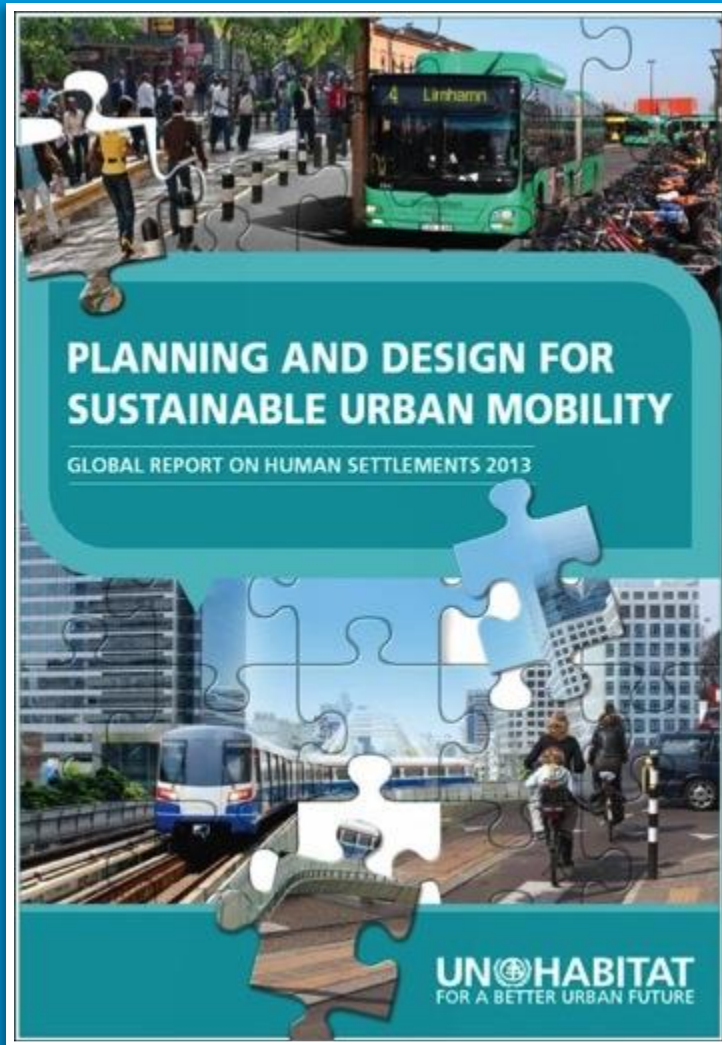




UN-Habitat and Sustainable, Low Carbon Transport in Post-2015 period

Transport Day 2013, November 17 2013, Warsaw Poland
Andre Dzikus – UN-Habitat

The Global Report on Human Settlements



- Published every two years under a UN General Assembly mandate.
- Informs governments and partners on global human settlements conditions and policy trends
- 2013 GRHS focus on sustainable urban mobility

The Urban Mobility Challenge

- **Mobility flows** are key in shaping of urban form.
- Urban planners in facilitating urban mobility have focused on **new and expanded infrastructure for private cars**.
- The **costs** of car-dependent development include:
 - urban sprawl;
 - air and noise pollution;
 - climate change;
 - road traffic accidents;
 - Congestion;
 - Community severance



Need for Paradigm Shift

- **Inclusive Access is the ultimate objective of all transportation.**
 - Review the **relationship between urban form and mobility.**
 - Strengthen **enabling and developmental role of transportation** within cities.
 - Efficient and **high-capacity public-transport systems** are the backbone of sustainable urban mobility.
 - Support **sustainable modes of transportation**, i.e. public and non-motorized transport.
 - Reduce **the environmental footprint** of vehicles and fuels



*"We need to change the way we do business,
plan our cities , fuel our homes and factories,
and move our goods and ourselves"*

- SG Ban Ki-moon, September 2013 -

Mobility and Urban Form

The '5 Ds' of built environment that influence the need for travel:

- **Density:** People and built structures in specific land area.
- **Diversity:** Mixed spatial balance of land uses.
- **Design:** Street layout and network characteristics.
- **Destination Accessibility:** Ease of access to trip destination.
- **Distance to public transport :** Residence to nearest station/stop.

- Reduce travel (fewer or shorter trips)
- Shift to more efficient modes (public transport – NMT – Rail)
- Technological advances (improved fuels or emission controls)

Integrated Land-use and transport planning

- **Transit oriented development** along public transport corridors generates economic growth and **increased income from property taxes**.
- **Traditional neighborhoods:** Walk-able with concentration of daily activities.
- **Car-restricted districts:** Traffic calming, banning of cars, pedestrian-friendly.

Integrate Public
Transport and NMT



Sustainable Urban Mobility Economics

- Transport is a **major factor of production and source of employment**, and generates considerable local and national GDP:
- Urban transport facilitates access, is fundamentally a **public good**.
- **Full costs** of transport **externalities** traffic accidents, pollution, CO₂ emissions, congestion to be integrated in pricing.



Business Case for Sustainable Urban Transport needed!

Key Enabling Requirements of Sustainable Urban Mobility Systems

- **Good governance:**
 - Administrative boundaries;
 - Urban institutions and governance frameworks ;legal and regulatory frameworks.
- Predictable and sustainable **financial arrangements.**
- **Public awareness** and willingness to change behaviour



UN Habitat's response to 2013 GRHS

- **24th UN Habitat Governing Council** (April 2013) agreed to strengthen UN Habitat's involvement in sustainable urban mobility
- Pro-active role to integrate sustainable mobility in **Post 2015 Development Agenda**:
 - Lead role for ED Dr. Clos in planned UN **High Level Group on Sustainable Transport**
 - Development of a **Results Framework** on Sustainable, Low Carbon Transport
 - Facilitate the development of a collaborative SLoCaT work program on **poverty eradication through sustainable transport**
- Give sustainable urban mobility a prominent place in **WUF 7** (2014) and **Habitat III** (2016)

UN-Habitat Support for SLoCaT Results Framework on Sustainable Transport

- SLoCaT Results Framework on Sustainable Transport:
 - *Validation of proposed Goal: Universal Access to Safe, Clean and Affordable Transport*
 - *Validation of proposed Targets; Access, Safety and Environment (Air Pollution and GHG's)*
 - *Set ambition level of Goal and Targets;*
 - *Establish base-line data sets*
 - *Reporting format*
- UN-Habitat, together with GIZ and DfID will support the development of SLoCaT Results Framework on Sustainable Transport

October '13

January '14

May '14

**Inception
Report**

**OWG Meeting
First Draft**

**Final
Version**

If transport is not active part of post-2015 development framework and climate change agreement

- Growing lock-in of unsustainable transport infrastructure investment and settlement patterns
- Slowing of institutional and policy transformation to support sustainable transport
- Less sustainable development world-wide in terms of access, safety, pollution, GHGs, inequality, and poverty



**UN Habitat is ready to partner with
you in realizing sustainable urban
mobility**

