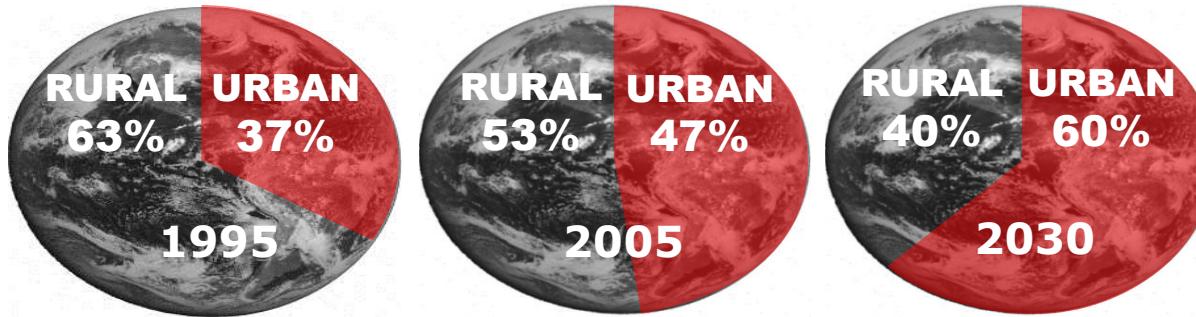


# The New Urban Agenda and Urban Mobility in Africa

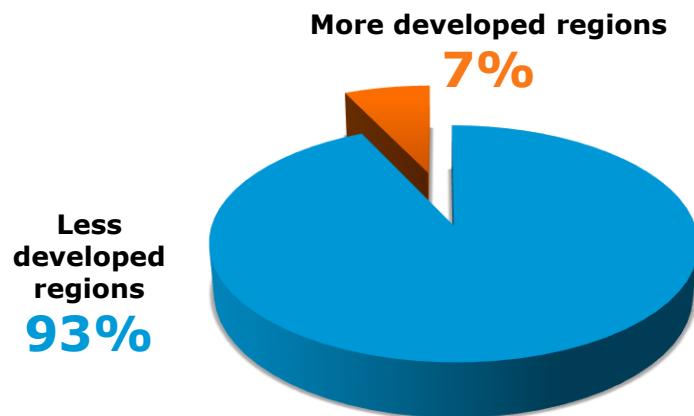
**Sub-Saharan Africa Transport Policy Program (SSATP)**  
**Annual Meeting and associated Experiences' sharing Events**  
**Marrakech, Morocco**  
**February 20-24, 2017**

