

SLoCaT Partnership Comments on the May 6th Zero Draft of the New Urban Agenda

I. Overall Assessment

The Partnership on Sustainable Low Carbon Transport (SLoCaT) would like to congratulate the authors of the Zero Draft New Urban Agenda (NUA) for the Habitat III process which does a commendable job in highlighting the critical role of transport in furthering sustainable urban development.

The SLoCaT Partnership represents over 100 international organizations that are actively working in policy development and project implementation of sustainable urban transport projects on a global scale. SLoCaT is encouraged to see language in the NUA urging a “transformation in [mobility] policy” (para. 112); we are also pleased at the inclusion of a standalone ‘Mobility’ section. We feel that the zero draft NUA also strikes a reasonable balance between specific recommendations on mobility and providing enabling recommendations on national-urban relations; urban planning; financing; policy frameworks, and capacity building that will be key to implementing the transport related recommendations on a city level. We are pleased at the prominent mention of public transport, walking and cycling, which is a crucial element integrated land use and transport planning. Finally, we appreciate that the Zero Draft emphasizes access to economic opportunities and social services, rather than simply access to sustainable transport systems, a key distinction between the New Urban Agenda and the SDGs.

At the same time, we feel that the Zero Draft leaves room for improvement in several areas. While the text focuses much-needed attention on sustainable passenger transport, freight transport and logistics is relatively neglected. In addition, there is not enough attention to the impacts of and solutions to road accidents, and the problem of poor air quality and the health benefits of active mobility is not sufficiently reflected relative to the scope of this global urban issue. Finally, the role of sustainable transport in greenhouse gas mitigation should be further emphasized, this to do justice to the ambitious Paris Agreement on Climate Change.

Thus, while we are encouraged by the significant attention to sustainable transport in the Zero Draft, we feel that the current document could better emphasize the urgency to deliver the policy and investments required to put global cities on the path to sustainable mobility. In particular, we feel that the six specific areas above require additional attention, which are described in more detail in the following pages. In addition, we have compiled suggestions from SLoCaT members for specific changes to language within the Zero Draft text, which are provided in Annex I.

Contributing organizations: *Asian Development Bank, Department for International Development-UK, Despacio, Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), European Cyclists’ Federation, Health Bridge, Institute for Transportation Development and Policy, Partnership on Sustainable, Low Carbon Transport, Smarter than Car, Uganda Road Sector Support Initiative, United Nations Economic Commission for Europe, Walk21, and WRI Ross Center for Sustainable Cities-EMBARQ.*

II. Transport-Relevant Issues for Suggested Emphasis

A. Climate Change

Greenhouse gas emissions from urban road transport are rising fast, and a large-scale shift to sustainable modes of transport is urgently required throughout the world to meet the targets of the Paris Agreement. Despite this fact, the climate benefits of sustainable mobility are not properly emphasized in the Zero Draft NUA, despite the fact that the document is intended to support implementation of the Paris Agreement as well as [Agenda 2030]. More specifically, the Zero Draft does not provide [detailed direction] for meeting the goal set by the Paris Agreement, and thus the potential contribution of transport policy changes to reducing urban greenhouse gas emissions could be more strongly stated.

Suggested Modifications to NUA:

- Setting targets for GHG reduction (supported by key metrics such as access to transit; walking and transit-oriented urban scale and connectivity), engaging stakeholders, and measuring performance are essential to reducing climate change impacts.
- While the Zero Draft contains general references to climate change adaptation, it should also properly highlight the need for adaptation of urban transport infrastructure, systems, and operations.
- It is essential to highlight the message of access to destinations, as opposed to just access to sustainable mobility systems, to reflect the full potential of transport in reducing GHGs in urban areas.
- When referencing “modern infrastructure” throughout the text, the authors should provide tangible examples and use the additional qualifiers, “sustainable, low-carbon.”

B. Road and Traffic Safety

Urban road collisions cause injury and death on an enormous scale, and excessive traffic speeds are generating thousands of deaths every year and are thus creating more dangerous cities. Thus, the New Urban Agenda should highlight the problem of road collisions and the design and policy solutions required to ensure safe mobility in cities. In particular, the impact of urban road injuries and deaths of vulnerable road users, especially pedestrians and cyclists, and potential solutions to address these safety issues should be more prominently included in the draft.

The Zero Draft contains solid references to road safety; however, there remains a lack of explicit references to traffic safety. In addition, the Zero Draft uses ‘safety’ and ‘security’ interchangeably (e.g. “Measures for urban safety and violence and crime prevention must be integrated into all urban planning efforts, including...transportation, while increasing community awareness around safety;” these two issues should be properly distinguished, with proper attention given to road and traffic safety.

