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

Sustainable Urban Transport and Poverty

Andre Dzikus, Coordinator Urban Basic Services Branch, UN-Habitat
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 worldwide (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

- Increasing Personalized Vehicles
- Traffic congestion
- Construction of Infrastructure (Highways flyovers)
- Application of Conventional vehicle based modeling/planning
Equitable Urban Mobility: A Framework

**Accessibility**
The ease of all passenger categories in using public transport.

**Affordability**
The financial cost of journeys; can passengers travel when they want to?

**Availability**
Route possibilities, Timings and frequency.

**Acceptability**
E.g., Personal Security, comfort.

*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

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

City Level

National Level

Regional/In’tl Level

Regional and International Dialogue and Coordination:
UN-Habitat Governing Council; CPR; AMCHUD; WUF

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

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

10
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