

UN  **HABITAT**
FOR A BETTER URBAN FUTURE

Consultation of Decision-Makers on Implementing Sustainable Transport 26-27 September 2013

Sustainable Urban Transport and Poverty

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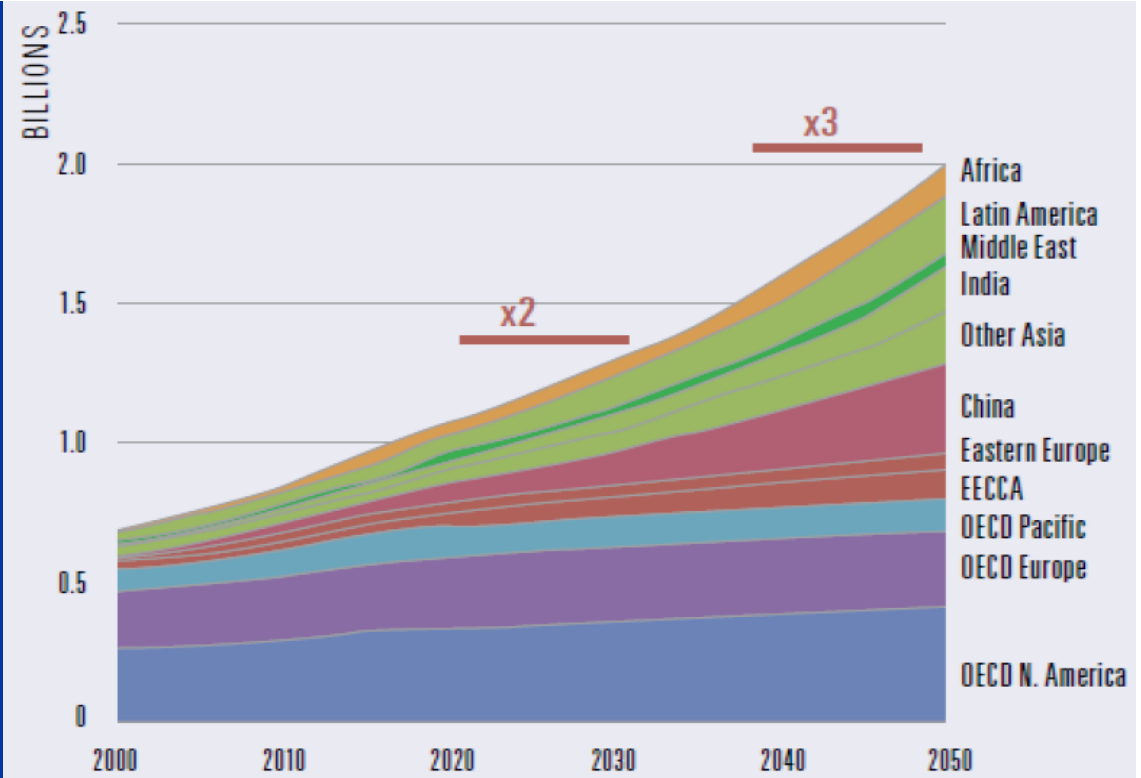
The Challenge of Urban Transport / Mobility

- Rapid urbanization
- Rapid motorization
- Globalization – The market for cars is increasingly mostly in developing countries.
- Unplanned urban growth and urban sprawl

Planning, regulatory and institutional frameworks have not evolved with the challenges

Resulting in :

- Exclusion of the poor and vulnerable;
- Congestion;
- Injuries and fatalities;
- Health impacts from pollution.



Projected total stock of light duty vehicles by region 2000-2050

Source: GEF/WBCSD 2004

Urban Transport and Poverty

- **Road Traffic Accidents:** Kills 1.24 million people every year and injures 20-50 million; 92% of road traffic deaths occur in low- and middle-income countries; pedestrians, cyclists and two-wheeler riders are most vulnerable (*WHO*);
- **Time and Money:** The poor spend much higher proportion of time (e.g 4 hrs walking) and income (e.g 8%-16%) to reach destinations;
- **Traffic Congestion :** A burden on national budgets; e.g for Cairo estimated at 4% of GDP or USD 8 Billion per year from wasted fuel, health impacts of poor air quality, accidents and impacts on economic activities (*World Bank*);
- **Gender:** Needs of women, people with disabilities and vulnerable groups not adequately considered;
- **Displacement :** Poor often affected by infrastructure projects;
- **Outdoor Air Pollution:** 1.3 million deaths world wide (*WHO*); Transport in cities is a major source; high burden of health-care costs on the poor

