



SUSTAINABLE URBAN MOBILITY AND IMPLEMENTING THE NEW URBAN AGENDA

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A Global Vision to Promote Sustainable Urban Mobility



THE GLOBAL GOALS
For Sustainable Development



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



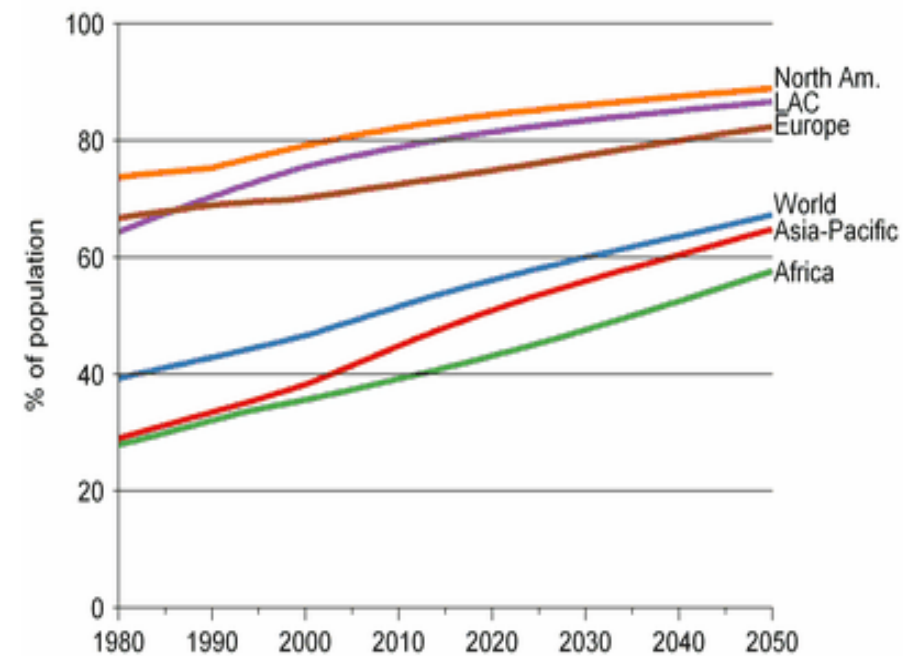
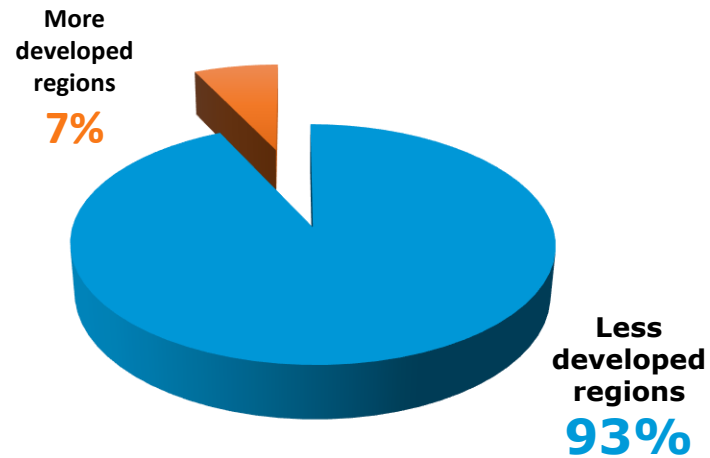
PARIS CLIMATE AGREEMENT

**Reduction of
transport emissions,
zero emission
mobility**

Sustainable Mobility contributes to all Global Commitments

World urbanization trends

**PERCENTAGE GROWTH OF URBAN POPULATION
BY REGION (2005-2020)**



- The world is rapidly urbanizing: from 37% in 1995 to 60% in 2030
- Africa and Asia are urbanizing fastest

The NUA Vision

“ We envisage cities and human settlements that:

*fulfill their social function, including the social and ecological function of land, with a view to progressively achieve the **full realization of the right to adequate housing**, as a component of the right to an adequate standard of living, without discrimination, **universal access to safe and affordable drinking water and sanitation**, as well as **equal access for all to public goods and quality services** in areas such as food security and nutrition, health, education, infrastructure, **mobility and transportation**, energy, air quality, and livelihoods.”*



