

# Sustainable Transport in Habitat III: A Review of Principal Documents

---



*Partnership on Sustainable Low Carbon Transport*  
*Cornie Huizenga*  
*Karl Peet*  
*Mark Major*  
*Ramon Cruz (ITDP)*



*June 3, 2016*

## Executive Summary

The Partnership on Sustainable Low Carbon Transport (SLoCaT) has conducted a review of the principal Habitat III documents to investigate the level of attention to sustainable urban transport (and key supporting enabling factors) within the process of defining a New Urban Agenda (NUA) to shape the course of sustainable urban development for the next 20 years. Habitat III documents reviewed include 24 national reports, 10 policy unit papers (and accompanying comments from member states and non-state actors), and 4 regional and 7 thematic workshop declarations, in addition to the [6 May 2016 Zero Draft NUA](#).

National reports provide a frank description of existing transport challenges (e.g. congestion, road safety, air quality, urban sprawl) to be addressed in the NUA. However, transport-focused indicators in the national reports are inconsistently provided and thus offer no clear baseline from which to measure progress, and a stronger linkage among Habitat III national reports, INDCs, and national development plans would provide critical coordination of limited capacity and resources in the UN-Habitat, UNFCCC, and SDG processes. On the other hand, national reports show a reasonable degree of understanding and country commitment to overcoming the highlighted transport challenges in diverse and often innovative ways. In addition, supportive policies highlighted in national reports show a commitment to long-term, programmatic solutions that go beyond single projects to tackle more pervasive issues, which can be emulated by peer countries to accelerate sustainable urban transport at regional and global levels.

Policy papers succeed in highlighting key transport issues such as linking transport and land use planning, linking national and local transport funding, increasing private sector involvement and supporting SDGs. Member states comments on policy papers can help to identify potential national champions to advance sustainable urban transport during negotiations and in forthcoming implementation of final Habitat III recommendations. Non-state actors are engaged in commenting on the policy frameworks and papers, and can act as key allies for advancing sustainable transport within the Habitat III process.

The developmental role of transport is reflected in regional declaration statements on urban-rural linkages, equity, and safety and security, and a focus on transport financing mechanisms (and strategies to reduce mobility needs and costs) in these declarations is an important step forward. Sustainability issues are well represented in regional workshop outcomes, with a primary emphasis on integrating land use/transport planning and containing sprawl, and an important secondary emphasis on increasing resilience; however, stronger linkages could be made to SDGs and climate change goals in the regional declarations.

Thematic workshop declarations place a strong emphasis on linking local, metropolitan, national and regional efforts and play an important role in describing broader enabling mechanisms for sustainable transport. Workshop outcomes mention alignment with specific SDGs but give less emphasis to climate change goals; though the issues discussed play an important role in supporting the Paris Agreement; furthermore, thematic workshop declarations place an important focus on transport equity issues, including providing affordable transport access to informal settlements, and reducing private car use in favor of public and non-motorized transport.

SLoCaT has reviewed the Zero Draft NUA from a sustainable transport perspective, identifying specific shortcomings in six areas that should be more directly addressed in the final NUA (forthcoming), including climate change, road safety, air quality, public health, urban freight, and roadway congestion. Our initial assessment is that the Zero Draft NUA, in the absence of significant revisions, might fail to deliver a paradigm shift in strengthening sustainable urban development because of its relative weakness in specifying the level of change required and the specific mechanisms necessary to drive this change.

In summary, while sustainable urban transport is reasonably well addressed in Habitat III documents, the addition of concrete, quantitative targets is required to accelerate the global scale-up of sustainable urban transport to make tangible gains over Habitats I and II. To make these needed gains, it is essential that the transport sector be fully integrated within the various “enabling factors” described in different parts of the Habitat III process, which include [among others](#) infrastructure financing, national planning, and local capacity building. However, prioritizing cross cutting approaches over sector-based approaches will contribute to a New Urban Agenda that is weak on specifics; thus, it is essential that discussions at Habitat III go in depth into the respective sectors that will enable sustainable urban development.

SLoCaT has produced five [Key Messages](#) for transport within the Habitat III process, which are supported by key observations and conclusions from the analysis of Habitat III document described above.

## Table of Contents

|  |    |
|--|----|
| Executive Summary .....  | 2  |
| Table of Contents.....   | 4  |
| I. Introduction .....  | 5  |
| II. Treatment of sustainable transport in H3 reports .....       | 6  |
| A. National reports .....  | 6  |
| B. Policy Unit Papers .....                                      | 10 |
| C. Regional workshop reports.....                                | 15 |
| D. Thematic workshop reports .....                               | 17 |
| E. New Urban Agenda .....  | 20 |
| III. Key Findings.....   | 22 |
| Annex A: National Priorities on Sustainable Urban Transport..... | 24 |

# I. Introduction

## Background and Objectives

[Habitat III](#) is the United Nations Conference on Housing and Sustainable Urban Development to take place in Quito, Ecuador, from 17-20 October 2016. The Habitat III Conference is intended to reinvigorate the global commitment to sustainable urbanization and to focus on the implementation of a [New Urban Agenda](#) (NUA), building on the [Habitat Agenda of Istanbul](#) in 1996 (from the Habitat II conference).

Habitat III will be the first UN global conference following the adoption of the Global Goals on Sustainable Development and the Paris Agreement on Climate Change; thus the NUA – the Habitat III outcome document – will be a key opportunity to shape the implementation of these agreements in a number of sectors, including transport.

To aid in the development of an approach that integrates sustainable development and climate change considerations in the transport sector the SLoCaT Partnership supports the development of a common global framework on sustainable, low carbon and resilient transport, with urban mobility transformation an integral part of such a framework.

The SLoCaT Partnership's specific objectives for Habitat III are as follows:

1. Illustrate the central role of sustainable transport in enabling sustainable urban development;
2. Communicate progress made in past years in realizing sustainable urban transport, both in terms of sustainable development and climate change;
3. Acknowledge the critical role of transport in realizing sustainable urban development in the NUA, and highlight the role that signatories (i.e. national governments) will need to play in development and implementation of the NUA

To realize its Habitat III objectives SLoCaT will work with the transport and development communities, but also with a much wider range of stakeholders including the energy, social services, water and sanitation sectors. Equally it is important to work with stakeholders from government at the local, regional, national and international levels, as well as with private sector, civil society and international development stakeholders. Most importantly, it is essential to identify country champions who are committed to these objectives on a national level, and translating them to regional and global levels.

A Habitat III outcome with ambitious targets would enable urban transport to make a full contribution to the SDGs and the objectives of the Paris Agreement on Climate Change. This would be helped by a Habitat III process and an NUA that makes more explicit efforts to link general discussions on governance, planning, finance, etc. to the specific circumstances of different sectors that constitute, or enable, urban development.

## Report Structure

As dictated by the [Habitat III process](#), national reports were to be submitted by June 2014, and more than 50 have been submitted to date. In a parallel process, [22 issues papers](#) on a broad range of topics were completed in spring 2015, which in turn were used as inputs to a more focused set of [10 policy unit frameworks](#), which were subsequently fleshed out as policy papers, completed in fall 2015. To complement the work of the policy units, [four regional workshops](#) and [seven thematic workshops](#) were convened between fall 2015 and spring 2016, each of which produced a declaration detailing issues specific to particular geographies and constituencies.

In the above context, this report reviews Habitat III documents based on general criteria including the following:

- (How) is the developmental role of transport acknowledged (e.g. need for additional infrastructure and services)?
- (How) are transport policy and investment enabling factors (e.g. national policy, institutions, finance) addressed?
- (How) are transport's contributions to sustainable development addressed?
- What are transport-relevant linkages to 2015 SDG and climate change outcomes?