**Debashish Bhattacharjee, Lead Human Settlements Officer, Urban Mobility, UBSB,  
UN-Habitat**

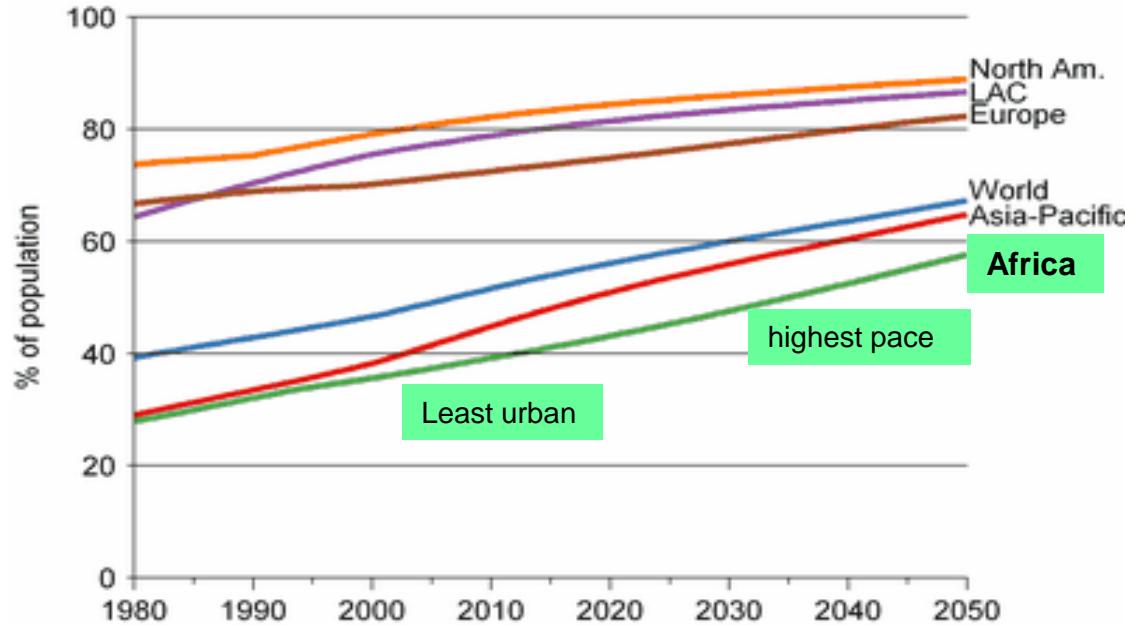
# Global Urbanization Trends



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



URBAN POPULATION, WORLD AND WORLD REGIONS, 1980-2050





# 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

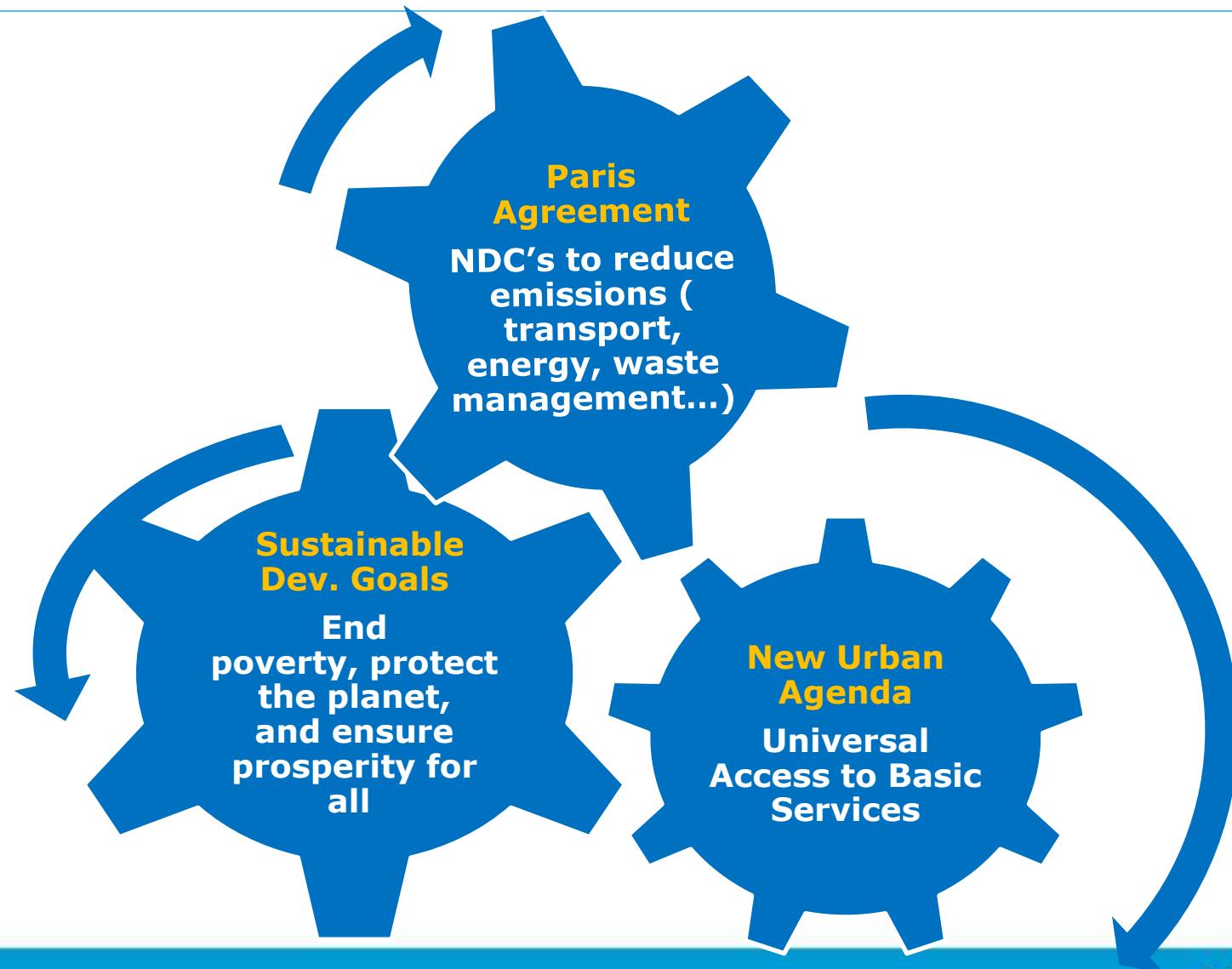


# Sustainable Development Goals

## - Goal 11: The CITIES goal



# The New Urban Agenda; SDGs and the Paris Agreement: