



Input for the 2017 assessment of UN-Habitat May 2017

Partnership on Sustainable Low Carbon Transport (SLoCaT)

These views were developed by the Secretariat of the Partnership on Sustainable, Low Carbon Transport (SLoCaT), with active support from several SLoCaT members¹ and is made on behalf of the full SLoCaT membership listed in Annex 1 **as input to the 2017 assessment of UN-Habitat.**

I. Introduction

The Partnership on Sustainable, Low Carbon Transport (SLoCaT) is a multi-stakeholder initiative working on sustainable transport with over 90 organizations representing multi-, and bilateral development organizations; UN Organizations; representative bodies from the transport sector; Business sector; academe and civil-society.

The main objective of the SLoCaT Partnership is to promote the integration of sustainable transport in global policies on sustainable development and climate change.

The SLoCaT Partnership was actively engaged in the Habitat III process and is working actively with UN-Habitat, State and non-State actors to support the implementation of the New Urban Agenda.

The SLoCaT Partnership hopes these views make a constructive contribution to the assessment of UN-Habitat.

II. Main Messages of Submission

- Recognise the essential linkage between urban access, equity and balanced economic development,

¹ In addition; the SLoCaT Secretariat would like to acknowledge and thank the following SLoCaT members; CONCITO, Despacio, Institute for Transport Studies, University of Leeds, Institute for Transportation and Development Policy, International Association of Public Transport, Michelin Challenge Bibendum, Volvo Research and Education Foundations, Walk21, the World Bank and Wuppertal Institute for Climate, Environment and Energy for their contributions to this paper.

- Maximise the synergies between the follow up, monitoring and reporting of the New Urban Agenda the Sustainable Development Goals and the Paris Agreement on climate change
- A clearly defined work process for the follow up and implementation of the New Urban Agenda,
- A stronger role in the follow up of national urban policy,
- Increased technical and financial capacity to support a massive scaling up of action on urban mobility.

A. Urban mobility policy context:

Urban mobility (people and freight) is well covered in the New Urban Agenda, but now is the time for a massive scaling up of action to implement sustainable urban mobility policy, plans and measures.

There is broad international consensus on the solutions for urban mobility problems and that low cost, sustainable solutions have been successfully tested and implemented at scale.

B. General views from the transport and development community

To implement the New Urban Agenda, we need a stronger leadership from UN Habitat, to give significantly increased and integrated attention to urban mobility by focusing on ;

- a) The critical importance of people-centred urban mobility to provide access for ALL social groups to the social, economic and cultural opportunities necessary for sustainable urban development,
- b) The fundamental relationship between urban form, city planning and sustainable access,
- c) The need for all urban planning and policy to support the concept of an “accessible” city (compact, connected, dense) that minimises transport demand by providing sustainable, local access to services and opportunities - built on a foundation of walkable neighbourhoods,
- d) The necessity of sustainable urban mobility to ensure safe, accessible, clean, resilient and affordable urban access, that begins with walkable streets,
- e) The central role of urban areas in delivering a low carbon world,
- f) The considerable negative costs (e.g. Ill health, road collisions, air pollution, delays, noise, greenhouse gas emissions etc.) Associated with the continued unguided development of urban mobility in the absence of a sustainable mobility policy at national and urban levels,
- g) The risk of a significant rise in deaths and injuries from avoidable road collisions in urban areas,
- h) The significant benefits for human health of increased use of active modes such as walking and cycling,
- i) The impact of freight movements on quality of urban spaces, road safety and air quality as well as safe and comfortable movement of people.

- j) The importance of the sustainable and effective freight movements (and service trips) to sustainable and balanced economic development,
- k) The need for sustainable financing for urban mobility systems and services (construction, operations and maintenance) including through fair user fees.

C. Call for an upgraded UN-Habitat to have:

- a) An enhanced role as the focal point for urbanization in the UN System,
- b) A clearly defined and predictable work process for the follow up and implementation of the New Urban Agenda,
- c) Facilitate collaboration of actors working on sustainable urban development,
- d) Support city-to-city exchange and capacity building,
- e) Access to significantly enhanced technical and financial capacity,
- f) Enhanced mechanisms for meaningful long term partnerships with a) non-State actors and cities,
- g) A stronger role in the follow up of national implementation measures (e.g. providing templates, periodic reviews, indicators and assessments),
- h) Support the sound use of data (including data on all social groups) for the long-term monitoring and reporting on the global status of sustainable urbanisation,
- i) Ensure the maximum possible synergy between the monitoring and reporting on the implementation of the New Urban Agenda and the corresponding processes for the Sustainable Development Goals (in particular, SDG 11 - Make cities inclusive, safe, resilient and sustainable),
- j) Annual high level events to facilitate dialogue between thematic sectors (such as transport) and national decision makers on urban policy,
- k) Opportunities for Thematic sectors (e.g. health, housing, law enforcement, education etc.) to work together and develop integrate solutions,
- l) Regular high level regional meetings to support implementation and follow up of the New Urban Agenda,
- m) Effective co-operation with the UN regional commissions and other UN bodies in the implementation and follow-up of NUA and SDG urban mobility commitments,
- n) Recognising the urgency of achieving sustainable urban development by organizing the main follow up event for the New Urban Agenda / Habitat III in 2026.

