SUSTAINABLE URBAN MOBILITY AND IMPLEMENTING THE NEW URBAN AGENDA

Debashish Bhattacharjee,
Lead, Urban Mobility, UN-Habitat, Urban Basic Services Branch.
debashish.bhattacharjee@unhabitat.org
A Global Vision to Promote Sustainable Urban Mobility

Better facilities for Walking & Cycling + Improved Public Transport = Universal Access = Cities for All

Sustainable Mobility contributes to all Global Commitments
The world is rapidly urbanizing: from 37% in 1995 to 60% in 2030
Africa and Asia are urbanizing fastest
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.”
The New Urban Agenda – Localizing the SDGs

• NUA is the **action framework** for cities for the next 20 years (adopted in Quito, 2016);

• NUA refers to **Urban Mobility as a key measure** to achieve sustainable and equitable cities;

• Cities and countries have committed to develop policies and measures to improve integrated **public transport, walking and cycling** in their infrastructure planning and design;

• Action needed at **national and local level** that will drive forward implementation of NUA.

Global cyclists community advocating for cyclist’s interest in NUA discussions
Action Framework for Sustainable Urban Mobility in the New Urban Agenda

**National Policies**
National Urban and Mobility Policies, Integration between transport, urban, environmental policies, Road safety targets, laws etc.

**Urban Regulations**
Sustainable Urban Mobility Plans, urban regulations such as limits on parking, development control

**Financing**
National allocation, municipal revenues, Prioritising Sustainable Mobility in IFI negotiations, charges, e.g. for parking, taxation

**Urban Planning and Design**
Mixed land use, compact and dense neighborhoods, ToD, complete street designs, parks and public spaces

**Physical Implementation**
Action, Re-designs, Pilot projects, Road Safety Events, Open Street Days, Intersections
New spatial configurations in Africa: metropolitan areas

**New spatial configurations:** city clusters, large urban agglomerations, urban corridors and city-regions

**Rural Urbanization:** Small and Intermediate Towns in vicinity of bigger towns become spatially "connected"

**Challenge:** Often unplanned city expansion/ lack of public transport connectivity
UNSUSTAINABLE PATTERNS OF URBAN DEVELOPMENT: REACTIVE AND UNPLANNED

Most of the global urbanization that is taking place happens spontaneously. People are occupying the land without urban planning, without any design, any role or right, and they do it in a very unproductive way.

Most of cities actual problems are derived of the unplanned excessive growth (urban sprawl) that will have inverse economic, social and environmental consequences, in particular, for intermediate cities, which are experiencing the fastest population growth.

[Diagram showing various patterns of urban development such as The Metastatic growth and Octopus City, highlighting the challenges these patterns pose.]
THE NUA PARADIGM: PLANNED CITY EXTENSIONS

City grows

40% The percentage of the world’s population (about 3 billion) that will need housing, basic infrastructure and services by 2030

Planned city extensions

One of the main objectives of planning the city growth is the preservation of public space, assuring that at least 50% of the land is reserved for this, and the rest is offered as buildable land to the market.

Reduce Travel Demand; Make Cities Walkable; Provide Decent Public Transport
A glimpse at things Now
How Nairobians Travel...A common mix

- Walk: 40%
- Bus & matatu: 41%
- Car: 13%
- Motorcycle: 5%
- Other: 1%
Who is being Served? Fair Share of the Road?

13% Cars?
The city for the car and of the car

- Low density, urban sprawl, mono-functional use
- **Car-based** transit corridors contributing to traffic congestion
- **No Integration**: Often separate mobility systems
- **NMT users forgotten** even though they form majority
- People walk sometime up to 4 hours a day NOT out of choice but compulsion
Business as usual...

At the current growth rate, trips by cars and 2Ws will **triple** by 2030.

Source: ITDP, 2015
A Sustainable Scenario: Increase PT, Walking and Cycling; Don’t increase Car Trips

Source : ITDP
Alternative modes of transport by capacity

- Private Motor Vehicles: 600–1,600/hour
- Mixed Traffic With Frequent Buses: 1,000–2,800/hour
- Two-way Protected Bikeway: 6,500–7,500/hour
- Dedicated Transit Lanes: 4,000–8,000/hour
- Sidewalk: 8,000–9,000/hour
- On-street Transitway, Bus Or Rail: 10,000–25,000/hour

People capacity of different modes. The illustration shows the hourly capacity of a 3 m-wide lane (or equivalent width) by different modes at peak conditions with normal operations. Ranges relate to the type of vehicles, traffic signal timing, operation, and average occupancy.

65% trips are < 5km = 20 mins on a bike

Bike lanes are 5-6 times more efficient
INNOVATIVE, PEOPLE CENTERED PUBLIC TRANSPORT PLANNING IN NAIROBI

1. Digital Map of Nairobi Matatu Routes
2. Student Transport Demand surveys
3. Survey Result: Matatu Routes
4. Proposed Mass Transit Routes
5. BRT Service Scenario (corridor A104)
A Vision of Inclusive Transport: Designing Streets for People
Inclusive Mobility = Universal Access

Design for people with disabilities: Segregation from traffic; easily useable footpaths; illumination
Complete Streets Integrated with Public Transport

Source: ITDP
Making it happen - participatory processes (SUMP)
SUMP Action Plan: Scale up Simple Actions to provide space for Pedestrians and small business
The NUA in Practice: From Neighbourhood to City to National Government

- Consensus Based, participatory and demand based, "Sustainable Urban Mobility Plans"

Neighborhood Interventions

- Specific interventions to improve street planning and design; improve access to public transport

City

- Establishing City Level Policy, Standards, rules and regulations; e.g. for Non-Motorised Transport
- Establishing National level Urban Policy

Local + National Government
UN-Habitat Urban Mobility Strategy: Implementing The New Urban Agenda

Guidelines and Tool-Kits; Rapid City Diagnostics; TA for innovative Projects; SUMP Capacity gaps analysis and targeted capacity development.

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

Regional and International Dialogue and Coordination: UN-Habitat Assembly; AMCHUD; WUF; SSATP
Conclusions and Recommendations

- National Policy + City Capacity + good implementation = **sustainable urban mobility**

**National Policy:**
- Prioritize walking, cycling and public transport in budget allocations
- Adopt street design standards
- Institute monitoring requirements (e.g., km of BRT, km of NMT)
- Avoid investments in elevated highways, flyovers, & parking

**Local Implementation**
- Participatory and consensus-based planning
- Adopt revenue schemes (e.g., parking, congestion charging)

- Promote city-city learning