The New Urban Agenda – Localizing the SDGs



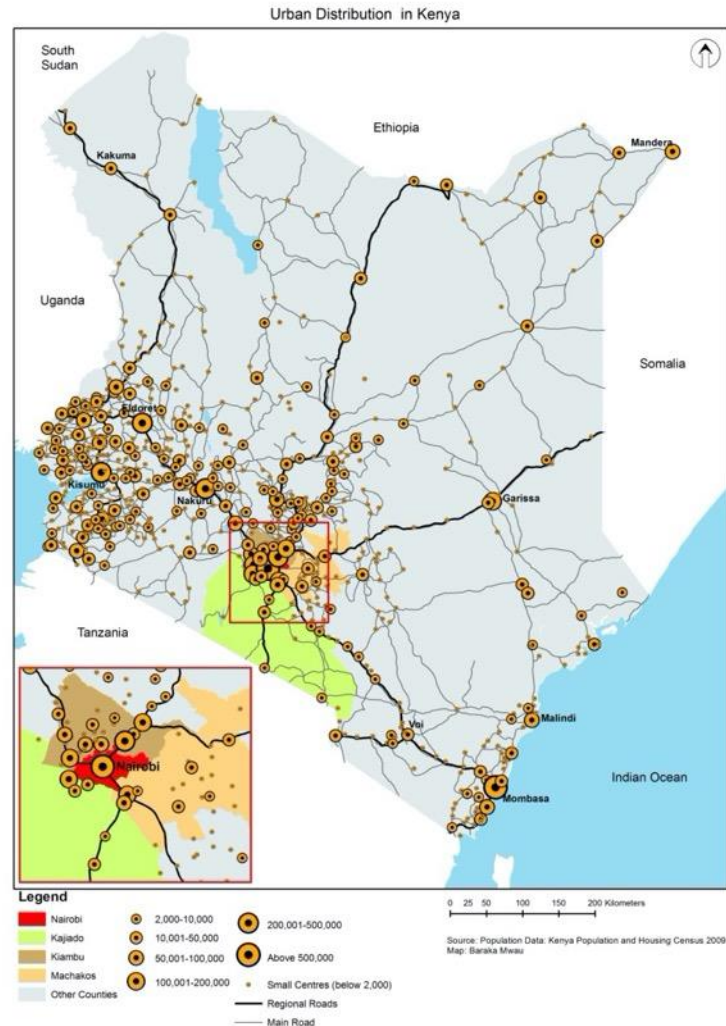
Global cyclists community advocating for cyclist's interest in NUA discussions

- NUA is the **action framework** for cities for the next 20 years (adopted in Quito, 2016);
- NUA refers to **Urban Mobility as a key measure** to achieve sustainable and equitable cities;
- Cities and countries have committed to develop policies and measures to improve integrated **public transport, walking and cycling** in their infrastructure planning and design;
- Action needed at **national and local level** that will drive forward implementation of NUA.