D. Specifically, on urban mobility we call for an upgraded UN-Habitat to:

- a) Recognise the key linkage between urban access for all, equality and balanced economic development,

- b) Provide increased support to the development and implementation of national urban mobility policies,
- c) Continue and expand the good work already being done by UN-Habitat to support the planning for complete streets, BRT, bike-share, and public space improvements,
- d) Integrate access (to social, economic and cultural opportunities) and mobility considerations and impacts, in all urban policy areas and projects,
- e) Ensure urban mobility is clean, safe, comfortable and centred on the needs of all people,
- f) Improve urban design and reduce speeds to reduce death and injuries from road collisions,
- g) Support the widespread implementation of a range of core sustainable urban mobility interventions such as, but not limited to, prioritization of walking, cycling and public transport, low speed zones, Bus Rapid Transit (BRT) and Low Emission Zones (LEZ). Recognising the importance of mobility for everyone, put a specific focus on the mobility needs of disadvantaged groups including the young and elderly.

Should you have any questions about this submission or the issues it raises please do not hesitate to contact Talya Enriquez (talya.enriquezromano@slocatpartnership.org) or Mark Major (mark.major@slocatpartnership.org).

Annex I: Members of the Partnership on Sustainable, Low Carbon Transport (SLoCaT)

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1. African Development Bank
 2. African Transport Policy Program
 3. Agence Française de Développement
 4. Alstom
 5. Asian Development Bank
 6. Association in Peace with the Environment (Guatemala)
 7. Brake
 8. Bus Rapid Transit Centre of Excellence
 9. CAF-Development Bank of Latin America
 10. Center for Clean Air Policy
 11. Centre for Green Mobility
 12. Center for Science and Environment
 13. Center for Sustainable Transport Mexico
 14. Center for Transportation and Logistics Studies, Gadjah Mada University
 15. Centre for Environment Planning & Technology Ahmedabad
 16. China Urban Transport Research Centre
 17. Clean Air Asia
 18. Clean Air Institute
 19. Climate Bonds Initiative
 20. Climate Works
 21. CODATU
 22. Concito
 23. Despacio
 24. Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ)
 25. Dopplemayr
 26. EMBARQ, The WRI Ross Center for Sustainable Cities
 27. European Bank for Reconstruction and Development
 28. European Cyclists' Federation
 29. European Institute for Sustainable Transport
 30. European Investment Bank
 31. FIA Foundation
 32. First African Bicycle Information Organization
 33. Ford Foundation
 34. Global Environmental Facility
 35. Grutter Consulting
 36. Health Bridge
 37. Hewlett Foundation
 38. Innovation Center for Energy and Transportation
 39. Institute for Global Environmental Strategies
 40. Institute for Transportation and Development Policy
 41. Institute of Transport Studies, University of California, Davis
 42. Institute for Transport Studies, University of Leeds, UK
 43. Institute of Urban Transport India
 44. Inter-American Development Bank
 45. International Association for Public Transport
 46. ICLEI-Local Governments for Sustainability
 47. International Energy Agency
 48. International Road Assessment Program
 49. International Road Federation
 50. International Transport Forum
 51. International Union of Railways
 52. Islamic Development Bank
 53. Korean Transport Institute
 54. Michelin Challenge Bibendum
 55. National Center for Transportation Studies, Philippines
 56. Nordic Development Fund
 57. Polis Network
 58. REN 21
 59. Renewable Energy and Energy Efficiency Partnership
 60. Research for Community Access Partnership
 61. Ricardo Energy & Environment
 62. Rupperecht Consulting
 63. Smarter Than Car
 64. SNCF
 65. Stockholm Environment Institute
 66. Sustainable Transport Africa
 67. The Energy and Resources Institute
 68. Transport and Environment
 69. Transport Planning and Research Institute
 70. Transport Research Laboratory
 71. Uganda Road Sector Support Initiative
 72. UNIFE-The Association of European Rail Industry
 73. United Nations Centre for Regional Development
 74. United Nations Development Program
 75. United Nations Department for Economic and Social Affairs
 76. United Nations Department for Economic and Social Affairs for Asia and the Pacific
 77. United Nations Economic Commission for Europe
 78. United Nations Economic Commission on Latin America and the Caribbean
 79. United Nations Human Settlement Program
 80. United Nations Industrial Development Organization
 81. University Capetown
 82. Victoria Transport Policy Institute
 83. Volvo Research and Education Foundations
 84. Walk21
 85. World Bank
 86. World Business Council on Sustainable Development
 87. World Cycling Alliance
 88. World Health Organization
 89. Wuppertal Institute for Climate, Environment and Energy
 90. World Wide Fund For Nature International
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