Suggested Modifications to NUA:

- We suggest mentioning road and traffic safety within the Vision section of the NUA, e.g. “Transport should not pose a public health threat for people in terms of traffic injuries, polluted air or hindering physical activity.” (para 5).

- We recommend specifically mentioning Vision Zero, the Brasilia Declaration on Road Safety, and SDG target 3.6, which pledges to halve the number of global deaths and injuries from road traffic accidents by 2020
- We suggest using the generic term “safe access” rather than “access” whenever it appears in the Zero Draft in order to distribute the benefits of safety throughout the text.
- We suggest making closer linkages between road safety and public health in the urban realm.

C. Air Quality

Many urban citizens suffer from poor air quality, which is often closely linked to road transport emissions. Sustainable transport systems with sufficient investment in walking, cycling and public transport can play a major role in improving long term air quality in urban areas. Although WHO research shows that both air and noise pollution have highly detrimental impacts on human health and quality of life, and should not be disregarded, the Zero Draft makes no [direct] reference to air quality or noise pollution improvements. Thus, the impacts of poor air quality and sustainable transport’s potential contribution in this area should be a central element in the Zero Draft.

Suggested Modifications to NUA:

- Include recommendations for policies and regulations that address air pollution and noise reduction to further emphasize the NUA’s consideration for human well-being.
- Add “clean air” to the list of critical resources which constitute a city’s basic services section on “Ecosystems and Cities” (Para. 70)
- Include “air” in the list of resources requiring efficient management in the section on “sustainable consumption and production” (Para. 74)

D. Public Health

Sustainable transport has the potential to make significant improvements to public health. In addition to health impacts from improved air quality, active modes of mobility like walking and cycling can make a significant contribution to improving health, while reducing infrastructure and service costs. and creating other co-benefits for society and the environment. It is not evident that the ‘Our vision’ section of the Zero Draft (Para. 5) has properly integrated issues of ‘safe and healthy urban environment’; thus we suggest it could be a standalone item in this list.

Suggested Modifications to NUA:

- As mentioned above, more could be done in the document to flag and link road safety as a public health issue in the urban realm. We suggest incorporating ‘providing a safe and health promoting environment’ as a standalone point in the ‘Our vision’ section (Para 5).
- We agree with your comment on page 4 under ‘Health’. However, it appears the core message on 5.c might not be the right place to incorporate ‘providing a safe and health promoting environment’ (your comment on page 4, under ‘Health’).
- We suggest emphasizing the role of walking and cycling in creating unique health benefits throughout the zero draft (e.g. include health in the Urban Planning and Management section on “promoting walkability and cycling towards improving the overall quality of life, health and social cohesion.”(Para. 101)).

- Include “health” and “reduced speeds” among benefits of efficient street networks (e.g. “...enhance sustainable mobility, economic productivity, and public health, and facilitate local economic development,” Para. 51)
- Health should be recognized in one of the key theme areas. For example, the section “Foster Ecological and Resilient Cities and Human Settlements” could be restructured as “Foster low-carbon, healthy and resilient cities and human settlements.” (Para. 67)

E. Urban Freight and Logistics

The global freight and logistics sector is a growing contributor to fuel consumption and accounts for 6% of carbon dioxide emissions worldwide. Momentum for improving the efficiency of freight movement is increasing; however, industry-wide adoption of solutions that improve fuel efficiency, reduce emissions and lower operating costs is still lacking. The specific challenges and opportunities of urban logistics in efficient cities must therefore be addressed alongside improvements to passenger transport.

Suggested Modifications to NUA:

- The Zero Draft would benefit from inclusion of references to challenges on urban freight and support for related solutions.
- In the ‘Our vision’ section, we suggest the following wording: “Promoting planning and investment for sustainable urban mobility systems for people and freight that safely link people, places, and economic opportunities.” (Para. 5(k))
- To emphasize the emissions contribution of freight, we suggest changing the section title to “Mobility of people and goods” (Page 15)
- In the section on ‘Sustainable production and consumption’, we suggest adding “...the necessity of creating closer links from producer to consumer, as well as promoting more sustainable means of transporting goods and services.” (Para. 74).

F. Congestion

Roadway congestion is endemic in cities throughout the world, and without firm action will worsen in the coming decades. The economic impact of the inefficient use of road space creates a significant drag on economic development and is a barrier to more efficient forms of mobility in both developed and developing countries. Thus, the role of a sustainable transport system to move people efficiently should be properly reflected in the Zero Draft; yet, this costly issue could be given additional attention in forthcoming drafts.