Action Framework for Sustainable Urban Mobility in the New Urban Agenda



New spatial configurations in Africa: metropolitan areas

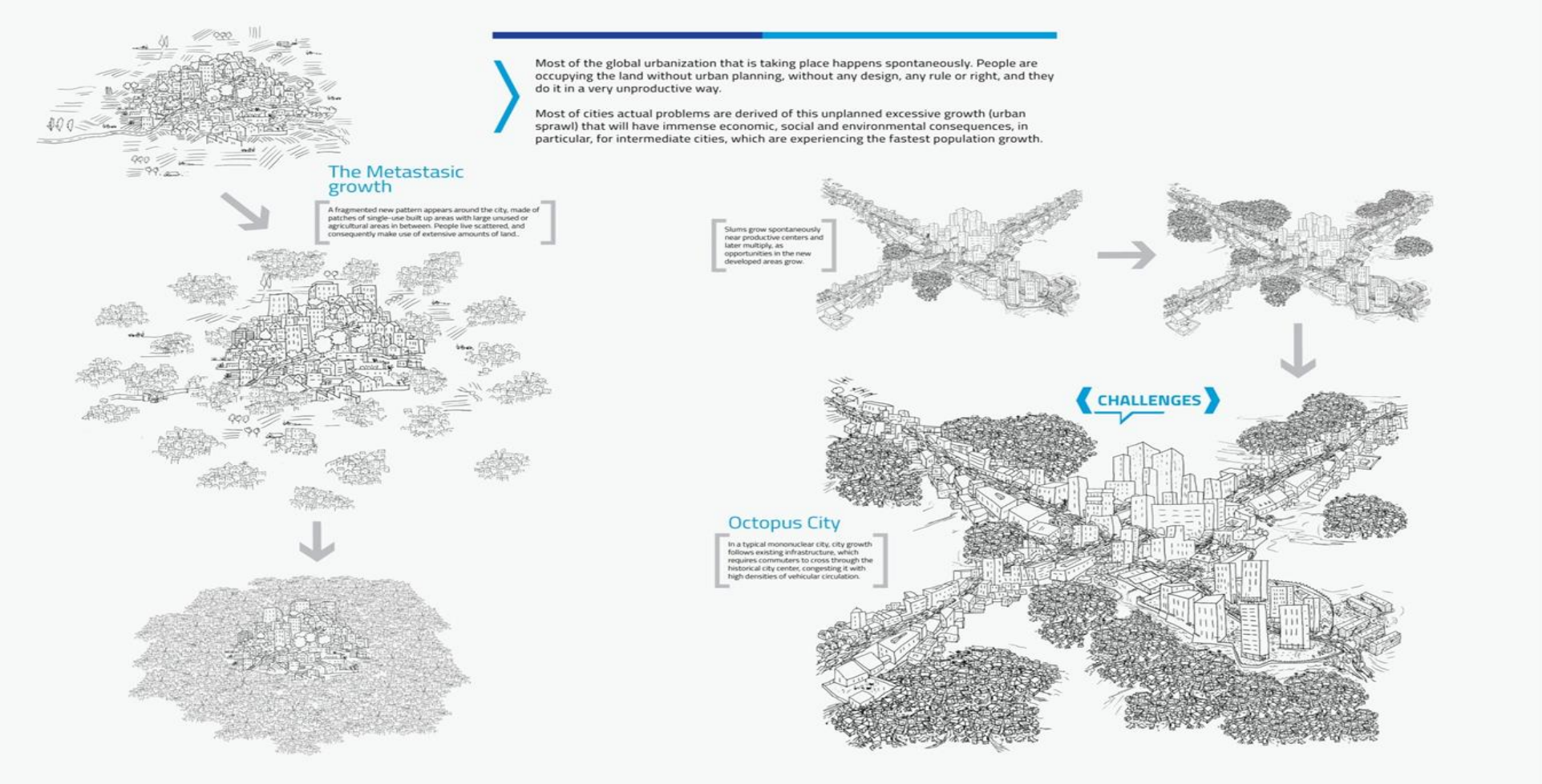


New spatial configurations: city clusters, large urban agglomerations, urban corridors and city-regions

