



URBAN ACCESS

TARGET:

Secure universal access by sustainable transport for urban populations by 2030.



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Why is Urban Access important?

The world is increasingly urbanised. Some cities are congested and polluted by excessive use of motorcars making travel difficult, particularly for the poor. People in towns and cities have to travel for diverse reasons including work, health, education, income generation and shopping. They need affordable and timely transport to enable economic productivity and quality family life. Efficient, equitable and sustainable urban transport requires good land-use planning (reducing travel requirements) reliable and accessible public transport, quality pedestrian infrastructure and dedicated cycle facilities.

Process Indicators (2030 compared to 2010 baseline):

- Mean daily travel time for individuals to reach employment, education, health and community services (desired achievement: less than 90 minutes per day for a return trip).
- Proportion of income spent by urban families on transport to reach employment, education, health and community services (desired achievement: less than 20% of household income for poorest quintile).
- Proportion of households within 500 metres of good quality affordable public transport accessible by dedicated walking and/or cycling facilities (desired achievement: 100%).

Implementation and Enabling Measures:

Urban access can be improved by developing integrated, equitable and accessible public transport systems complemented by 'active transport' facilities (walking and cycling). Urban planning with transit-oriented development should ensure efficient land use and safe, 'complete streets'. Policies should highlight the social cost of travel and facilitate shifts to resource-efficient and climate resilient transport (public transport, active transport).

This will require national policies and funded programmes for sustainable transport, building institutional capacity. There should be sound transport pricing, traffic management and non-price demand management practices, coordinated with land use planning to minimise the travel requirements and distances. Cycle routes and pedestrian facilities should be promoted and policies and standards adopted to ensure high quality public transport systems. Participatory planning should be complemented by transparent regulation to meet realistic demand targets, supported by effective data collection and knowledge management.

Through the Results Framework on Sustainable Transport the SLoCaT Partnership, with its 90 members, promotes the integration of sustainable transport in the post-2015 agenda for sustainable development. The development of the SLoCaT Results Framework on Sustainable Transport is supported by GIZ and UN-Habitat (with funding provided by DFID-UK). For more information on the SLoCaT Results Framework please contact cornie.huizenga@slocatpartnership.org.