, as these tools enable more private travel by sustainable modes. The enormous potential applies equally to enabling people to choose modes, to feel safe about not getting lost, and to calculate journey times, destinations, and experiences.
WRI Cities	The draft Transport and Mobility issue paper provided a good overview of the current transport landscape and key challenges moving forward. However, there were several key linkages missing from the discussion that could help illuminate the importance of integrated transport and mobility planning in the cities of the future. This issue paper focused largely on vehicle and fuel efficiency solutions, but lacked a keen focus on the necessary paradigm shift that would transition future cities away from cars and towards more sustainable modes of transport. Additionally, transport system operational improvements can be a key strategy for finding efficiencies in urban mobility systems, yet were not prominently discussed. It is important to highlight that one of the key assumptions of the paper, that "by 2035, the number of light duty motor vehicles (cars, sport utility vehicles, light trucks and minivans) are expected to reach 1.6 billion and by 2050 this number will exceed 2.1 billion," is based on a "business-as-usual" scenario, not to mention a somewhat dated study, and should be framed as such. The potential exists to implement policy and financial models that shift global transport modes towards more sustainable options. The importance of funding instruments that promote sustainable mobility, especially, was under represented in this discussion. These types of instruments will be key to enabling the solutions needed by the developing cities of the future. Another missing linkage is the connection between the different objectives and benefits of sustainable mobility that can be heightened by adopting the avoid-shift-improve paradigm. For instance, it is possible to achieve the global two-degree reduction goal by cutting vehicle kilometers travel by 23% by 2050. A co-benefit of this achievement would be a potential reduction of 1.3 million deaths from road crashes due to diminished exposure (see Hidalgo & Duduta, Exploring the Connection Between Climate Change and Traffic Safety - An Initial Aggregate Assessment http://trid.trb.org/view/2014/C/1289434). Lastly, some additional important and relevant initiatives not mentioned in the paper include the Compact of Mayors, C40 Cities, the Global Road Safety Partnership, and the World Bicycle Forum.

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COMMENTER	COMMENTS

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ITDP	ICT is important (as was mentioned in the paper) because it can support better planning (from data collection to crowdsourcing information), accountability, evaluation, and information for the user. This has the potential to unlock better performing and easier-to-use systems as well as responsiveness from governments. This could transform urban and transportation planning. However, capacity and resources are still insufficient in many cities. It is encouraging that the paper mentions the need for a new model of urban planning and design focused on compact, mixed uses, built around high quality streets and public spaces. The bullet points in Table 1 generally detail the right categories to be addressed; however, public transport – the backbone of sustainable development – is not explicitly highlighted. Finally, a smart city will have to address movement of goods in a more efficient manner – both deliveries and waste.
UITP	NB: The following comments are from UITP's official position paper on smart cities; please see the full position paper for further reference at (*http://media.mobi-uitp.org/155125797330/11_eu_affairs_smart_cities_official_position_uitp.pdf*). **Official Position: Smart Cities** Key messages • Smart cities presents a unique opportunity for investment in public transport • A connected public transport system offers an investor ready, quick win smart urban mobility city solution that can lay the foundations for wider smart city initiatives. • The first phase of the smart city will focus on optimising individual city operations, the second, more challenging phase will be through the delivery of integrated city services. • The key to this is through strong leadership, a bold vision and strategy for the city as well as the development of new operating and governance models that drive innovation and collaboration across city services focused on citizens needs. • The public transport sector can be a city wide integrator and be the backbone and catalyst of smart cities
UITP	Recommendations *Recommendations for the national level:* · Establish national targets and supporting mechanisms (including financial support) for cities to forward their smart city agenda based on sustainable development. · Develop open standards to ensure that cities are not locked in to particular technological solution or supplier, as this would prevent future agility as markets develop and priorities change. · Build and test business and procurement models that resolve investment / return conflicts. · Increase transfer of knowledge between cities and public transport authorities, operators and suppliers as well as their partners by exploiting and improving on best practices. *Recommendations for the city/local and regional level:* · Build smart cities around public transport networks. · Harness strong long-term political commitment and a strategic vision for smart cities by all stakeholders (including the public transport sector) and supported by long-term policies, regulations and frameworks that will drive innovation focused on citizens needs. · Develop a common indicator framework with all stakeholders to help cities self-evaluate, monitor progress, and more reliably compare themselves with other cities/ metropolitan area and to provide certainty for long-term industry investments in innovation. · Engage in international collaboration and information sharing with peer cities. · Consider all financing options – e.g. revolving funds, grants, development bank loans, pay-as-you-go models; incentive models; joint procurements and so on. · Develop innovative forms of governance that integrate different stakeholders within the decision making process to work on overcoming the barriers to smart city approaches. · Focus on quick wins – such as integrated public transport - that offer early gains, as they will progressively build confidence and momentum. · Maximize the use of available public transport infrastructures to generate city-wide real time data to deliver a more dynamic and informed planning process and city services and decision making both in the short and long term.

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UITP	*Recommendations for the business community:* · Take a bottom-up approach to encourage active involvement of citizens and civil society to take ownership so this can function as a platform and an inspiration for (small and medium) enterprises in the search for sustainable mobility and smart city options. · Move away from traditional consumer/supplier relationship to more partnership-focused in order to develop common solutions – this will ensure that initiatives are city needs led. · Consider public transport as a market with high potential. · Provide business capabilities that are essential to the robust expansion of circular economy-inspired business models. · Work with the public transport sector to develop means by which to speed up smart city initiatives. *Recommendations for the public transport sector:* · Use ICT to enhance business performance, services integration and realign corporate culture to put customer's needs and lifestyles at the heart of decisions and collaborations. · Set up a combined mobility department within your company in charge of coordinating all sustainable mobility services in the city/urban area. · Encourage commercial cooperation to give access to a combined mobility offer. · Shift the culture from "fleet manager" mindset toward customer-centric culture and progressively enhance quality of public transport offering and customer experience. · Consider ICT players as potential partners for the development of new services and engage with them in long-term relationships. · Further improve customer experience via service offering extension through partnerships and alliances with third parties and integrate the travel value chain via development of integrated mobility platforms. · Identify new funding avenues and models with a wide range of partners (development, investors, industry, etc.) committed to improve citizens life through an integrated approach to mobility based on public transport. · Further individualize mobility offering by providing bundles of services targeting different customer groups at different prices. · Assess opportunities to exploit public transport assets and mobility hubs to derive information and additional revenues and funding opportunities for instance. Share information with relevant partners to develop urban services, which provides an essential customer service and enables the optimisation of coordination between transport organisations and other related city services.

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Annex 2: List of SLoCaT Partnership Members

Annex 1: Members Partnership on Sustainable, Low Carbon Transport Supporting the Letter

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

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