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

Challenge: Often unplanned city expansion/ lack of public transport connectivity

UNSUSTAINABLE PATTERNS OF URBAN DEVELOPMENT : REACTIVE AND UNPLANNED

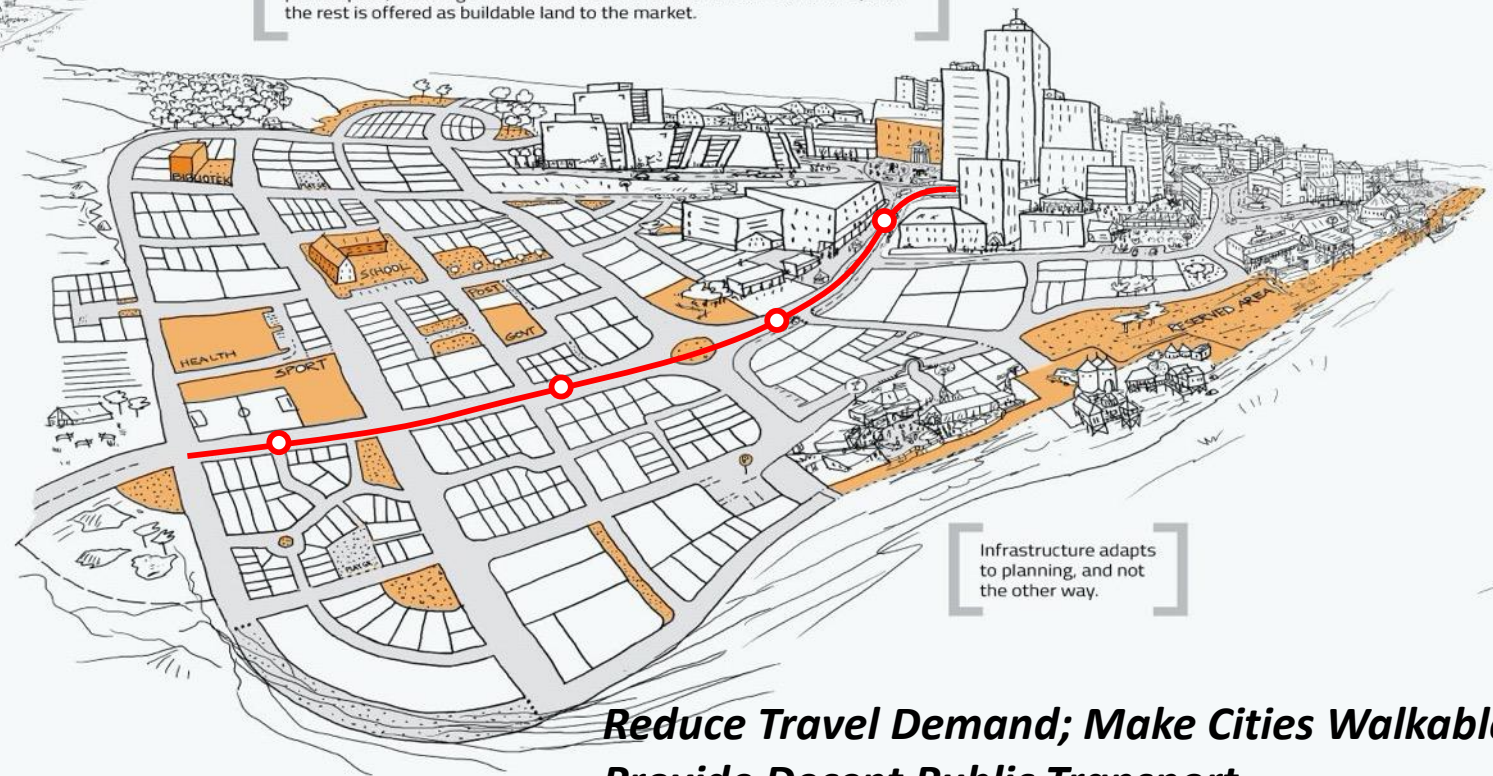


THE NUA PARADIGM : PLANNED CITY EXTENSIONS



Planned city extensions

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



Infrastructure adapts to planning, and not the other way.

40%

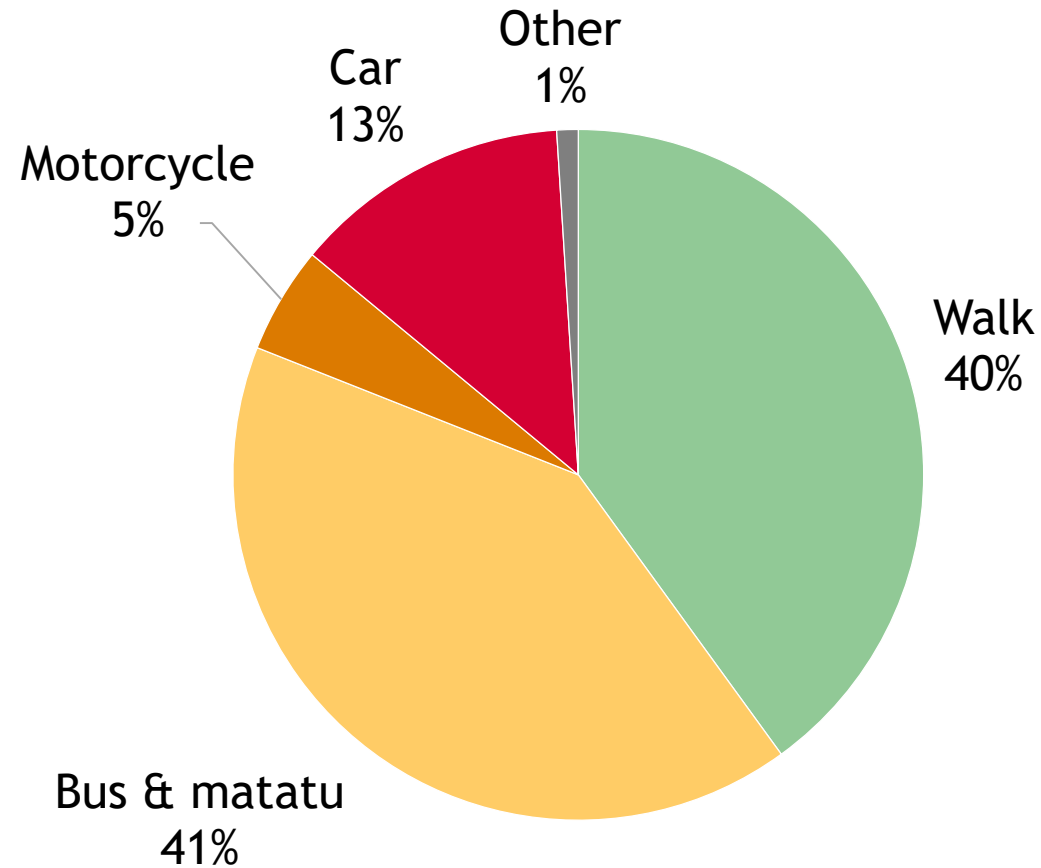
The percentage of the world's population (about 3 billion) that will need housing, basic infrastructure and services by 2030

