



Mobility Recommendations to the Draft New Urban Agenda

July 18, 2016

The most recent draft of the New Urban Agenda acknowledges the importance of sustainable mobility and its role in equitable, sustainable urban growth. The inclusion of commitments around national, subnational and local mobility planning should be applauded, as it is an important pillar to ensure a long-lasting paradigm shift toward the city of the future. However, there are still several aspects that could be improved upon to further strengthen the NUA in enabling a paradigm shift towards sustainable mobility.

Safety as a key pillar of sustainable mobility

Firstly, the language around road safety and safe mobility could be strengthened in order to more distinctly align with other global processes, including Sustainable Development Goal 3.6, which calls for halving the number of road deaths and accidents globally by 2020 to 650,000. This commitment is especially relevant in cities and would result in a reduction to 300,000 deaths per year in cities worldwide. Additionally, specific references to Vision Zero and the Systematic Approach to Road Safety, the five Pillars of the Brasilia Declaration on Road Safety and the UN Decade of Action on Road Safety would further emphasize the importance of this issue and the existing opportunities for collaboration with other global initiatives.

Importance of institutional strengthening and capacity building

There is currently a lack of capacity in many countries to implement sustainable mobility solutions. A call for addressing the needs to fill this gap should comprise an important element of the NUA.

Therefore, the document would benefit from inclusion of a sentence highlighting the importance of capacity building for mobility, at all levels (school, university, capacity building for current administration), in efforts of increasing the capacity of the public sector to create strong, sustainable and high-quality mobility systems and plans.

Shifting Financing as a key enabling element

Lastly, and possibly most importantly, the New Urban Agenda should expand its focus on mobility financing. While it is necessary for governments to develop and expand new financial instruments, there are also three actions governments can take to fund sustainable mobility without creating new instruments. The first is enabling local governments to source their own funding through strategies like Land Value Capture, local fuel taxes and collection of revenue from demand management mechanisms (congestion pricing, parking fees). Secondly, strengthening national commitments to fund sustainable mobility solutions at the local level,

and the **third is to shift existing budget away from traditional, unsustainable infrastructure, such as highway expansions, toward more sustainable modes.** This can also be achieved by creating incentives for the construction and use of sustainable travel modes over individual motorized modes.

Managing Travel Demand in cities

Many cities have met success in transitioning to more livable places, not only by enabling high-quality nonmotorized and public transport solutions, but also by simultaneously managing the demand for individual motorized travel, which is the most unsafe, highest-polluting and least cost-efficient mode of travel. Therefore, it is important to have a call for action on managing demand through several financial mechanisms, such as parking fees, congestion pricing and license plate auctioning. These mechanisms not only help shape a more sustainable travel demand pattern in cities, but can also help raise revenue at the local level to fund sustainable transport solutions.