Challenges, opportunities, supportive policies are also reviewed in more specific areas such as congestion/vehicle growth; public transport/NMT; urban form; climate change; sustainable development; and equity/poverty. Finally, document analysis followed by conclusions capturing challenges/gaps and opportunities/strengths within these sets of documents.

## II. Treatment of sustainable transport in H3 reports

This section describes discussion of transport measures in national reports, policy papers, regional workshops and thematic workshops. National reports

The UN-Habitat Governing Council has called upon Member States to form broad-based, gender-balanced National Habitat Committees, whose responsibilities include the preparation of national reports'. While national Governments have the primary responsibility for reporting on key indicators, it is important to promote dialogue among all stakeholders, and it is recommended that cities report on progress at the local level.<sup>1</sup>

National reports are thus the clearest demonstration of country opportunities and challenges in the Habitat III process. As of May 2016, 53 national reports had been submitted<sup>2</sup>, and SLoCaT has summarized the treatment of transport in a subset of 24 countries<sup>3</sup> representing a range of regions, geographies and levels of development. A full summary of the 24 national reports investigated is found in the 'National Reports' tab of the [SLoCaT Habitat III Transport Matrix](#), and a more concise summary of treatment of key sustainable transport topics in each of the national reports reviewed is found in Annex A at the end of this report.

### 1. Analysis

This section highlights examples among the national reports analyzed of past/future challenges in the transport sector, opportunities to be addressed through the NUA, and existing/planned national policies to contribute to these ends on an urban scale.

---

<sup>1</sup>

<https://www2.unteamworks.org/bitcache/f57b93bb345f6c1a26b2689929ec385252661da2?vid=542898&disp osition=inline&op=view>

<sup>2</sup> National reports are found on individual 'region pages' (e.g. Africa), which are collected under the main 'Regions' page (<https://www.habitat3.org/the-new-urban-agenda/regions>).

<sup>3</sup> National reports reviewed are issued by [Algeria](#), [Brazil](#), [China](#), [Costa Rica](#), [Czech Republic](#), [Ecuador](#), [Egypt](#), [Ethiopia](#), [France](#), [Germany](#), [Iran](#), [Japan](#), [Jordan](#), [Kenya](#), [Mexico](#), [Netherlands](#), [Norway](#), [Pakistan](#), [Republic of Korea](#), [Republic of South Africa](#), [Saudi Arabia](#), [Spain](#), [Turkey](#), and the [United States of America](#).

**a. Past and future challenges to be addressed by NUA**

**Kenya** recognizes the economic value of improving urban transport systems, with an estimated daily cost of traffic congestion at 610,000 USD; and poor performance in its transport sector is costing **Pakistan** about five percent of its GDP. In **South Korea**, annual congestion costs increased by about 868 million USD from 2000 to 2010. In **Egypt**, the number of private vehicles per capita increased nearly 60% between 2006 and 2013, while public buses per capita decreased slightly in the same period.

*Sufficient provision of public transport* is identified as a key challenge by **Norway**; and **Jordan** has observed a degradation of its public transport services over time. In **Ecuador**, large parts of the population lack access basic services, including transport, and **Costa Rica** points to its inability to deliver urban public transport as a major barrier to national development. In **Saudi Arabia**, a primary challenge is to establish a sound public transport system and shift public behavior in this direction in the face of low fuel prices and no tax on possession of private vehicles. And in **Pakistan**, neither the private nor the public sector has responded adequately to a growing demand for public transit, further accelerating motorization rates and increasing traffic congestion.

In many cases, *urban form* is a key obstacle to efficient transport provision. In the **United States**, growing car dependency and increasing urban sprawl are ongoing issues, and the share of urban populations with access to public transport actually decreased between 1997 and 2007. Many cities in **Pakistan** were designed for a limited population. Due to rapid increase in their population, it was not possible for the city managers to provide infrastructure and services including transport facilities commensurate with this growth creating the problems of urban mobility. And in **Iran**, the use of personal vehicle is still implicitly favored in urban design, and use of environment-friendly transport modes such as walking and cycling is still very limited.

*Making transport systems more sustainable* and “future-proof” in order to reach carbon emission goals is seen as challenge by **the Netherlands**, and **Norway** notes the challenge finding alternative and sustainable fuel for both public transport and the transport sector as a whole. **China’s** National Report mentions too much focus on transport infrastructure and too little on traffic management as one of the possible causes of ongoing congestion challenges. In **Ethiopia**, due to a lack of regular maintenance, many paved roads quickly develop potholes, and a lack of parking spaces leads drivers to park on sidewalks causing further degradation of infrastructure.

A lack of sustainable transport solutions proves a hindrance to achieving a number of *sustainable development objectives*. Road safety is also raised as a primary issue among challenges to reliable transport. **Ethiopia** leads the world in accidents per motor vehicle, with deaths from traffic crashes still increasing; and in **Turkey**, due to increasing motorization, the ratio of urban accidents to total vehicle numbers rose from 3% in 1990 to 5.6% in 2000 and to 6.5% in 2013. Air quality measures in **Mexico** have been insufficient since there are no systematic measurements of personal exposure to pollutants on roadways, and correlated to technologies of different means of transport.

Providing *equitable transport solutions* for vulnerable citizens remains a challenge in many parts of the world. Racially segregated town planning continues to plague **South Africa** residents with long and costly travel distances to access economic opportunities and social services, particularly for the urban poor. In **Costa Rica**, urban developments have not properly considered the specific travel needs of women, and measures are

planned to overcome a gender bias in urban access. The **United States** notes the challenges of providing transport solutions to an aging population and maintaining equitable transport service for populations in poverty. Finally, urban-rural linkages in **Ethiopia** have been characteristically weak, and market linkages are constrained due to lack of adequate transport services and infrastructure, among other factors.

**b. Transport opportunities under NUA**

Amidst the numerous challenges to sustainable transport raised in Habitat III national reports, these reports also spell out a number of key opportunities for sustainable transport to be addressed within the NUA.

Rising *congestion and rapid vehicle growth* are addressed in **Costa Rica's** plan to use restrictive parking policies and pricing to offset the broader social costs of car use, and the **Czech Republic** supports restrictive measures such as traffic bans, toll charges and converting streets to pedestrian zones. **Germany** notes that congestion due to *freight transport* (as well as passenger transport) must also be address and that the future of traffic management lies in shifting more freight traffic to rail and water transport.

*Improved public and non-motorized transport* is another area of opportunity raised in national reports. In **Kenya**, walking accounts for nearly half of transport trips in cities like Nairobi and Eldoret, while cycling accounts for just 3% and 12% of all trips, respectively; thus there is an opportunity for expanded cycling lanes and infrastructure.

The **Czech Republic** supports shared means of urban transport, as well as promoting accessible public transport, in particular in the central parts of cities.

**Brazil** proposes to expand integration of *urban mobility and land use planning* in order to enable the creation of diverse urban places and lower travel demand through sustainable mobility and accessibility options. Similarly, **Spain** proposes the development of smart city strategies that integrate environmental, mobility, information and communication technologies in planning processes.

Urban transport has the potential to address *climate change* through improved travel efficiency. **China** is exploring technologies to manage public transport and road systems more efficiently, to complement relatively more efficient construction techniques. **South Korea** notes the promise of information technology to increase the convenience and thus the relative efficiency of public transport and public bike systems. And **Germany** notes that electric vehicles powered by renewable energy sources can be combined with buildings in distributed energy storage systems.

Other national reports highlight the contribution of urban transport to *sustainable development* and reducing negative externalities. **Ethiopia** government interventions in the construction and improvement of roads, and other services have enhanced linkages between urban and rural areas. **Brazil** is in the process of integrate transportation modes and tariffs to providing new alternatives to transport accessibility.

