



# SDG 11 - UNECE Work on Sustainable Cities

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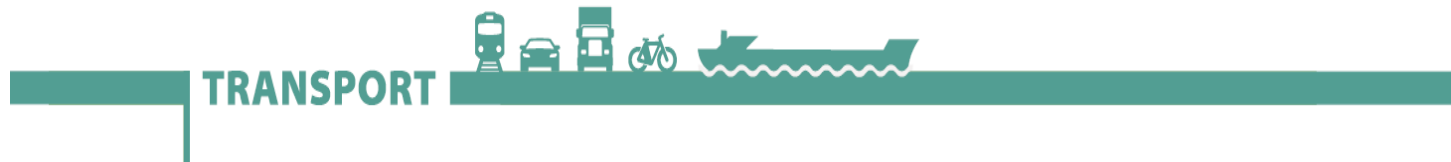
# Overview

- 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

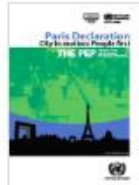


# THE PEP – Outputs

## Publications on THE PEP



Riding towards the green economy: cycling and green jobs. Executive summary



Paris Declaration - City in motion: People first



Developing national action plans on transport, health and environment. A step-by-step manual for policy-makers and planners



Signs and signals for cyclists and pedestrians



From Amsterdam to Paris and beyond: the Transport, Health and Environment Pan-European Programme (THE PEP) 2009-2020



Unlocking new opportunities: jobs in green and healthy transport



# THE PEP

Transport, Health and Environment Pan-European Programme



UNECE



World Health Organization  
Europe

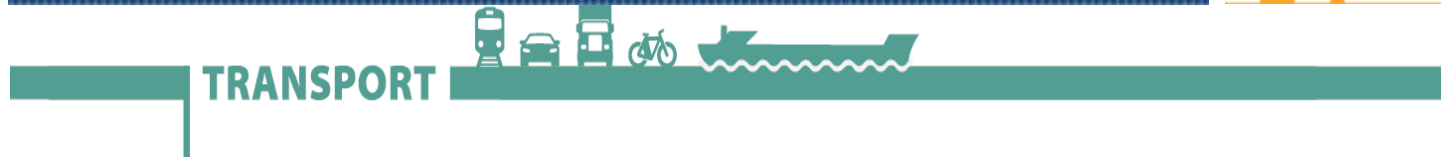
# Cycling Master Plan



# 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

[http://www.unece.org/fileadmin/DAM/thepep/Information\\_note\\_01\\_-\\_Draft\\_THE\\_PEP\\_Pan-European\\_Masterplan\\_for\\_Cycling\\_Promotion.pdf](http://www.unece.org/fileadmin/DAM/thepep/Information_note_01_-_Draft_THE_PEP_Pan-European_Masterplan_for_Cycling_Promotion.pdf)

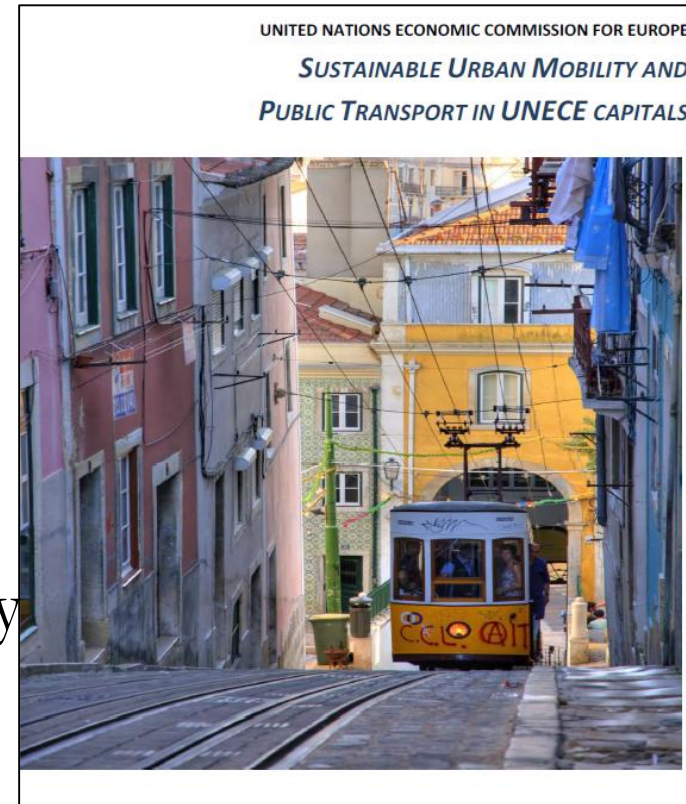


# Urban Mobility in UNECE Capitals

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

[http://www.unece.org/fileadmin/DAM/trans/main/wp5/publications/Sustainable\\_Urban\\_Mobility\\_and\\_Public\\_Transport\\_FINAL.pdf](http://www.unece.org/fileadmin/DAM/trans/main/wp5/publications/Sustainable_Urban_Mobility_and_Public_Transport_FINAL.pdf)





# 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 and 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 and 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



Size: 3,719	Existing means of Public Transport in Zagreb:						
Population: 1.108 million							
Density: 298 inhabitants/km <sup>2</sup>	<b>BUS</b>	<b>TRAM</b>	<b>METRO</b>	<b>TROLLEY</b>	<b>URBAN TRAIN</b>	<b>LIGHT TRAIN</b>	<b>MINIBUS</b>
Tourist Season: May - September		Lines in km	1,351	Number of stations	1.688		
Number of Tourists: 767 thousand		Lines in km	152	Number of stations	257		
Number of Parking: <b>NR</b>		Lines in km		Number of stations			
Distribution of passengers among modes of public transport:   Note: no passenger data for urban train		Lines in km		Number of stations			
		Lines in km	58	Number of stations	17		
		Lines in km		Number of stations			
		Lines in km		Number of stations			
		Lanes in km	229				
		Cost of single / one hour ticket			\$2.1		
		Cost of monthly ticket			\$63.0		

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

- [http://www.unece.org/fileadmin/DAM/html/documents/Publications/EN\\_Geneva\\_UN\\_Charter\\_on\\_Sustainable\\_Housing.pdf](http://www.unece.org/fileadmin/DAM/html/documents/Publications/EN_Geneva_UN_Charter_on_Sustainable_Housing.pdf)
- 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



UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE

## The Geneva UN Charter on Sustainable Housing

Ensure access to decent, adequate,  
affordable and healthy housing for all



# 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/>



**Suggestions? Comments?**

**We are here to help!**

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