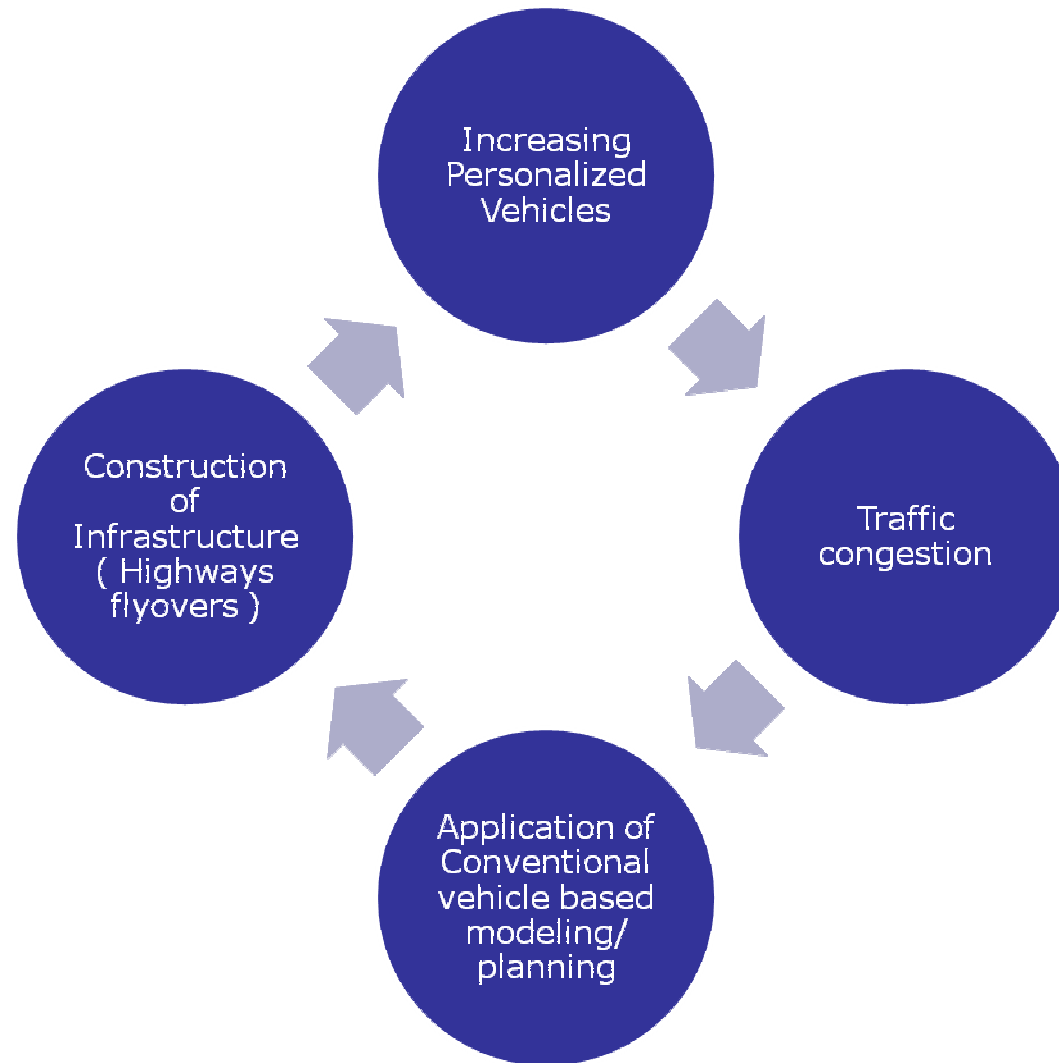


Picture: WHO Fact File

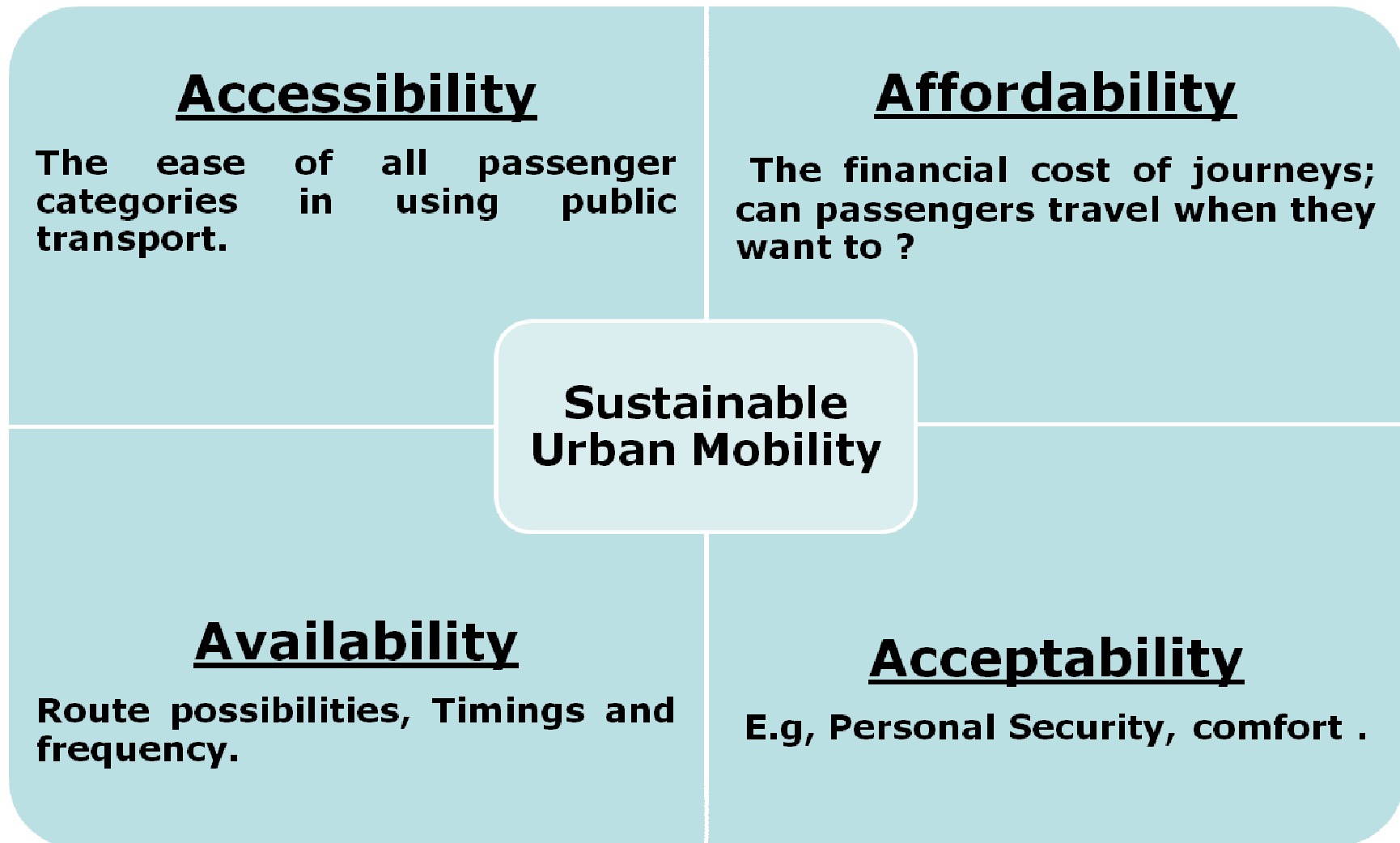


Picture : UN-Habitat

Urban Mobility : The Current (Unsustainable) Planning Paradigm



Equitable Urban Mobility: A Framework



Carruthers et al cited in GRHS 2013

Policy Responses : Towards a Sustainable Mobility Paradigm

- **Promote better land-use : mixed use and compact city forms; integrate land use with travel demand management;**
- **Promote better street design, walkability and better public spaces;**
- **Integrate walking and NMT with Public Transport;**
- **Promote affordable, comfortable reliable and safe Public Transport;**
- **Consider the needs of women, people with disabilities and other vulnerable groups in planning for better urban mobility;**



Illustrative Example : Application of UN-Habitat's Rapid Assessment Tool for Mobility

	Type of Project	Opening Year	Project characteristics		Cost (million USD)	Beneficiaries (No. of people)				Cost per Beneficiary	CO2 Savings		Cost per ton CO2 Savings (\$/ton)