Mutually Reinforcing Goals and Actions

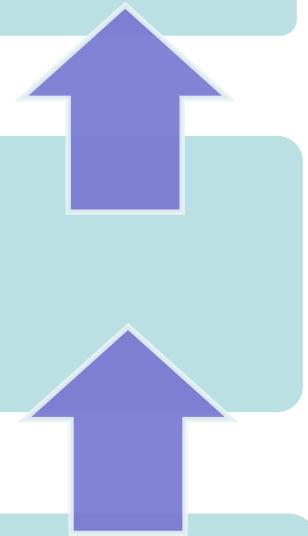


# Implementing the NUA in Africa: Vision; Process and Solutions

**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**



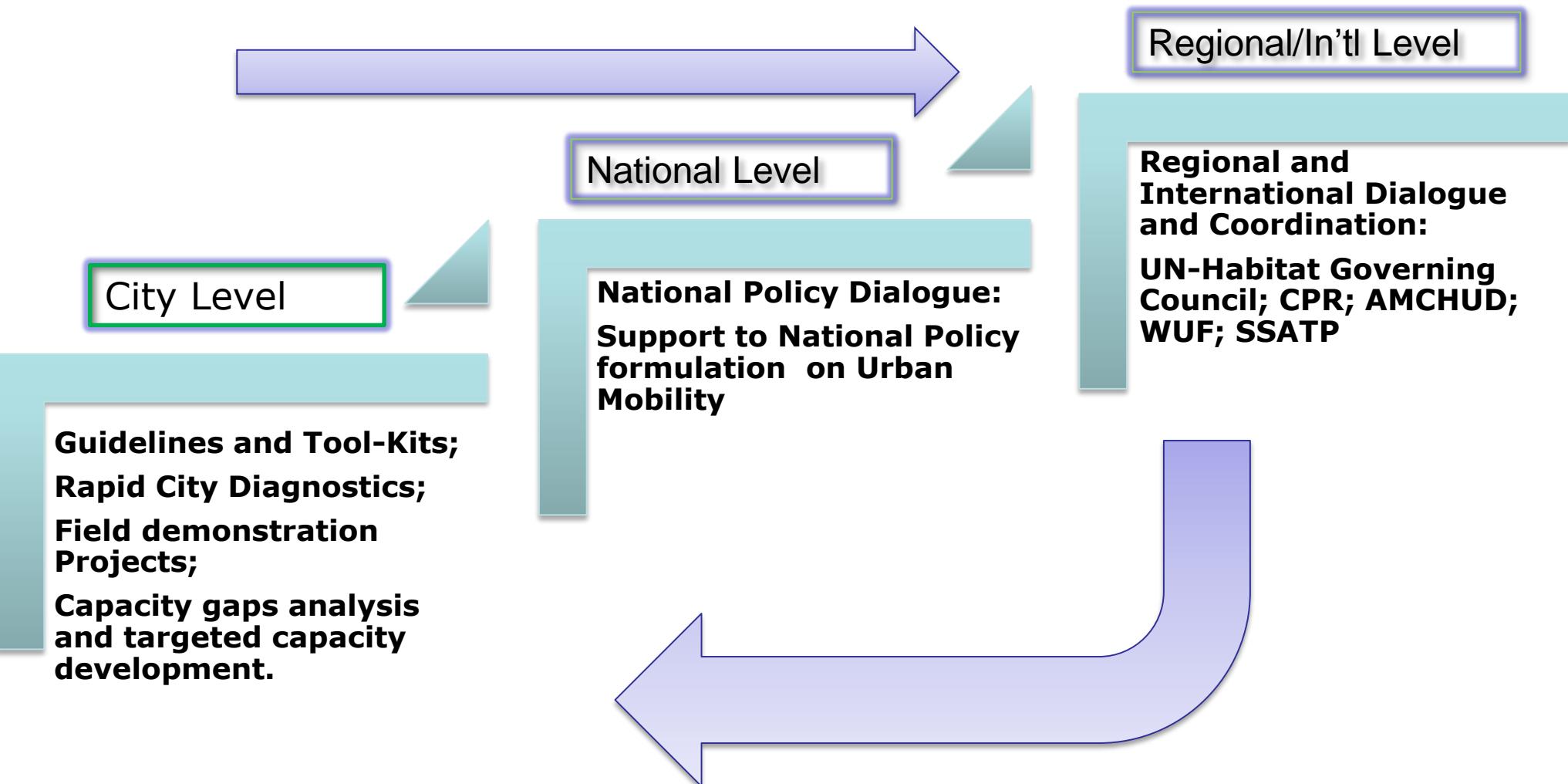
**Sustainable Mobility Solutions:**

**Mobility planning integrated with land use planning - Compact cities at the human scale.**

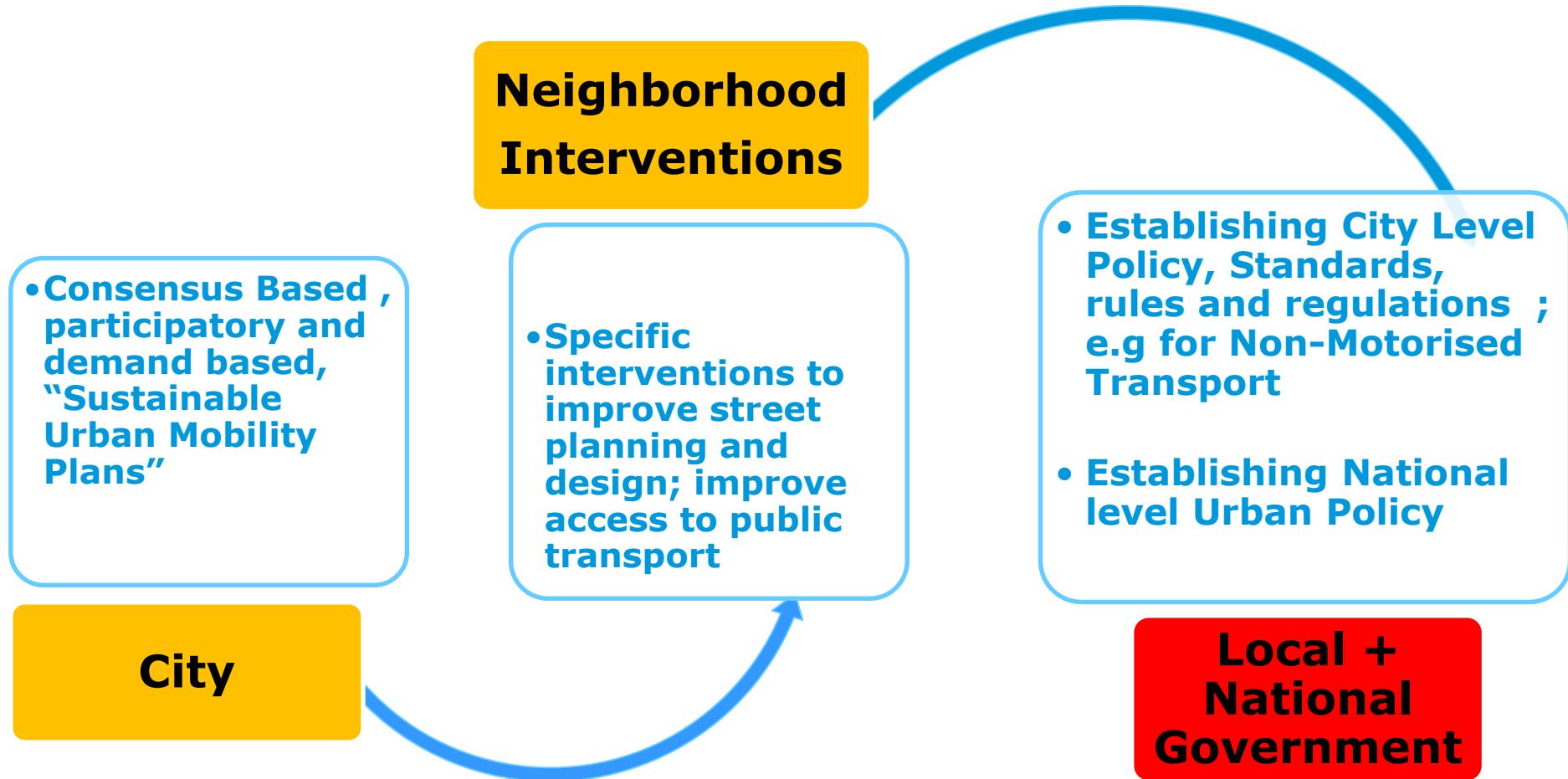