Suggested Modifications to NUA:

- Add “roadway congestion” to the list of challenges to sustainable urban development, to reflect its impact relative to other global issues. (Para. 17).
- Place additional emphasis on the efficient use of transport infrastructure, for example in describing “access for all through safe, affordable, accessible and space-efficient sustainable transport systems to access economic opportunities and social services” (Para. 112)
- Insert language on reducing congestion through demand management, for example, “...improved urban access for all through: ... (d) Instruments to disincentivise the use of

single occupancy vehicles to reduce its negative impacts, such as roadway congestion, air pollution, and GHG emissions.” (Para. 112)

III. Annex I – Suggested Text Revisions

In addition to overarching messaging suggestions noted in the previous sections, [we] would like to suggest a number of additional general comments and specific changes and additions to the text (identified by **paragraph (section)** number).

General Comments on New Urban Agenda

- We need to state the current challenges specifically in very certain terms because once this is done, it becomes easier to come up with possible solutions.
- The African continent and other developing countries have specific challenges that need to be spelt out and remedies for the same should be proposed. Though the agenda mentions them, this is only in passing. Africa cannot be lumped together with other western economies because its urban problems are unique and they require tailored solutions or interventions.
- The issue of financing, which could be one of the greatest problems, I feel, is not adequately covered. More tangible proposals need to be explored and tabled.
- Lack of skills, capacity by developing countries in terms of managing and redeveloping urban areas, is in my view, another challenge that need very specific mention and plausible remedy. Possibly the most limiting challenge after inadequate resources could be capacity gaps in terms of relevant training and education for urban managers and leaders.
- The agenda must be SMART and should be able to feed into and report to Habitat IV. In other words, habitat III should be trying to answer emerging issues that habitat II did not address and propose how these can be addressed. Likewise, Habitat IV will have to look back when time comes, to assess what was achieved under the current agenda.
- focus on inclusiveness and access related to transportation (“right” to mobility - access to the city).
- The document has generally good language and we are very pleased to see language we favor such as “transformation” toward sustainable transport (instead of just “promoting”, with investment in transit, walking and cycling and with Equitable TOD principles included explicitly in the document (even if not necessarily called that way). SLOCAT’s document should perhaps reaffirm that so that it remains prominent in case others may want to dilute this message.
- On aspect that the document lacks, or at least is not doing as urgently as it should, is a call for land use/development policy and regulatory reform able to keep urban sprawl to a minimum, at least its worst consequences. Unless strong regulation and enforcement are put in place, sprawl-like development on cheap greenfield land will remain irresistible. Sustainable/equitable access & mobility infrastructure will remain unviable. Note that keeping sprawl to a minimum in no way precludes

greenfield extensions where population growth rapidly but requires the full application of the TOD principles. The OECD is developing a useful satellite imagery-based tool to keep track of urban sprawl, and therefore potentially to make countries and cities accountable for it. It can be mentioned as a possible technology/methodology to use in the future.

- The housing section calls for a supply of 'affordable' land. This language is of concern if it means 'cheap land' and if not should be clarified - land + adequate infrastructure in good access of employment centers and urban resources will never come cheap. Adequate land affordable for lower income housing in the formal sector can generally only be delivered through some form of subsidy or cross-subsidy.
- It does not seem to be anything on metrics. Setting targets, developing plans around them, engaging stakeholders, measuring performance, among others, are city fabric measurements that are fundamental to walking and transit orientation and it would be worth mentioning to contribute grounding and specificity to the document:
 - city block length / pedestrian network mesh (4m minimum right-of-way; c. 100m average mesh),
 - transport-ready urban avenues arterials networks (45m right-of-way; c. 1000m mesh; to be adapted to local topography and circumstances with the objective that no place in the middle of the mesh be farther than 800m from transit stations).
 - Once these grids of local paths and arterials are laid out and the land is occupied, they hardly can be changed except through the most heavy-handed and traumatic means. This is in contrast to other elements (buildings, land uses, roadbed, sidewalk and cycle-path designs, parking spaces) that have shorter life-cycles and can be retrofit/corrected in a more reasonable time frame.
 - PNT as such would only work as an indicator for (b) Transit-ready arterials once transit is effectively implemented, but the goal of achieving the highest PNT possible could guide planning. Decent mapping of pedestrian networks would be required to measure (a); these are increasingly but not universally complete and available as most maps prioritize vehicular over pedestrian networks (Google, Bing, Open Street Map, etc.).
- Accessibility is mentioned throughout the document, but it would be good to go much further: countries, cities, IFIs, should develop plans and make investment decisions using accessibility as the key goal and metric of success. Rather than make decisions on objectives like travel speed, reduced congestion, etc., we should measure and prioritize the real purpose of transport: accessibility for people. Doing so would move us to prioritize the concepts highlighted throughout this document: compact, people-oriented transport & cities. Therefore, our message should be:
 - Prioritize accessibility as the key objective for mobility planning and investment decisions.

- Use accessibility metrics to guide planning and investment decisions and evaluate performance.