Transport's role in *increasing equity and reducing poverty* is also underscored in national reports. **Brazil** cites its priority to increase the daily mobility rate of the poorer strata and dwellers of dormitory quarters, while **South Korea** provides subsidies to reduce public transport fares and works to make sidewalks more "wheelchair friendly". In **Turkey** it is a legal obligation to make all roads, sidewalks, pedestrian crossings, and green spaces, along with public transport services accessible to disabled people.



### **c. Supportive Policies**

A number of existing and planned policies highlighted in national reports support progress toward the opportunities and challenges highlighted above.

*Public and non-motorized transport* are highlighted in a new national policy strategy from the **Netherlands** with improved accessibility as one of its major goals. Today, 26% of all kilometers travelled are by bike, and by 2030 this is targeted to increase to 35%. On the public transport front, **Saudi Arabia** has approved a project that simultaneously develops public transportation systems in four cities: Riyadh, Makkah, Medina and Jeddah, with economic benefits estimated to be up to three times higher than costs of construction and operation. In addition, **China** has set a goal for public transport to account for 60% of all transport trips in cities over one million people by 2020.

**Norway's** National Guidelines for Dwellings, Land Use and Transport Planning are an important tool for improving *urban form* by enforcing the localization of dwellings, multi-purpose buildings and shops, close to public transport stops to limit transport volumes and in turn, provide a sufficient customer base. In addition, **Norway's** National Expectations on Regional and Local Planning, approved in 2011, promote sustainability and review national policy on transport, infrastructure and urban development.

**Brazil's** Transport and Urban Mobility Sectorial Plan for the Mitigation of *Climate Change* presents to reduce impacts of private transport and increase use of public transport in the mobility matrix. **France's** Grenelle legislation calls on urban centres to implement urban planning measures that promote eco-districts, including transport policies designed to reduce carbon emissions.

*Sustainable development* objectives are offered in **South Africa's** forthcoming Non-Motorized Transport (NMT) Policy: although only about 1% of South Africans bicycle to work, pedestrians and cyclists account for approximately 30% of road accident fatalities. To improve national connectivity, **Pakistan** has undertaken the National Trade Corridor Improvement Program (NTCIP), with the targets set forth in its Vision 2025 intended to reduce transports cost and increase roadway safety.

Finally, to address *transport equity* issues, **Japan** has introduced The Act on the Promotion of Smooth Transportation of Elderly and Disabled Persons which requires new public transport vehicles and passenger facilities to conform to its Basic Policy on Accessibility, with development targets to be achieved by the end of FY2020. In **Brazil**, mobility is considered a social right, which is provided for in the Constitutional Amendment Proposal No. 90/2011, under discussion in the National Congress.

## **2. Conclusions**

In summary, national reports show encouraging level of attention to identifying and highlighting key challenges to sustainable urban transport, and underscoring commitments to addressing these challenges in key areas including congestion and vehicle growth; public and non-motorized transport; urban form; climate change; sustainable development; and equity.

Overall conclusions from national reports include the following, organized as both challenges and opportunities:

### **Challenges**

- National reports provide a frank description of existing transport challenges that are need of addressing within a bold NUA (e.g. congestion, road safety, air quality).
- A lack of capacity at the local level identified as a key issue among a number of (especially developing) member states, which can be attributed in part to a lack of clear delegation of powers from national to local levels.
- Transport-focused indicators in the national reports are inconsistently provided and in many cases appear speculative; thus, there is no clear baseline established to measure progress toward sustainable urban transport in the Habitat III process.
- There is a rather weak linkage among national reports, INDCs, and national development plans, thus missing an opportunity to provide critical coordination of limited capacity and resources in the UN-Habitat, UNFCCC, and SDG processes.

### **Opportunities**

- National reports show a reasonable degree of country commitment to overcoming the highlighted challenges in diverse and often innovative ways in the areas of urban demographics; land use/urban planning; environment and urbanization; urban governance and legislation; urban economy; and housing and basic services.
- Supportive policies highlighted in the national reports show a commitment to long-term, programmatic solutions that go beyond single projects to tackle more pervasive issues (e.g. national-local policy linkages, climate change, transport and equity)
- Project- and policy-oriented solutions proposed in national reports can be emulated by peer countries to accelerate sustainable urban transport at both regional and global levels through country collaboration in key areas (see Annex A).

## **A. Policy Unit Papers**

The main tasks of the 10 Habitat III [Policy Units](#)<sup>4</sup> are to identify challenges (e.g. structural and policy constraints), identify policy priorities and critical issues, and develop action-oriented recommendations for the implementation of the New Urban Agenda.

During 2015, 22 Habitat III [issues papers](#) were produced to identify research needs on topics related to housing and sustainable urban development. These issue papers have served as the point of departure for the work of the Policy Units, which have used them as a basis to produce the following policy papers and frameworks:

(Cities for All)

- [#1 - Right to the City and Cities for All](#) (Cities for All)
- [#2 - Socio-Cultural Urban Framework](#) (Socio-Cultural)
- [#3 - National Urban Policy](#) (National)
- [#4 - Urban Governance, Capacity and Institutional Development](#) (Governance)
- [#5 - Municipal Finance and Local Fiscal Systems](#) (Finance)
- [#6 - Urban Spatial Strategies: Land Market and Segregation](#) (Spatial)
- [#7 - Urban Economic Development Strategies](#) (Economic)
- [#8 - Urban Ecology and Resilience](#) (Ecology)

---

<sup>4</sup> <https://www.habitat3.org/the-new-urban-agenda/issue-papers>

- [#9 - Urban Services and Technology](#) (Services)
- [#10 - Housing Policies](#) (Housing)

The Policy Units produced these papers by engaging and consulting widely with relevant constituencies at the national, regional and global levels.<sup>5</sup> The following sections investigate the treatment of transport issues in key areas of the policy papers, which include the vision statement, policy challenges, policy priorities, and key linkages. A full summary of policy papers and comments is found in the 'Policy Papers' and 'Policy Paper Comments' tabs of the [SLoCaT Habitat III Transport Matrix](#).

## 1. Analysis

### **a. Analysis of Policy Paper #9 (Urban Services and Technology)**

Transport is a central feature in Policy Paper [#9 - Urban Services and Technology](#) (PP#9), as emphasized in the initial line of the Executive Summary: "Urban services and mobility are key to inclusive, safe, resilient and sustainable cities and human settlements." Key areas of transport emphasis within PP#9 include the following:

#### *Vision Statement*

- All citizens have access to public spaces and services, economic, employment and educational opportunities and health services in urban areas, without discrimination.
- Urban transport supports overall sustainability objectives through the delivery of resource-efficient, space-efficient, and people-oriented, safe mobility.
- Negative externalities, such as congestion and GHG emissions, and fatalities or injuries due to urban traffic are minimized.
- Sustainable transport infrastructure and services are adequately funded through contributions from users and indirect beneficiaries.
- Mobility is organized at the level of the metropolitan area (e.g. beyond city boundaries), and urban areas are well connected with rural areas and each other.

#### *Policy Challenges*

- Transport and land use planning policies are usually not interconnected and coordinated, despite local authorities generally being responsible for these policies.
- Competence for planning and procuring urban mobility services has been devolved to the local level, but without sufficient funds being allocated.
- Decreasing congestion or improving air quality are often priorities at the local level, but user costs of private motorized transport modes do not reflect their full costs, due to the widespread subsidization of fuel prices, which is decided at the national level.
- The necessary appraisal of transport projects is complicated by the lack of ex-ante/ ex-post assessment frameworks and the difficulty and cost of collecting needed data.
- Both public authorities and private entities tend to view sustainable transport of goods and passengers as a cost rather than an investment.

#### *Policy Priorities*

- Compact, dense and inclusive urban design, mixed land use, as well as the integration of transport and land use planning, should be promoted.
- The quantity, quality and integration of sustainable transport options in urban areas should be improved (e.g. more public transport, digitalization).