**Make Walking and Cycling Safer and More Attractive and Integrate with Public Transport**

**Safe, Affordable, Reliable and Comfortable Public Transport**

# UN-Habitat Urban Mobility Strategy : Implementing The New Urban Agenda



# The NUA in Practice: An Example (mobility)



# **Project Example 1: Integrated Mass Rapid Transit Systems**

# SUSTRAN East Africa: Integrated Sustainable Transport Projects - Strategic Response

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

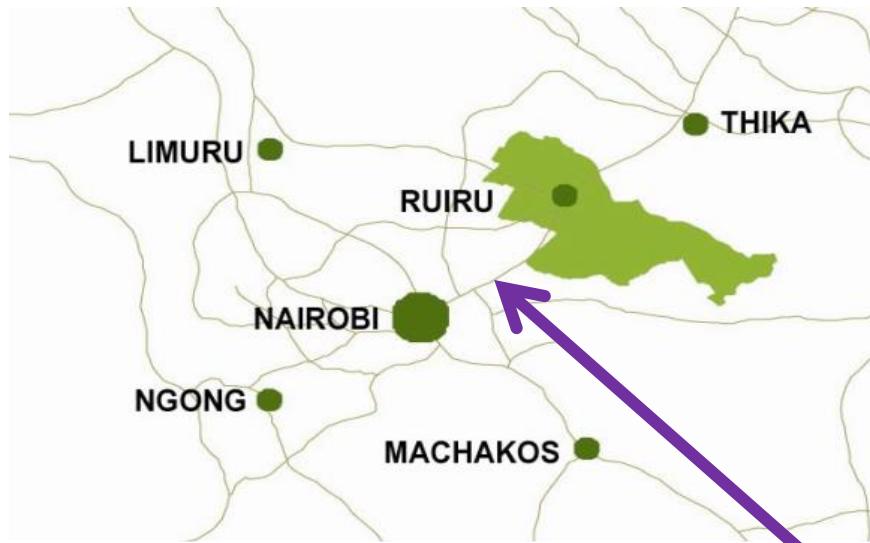
Reduce growth in private motorised vehicles

