SDG 11 -
UNECE Work on Sustainable Cities

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Overview

• Introduction
• Cycling Master Plan
• Urban Mobility in UNECE Capitals
• Geneva UN Charter on Sustainable Housing
• How to measure?
SDG 11: Resilient and sustainable cities

• “Make cities and human settlements inclusive, safe, resilient and sustainable”

• Transport, in particular public transport, affects inclusivity: road safety, emissions, air quality, access to opportunities, active lifestyles, noise…livability
THE PEP

• Transport, Health and Environment Pan-European Programme

• Recognizes human powered mobility can improve health outcomes, while other transportation methods can have negative externalities on health

• Cross-cutting issues on the Transport, Health and Environment nexus
THE PEP – Outputs

<table>
<thead>
<tr>
<th>Publications on THE PEP</th>
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<tbody>
<tr>
<td>Riding towards the green economy: cycling and green jobs. Executive summary</td>
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<tr>
<td>Paris Declaration - City in motion: People first</td>
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<tr>
<td>Developing national action plans on transport, health and environment. A step-by-step manual for policy-makers and planners</td>
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<tr>
<td>Signs and signals for cyclists and pedestrians</td>
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<tr>
<td>From Amsterdam to Paris and beyond: the Transport, Health and Environment Pan-European Programme (THE PEP) 2009-2020</td>
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<td>Unlocking new opportunities: jobs in green and healthy transport</td>
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Cycling Master Plan

THE PEP Partnership on Cycling

Pan-European Master Plan for Cycling Promotion

Final Draft
Cycling Master Plan

• Publication of the Master Plan scheduled for 2019

• Highlights the benefits of cycling (to the individual, the economy, the city, the wider environment)

• Recommendations cover: have a cycling policy, improve regulatory framework, better bike infrastructure, foster cycling tourism etc.

• Recommendation 8.2: promote cycling data collection through UNECE

Urban Mobility in UNECE Capitals

Report recognizes cities face challenges to reducing the externalities of transport

• Reviews existing knowledge base
• Evaluates successes of cities in becoming sustainable
• Transport profiles 36 European capitals
• Makes recommendations on developing urban sustainable mobility

Pillars of Sustainable Urban Mobility

**Urbanization & Public Transport demand**
The world urban population is expected to increase by 72 per cent by 2050, from 3.6 billion in 2011 to 6.3 billion in 2050. Urbanization needs efficient and sustainable public transport networks.

**Affordability**
Sustainable public transport implies availability for all. Calculation of fares based on population purchasing power and on the need to ensure profitability of public transport is a difficult exercise. The main message of Sustainability should be that all citizens afford public transport tickets.

**Accessibility and Congestion**
Access of the urban population in total with the most efficient and effective way to employment opportunities, health & education facilities by reducing congestion and its negative effects, should be main objective of a sustainable public transport network.

**Public Transport Financing**
Sustainable public transport financing should focus on projects that improve the integration across urban services, increase public transport capacity and increase the access of the urban poor to employment opportunities and health & education facilities.

**Road Safety**
The development of sustainable public transport is interrelated with the reduction of road fatalities and therefore increase of road safety. Residents of public transport-oriented communities with high rates of use have significantly lower per capita traffic fatality rates compared to residents of more automobile-dependent, sprawled communities.

**Well-being: Cycling and Walking**
The promotion of non-motorised transport (cycling and walking) for everyday physical activity is a win-win approach; it does not only promote health but can also lead to positive environmental effects, especially if cycling and walking replace short car trips. Sustainable Public Transport promotes cycling and walking.

**Climate Change**
Hundreds of millions of people in urban areas across the world will be affected by climate change. More than half of the world's greenhouse gas emissions come from urban areas. Sustainable public transport leads the fight against cities' air pollution.

**Intelligent Transport Systems (ITS)**
Intelligent Transport Systems play a significant role in shaping the future ways of mobility and the transport sector. They are integral part of any strategic activities and actions towards Sustainable public transport and mobility.
Pillars of Urban mobility: Capital Profiles

Croatia Zagreb

### Existing means of Public Transport in Zagreb:

<table>
<thead>
<tr>
<th>Mode</th>
<th>Lines in km</th>
<th>Number of stations</th>
</tr>
</thead>
<tbody>
<tr>
<td>BUS</td>
<td>1,351</td>
<td></td>
</tr>
<tr>
<td>TRAM</td>
<td>152</td>
<td>257</td>
</tr>
<tr>
<td>METRO</td>
<td>58</td>
<td>17</td>
</tr>
<tr>
<td>TROLLEY</td>
<td></td>
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<tr>
<td>URBAN TRAIN</td>
<td></td>
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<td>LIGHT TRAIN</td>
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<tr>
<td>MINIBUS</td>
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### Actions taken to improve the quality of urban public transport and of non-motorized transport:

- Launch of a public bike sharing system (implemented)
Geneva UN Charter on Sustainable Housing


- Housing settlements with priority given to sustainable and integrated transport systems and the provision of green infrastructure

- Encourage the construction of multifamily housing, promote integrated public transportation and facilitate the use of clean vehicles in order to counteract urban sprawl and save energy
SDG 11: How to Measure?

• 11.2.1: proportion of population that has convenient access to public transport, by sex (custodian agency – UN Habitat)
• Convenient access: 0.5km
• Public transport:
  • accessible to all special-needs customers, the elderly, children and other people in vulnerable situations.
  • Public transport with frequent service during peak travel times
  • Stops present a safe and comfortable station environment
• Download methodology details at https://unstats.un.org/sdgs/metadata/
SDG 11: Progress?

- Globally, walking accessibility to arterial roads has reduced from 94% to 74% in urban areas built from 1960 to 1990.
- In many developing countries formal public transport has deteriorated, while informal transport dominates service provision.
- In 80 European Cities: 83% of population has access to public transport. However only ~66% has access to convenient public transport.

Source: Un Habitat [https://unhabitat.org/un-habitat-for-the-sustainable-development-goals/](https://unhabitat.org/un-habitat-for-the-sustainable-development-goals/)
Suggestions? Comments?
We are here to help!

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