<sup>5</sup> <https://www.habitat3.org/the-new-urban-agenda/policy>

- The demand for private motorized travel should be managed and urban transport rebalanced in favor of people rather than vehicles.
- A resilient and predictable mix of funding sources for sustainable urban travel should be achieved.
- Efforts should be taken to better internalize the costs of various modes of urban transport, and revenues directed towards sustainable modes.

#### *Critical Recommendations*

- Promoting compact, dense cities requires an urban land use plan linked with a transport plan.
- Infrastructure investments in urban projects should be decided upon according to the benefits they bring to the area (with 'access' being the key benefit).
- While local authorities have responsibility for the planning and provision of services, they also have a matching ability to raise the required finances to actually deliver.
- As indirect beneficiaries of sustainable mobility, the private sector should be involved in providing a share of funding for sustainable mobility in urban areas.
- Urban services like transport are vital enablers for social and economic development and thus are key to achieving the Agenda 2030 Sustainable Development Goals.

#### ***b. Analysis of Transport in Other Policy Papers***

Perhaps more informative than a summary of PP#9 is the treatment of transport in other (e.g. non-transport focused) policy papers, which include the following:

Transport plays a central role in the **vision statements** of several policy papers. In PP#1 (Cities for All), transport is centrally incorporated in the first of three pillars, which envisions "appropriate, accessible and affordable transportation options." This vision is echoed in PP#4 (Governance), which states that "a new urban governance should facilitate territorial equity by linking up cities and rural areas and ensuring access to services for all based on the principle of spatial equality." In PP#5 (Finance), it is noted that cities can capitalize on the increasing [financial] benefits offered through better urban designs that reduce vehicle miles travelled, and in PP#7 (Economic) a future two decades hence is envisioned in which "cities are more compact, livable and sustainable and are supported by strategic investments in low-carbon transit infrastructure." Finally PP#8 (Ecology) suggests that ecosystem health can be protected and supported "improved options for transport such as walking, cycling, and mass transit," and PP#10 (Housing) asserts that "[e]fforts to encourage medium and high-density housing will reduce transportation costs and air pollution."

Transport and mobility are also recognized among the **policy challenges** in a number of Habitat III policy papers. These challenges include topics such as personal security "...unsafe public transport, particularly at night; ..." (PP#1 (Cities for All)) and social equity ("equitable provision of urban (economic and social) services such as transport, energy, water and sanitation, housing, and solid waste management") (PP#2 (Socio-Cultural)). PP#3 (National) notes that a National Urban Policy must promote an integrated approach to infrastructure systems, including for transportation and mobility, PP#6 (Spatial) asserts that "the worldwide rise of urban sprawl causes ... higher costs for transport," and PP#7 (Economic) asserts that "poor transport services reduce the productivity of informal workers by extending time required for domestic chores and the commute to places of employment and business." Finally PP#10 (Housing) notes

“harmful outcomes from uncoordinated sector policies (e.g. transportation, infrastructure, land use) that fail to consider housing in their plans.”

In response to these challenges, transport is named among the **policy priorities** identified in the policy papers. PP#1 (Cities for All) includes a “right to mobility”, which “should be embedded in all transport planning and provision that prioritize walking and cycling, and collective transport, especially for the transport-excluded and urban poor.” PP#4 (Governance) notes the need for regional collaboration asserting that “the complexity of providing public transport systems...poses serious technical, managerial, political and financial problems that isolated municipalities cannot solve individually,” an assertion backed in PP#5 (Finance), which states that “P3s [can be used to] tackle issues (e.g., transportation, water, sewer, etc.) that span more than one municipal boundary,” and that “the bankability of public infrastructure projects [can be improved] by reforming public finance frameworks (e.g., adopting the “users pay” principle) as a policy priority.” PP#6 (Spatial) takes a strong position on NMT, stating that “it is especially important to provide spacious sidewalks and mobility alternatives to motorized transport. Separation between surface public and private transport, whenever feasible, should be encouraged,” and PP#7 (Economic) notes that “Transport infrastructure in particular is essential to achieving the benefits of connectivity and avoiding the financial, environmental and public health costs of congestion,” further stating that “Particular attention needs to be given to the transport needs of the working poor, as the benefits of transport to informal settlements can be dramatic.”

The Habitat III policy papers include **key linkages** to the global development and climate change agendas. PP#3 (National) asserts that “a National Urban Policy should constitute an important part of any serious attempt to implement the SDGs and should become a key instrument to measure the achievement of the SDGs,” and PP#4 (Governance) notes that “implementing the SDGs is a multi-level challenge” and that “non-governmental actors such as NGOs, civil society organizations, and the private sector are seen as key partners for governments at all levels.” On the climate change side, PP#3 (National) notes that “[cities] will be the decisive place for reducing carbon emissions to sustainable levels, [and] will also bear the brunt of climate-related disaster risks and thus asserts that “a National Urban Policy can be a key instrument to coordinate national and local climate policies for the implementation of the Paris Agreement achieved at COP21.” Further, PP#8 (Ecology) states that “many of the problems associated with climate change can be addressed at the city level by promoting a low-carbon agenda...which includes [i]mproving options and utilization of sustainable transportation, including priority for non-motorized transport and public mass transit.”

### ***c. Analysis of Comments on Policy Papers***

Perhaps even more informative than the policy papers themselves are the comments in response to these papers by the stakeholders who will ultimately be responsible for their implementation, which include both state and non-state actors.

Statements from **member states** include (among others) the following contributions.

**Brazil’s** extensive comments on transport make recommendations such as “[reflecting] both SDG 3.6 and 11.2<sup>6</sup> in the New Urban Agenda, as complementary targets on road

---

<sup>6</sup> SDG Target 3.6: “By 2020, halve the number of global deaths and injuries from road traffic accidents;”

safety,” “encouraging public or private project shorten distances and enable greater safety and comfort to pedestrians, and reducing parking provision to discourage private transport use. **Finland** also makes transport a primary emphasis, offering suggestions to “*decrease private car use, increase walking, cycling and public transport,*” to “*decrease travel demand through compact urban form and digitization,*” and to “*encourage medium and high-density housing [to] reduce transport costs and air pollution.*”

**Colombia** places a strong emphasis on *urban form*, calling for TOD to be specifically included and mentioning the need for a mix of residential and commercial activity to increase security. **Japan’s** comments put a unique focus on how to address the needs of “shrinking cities,” in the face of a prevailing emphasis on rapid urbanization, stating the need to ensure that “regions as well as cities are made compact and linked through networks to maintain accessibility.”

*Equity* is a primary focus of **France’s** comments, which note a strong linkage between the Right to the City” and equality, and state that it is essential to ensure that transport is accessible for people with disabilities. **Norway** calls for the “increased and strategic taxation of car use” to achieve a “modal shift that decreases the use of personal vehicles and enables *walking, cycling, and public transport,*” a sentiment echoed by **Mexico**, which raises the need to “increase sanctions for car use to promote public transport.”

**Russia** “supports initiatives to create safe mobility and streets for all, including vulnerable populations, including women, children, persons with disabilities and older persons,” thus placing needed attention on the topic of *road safety*. In addition, it calls to “establish stricter vehicle safety recommendations,” “improve roadbed and road infrastructure,” and “develop educational programmes [on road safety], aimed primarily on children and youth.” These calls are supported by **Thailand’s** succinct comments on PP#9 (Services), which place an exclusive focus on road safety, stating that “SDG Target 3.6 on road safety should be reflected among policy priorities on Transport and Mobility, and that “implementation recommendations for road safety policy at the local, national, and international levels should be further elaborated,” echoing **Brazil’s** comments above.

**Non-state actors** will play a significant role in the implementation of the NUA, along with and encouragingly, statements on transport come from a wide range of organizations, several of which do not have a primary organizational focus on the transport sector.