**Potential Direct Global Environmental Benefit :  
Reduction of 2.5 Million Ton Co2e**

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## **Project Example 2: Sustainable Urban Mobility Planning**

# SUMP Example: Ruiru, Nairobi Metropolitan Area



## Sustainable Urban Mobility Planning in Ruiru

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...

# Local Government – a key partner in SUMP



Eng. Nancy Njeri Mburu, County Executive Committee Member, Roads, Transport, Public Works and Utilities

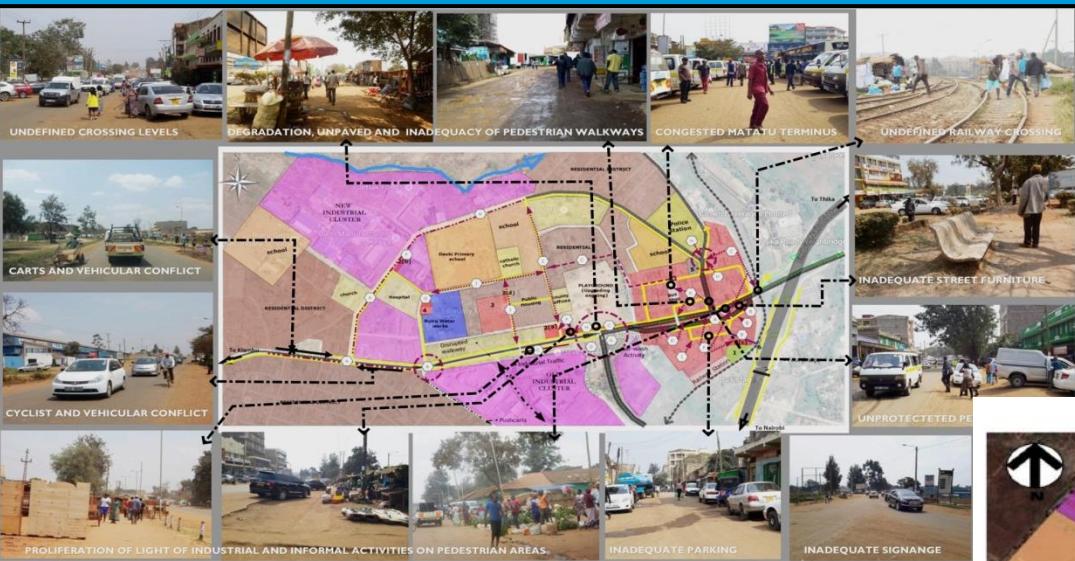
*“Engineers and planners previously focused on the expansion of roads to accommodate the increasing number of vehicles. The “SUMP” process has exposed me to focus on people a majority of who walk to their destinations or have to rely on the unreliable public transport. The County aims on improving infrastructure 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.”*

