The New Urban Agenda and Urban Mobility in Africa

Sub-Saharan Africa Transport Policy Program (SSATP)
Annual Meeting and associated Experiences’ sharing Events
Marrakech, Morocco
February 20-24, 2017

Debashish Bhattacharjee, Lead Human Settlements Officer, Urban Mobility, UBSB, UN-Habitat
Global Urbanization Trends

PERCENTAGE GROWTH OF URBAN POPULATION BY REGION (2005-2020)

- More developed regions: 7%
- Less developed regions: 93%

URBAN POPULATION, WORLD AND WORLD REGIONS, 1980-2050

- Least urban
- Highest pace

What is the New Urban Agenda?

“..a new framework that lays out how cities should be planned and managed to best promote sustainable urbanization”.

Dr. Joan Clos

• Outcome document agreed upon in Quito at Habitat III: Housing and Sustainable Urban Development, 17-20 October 2016.
• Guides urbanization efforts until 2036

‘an action-oriented document which set global standards of achieving sustainable urban future of cities; rethinking the way we build, manage, and live in cities through drawing together cooperation with committed partners, relevant stakeholders, and urban actors at all levels of government as well as the private sector’.

UN-Habitat, 2016
The NUA Vision

“We envisage cities and human settlements that:
fulfill their social function, including the social and ecological function of land, with a view to progressively achieve the full realization of the right to adequate housing, as a component of the right to an adequate standard of living, without discrimination, universal access to safe and affordable drinking water and sanitation, as well as equal access for all to public goods and quality services in areas such as food security and nutrition, health, education, infrastructure, mobility and transportation, energy, air quality, and livelihoods.”

→ High Priority to Mobility in the NUA - Twenty paragraphs make reference to Mobility/Transport
Sustainable Development Goals - Goal 11: The CITIES goal
The New Urban Agenda; SDGs and the Paris Agreement: Mutually Reinforcing Goals and Actions
Implementing the NUA in Africa: Vision; Process and Solutions

Socially Inclusive, Environmentally Sustainable and Economically Vibrant African Cities; SDGs/NUA

UN-Habitat Process and Engagements:
National Urban Policies; Field Demonstration Projects; Capacity Building; Guides and Toolkits; Strategic Partnerships; Governing Council; WUF, Regional Fora (AMCHUD); Flagship Publications; Campaigns

Sustainable Mobility Solutions:
- Mobility planning integrated with land use planning - Compact cities at the human scale.
- Make Walking and Cycling Safer and More Attractive and Integrate with Public Transport
- Safe, Affordable, Reliable and Comfortable Public Transport
UN-Habitat Urban Mobility Strategy: Implementing The New Urban Agenda

City Level

Guidelines and Tool-Kits;
Rapid City Diagnostics;
Field demonstration Projects;
Capacity gaps analysis and targeted capacity development.

National Level

National Policy Dialogue:
Support to National Policy formulation on Urban Mobility

Regional/In’tl Level

Regional and International Dialogue and Coordination:
UN-Habitat Governing Council; CPR; AMCHUD; WUF; SSATP
The NUA in Practice: An Example (mobility)

- Consensus Based, participatory and demand based, “Sustainable Urban Mobility Plans”
- Specific interventions to improve street planning and design; improve access to public transport
- Establishing City Level Policy, Standards, rules and regulations; e.g. for Non-Motorised Transport
- Establishing National level Urban Policy

City

Neighborhood Interventions

Local + National Government
Project Example 1:
Integrated Mass Rapid Transit Systems
Preparing for continued urban growth now provides the opportunity to avoid mistakes made by other cities already further along in their development paths.

Supporting the **design and implementation of integrated sustainable transport projects** in Addis Ababa, Kampala and Nairobi

**Strategic Response**

- Upgrade transit systems - Introduce BRT
- Implement improved non-motorized transport infrastructure
- Integrate transport modes
- Apply travel demand management

Reduce growth in private motorised vehicles

**Potential Direct Global Environmental Benefit:**

*Reduction of 2.5 Million Ton Co2e*
Project Example 2: Sustainable Urban Mobility Planning
SUMP Example: Ruiru, Nairobi Metropolitan Area

Support towns along transport corridors to be able to utilize benefits of corridor vicinity
The Ruiru we want!