Specific Comments on New Urban Agenda

- **Preamble, Final paragraph:** Add reference to climate change (e.g. “Cities present an opportunity for us, the inhabitants, to commit to share resources and space in a way that ensures the lasting protection of the planet and its natural resources, **and limits carbon emissions to ensure a stable climate over the long term.**”).
- Para 3: add “public health” to the list “fosters social cohesion, stimulates innovation and employment, and ensures **public health and** environmental sustainability
- **5(f):** Rephrase “and reducing the global environmental and carbon footprint” to a much stronger statement reflecting agreement that cities will need to be largely carbon neutral
- **5(k):** Promoting planning and investment for **safe**, sustainable urban mobility systems, **including walking, cycling, mass transit, and technology systems**, that link people, places and economic opportunities. **Transport should not pose a public health threat for people in terms of traffic injuries, polluted air, or hindering physical activity.**
- Revise vision (k) in para.5 - Promoting planning and investment for sustainable urban mobility systems for people and freight that **safely** link people, places, and economic opportunities.
- Include an additional vision in Para. 5 “(c) Providing a safe and health promoting environment.”
- Revise vision (k) in para.5 - Promoting planning and investment for sustainable urban mobility systems for **people and freight** that safely link people, places, and economic opportunities.
- **6(c):** Foster **low carbon** and resilient cities and human settlements, driving sustainable patterns of consumption and production, protecting and valuing ecosystems and biodiversity, and adapting to and mitigating the impact of climate change while increasing urban systems resilience to physical, economic, and social shocks and stresses.
- **7(c):** An innovative and effective financing framework and other means of implementation, **that shifts current investment from brown infrastructure to green infrastructure and** enables strengthened municipal finance and local fiscal systems, productivity, competitiveness, optimized partnership with the private sector, capacity development, knowledge transfer, and reliable urban data and analysis, with the engagement of all stakeholders.
- **7(c):** Financial systems should recognise sustainable standards and priorities, e.g.: funds for bicycle infrastructure instead of highways and bridges
- **[Page 10]:** Rename section: “FOSTER ECOLOGICAL AND RESILIENT CITIES AND HUMAN SETTLEMENTS” with more specific reference to Low Carbon Development
- Add **“congestion”** to the list of issues in para. 17.

- **Paras 25&26** - In these paras it is mentioned "mobility" and then "transportation". It seems vague and at the same time repetitive. In the second part (in "transportation") it focuses on the transport and not on the "accessibility infrastructure", such as quality sidewalks and signalisation.
- **Para 25:** add "transportation" to the list: we must ensure equitable and affordable access to basic physical and social infrastructure for all, including affordable serviced land, housing, [transportation](#), energy, water and sanitation, waste disposal, mobility, health, education, and information and communication technologies... "
- **Para 30:** add "walking and cycling" to: ... basic infrastructure, [walking and cycling infrastructure](#), and services like sanitation systems, and public transport, as well as livelihood opportunities..."
- **Para 30** could mention reduced travel demand
- **Para 36** - include cycling lanes: " Public spaces, which consist of open areas such as streets, cycling lanes, sidewalks, squares, gardens and parks, must be seen as ..."
- **Para 36:** Public spaces should be free-of-charge, free from physical, legal and architectural barriers [and traffic should not be hazardous to people](#) who are in vulnerable situations, homeless, poor and/or low-income dwellers, women, children and youth, older persons, and people with disabilities.
- **Para 36.** Public spaces, which consist of open areas such as streets, sidewalks, squares, gardens and parks, must be seen as multi-functional areas for social interaction, economic exchange, local, active mobility and cultural expression among a wide diversity of people and should be designed and managed to ensure human development, building peaceful and democratic societies and promoting cultural diversity. these systems need to enable people to walk, cycle and catch PT, not just *encourage* them - need to reinforce the relationship between public health and active mobility.
- Para 36. may address public spaces as ["enabler for walking and cycling"](#)
- **Para 39:** We commit to a safe and secure environment in cities so that everyone can live, work, and participate in urban life without fear of violence, intimidation [or traffic injury](#). Measures for urban safety and violence and crime prevention must be integrated into all urban planning efforts, including in informal areas, on resilience-building, disaster prevention and mitigation, safer [streets](#), public spaces and working places, and transportation while increasing community awareness around safety.
- Insert ["death"](#) and ["injury"](#) and mention ["roads"](#) in para 39 on urban safety.
- Also in **Para 39**, emphasise that safety is not the same as security by changing to "attractive public places where it promotes the sense of belonging from children to elderly, for men and women". And with "transportation" include "safe and good quality infrastructure for walking, cycling and use of public transport, as well as policies to promote traffic safety for pedestrians and cyclists."
- **Para 47:** caution using the word "modern". Our experience suggests that "modern" is often viewed as car-dominant infrastructure and planning (i.e. the dismantling of trolley lines in favour of highways) in many developing countries.
- In "Inclusive and sustainable urban economies" (**para 47-49**) include "cycling logistics as a form of inclusive and local economy and for reducing travel demand."