**Reduce Travel Demand; Make Cities Walkable;
Provide Decent Public Transport**



A glimpse at things Now

How Nairobians Travel...A common mix





13% Cars ?

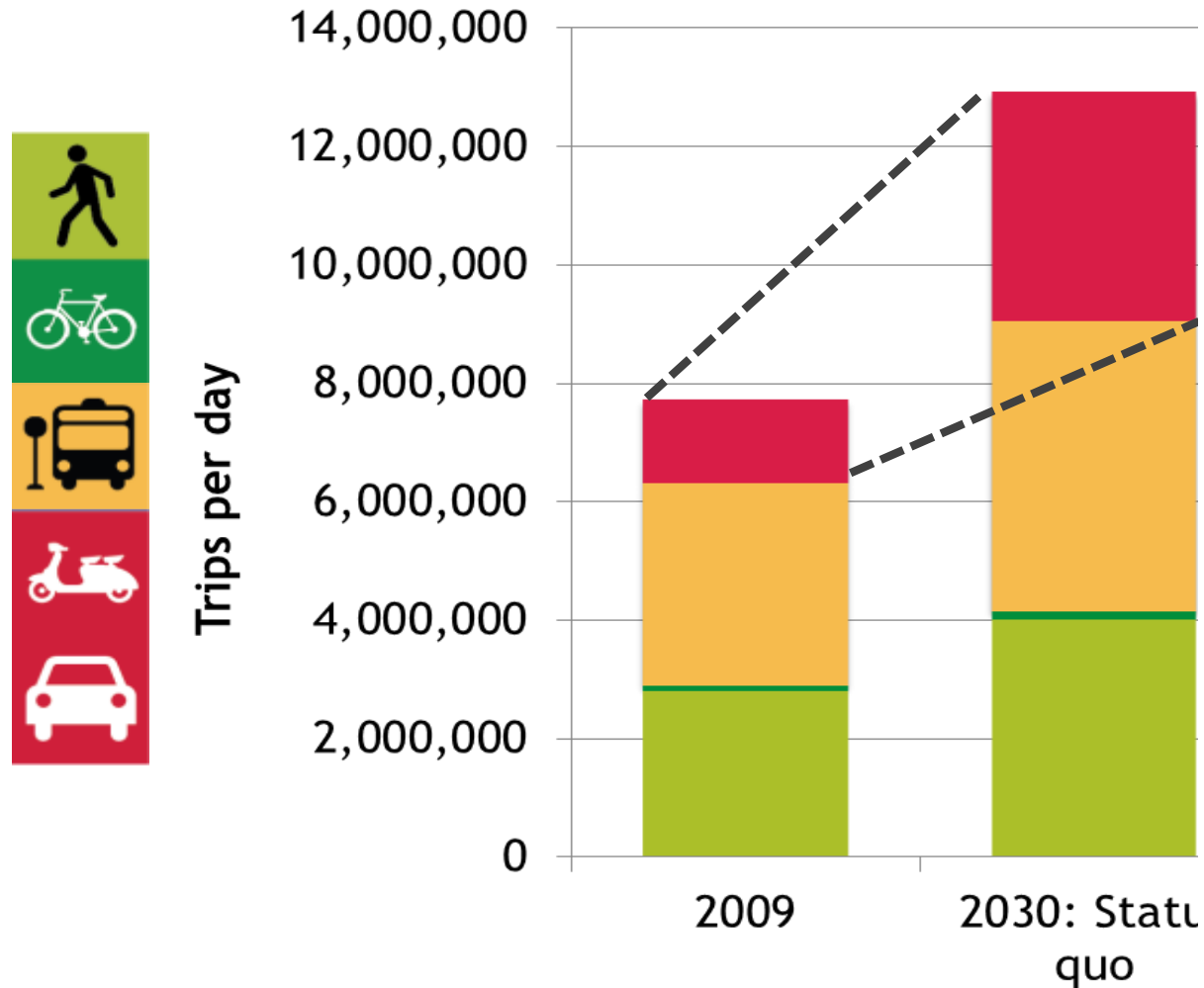
Who is being Served? **Fair Share** of the Road?