If we build for cars – we will get cars…

Put People into the heart of the transport planning…

Modal Chaos / Car Focus
Local Government – a key partner in SUMP

“Engineers and planners previously focused on the expansion of roads to accommodate the increasing number of vehicles. The “SUMP” process has exposed me to focus on people a majority of who walk to their destinations or have to rely on the unreliable public transport. The County aims on improving infrastructure for pedestrians and cyclists. This shift will reduce the growing number of road accidents which result to long term injuries or death in some instances. This is a very high cost to the Government and affected families. I have visited towns such as Cape Town, Bogota and Mexico and would wish to model after their people-centered planning. My vision is to have a beautiful, spacious, organized and clean city and ease mobility for the benefit of residents and future generations”.

Eng. Nancy Njeri Mburu, County Executive Committee Member, Roads, Transport, Public Works and Utilities
SUMP - Participatory process involving all stakeholders

- Focus Group discussions
- Field work
- Stakeholder workshops
From Problem Map to Action Planning

Problem Map

Action Plan

Action Plan incl. Recommendations, such as:

- Provide dedicated lanes for NMT; secure pedestrian crossings
- Improve informal business sites;
- Improve street lighting; signage;
- Rationalize parking (not a public good);
- Improve terminal facilities;
- Revitalize public spaces
SUMP Action Plan - Proposed Design: More Space for Pedestrians

Pedestrian zones

Existing Proposed

Source: ITDP/UN-Habitat 2016
SUMP Action Plan: Footpath Design Principles

Accessibility for All

Clear demarcation of 3 zones:

1. Pedestrian zone: continuous space for walking
2. Frontage zone: buffer between street-side activities and the pedestrian zone
3. Furniture zone: space for landscaping, furniture, lights, bus stops, signs and private property access ramps
SUMP Action Plan: Design Principles for Crossings

Property Entrances:
- Comfortable Access incl. for people with disabilities
- Universal Design

Safe At-Grade Crossings
- Pedestrians remain at level of footpath
- Ramps
Scaling up SUMP in the NMA: The Nairobi Metropolitan Transport Authority

NAMATA will operate within the Nairobi Metropolitan Area covering the counties of Nairobi, Kiambu, Machakos, Kajiado and Muranga;

The NAMATA Vision:
An integrated, efficient, safe, reliable and sustainable transport system within the Nairobi Metropolitan Region” – The Kenya Gazette 20 February 2015

Presidential Order and Bill recently issued
Tracking the SDG Transport Target
11.2 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.

Indicator 11.2.1

11.2.1 Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities.

Rationale for Monitoring

- to provide necessary and timely information to decision makers and stakeholders to accelerate progress against goals

Underlying Framework

- New paradigm of SUM with emphasis on accessibility and inclusiveness
- Reduce the need for mobility by reducing the number of trips and the distances travelled
- Good, high-capacity, multimodal PT systems with comfortable access for walking and cycling
- Modal shift to greener forms of transport
Metadata needed for calculation of spatial accessibility

What is **CONVENIANT** access? = officially recognized PT stop is accessible within 0.5 km

1. Spatial Analysis to delimit the built-up area of the urban agglomeration
2. Inventory of public transport stops in the city/service area
3. Estimation of urban area with access to public transport
4. Estimation of the proportion of the population with convenient access out of the total city population

**But**: Mere spatial buffer is not enough!!!
→ Multi-criteria index for monitoring needed
Spatial buffer is not enough...

**Frequency** of service during peak travel time

Accessibility for customers with **special needs** (mobility constraint, elderly, children, etc.)