The **World Resources Institute** offers a range of comments related to sustainable urban transport, including a strong emphasis on *road safety*, recommending that reduced threat of traffic death and serious injury be included. Under Section 4.2: Safer Cities in the “The Right to the City and Cities for All”, and that traffic safety and security be mentioned when discussing the need for improving mobility and safety in cities. And **Eco-agricultural Partners** (*New School for Public Engagement*) highlights the key role of *urban-rural linkages* in increasing food security, noting the need for “improving short supply chains and market access for smallholder rural producers while improving the nutrition of the urban poor,” of which sustainable transport is a central element.

---

SDG 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.”

*The HelpAge Global Network and the Stakeholder Group on Ageing* makes a bold statement on *transport equity*, asserting that “cities are often hostile to older people and those with disabilities, particularly when using public transport...The solution to this challenge...must also challenge those norms that prioritize private economic interests, encourage the flow of pollution generating traffic and risk our safety and security,” and further stating that “reprioritizing our streets and public spaces to protect and promote the rights of all residents..., whether they be children, people living with disabilities, older people or adults in or out of work, requires a redefinition of the purpose of the city.”

## 2. Conclusions

In conclusion, Habitat III policy papers address a range of issues to advance sustainable urban transport:

- Policy paper #9 (Services) succeeds in highlighting key transport issues such as linking transport and land use planning, linking national and local transport funding, increasing private sector involvement and supporting SDGs; however, it could give greater emphasis to climate change and road safety goals.
- The remaining (non-transport focused) policy papers address a wide-ranging set of transport topics as central elements in vision statements, and policy challenges and priorities, placing a greater emphasis on the role of transport in advancing climate change priorities, public health, and personal security.
- Member states comments on policy papers can help to identify potential national champions on key sustainable urban transport topics (e.g. *Brazil*, *Russia*, and *Thailand* on road safety, *Costa Rica* on gender-equitable transport), to advance these issues within subsequent drafts of the NUA and in forthcoming implementation of final Habitat III recommendations.
- Non-state actors from (including from outside the transport sector) are engaged in commenting on the policy frameworks and papers, and can act as key allies for advancing sustainable transport within the Habitat III process (e.g. *HelpAge Global Network* on transport accessibility, *Eco-agricultural Partners* on urban-rural linkages).
- Only two of ten policy papers have a direct sector orientation (i.e. PP#9 (Services), and PP#10 (Housing)). Prioritizing cross cutting approaches will contribute to a NUA that is weak on specifics; thus, it is essential that discussions at Habitat III go in depth into the respective sectors that will enable sustainable urban development.

## B. Regional workshop reports

Habitat III regional meetings were envisioned to identify and address international topics based on regional considerations, and to prioritize regional participation in various functional areas. In this regard, regional meetings gathered recommendations reflecting regional consensus on both specific topics and the entire spectrum of a proposed NUA.<sup>7</sup>

Four workshops were held in early 2016 in the Asia-Pacific ([Jakarta](#)), Africa ([Abuja](#)), Europe ([Prague](#)), and Latin America-Caribbean ([Toluca](#)). A declaration was issued at the conclusion of each workshop, which addressed each of the following four areas through various sub-topics.

- Developmental Role of Transport
- Investment Factors for Transport

---

<sup>7</sup> <https://www.habitat3.org/the-new-urban-agenda/rt-meetings>

- Sustainability Issues in Transport
- Transport-related Linkages to INDCs/SDGs

A full summary of regional workshop outcomes is found in the ‘Regional Workshops’ tab of the [SLoCaT Habitat III Transport Matrix](#).

### 1. Analysis

The **developmental role** of transport was addressed in the regional workshops across several dimensions. The necessity of strengthening *urban-rural linkages* to achieve more balanced economic and social development was noted in the Jakarta and Abuja Declarations, and transport is essential in improving this. Access to sustainable transport was mentioned as a key element to increasing *social inclusion and cohesion* in cities (Prague) and in realizing the potential of the most vulnerable groups in “people-centered urban settlements” (Abuja). Transport was also identified as an essential factor in addressing urban poverty and increasing social equity by providing amenities to improve standards of living that should be available to all (Prague) and to increase public and non-motorized transport options to combat sedentary lifestyles and prevent non-contagious sicknesses (Toluca). Finally, sustainable transport was seen as a crucial component in creating safer cities by implementing measures to guarantee road safety and reduce deaths and injuries caused by roadway accidents (Toluca).

Transport **investment enabling factors** were also addressed within various regional workshop declarations. *Prioritization of planning and investment* for sustainable urban mobility systems to provide access to economic opportunities was identified as a key element to accelerate structural transformation for inclusive and sustainable growth (Abuja). *Appropriate urban density and mixed economic uses* in the built area were seen as essential factors in creating economies of agglomeration and reducing urban mobility needs and per-capita service delivery costs (Jakarta). Adopting *public transport financing strategies* that guarantee viability and promote economic sustainability was raised a crucial step toward affordable access for all (Toluca). And sub-national financing mechanisms (e.g. city property taxes, urban land value capture, public-private partnerships) were noted as key complements the transfer of national public resources for local investments such as sustainable transport (Toluca).

Several regional workshop declarations include statements relevant to **transport sustainability issues**. The Prague Declaration asserts that Member States should prevent negative impact on the environment by reducing *urban sprawl* through balanced, polycentric development with efficient and safe multi-modal transport systems, and the Jakarta Declaration notes the need for integrated city growth to contain sprawl and ensure sustainable mobility for all inhabitants. The Abuja Declaration highlights a similar strategy to focus on preemptive, programmatic urban planning to avoid irreversible, unsustainable development pathways. The Toluca Declaration calls for *integrating land use and transport planning processes*, to sharply reduce the number, distance, time, and cost of transport trips, proposing to advance transit-oriented development, promote mixed-use development, and modify city parking provisions. Finally, climate adaptation was noted as a central aspect of sustainable cities, by prioritizing making transport and other infrastructure more resilient to floods, heat waves, and other natural disasters (Prague).

Regional workshops also identified key **transport-relevant linkages** to the UN climate change and sustainable development processes. The Abuja Declaration calls for strengthening UN-Habitat to make it the key player in mobilizing all relevant State and



non-State actors, in implementing the NUA, as well as the urban and human settlements component of the 2030 Agenda for Sustainable Development. And the Prague Declaration underscores the essential link between the NUA and the Paris Agreement, noting the strong relation between climate change, disaster risk mitigation, public transport, mobility and housing, and asserting that transport facilities and other infrastructure should be low-carbon and resilient to natural and man-made hazards.

## 2. Conclusions

In summary, the declarations issuing from each regional workshop place particular emphasis on the following areas (Table 1):

|                | <b>Developmental Role of Transport</b> | <b>Investment Factors for Transport</b>                              | <b>Sustainability Issues in Transport</b> | <b>Linkages to Transport INDCs/SDGs</b>                |
|----------------|--|--|---|--|
| <b>Jakarta</b> | Urban-rural linkages                   | Prioritize urban mobility planning                                   | Contain sprawl;                           | N/A  |
| <b>Abuja</b>   | Urban-rural linkages, equity           | Density/mixed uses to reduce mobility needs/costs                    | Pre-emptive urban planning                | Make UN-Habitat lead implementer of urban SDG          |
| <b>Prague</b>  | Poverty, equity, safe transport        | N/A  | Contain sprawl; increase resilience       | Make public transport facilities low carbon, resilient |
| <b>Toluca</b>  | Equity, road safety, public health     | Public transport funding strategies; sub-national finance mechanisms | Integrate land use and transport planning | N/A  |

**Table 1: Treatment of Transport in Habitat III Regional Workshop Declarations**

This summary table frames the following overall conclusions on regional workshop outcomes:

- The developmental role of transport is reflected in regional declaration statements on urban-rural linkages, equity, and safety and security, which emphasize a growing emphasis on transport co-benefits beyond road capacity and vehicle throughput.
- Regional declaration focuses on transport financing mechanisms (and strategies reducing mobility needs and costs) are an important step forward, and could be accompanied by more detailed proposals across all workshop regions.
- Sustainability issues are well represented in regional workshop outcomes, with a primary emphasis on integrating land use/transport planning and containing sprawl, and an important secondary emphasis on increasing resilience to climate impacts.
- Stronger linkages could be made to SDGs and climate change goals in the regional declaration, and a call in the Abuja Declaration to strengthen the role of UN-Habitat highlights a divide among regions on how best to manage the urban development agenda within the UN system.
- Common topics compiled in Table 1 (e.g. containing urban sprawl, increasing transport safety) highlight opportunities for increased cross-regional efforts to advance in these areas, including both North-South and South-South cooperation.
- Action on regional declarations requires strong commitment from country champions to implement urban transport solutions at national levels and among regional peers.