The city for the car and of the car



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

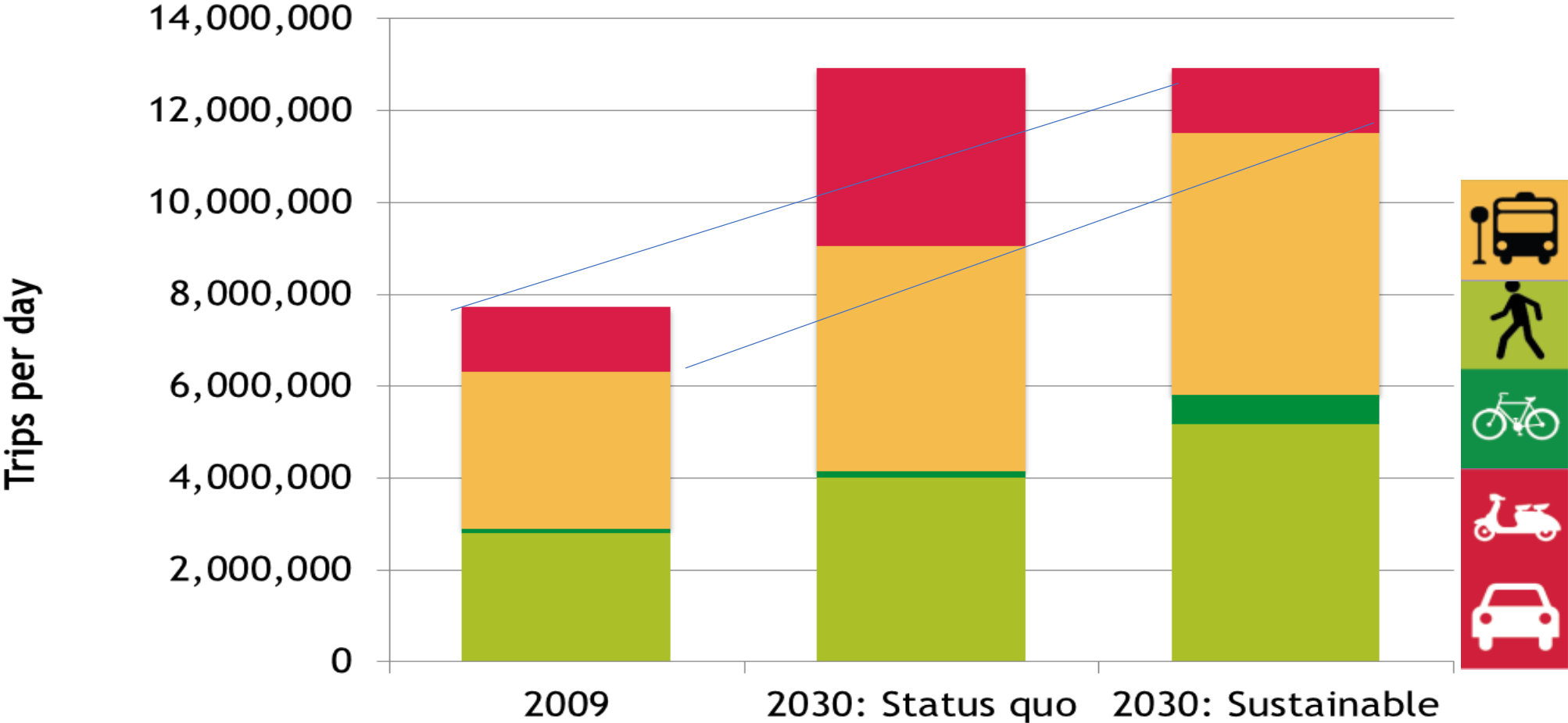
Business as usual...