**Affordability** for the urban poor

Undesignated **stops**? Unsafe **stations**?
Spatial buffer is not enough…

Population density around the PT station

Modal Shift to greener modes of transport
<table>
<thead>
<tr>
<th>No.</th>
<th>Parameter</th>
<th>Indicator</th>
<th>Weight (%)</th>
<th>Method of Measurement</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Accessibility - urban planning</td>
<td>Density (people/ sq. km)</td>
<td>10%</td>
<td>Census surveys</td>
<td>Density is an important determinant for the efficiency of public transport</td>
</tr>
<tr>
<td>2.</td>
<td>Accessibility – urban planning</td>
<td>Percentage of Street space in cities</td>
<td>10%</td>
<td>Analysis of earth observations/ city maps</td>
<td>The adequacy of streets and crossings determine urban accessibility. Cities with 36% of land area dedicated to Streets (score 20/100; Below 20% cities score 0 between 36% and 20% adjusted proportionately.</td>
</tr>
<tr>
<td>3.</td>
<td>Accessibility related to urban planning</td>
<td>No. of Intersections /Sq. Km</td>
<td>10%</td>
<td>Analysis of earth observations/ city maps</td>
<td>Cities with more than 110/Sq. Km score 20/100; Proportionately reduced to 0 with cities less than 50 intersections/ sq km</td>
</tr>
<tr>
<td>4.</td>
<td>accessibility - transport planning</td>
<td>Percentage of population within 500 m of mass transit stop</td>
<td>20%</td>
<td>1) City maps 2) Sample surveys</td>
<td>100% of city population</td>
</tr>
<tr>
<td>5.</td>
<td>Affordability</td>
<td>Percentage household income of lowest quintile of population spent on transport</td>
<td>10%</td>
<td>Sample surveys/ WTP surveys</td>
<td>Poorest quintile should not spend more than 5% (TBD) on transport</td>
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<td>5.</td>
<td>Quality</td>
<td>Travel time, universal access, safety, security, comfort and user information</td>
<td>30%</td>
<td>Sample Surveys</td>
<td>Detailed indicators to be developed</td>
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<td>6.</td>
<td>Modal shift to sustainable transport</td>
<td>(i)Modal share (cars, NMT, PT)</td>
<td>10%</td>
<td>City mobility surveys</td>
<td>Detailed indicators to be developed; this parameter is also important due to transport’s contribution to carbon emissions and air –quality issues in cities.</td>
</tr>
</tbody>
</table>

TOTAL 100
Possible Collaboration in Tracking SDG 11.2.1

Partnerships will be essential!
As data providers, for capacity building, reporting, analysis of data etc.

SDG Indicators Metadata repository

UN-HABITAT
For a Better Urban Future

(Coordination)

Nat. and Loc. Gvts Ownership
(line ministries and NSOs)

Partnership on Sustainable Low Carbon Transport

UITP
Advancing Public Transport

ITDP
Institute for Transportation & Development Policy
Promoting sustainable and equitable transportation worldwide.

WORLD BANK GROUP

IRU
International Road Transport Union

among others
Phased Tracking Approach

2016-2018 (Phase 1) Global Baseline
- Define Monitoring methodologies and develop a guide
- Establish a baseline
- Invest in National Capacities
- Report on Global Baseline

2019-2022 (Phase 2) Build National Ownership
- Identify Country focal points
- Facilitate national processes of collaboration
- Strengthening national and local monitoring capacities
- Support national level reporting

2023-2025 (Phase 3) Integrate & Mainstream
- Further improve the monitoring methods
- Encourage systematic national recording
- Mainstream Transport into wider national SDG monitoring process
- Continuous data gathering and analysis
- Annual national, regional and global reports on progress towards SDG 11.2

2026-2030 (Phase 4) Consolidate & Sustain
- Ensure long-term sustainability of monitoring at national level
- Link national reports systematically with policies and investments
- Strengthen the capacity of governments in accessing financing
- Provide data and analysis in support to post-2030 planning
Thank you for your attention!