# SUMP - Participatory process involving all stakeholders



- Focus Group discussions
- Field work
- Stakeholder workshops

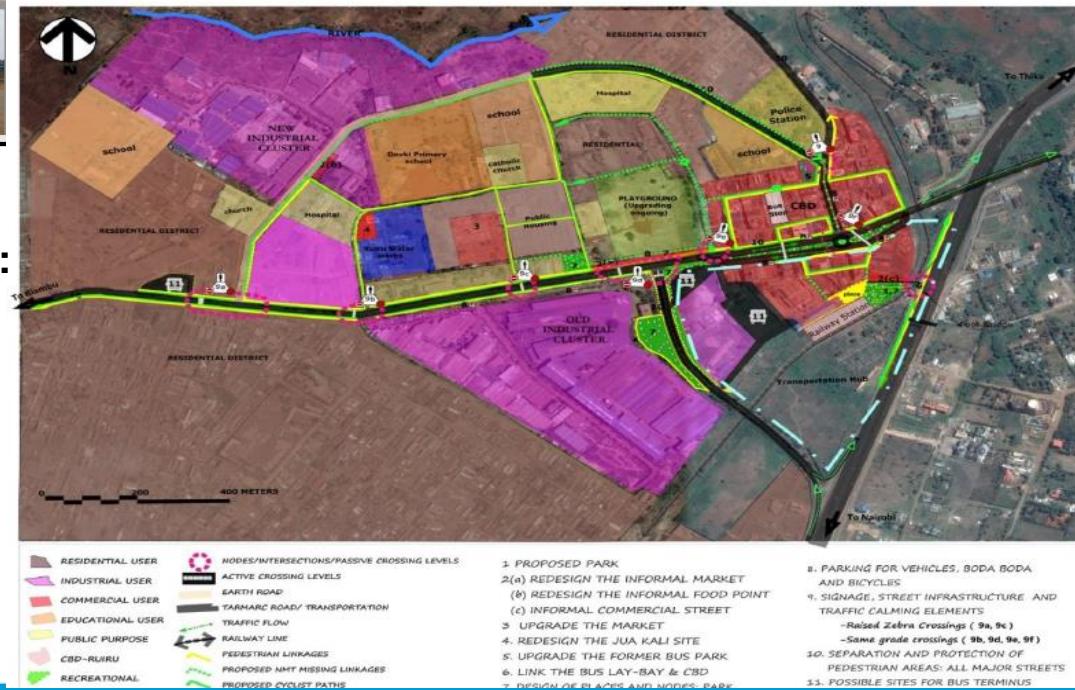
# From Problem Map to Action Planning



Problem Map

Action Plan

## ACTION PLANS AND PROPOSALS



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

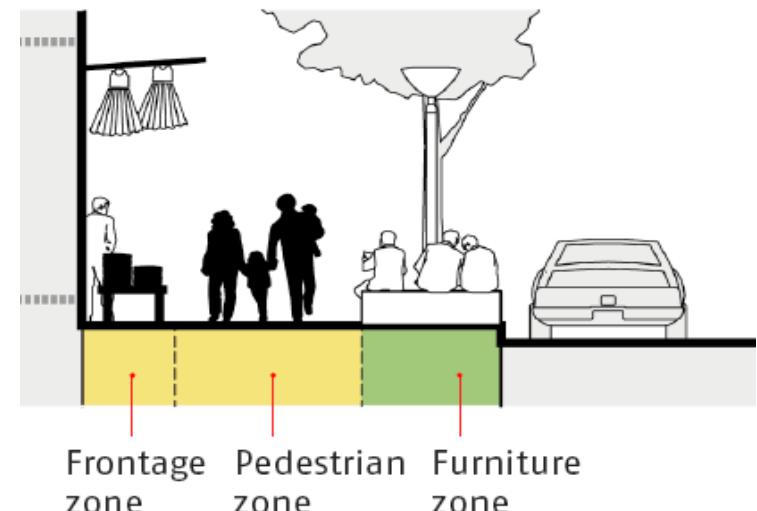
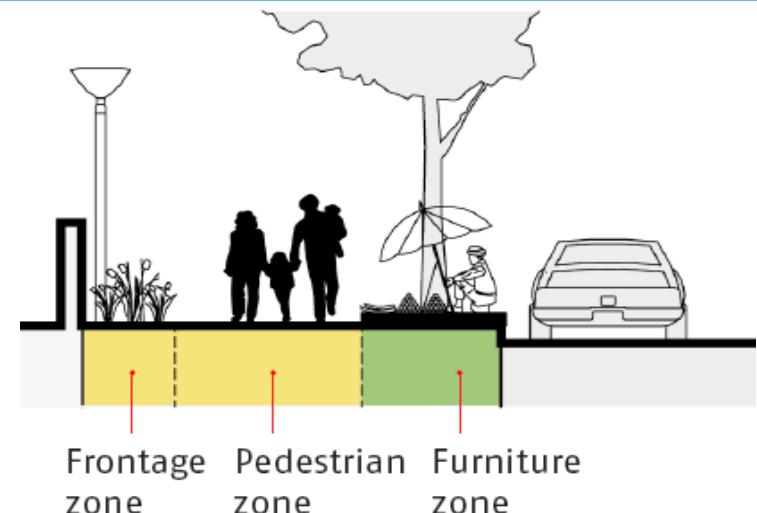