## C. Thematic workshop reports

Seven thematic workshops were convened in late 2015 and early 2016 on the following topics (and in the following locations) contributing to the Habitat III preparatory process:

- [Civic Engagement](#) (Tel Aviv)
- [Metropolitan Areas](#) (Montreal)
- [Intermediate Cities](#) (Cuenca)
- [Sustainable Energy and Cities](#) (Abu Dhabi)
- [Financing Urban Development](#) (Mexico City)
- [Public Spaces](#) (Barcelona)
- [Informal Settlements](#) (Pretoria)

This section presents a summary of thematic reports, focusing on the contribution of sustainable transport to each of the specific issue areas discussed.

- Developmental Role of Transport
- Investment Factors for Transport
- Sustainability Issues in Transport
- Transport-related Linkages to INDCs/SDGs

A full summary of regional workshop outcomes is found in the ‘Regional Workshops’ tab of the [SLoCaT Habitat III Transport Matrix](#).

## 1. Analysis

The **developmental role** of sustainable transport was addressed in the thematic workshops across a number of topics, with highlights including the following. Declarations called for creating *metropolitan governance frameworks* to facilitate environmentally sound, safe and affordable transport infrastructure to improve equity, health, city resilience, urban-rural linkages and rural productivity (Metropolitan Areas), *promoting integrated approaches* across government ministries and sectors (including transport and communication networks, green buildings, and service delivery systems) to improve air and water quality, and increase urban resilience (Civic Engagement), and integrating mobility plans into overall urban plans, to *decrease the demand for private vehicles* in urban centers, while ensuring political and financial commitment to develop sustainable trunk infrastructure and collective transport systems (Intermediate Cities).

The workshops further recognized the importance of *promoting active non-motorized transportation* (e.g. through pedestrian and cycling infrastructure) to reduce congestion and increase community well-being (Metropolitan Areas), and to promote walkability and cycling to bring people into the public space, boost local economy and interactions, and increase safety, while *raising awareness through cultural policies* on the negative impacts of massive use of private motorized vehicles on health, productivity, and equity (Public Spaces). Finally, the Informal Spaces declaration calls on the New Urban Agenda to guide a transformation to inclusive, safe, resilient, and sustainable informal settlements *providing affordable access* to basic services (e.g. transport, public spaces) and promoting incentives for decent employment.

Transport **investment enabling factors** were also addressed within various thematic workshop declarations. The Metropolitan Areas declaration notes the necessity of *implementing metropolitan financing mechanisms* to achieve metropolitan-scale objectives such as transport, social housing, and environmental protection, among others, but does not offer specifics. The Intermediate Cities declaration encourages *promoting the role of small and intermediate cities* in strengthening food security through sound infrastructure, land access and effective trade links, to ensure that smallholder farmers are successfully linked to larger supply chains. Land value capture is discussed in multiple declarations, which suggest *enhancing the capture of land value appreciation*

generated by infrastructure projects (including local roads and transit) through better planning processes, more balanced incentives, and strong monitoring of land speculation (Financing Urban Development), and *establishing mechanisms for city wide redistribution* of gains increases in property value brought about by high-quality public spaces in the case of housing, commercial or production uses, with the aim to increase equity and social development (Public Spaces). Finally, the Financing Urban Development calls for the *promotion of national legal and institutional frameworks* that enable inter-municipal cooperation and the support of local financing structures when investing in and operating public services such as public transport, to ensure that they are accessible to all on an equal basis.

Several thematic workshop declarations include statements relevant to **transport sustainability issues**. The Metropolitan Areas declaration calls for national governments, together with local, regional and metropolitan officials, to develop *cooperation mechanisms* at managing sustainable urban growth, coordinating land use and transportation projects, among other priorities. The Sustainable Energy and Cities declaration calls for further *integration of sustainable energy in city planning and management processes* – including increasing density and connectivity in support of efficient energy and transport services and scaling up non-fossil based transport (including renewable energy-driven public transport and electric vehicles), noting that renewable electric transport, can significantly reduce urban transport emissions. And the Public Spaces declaration asserts that sustainable cities are those in which “dependence of private car and its catastrophic consequences on health, climate, and spatial segregation is replaced by walkability, cycling and public transport.”

Thematic workshops also identified key **transport-relevant linkages** to the UN climate change and sustainable development processes. The Metropolitan Areas declaration notes the importance of SDG 11<sup>8</sup> in making cities inclusive, safe, resilient and sustainable, through sustainable transport systems (among other channels), and the Public Spaces declaration welcomes the acknowledgement of *the importance of public space* (and sustainable transport access) in achieving sustainable development, toward SDG Target 11.7<sup>9</sup>. The Financing Urban Development declaration calls for the *creation of green taxes and local carbon markets*, along with specific financing schemes for adaptation measures in support of priorities of Paris Agreement on climate change.

Finally, the Sustainable Energy and Cities declaration highlights effective actions for pursuing sustainable energy objectives at the local level; these including *promoting city-level renewable energy*, energy efficiency, and energy access targets for all sectors (e.g. heating/cooling, transport, power) that contribute to meeting SDG 7<sup>10</sup> aspirations and targets contained in Intended Nationally Determined Contributions (INDC); and *developing integrated, city-scale energy and emissions plans* incorporating transport, buildings, generation, and other sub-sectors.

## 2. Conclusions

A declaration was issued at the conclusion of each workshop, which addressed each of four areas through various sub-topics (Table 2):

|  | <b>Developmental Role of Transport</b> | <b>Investment Factors for</b> | <b>Sustainability Issues in</b> | <b>Transport linkages to</b> |
|--|--|-------------------------------|---------------------------------|------------------------------|
|--|--|-------------------------------|---------------------------------|------------------------------|

<sup>8</sup> SDG 11: “Make cities and human settlements inclusive, safe, resilient and sustainable.”

<sup>9</sup> SDG Target 11.7: “(By 2030) provide universal access to safe, inclusive and accessible, green and public spaces, in particular for women and children, older persons and persons with disabilities.”