			value	Unit		Low Income	Middle Income	High Income	TOTAL		Annual Savings (tons/year)	Savings through 2030 (tons)	
Scenario 1: BAU	Flyover	2018	100	lanes	60	153,426	467,196	129,378	750,000	80	-	-	n/a
Scenario 2: Metro-Focused	Metro/Rail	2024	10	km	370	46,379	158,151	5,470	210,000	517	62,000.00	434,000.00	880
	Pedestrian Walkway	2014	300	km	12	136,771	355,917	36,282	528,970		0.02	0.41	
	TOTAL				382	183,150	514,068	41,753	738,970		62,000.02	434,000.41	
Scenario 3: Sustainable Transport	BRT	2017	50	km	120	154,596	527,169	18,234	700,000	57	250,000.00	3,500,000.00	41
	Pedestrian Walkway	2015	600	km	24	273,542	711,894	72,564	1,057,940		0.05	0.77	
	Bicycle Network	2016	120	km	18	294,913	663,746	145,978	1,104,637		30,000.00	450,000.00	
	TOTAL				162	723,051	1,902,750	236,777	2,862,578		280,000.05	3,950,000.77	

A participatory rapid assessment based on income, location and access to transport services resulted in a proposal to improve mobility through better public transport, walkways and bicycle networks (with ITDP in Nashik, India).