# SUMP Action Plan: Footpath Design Principles

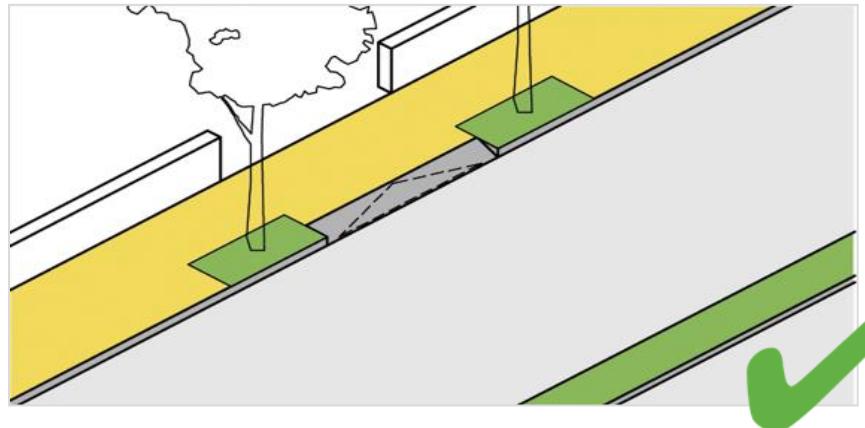
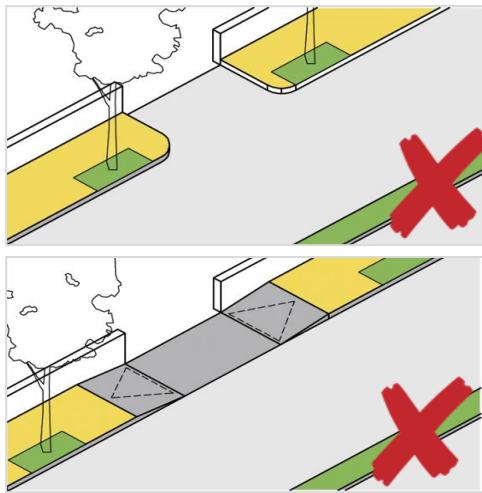
## Accessibility for All

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

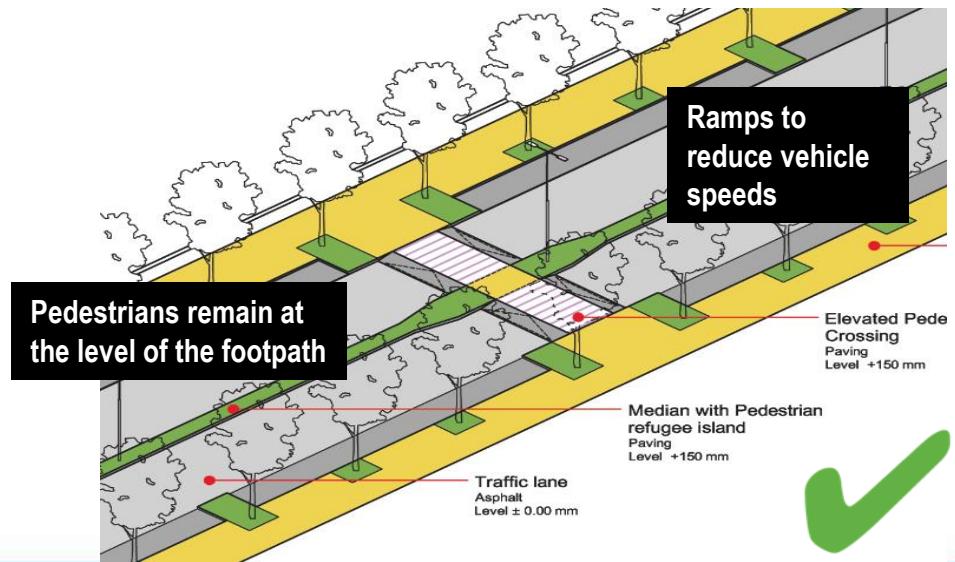


# SUMP Action Plan: Design Principles for Crossings



## 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

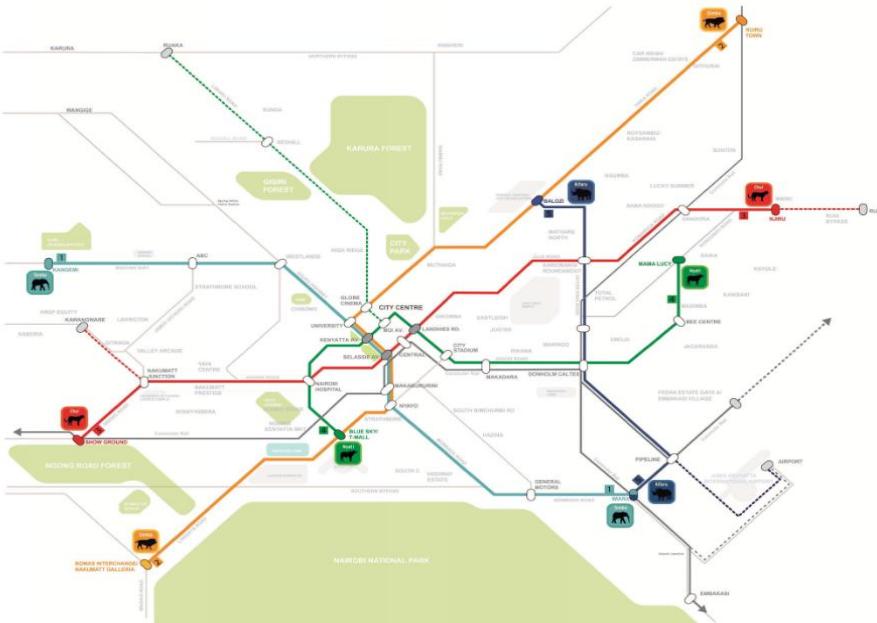
**NAMATA will operate within the Nairobi Metropolitan Area covering the counties of Nairobi, Kiambu, Machakos , Kajiado and Muranga;**