Source: ITDP, 2015

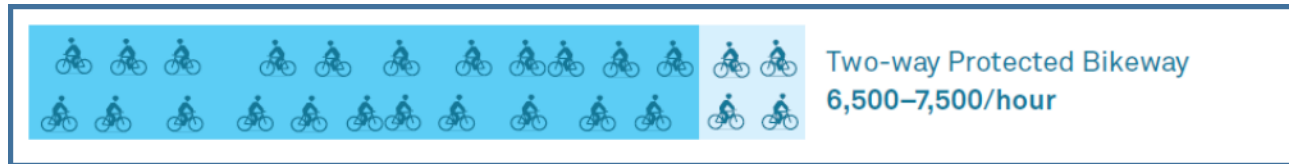
At the current growth rate, trips by cars and 2Ws will **triple** by 2030

A Sustainable Scenario: Increase PT, Walking and Cycling; Don't increase Car Trips



Source : ITDP

Alternative modes of transport by capacity



People capacity of different modes.
The illustration shows the hourly capacity of a 3 m-wide lane (or equivalent width) by different modes at peak conditions with normal operations.²⁸ Ranges relate to the type of vehicles, traffic signal timing, operation, and average occupancy.

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

Bike lanes are 5-6 times more efficient

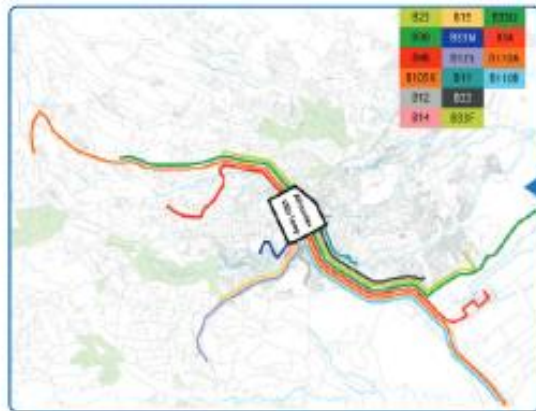
INNOVATIVE, PEOPLE CENTERED PUBLIC TRANSPORT PLANNING IN NAIROBI



1. Digital Map of Nairobi Matatu Routes



2. Student Transport Demand surveys



5. BRT Service Scenario (corridor A104)



4. Proposed Mass Transit Routes



3. Survey Result: Matatu Routes



A Vision of Inclusive Transport: Designing Streets for People



Inclusive Mobility= Universal Access



Design for people with disabilities: Segregation from traffic; easily useable footpaths; illumination

Complete Streets Integrated with Public Transport



Source: ITDP



Existing

Kenyatta Highway
Kisumu
Proposed

Making it happen - participatory processes (SUMP)



Develop a common vision



Analyse mobility situation and develop scenarios



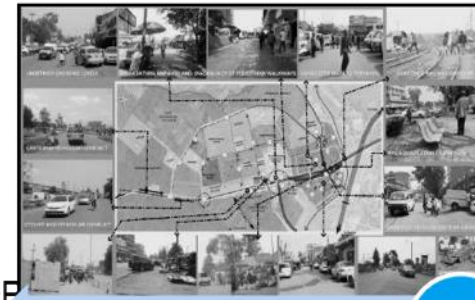
Engage all transport modes/
Identify mobility challenges



Stakeholder Validation workshop/
Agree on clear responsibilities & budget



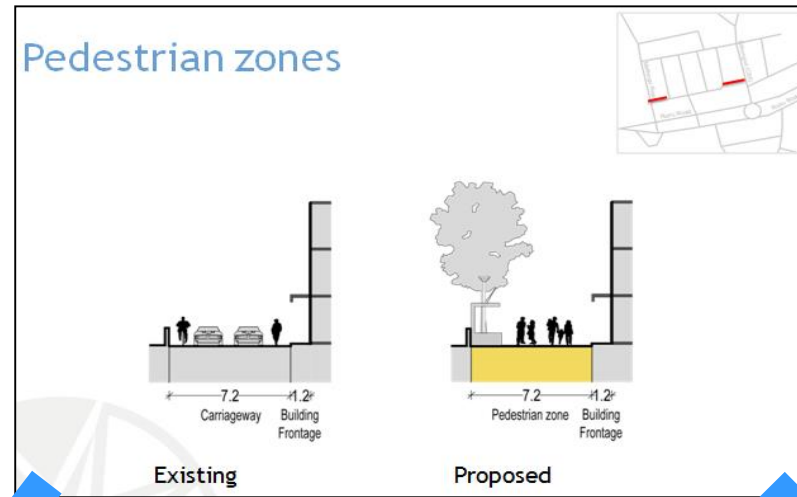
Propose Action Plan



Problem Map/
Identify Mobility Priorities



SUMP Action Plan: Scale up Simple Actions to provide space for Pedestrians and small business