UN-Habitat Urban Mobility Strategy : Vision; Process and Solutions

Socially Inclusive, Environmentally Sustainable and Economically Vibrant Cities

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

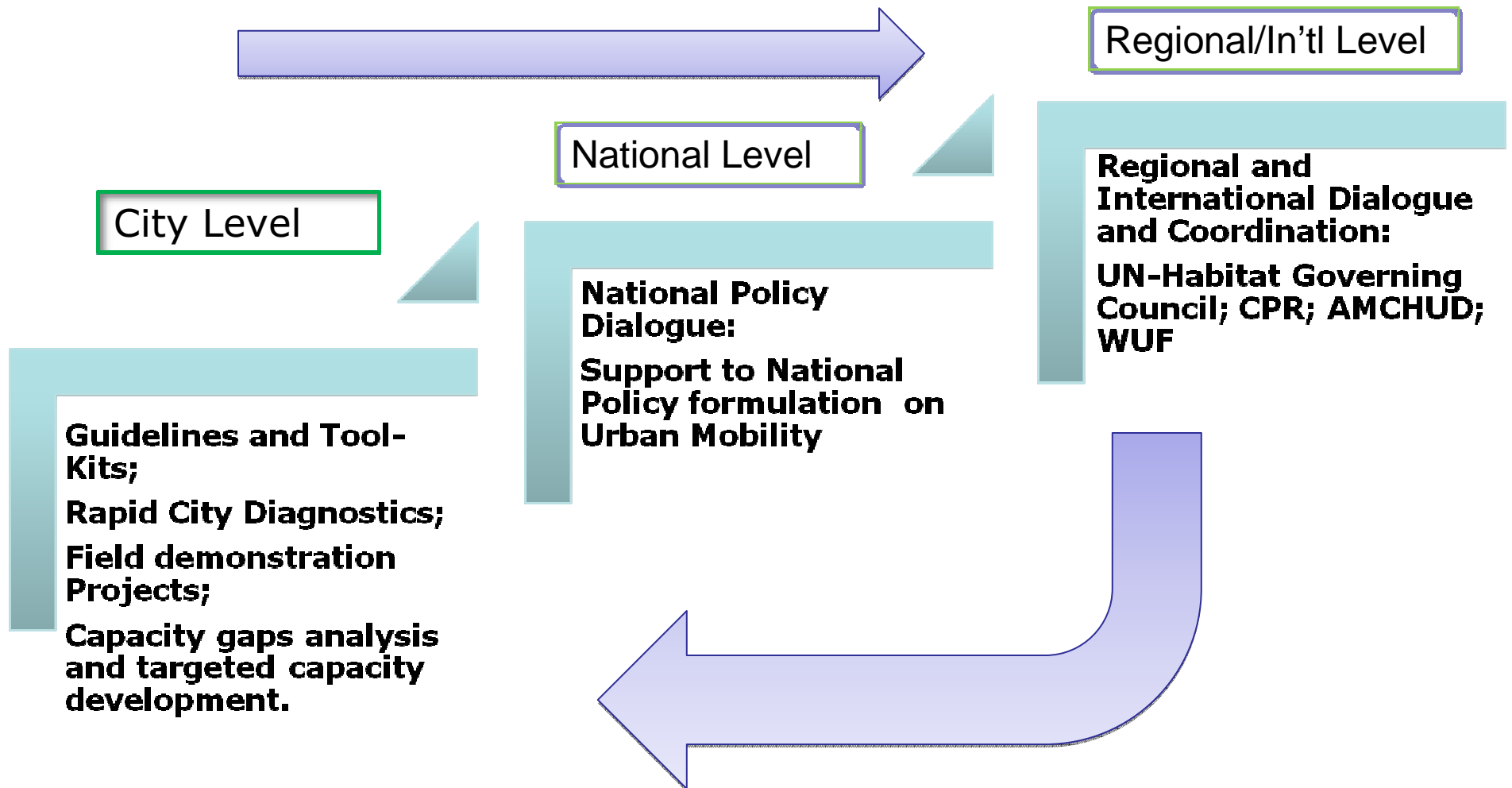
Sustainable Mobility Solutions :

Mobility planning integrated with land use planning- Plan for 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 : Mainstreaming Transport in the Urban Agenda



Urban Mobility : A Rights Based Approach

The Habitat Agenda calls for full accessibility to work, goods and services; Restrictions to access to urban opportunities may imply an abuse of Human Rights (GRHS 2013)

Recommendation : The Development of a Right Based Approach on Mobility following the example of the *Right to Water* should be considered.

Thank You