- **Para 50:** We commit to a new set of standards in the selection and design of safe, compact, coordinated, and connected urban form and infrastructure, recognizing that they are among the greatest drivers of cost efficiencies, clustering co-benefits, and growth in the urban economy.
- **Para 51:** We commit to develop urban spatial frameworks that promote efficient use of land, compactness, mixed uses and appropriate density, through infill or planned extension strategies, to trigger economies of scale and agglomeration, increase accessibility, reduce travel needs and the costs of service provisions, enable a safe and cost-effective sustainable transport system, including walking and cycling, enhance resources efficiency, and ensures environmental sustainability.
- **Para 51:** Include “health” and “reduced speeds” among benefits of efficient street networks (e.g. “...enhance sustainable mobility, economic productivity, and public health, and facilitate local economic development.”).
- **Para 51:** Suggest several wording changes to further emphasize the role of walking and cycling and health: “We commit to develop urban spatial frameworks that promote efficient use of land, compactness, mixed uses and appropriate density, through infill or planned extension strategies, to trigger economies of scale and agglomeration, increase accessibility, reduce travel needs, and the costs of service provisions, enable a cost-effective, sustainable mobility public transport system, enhance resource efficiency, and ensure environmental sustainability. Moreover, a safe, comfortable and efficient street network, allowing a high degree of connectivity and encouraging walking, cycling, and public transport, ~~walking and bicycling~~, will enhance sustainable mobility, public health, economic productivity, and facilitate local economic development.
- **Para 51:** “Moreover, a safe, comfortable and efficient street network, allowing a high degree of connectivity and enabling public transport, walking and bicycling, will enhance sustainable mobility, economic productivity, healthy living...”
- **Para 51** could mention reduced travel demand (and in general is a weak paragraph)
- **Para 51** - This paragraph is quite important and mentions public transport 2 times in a confusing way and then brings walking and cycling. We should make the connectivity of "reduce travel needs" with "more sustainable modes of travelling, such as walking and bicycling" and integrating this with a cost-effective public transport system.
- **Para 51.** can include „equitable mobility options“
- **Para 51.** change order „walking, cycling and public transport“
- **Para 51.** „The urban economy does not function as an isolated system. It needs to operate in a territorial system that integrates urban and rural functions into the regional and national spatial framework and system of cities. We commit to develop urban spatial frameworks that promote efficient use of land, compactness, mixed uses and appropriate density, through infill or planned extension strategies, to trigger economies of scale and agglomeration, increase accessibility, reduce travel needs and the costs of service provisions, enable a cost-effective public transport system and equitable mobility options, enhance resource efficiency, and ensure environmental sustainability. Moreover, a safe, comfortable and efficient street network, allowing a

high degree of connectivity and encouraging walking, cycling and public transport, will enhance sustainable mobility, economic productivity, and facilitate local economic development.”

- **Para 52:** We commit to promote capacity building and strong institutions, set up effective processes for the formulation of medium and long-term strategic visions, urban and territorial plans and policies, as well as infrastructure development plans, based on rigorous, transparent and participatory needs assessments, as well as the appraisal of the cost-effectiveness of meeting these needs. Adequate physical and social infrastructure will be supported to improve productivity in cities, ensure its efficient and equitable function, as well as generate sufficient wealth to support the level of investment required.
- **Para 53:** We commit to increase economic productivity through the generation and use of sustainable energy and effective, sustainable transport infrastructure, achieving the benefits of connectivity and avoiding the financial, environmental (including climate change), and public health costs of congestion and air pollution. Particular attention will be given to the transport needs of the working poor as the economic benefits of extending mobility to informal settlements can be dramatic. We commit specific attention for walking, cycling and public transport as transport options that deliver energy, resource, financial and health benefits. Better connectivity will also be pursued between cities and regions, nations and global markets, through transport and communication networks, ports, and airports among others. This will improve the efficiency of the supply chain, reducing production and transaction costs, providing a predictable framework attractive for investments.
- Para 53: Consider adding "We commit to focusing on walking and cycling, as they have the potential to deliver cross-cutting benefits.
- **Para 53:** We commit to increase economic productivity through the generation and use of sustainable energy and effective transport infrastructure, achieving the benefits of connectivity and avoiding the financial, environmental (including climate change), and public health costs of congestion, air pollution and inactivity.
- Include “road collisions” in **Para 53.** on the public health costs of urban form and “speed management”.
- **Para 53.** Emphasise that this “transport needs of the poor” should be 1) sustainable means of transportation; 2) seeking to reduce the distances and need of transport.
- Whenever transport is mentioned, it should be mentioned “sustainable transport” or “sustainable means of transport” or even “sustainable mobility” as in the following paragraphs: para. 54, 114, 117, 118
- **Para 54:** We commit to encourage rural-urban interactions by strengthening transport facilities [i.e. multi-modal hubs], infrastructure, communication, and ICTs underpinned by planning instruments based on a territorial approach in order to maximize the potential of these sectors for productivity, social cohesion, and environmental protection across urban and rural areas.
- **Para 55:** Include promotion of active mobility: “Availability and universal access to adequate and quality social infrastructure and facilities, such as health and education facilities and promotion of active mobility, among others, is fundamental to building a healthy society ...”