<sup>10</sup> SDG 7: “Ensure access to affordable, reliable, sustainable and modern energy for all.”

|   |   | <b>Transport</b>   | <b>Transport</b>   | <b>INDCs/SDGs</b>  |
|---|---|--|--|--|
| <a href="#">Civic Engagement</a>              | Promote cross-sectorial approaches  | N/A  | N/A  | N/A  |
| <a href="#">Metropolitan Areas</a>            | Facilitate transport through governance frameworks; promote walking/cycling | Implement metro financing mechanisms for transport/others      | Promote national-local mechanisms to limit urban growth            | Leverage SDG 11 to make cities safer, more inclusive/resilient     |
| <a href="#">Intermediate Cities</a>           | Integrate mobility in urban land-use plans                                  | Promote IM cities in supply chains for food security           | N/A  | N/A  |
| <a href="#">Sustainable Energy and Cities</a> | N/A   | N/A  | Scale up non-fossil fuel based transport                           | Support SDG 7 through local renewable energy                       |
| <a href="#">Financing Urban Development</a>   | N/A   | Improve land value capture; enable inter-municipal cooperation | N/A  |  |
| <a href="#">Public Spaces</a>                 | Highlight impacts of private motorization; promote non-motorized transport  | Improve land value capture to increase urban equity            | Reduce private car use; increase walking/cycling, public transport | Leverage public space, transport access to support SDG Target 11.7 |
| <a href="#">Informal Settlements</a>          | Provide affordable transport access to informal settlements                 | N/A  | N/A  | N/A  |

**Table 2: Treatment of Transport in Habitat III Regional Workshop Declarations**

The above summary table frames the following overall conclusions on thematic workshops:

- Thematic workshop declarations place a strong emphasis on linking local, metropolitan, national and regional efforts (e.g. metro-level transport financing mechanisms; intermediate cities' roles in agricultural supply chains; inter-municipal transport planning cooperation; national-local mechanisms to limit urban growth)
- Thematic workshop declarations play an important role in describing broader enabling mechanisms for sustainable transport (e.g. land value capture under Public Spaces theme; limiting urban growth under Metropolitan Areas theme).
- Thematic workshop outcomes mention alignment with specific SDGs but give less emphasis to climate change goals; though the issues discussed play an important role in supporting the Paris Agreement (e.g. non-fossil fuel focus under Sustainable Energy and Cities theme; resilience focus under Metropolitan Areas theme).
- Thematic workshop declarations place an important focus on transport equity issues (e.g. providing affordable transport access to informal settlements under Informal Settlements theme; reducing private car use under Public Spaces theme).
- In contrast to national reports, member state policy paper comments, and regional workshop declarations, thematic dialogue topics are likely to be championed by non-state actors, who will play an important role in driving global progress in these areas.

## **E. New Urban Agenda**

Following two years of global preparatory meetings (captured in the above documents) and after four days of informal discussions in New York in April 2016, the zero draft New Urban Agenda (NUA) was officially released on May 7, 2016. An initial assessment of the text through a transport lens reveals both challenges and opportunities for transport; while we are encouraged by the significant attention to sustainable transport in the Zero Draft, we feel that the current document could better emphasize the urgency to deliver

the policy and investments required to transform transport and put global cities on a path to sustainable mobility.

## 1. Analysis

SLoCaT is encouraged to see language in the Zero Draft NUA urging a “transformation in [mobility] policy”; we are also pleased at the inclusion of a standalone ‘Mobility’ section. We feel that the zero draft also strikes a reasonable balance between specific recommendations on mobility and providing enabling recommendations on national-urban relations; urban planning; financing; policy frameworks, and capacity building that will be key to implementing transport related actions on a city level. We applaud the prominent mention of public transport, walking and cycling, crucial elements of integrated land use and transport planning. Finally, we appreciate that the zero draft emphasizes access to economic opportunities and social services, rather than simply access to sustainable transport, a key distinction between the zero draft and the SDGs.

At the same time, we feel that the Zero Draft leaves room for improvement in several areas. While the text focuses much-needed attention on sustainable passenger transport, freight transport and logistics is relatively neglected. In addition, there is not enough attention to the impacts of and solutions to road accidents, and the problem of poor air quality and the health benefits of active mobility is not sufficiently reflected relative to the scope of this global urban issue. Finally, the role of sustainable transport in greenhouse gas mitigation should be further emphasized, this to do justice to the ambitious Paris Agreement on Climate Change and its 1.5 to 2 degree Celsius target.

The release of the zero draft is to be followed by three sessions (13 days) of informal consultations in New York; three days of formal negotiations in Surabaya; and four days of discussion in Quito before the NUA takes its final shape. Input from national reports, policy papers, and regional/thematic reports can provide valuable input for forthcoming modifications to raise the profile of sustainable transport in the final draft of the NUA.

## 2. Conclusions

From a sustainable transport perspective, we have identified the following six specific shortcomings that should be more directly addressed in the final draft NUA:

- **Climate change** – The scale of the problem and the essential contribution of transport policy changes to reducing GHG emissions could be more strongly stated
- **Road safety** – The impact of urban road injuries and deaths and the potential solutions could be more centrally included in the draft
- **Air quality** – The problem of poor air quality and sustainable transport’s potential contribution to improving air quality could be more centrally featured.
- **Public health** – The role of active mobility (walking, cycling etc.) in health could be more fully recognized in the zero draft.
- **Urban freight/logistics** – The specific challenges and opportunities of urban logistics in efficient cities could be emphasized along with passenger transport.
- **Congestion** – The inefficient use of road space is a drag on economic development and a major barrier to more efficient mobility, and thus should be included in the draft.

Our initial assessment is that the zero draft NUA, in the absence of significant revisions, might fail to deliver the “step change” in strengthening of sustainable urban development

because of its relative weakness in specifying the level of change required (e.g. through tangible targets) and the specific mechanisms by which this change will be realized. Thus, further progress is needed to capitalize on the NUA to help spark transformative action for transport sector and in other complementary sectors.

### III. Key Findings

In summary, the process leading up to Habitat III has produced a body of documents and comments with broad coverage of urban transport, which has the potential to guide transformational change in sustainable urban mobility in cities in the coming decades. In sum, sustainable urban transport is reasonably well addressed in Habitat III documents, though the addition of concrete, quantitative targets is required to accelerate the scale-up of sustainable urban transport to make tangible gains over Habitats I and II. To make these needed gains, it is essential that the transport sector be fully integrated within the various “**enabling factors**” described in different parts of the Habitat III process, which include infrastructure **financing, national planning, local capacity building, and regulatory frameworks**.

**Transport financing is addressed through policy papers** which recommend that local authorities be given the ability to raise the required finances to deliver the services which they are responsible for planning; that urban infrastructure investments should be determined based on their ability to provide ‘access’ and other key benefits) and that the private sector should be involved in providing a share of funding for sustainable mobility in urban areas based on their indirect benefit from these investments. Achieving these aims will require the broad implementation of sub-national financing mechanisms (e.g. city property taxes, urban land value capture, public-private partnerships) to transfer national public resources to local transport investments.

Planning and constructing compact cities requires an urban land use plan linked with a transport plan, and successful implementation of this process requires coordination at the national level. Although in many countries, planning processes are given full autonomy at the local level, it is crucial that local plans have the backing of structured national plans to ensure that priority sustainable transport strategies are implemented at a global scale. Thus, further discussion is needed in the Habitat III process to determine the essential planning elements to be managed at the local level, and those that can be sensibly devolved to the local level, to strike an optimal political and functional balance.

Local capacity building will be required to implement sustainable urban transport solutions on a broad scale. While the Habitat III process is fundamentally focused at the national level, the core involvement of cities in the proceedings can help to organize and disseminate local expertise at the sectorial level, including in the transport sector. As illustrated chiefly in national reports (which also place a significant emphasis on municipal projects and approaches), there is no shortage of knowledge, innovation, or supportive policies for sustainable transport among member states, and Habitat III could provide a crucial mechanism for building local capacity where it is needed most to help bring sustainable urban transport solutions from concept to implementation.

Finally, regulatory frameworks are required to ensure that sustainable urban transport solutions can in fact be realized at scale. For instance, progressive zoning frameworks

are needed to allow compact, mixed use development, and human-scaled streetscapes, and enabling legislation is needed to allow for foreign direct investment in sustainable transport infrastructure and services, and to facilitate public-private partnerships and other blended financing mechanism to leverage the funding for transformational change in urban mobility required to meet global development and climate change goals. In response to the overall set of Habitat III documents, The SLoCaT Partnership has defined five [Key Messages](#) for transport to be reflected in the Habitat III process (and in particular, in the development of the final NUA). This section frames a number of general conclusions in the context of each these key messages.