The NUA in Practice : From Neighbourhood to City to National Government

Neighborhood Interventions

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

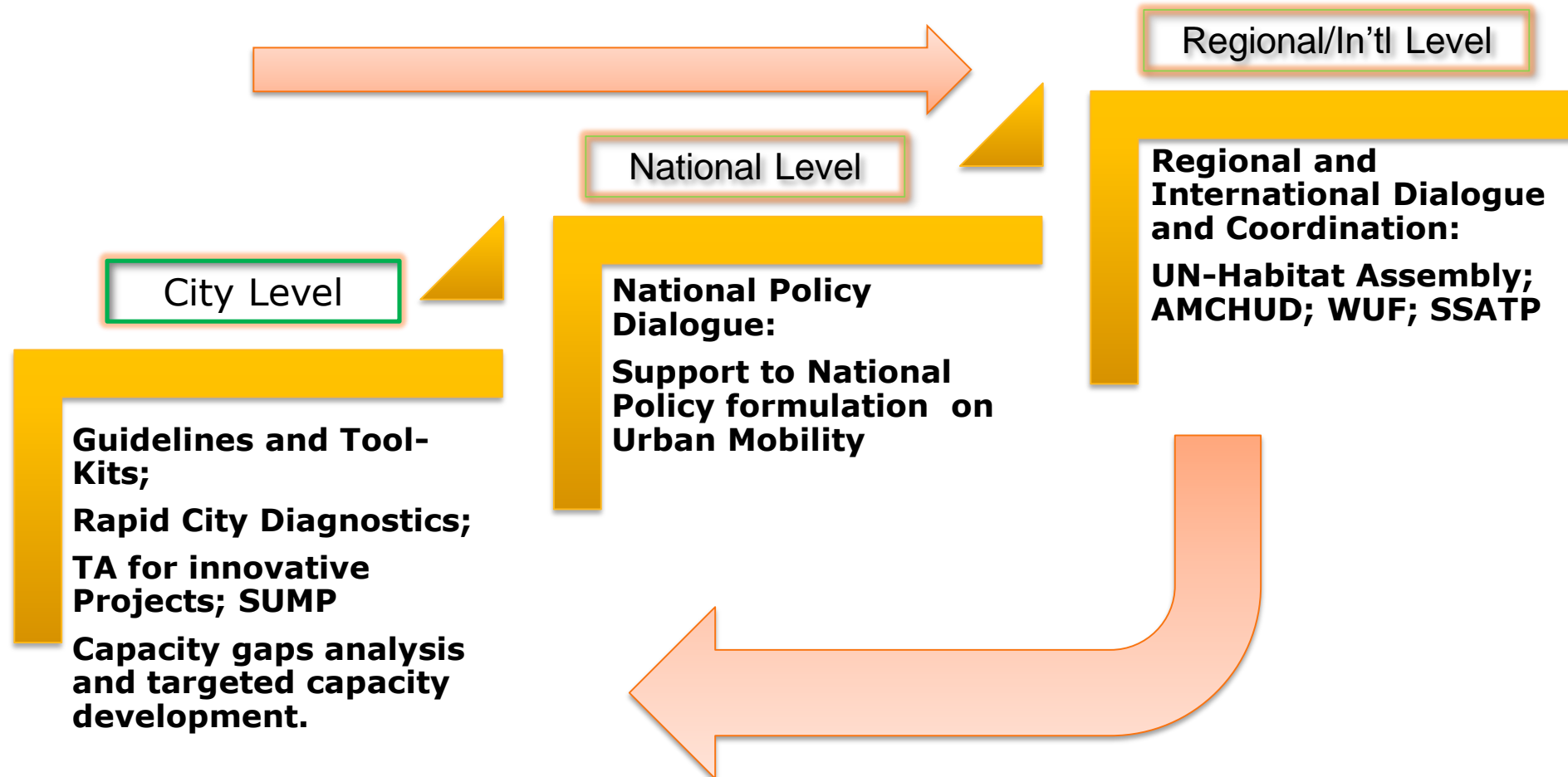
- Specific interventions to improve street planning and design; improve access to public transport

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

City

Local + National Government

UN- Habitat Urban Mobility Strategy : Implementing The New Urban Agenda



Conclusions and Recommendations

- National Policy + City Capacity + good implementation = **sustainable urban mobility**
- **National Policy:**
 - Prioritize walking, cycling and public transport in budget allocations
 - Adopt street design standards
 - Institute monitoring requirements (e.g., km of BRT, km of NMT)
 - Avoid investments in elevated highways, flyovers, & parking
- **Local Implementation**
 - Participatory and consensus-based planning
 - Adopt revenue schemes (e.g., parking, congestion charging)
- **Promote city-city learning**