- **Para 61** - promoting local economy and cycling economy/public spaces should be included
- **Para 64** - promoting local economy, cycling economy, cyclelogistics (often informal sector)
- **Para 67:** Health should be recognized in one of the key theme areas. Suggest title change from “FOSTER ECOLOGICAL AND RESILIENT CITIES AND HUMAN SETTLEMENTS” to “FOSTER LOW-CARBON, HEALTHY AND RESILIENT CITIES AND HUMAN SETTLEMENTS.” “Foster low-carbon, healthy and resilient cities and human settlements.”
- **Para 69:** Replace „modern energy services“ with „renewable energy systems“, to be consistent with Paris Agreement language
- Add “clean air” to **para. 70** on “Ecosystems and cities”.
- **Para 73 and 74** The section on „Sustainable consumption and production“ misses to talk about transport albeit that sector would have many potential improvements to foster ecology and resilience
- Include “air” in the list of resources in **para. 74** on “sustainable consumption”.
- Add “Including the planning of suitable recycling and waste logistics facilities and systems.” in **para. 74** on waste flows.
- Also in **para. 74** add “the necessity of creating smaller circuits from producer to consumer, reducing the needs of transportation and its impacts, as well as promoting more sustainable means of transporting goods and services ”
- **Para 77:** Remove and make into a separate sub-section on Low Carbon Development. This new section should explain the need to move towards carbon neutrality in cities.
- **Para 77:** Add “A rapid shift to low-carbon transport and energy systems”, and add “users and service providers”
- **Para 77:** „A shift towards a renewable energy system should be a mandate, consistent with the agreement to hold the increase in the global average temperature to well below 2 °C above preindustrial levels and pursuing efforts to limit the temperature increase to 1.5 °C, including through cooperation and partnerships at all levels of government and among cities and utility providers.“
- **Para 78:** Add “and sustainable transport” to the section on the benefits of renewable energy
- Dedication to provide transport planning guidelines (as in **Para 86** for urban planning)
- **Para 100:** We will plan cities and territories based on the principles of efficient use of land, compactness, adequate density and connectivity, as well as mixed economic use in the built up areas, to reduce mobility needs and service delivery costs per capita, and harness density and economies of agglomeration. We will not accept that because of mobility needs human life or health will be at risk from traffic injuries, polluted air or hinder from being physical active. The application of these principles will foster sustainable urban development, including job creation,

reduced infrastructure spending, **improved walking and cycling conditions**, efficient public transport, reduced congestion, **improved public health**, as well as reduced urban sprawl and land consumption.

- Add **“and freight”** in **Para. 100** on the cost of delivery.
- **Para 100** - there is a link between compactness and public transport. We need to emphasise that compact cities means walking and cycling distances (to promote active, healthy, mobility)
- **Para 101:** We will implement urban planning strategies that facilitate a social mix and provision of quality public spaces, ensuring economic vibrancy, enhancing safety and security, favouring social interaction and the appreciation of diversity, and attracting high-quality urban services and adequate housing. In this regard, a network of quality public spaces and streets will be designed, considering measures that allow for the best possible commercial use of street-level floors, fostering local markets and commerce, formal and informal, promoting walkability and cycling towards improving the overall quality of life, **public health** and social cohesion.
- **Para 101:** Include health: “promoting walkability and cycling towards improving the overall quality of life, **health** and social cohesion.
- Add **“safety”** to **Para 101** on urban planning.
- **Para 111** could mention reduced travel demand (linked to congestion as well)
- **Para 112:** High transport demand and land consumption through transport infrastructures put urban environments and the accessibility of cities for people and goods under significant pressure. **Without a transformation in policy, and step change in effort, they will not be able to cope with the anticipated urban growth.** To set a vision and specific targets for the urban mobility and land use policy – in particular to provide access for all to safe, affordable, accessible and sustainable transport systems, we need a massive transformation from the current pattern of “car-oriented” development towards people-oriented development that improves urban access for all. **To achieve this, policies should be created that Avoid the demand for transport, Shift transport away from private vehicles toward safe and low-carbon options, and Improve the efficiency of existing systems. This type of paradigm shift can be** delivered through:
 - (a) A massive increase in **safe and low-carbon** public transport, walking, and cycling;
 - (b) Equitable Transit-Oriented Development (TOD) that minimizes displacement of the poor and features affordable housing and a mix of jobs and services; also enabled by an integrated spatial and transport planning through Sustainable Urban Mobility Plans
 - (c) Better and coordinated transport-land use planning, including waterways and **low-carbon** transport planning, especially for coastal cities and small island developing states.
- **Para 112:** I like the emphasis on public transport, NMT, TOD, and land-use planning in the three bullets. I might suggest adding transportation demand management measures, such as parking management or congestion pricing, to the mix as well might be in order to create the right incentives. Also, the third bullet is a bit oddly