***Key Message 1: Urban mobility systems must ensure access for all, including for marginalized groups, to essential services and opportunities.***

- Habitat III documents raise important issues for addressing transport and equity (e.g. increasing road safety for vulnerable users, increasing transport access in informal settlements), which could be further emphasized in the final NUA.
- Achieving equity goals in the Habitat III process will require a clearer elaboration of transport funding strategies and closer linkages to SDG and climate change targets.

***Key Message 2: Convergence: one single, integrated roadmap to transform urban mobility is required to be able to deliver on both the agreed SDGs and greenhouse gas reductions.***

- Development goals are fairly well represented key linkages to the SDGs and related global processes (e.g. focus on SDG 7 (energy efficiency) and SDG 11 (urban issues)), and the role of transport in GHG mitigation should be further emphasized in Habitat III documents to meet the targets of the Paris Agreement on climate change.
- Habitat III documents could focus further attention on a broader set of SDGs (e.g. SDG Target 3.6 (road safety), SDG Target 3.9 (air quality)) in order to maximize coordination among and efficiency within global processes.

***Key Message 3: A massive increase in the capacity of urban public and non-motorized transport is required to keep pace with expected increase in demand linked to demographic changes and economic growth up to 2030.***

- Public and non-motorized transport are key contributors to improving air quality and increasing health benefits of active mobility, which are not properly reflected in the Habitat III documents relative to the scale of these urban issues.
- Habitat III documents place important emphasis on reducing use of private vehicles, which is a key element to increasing use of public and non-motorized transport, and which could be further emphasized in forthcoming versions of the NUA

***Key Message 4: Investments in sustainable urban mobility infrastructure and services deliver long-term economic benefits.***

- Opportunities to increase private sector participation are addressed through discussion of land-value capture, users-pay principles, and direct contributions to transport from the private sector due to indirect but very tangible benefits.
- Habitat III documents highlight the potential for sustainable urban mobility to *reduce* transport costs (e.g. more efficient allocation of road space, more compact land use to increase access and reduce transport trips); which could be further emphasized in forthcoming versions of the NUA.

- Discussion of national and local financing frameworks could better incorporate transport infrastructure and services, and linkages between these levels could be strengthened (e.g. eliminating national fuel subsidies to fund local transport needs).

**Key Message 5: Comprehensive sustainable urban mobility policies and plans must be developed in open, transparent and inclusive processes.**

- The importance of national policy frameworks is often underestimated in sustainable mobility, and an emphasis on decentralization can let national governments off the hook. Habitat III documents note that national rules on land use planning can provide critical support for local transport plans (e.g. Norway national plans).
- Habitat III document highlight the necessity for urban mobility plans to be closely integrated with other levels of governance (rural, metropolitan, regional), and the need for metropolitan governance to address the complexity of providing public transport systems that distinct municipalities cannot solve individually.

## Annex A: National Priorities on Sustainable Urban Transport

Table 3 presents a concise summary of national priorities on sustainable urban transport across a number of key variables, based on national reports. A full summary of the 24 national reports investigated is found in the ‘National Reports’ tab of the [SLoCaT Habitat III Transport Matrix](#).

|  | Public Transport | Non-Motorized Transport | Land Use Planning | Road Safety | Urban Air Quality | Poverty and Equity | Access to Basic Services | Climate Change | Gender Issues | Urban-Rural Linkages |
|--|------------------|-------------------------|-------------------|-------------|-------------------|--------------------|--------------------------|----------------|---------------|----------------------|
| <a href="#">Algeria</a>                  | ++               | +                       | -/+               | 0           | ++                |                    | 0                        | 0              | 0             | 0                    |
| <a href="#">Brazil</a>                   | ++               | ++                      | -/++              | -/++        | 0                 | ++                 | -/+                      | +              | 0             | -                    |
| <a href="#">China</a>                    | ++               | +                       | 0                 | 0           | 0                 | 0                  | 0                        | 0              | 0             | ++                   |
| <a href="#">Costa Rica</a>               | -/++             | +                       | -/++              | 0           | +                 | -/+                | -                        | 0              | ++            | 0                    |
| <a href="#">Czech Republic</a>           | -/+              | ++                      | 0                 | 0           | 0                 | +                  | +                        | 0              | 0             | 0                    |
| <a href="#">Ecuador</a>                  | -/++             | 0                       | -/                | -           | ++                | -/++               | -/                       | -/+            | ++            | 0                    |
| <a href="#">Egypt</a>                    | ++               | +                       | +                 | 0           | 0                 | 0                  | 0                        | 0              | 0             | 0                    |
| <a href="#">Ethiopia</a>                 | -/++             | -                       | -/+               | -/++        | ++                | -/+                | -/+                      | 0              | 0             | -/++                 |
| <a href="#">France</a>                   | ++               | ++                      | ++                | +           | +                 | +                  | 0                        | ++             | 0             | 0                    |
| <a href="#">Germany</a>                  | -/++             | +                       | +                 | 0           | -/++              | ++                 | ++                       | ++             | +             | ++                   |
| <a href="#">Iran</a>                     | -/++             | -/+                     | 0                 | 0           | +                 | +                  | -/+                      | 0              | +             | +                    |
| <a href="#">Japan</a>                    | -/++             | 0                       | ++                | +           | 0                 | -/+                | -/+                      | ++             | 0             | ++                   |
| <a href="#">Jordan</a>                   | -/++             | -/+                     | +                 | 0           | +                 | +                  | 0                        | 0              | 0             | 0                    |
| <a href="#">Kenya</a>                    | +                | ++                      | 0                 | 0           | 0                 | 0                  | 0                        | 0              | 0             | -/+                  |
| <a href="#">Mexico</a>                   | -/++             | ++                      | ++                | 0           | -/+               | 0                  | +                        | 0              | 0             | +                    |
| <a href="#">Netherlands</a>              | +                | ++                      | +                 | 0           | ++                | 0                  | -/                       | -/+            | 0             | 0                    |
| <a href="#">Norway</a>                   | -/++             | ++                      | ++                | 0           | -/+               | ++                 | 0                        | ++             | +             | -                    |
| <a href="#">Pakistan</a>                 | -/+              | 0                       | -/++              | 0           | -/++              | -/+                | +                        | 0              | 0             | ++                   |
| <a href="#">Republic of Korea</a>        | -                | +                       | ++                | 0           | -                 | +                  | +                        | 0              | 0             | 0                    |
| <a href="#">Republic of South Africa</a> | -/++             | -/+                     | -                 | +           | -/+               | -/++               | +                        | 0              | 0             | 0                    |
| <a href="#">Saudi Arabia</a>             | -/++             | 0                       | ++                | 0           | 0                 | 0                  | 0                        | 0              | 0             | ++                   |
| <a href="#">Spain</a>                    | +                | 0                       | ++                | 0           | 0                 | ++                 | +                        | 0              | +             | 0                    |
| <a href="#">Turkey</a>                   | -/++             | +                       | +                 | -/+         | +                 | ++                 | +                        | 0              | 0             | 0                    |
| <a href="#">United States of America</a> | --               | +                       | --                | 0           | -/++              | -                  | 0                        | -/+            | 0             | -                    |



**Table 3: Challenges and Commitments on Sustainable Transport Topics in Habitat III National Plans**

|    |                     |
|----|---------------------|
| -- | Strong challenge    |
| -  | Basic challenge     |
| 0  | Topic not addressed |
| +  | Basic response      |
| ++ | Strong response     |

NB: The cells in Table 3 evaluate both challenges and responses where this information is provided in the national report. For example, Brazil's entry for 'Land Use Planning' indicates that this topic is mentioned among basic challenges, and that there is a strong response to address this issue among proposed interventions in Brazil's national report.