**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**



Source: <http://cc-consult.objective.com>



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# Tracking the SDG Transport Target

# Tracking The Transport Target : A proposal

11 SUSTAINABLE CITIES  
AND COMMUNITIES



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

SDG Indicators

Metadata repository

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

## Rationale for Monitoring

Purpose

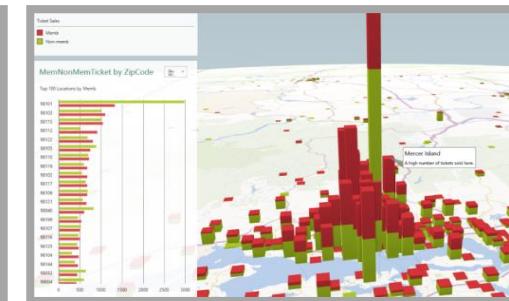
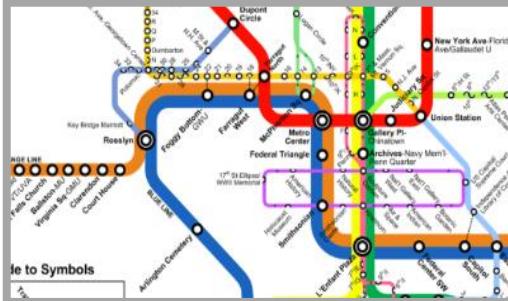
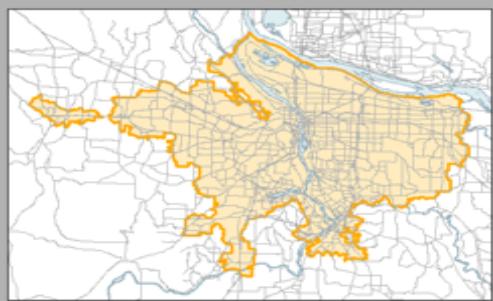
- to provide necessary and timely information to decision makers and stakeholders to **accelerate progress** against goals

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



**Affordability** for the urban poor



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



Undesignated **stops**? Unsafe **stations**?



# Spatial buffer is not enough...

Population **density** around the PT station



Modal Shift to **greener** modes of transport



# Proposed Methodology : Comprehensive analysis with different sub-indicators

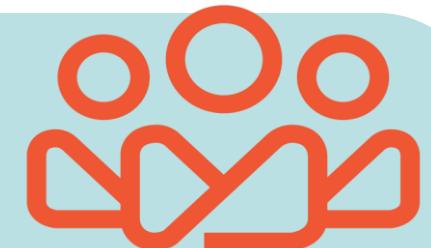
No	Parameter	Indicator	Weight (%)	Method of Measurement	Remarks
1.	Accessibility - urban planning	Density (people/ sq. km)	10%	Census surveys	Density is an important determinant for the efficiency of public transport
2.	Accessibility – urban planning	Percentage of Street space in cities	10%	Analysis of earth observations/ city maps	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.
3.	Accessibility related to urban planning	No. of Intersections /Sq. Km	10%	Analysis of earth observations/ city maps	Cities with more than 110/Sq. Km score 20/100; Proportionately reduced to 0 with cities less than 50 intersections/ sq km
4.	accessibility - transport planning	Percentage of population within 500 m of mass transit stop	20%	1) City maps 2) Sample surveys	100% of city population
5.	Affordability	Percentage household income of lowest quintile of population spent on transport	10%	Sample surveys/ WTP surveys	Poorest quintile should not spend more than 5% (TBD) on transport
5	Quality	Travel time, universal access, safety, security, comfort and user information)	30%	Sample Surveys	Detailed indicators to be developed
6.	Modal shift to sustainable transport	(i) Modal share (cars, NMT, PT) (ii) Passenger KM travelled on EV as percentage of total passenger KM travelled in urban areas;	10%	City mobility surveys	Detailed indicators to be developed; this parameter is also important due to transport's contribution to carbon emissions and air –quality issues in cities.
		<b>TOTAL</b>	<b>100</b>		

# Possible Collaboration in Tracking SDG 11.2.1



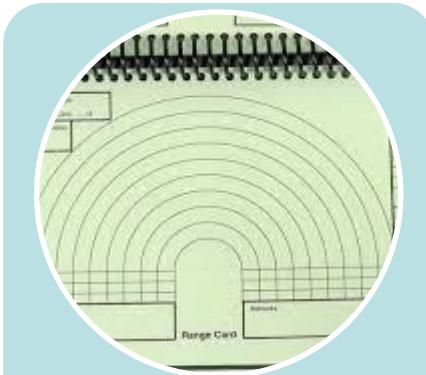
## Partnerships will be essential!

As data providers, for capacity building, reporting, analysis of data etc.



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!**