worded: I am not sure "waterways and transport planning" are really parallel ideas (perhaps there was a mistake in the draft?)

- Para 112: Opportunity to highlight the cross-cutting nature of transport. Add a sentence "Without a transformation in policy, and step change in effort, they will not be able to cope with the anticipated urban growth. However implementing evidence-based interventions in the mobility/transportation sector provide an opportunity to create a number of co-benefits including in climate change mitigation, public health, social equity, and poverty reduction. To set a vision and specific targets for the urban mobility and land use policy – in particular to provide access for all to safe, affordable, accessible and sustainable transport systems..."
- **Para 112:** Integrate climate change with respect to vision and targets
- **Para 112:** Put the emphasis on the "inefficient" use of infrastructure and adjust text to read "in particular to provide access for all through safe, affordable, accessible and sustainable transport systems to economic opportunities and social services"
- **Para 112(d):** Add "through: ...instruments to disincentivise the use of car in order to reduce its negative impacts, such as air pollution, congestion costs, etc."
- **Para 112:** (Page 15) Change the title of the section to "Mobility of people, goods and services."
- Include all weak topics in **Para 112 (c)** the positive outcomes of "A massive increase in public transport, walking, and cycling" "to bring real positive impact in the health of citizens, reduce air pollution and congestions, social inclusiveness and accessibility to the city for all".
- Can integrate **low-carbon transport** or **fossil-fuel free transport** prominently and state that a shift towards fossil-fuel free transport systems is necessary (to meet climate goals and realize urban health potentials).
- „High transport demand and land consumption through transport infrastructures put urban environments and the accessibility of cities for people and goods under significant pressure. Without a transformation in policy, and step change in effort, they will not be able to cope with the anticipated urban growth and manage the shift from fossil-fuels based transport system to transport system based on renewable energy. To set a vision and specific targets for the urban mobility and land use policy – in particular to provide access for all to safe, affordable, accessible and sustainable transport systems, we need a massive transformation from the current pattern of "car-oriented" development towards people-oriented development that improves urban access for all delivered through:
- (a) A massive increase in public transport, walking, and cycling;
- (b) Equitable Transit-Oriented Development (TOD) that minimizes displacement of the poor and features affordable housing and a mix of jobs and services; also enabled by an integrated spatial and transport planning through Sustainable Urban Mobility Plans
- (c) Better and coordinated transport-land use planning, including waterways and transport planning, especially for coastal cities and small island developing states."

- **Para 113:** We will implement polycentric and balanced territorial development policies and interventions, promoting the role of small and intermediate cities in strengthening food security systems through provision of sound infrastructure, access to land and effective trade links, to ensure that small scale farmers are linked to larger supply chains including a density-based fair distribution of diverse services across cities and their territories, which will minimize demand for travel. At the same time, we will foster compact, transit-supported city models, with a well-connected network of mixed-use arteries, integrating mobility plans into overall urban plans, to decrease the demand for private vehicles, as well as to promote efficient and safe multi-modal transport systems. To empower cities to develop in this manner, we commit to making urban mobility plans obligatory within national urban frameworks and policies.
- Add to **Para. 113** “including a density-based fair distribution of diverse services across cities, which will minimize demand for travel, as well as use sustainable modes of transportation for these services and goods”.
- **Paragraph 114** has not reflected the importance of improving access to climate funds to the transport sector. Historically, transport has not fared well in available climate fund instruments. This needs to be further investigated to reflect transport’s enormous contribution to anthropogenic greenhouse gas emissions.
- In **Para. 114** change to “We will consider establishing sustainable urban mobility infrastructure and services funds”
- **Para 114.** We will consider establishing urban transport infrastructure funds at the national level, based on a diversity of funding sources, ranging from public grants to contributions from other public entities and the private sector. These funds should consider and incentivize development of cost-efficient transit modes, such as Bus Rapid Transit, pedestrianization, and safe cycling infrastructure in situations where they are of equally or more appropriate than more cost-intensive modes. We will also develop mechanisms and common frameworks at the national, regional/metropolitan and local levels to appraise the wider benefits of urban transport schemes, including impacts on the economy, quality of life, accessibility and road safety, among others.
- **Para 114:** „We will consider establishing urban transport infrastructure funds at the national level, based on a diversity of funding sources, ranging from public grants to contributions from other public entities and the private sector. We will also develop mechanisms and common frameworks at the national, regional/metropolitan and local levels to appraise the wider benefits of urban transport schemes, including impacts on the economy, quality of life, accessibility and road safety, among others. We will develop funding mechanisms that reflect adverse effects and benefits for society and the environment that different transport systems feature to shift funding towards transport options that are more beneficial for society and the environment.“
- Further elaboration of co-benefits listed in **Para 114**
- **Para 115.** We will support the development of frameworks for the organization, procurement, and regulation of transport and mobility services in urban and metropolitan areas, including new technology that enables shared mobility services

and open access to transport use data from private providers, as well as the development of clear contractual relationship between local authorities and transport and mobility providers which defines mutual obligations.

- **Para 116.** We will create conditions for better coordination and mutual understanding between transport and urban planning departments at the local level as well as between planning and policy frameworks at local and national level through capacity building and strengthening of institutions.
- Add “transport plans for passengers and freight” to Para. 117
- **Para. 118** refers to “Vehicles powered by renewables” – “clean vehicles and modes” is preferred (to keep recommendations technology-neutral).
- **Para 118.** We will support cities to develop financing instruments, enabling them to improve their cities’ transport infrastructure by public transport systems, such as BRT-systems, city trains, cycling lines and technology based transport systems to reduce congestion and pollution, improve efficiency. These measures will be complemented by people-centered urban planning based on compactness, improved density, connectivity, and mixed uses, as well as the introduction of vehicle fuel efficiency standards, incentives for vehicles powered by renewables, and transport demand management schemes, such as congestion pricing and road user charging.
- **Para. 118:** “cities’ sustainable transport infrastructure and services”: Cycling lanes (incorrectly referred to as “lines” in the text) and include sidewalks
- **Para 118:** Does lack a reference to **walkable** urban development, walkability.
- **Para 118:** What are „technology based transport systems“? Maybe we can suggest a better term „We will support cities to develop financing instruments, enabling them to improve their cities’ transport infrastructure by public transport systems, such as BRT-systems, city trains, cycling lines, pedestrian networks and technology based transport systems to reduce congestion and pollution improving efficiency. These measures will be complemented by people-centered urban planning based on compactness, improved density, connectivity, and mixed uses improving conditions for walking and cycling while reducing overall travel demand, as well as the introduction of vehicle fuel efficiency standards and incentives for vehicles powered by renewables.“
- **Para 118:** Suggest use of “cycle ways,” “cycling facilities,” or “cycling infrastructure,” rather than “cycling lines”. The phraseology should perhaps suggest that walking and cycling facilities are part of an integrated approach to effective public transport, especially in terms of last-kilometre connectivity.
- **Para 118:** there is an opportunity to including walking and cycling infrastructure in this paragraph. Suggest the following changes: “We will support cities to develop financing instruments, enabling them to improve their cities’ transport infrastructure by *improving walking and cycling networks*, public transport systems, such as BRT-systems and city trains, ~~cycling lines~~ and technology based transport systems to reduce congestion and pollution improving efficiency.
- **Para 118:** Finally, and critically, we need to ensure walking is identified in here as part of the infrastructure mix that needs financing: “We will support cities to develop financing instruments, enabling them to improve their cities’ transport infrastructure

improving walking and cycling networks, by public transport systems, such as BRT-systems and city trains, ~~cycling lines and~~ technology based transport systems to reduce congestion and pollution improving efficiency.”

- **NEW Para 119:** We commit to working towards Vision Zero through increased focus on safe access to public transport systems, improved public health, and safe infrastructure for walking and cycling.
- Enhancing means of implementation (**paras 125-128**) - this section does not offer much concrete action and should focus on changing current financing patterns (examples: congestion charges, fiscal incentives, using national funds for active mobility infrastructure, etc.)
- **Para 129.** The entire section on „**Domestic public resources**“ should somewhere include a reference to how uniquely cost-effective investments in walking, cycling and public transport infrastructure are. There can also be a reference that investment in those areas does create multiple benefits which in turn have positive impacts on domestic public resources.
- There is not yet a Para/section where it can be simply added. How to deal with that?
- **Para 137:** We commit to establish policies and capacities that will enable local governments to register and expand their potential revenue base, and to establish and collect user charges and fees to cover expenditure costs, while ensuring that poor households and marginalized groups are not disproportionately affected. One option to achieving this goal is the implementation of transport demand management schemes, like congestion charging. Tax avoidance should also be addressed along with considering the insertion of anti-abuse clauses and transparency mechanisms.