



WRI Feedback to the New Urban Agenda Zero Draft

The World Resources Institute appreciates this opportunity to review and respond to the Zero Draft of the New Urban Agenda. WRI applauds the Secretariat and the Bureau for creating a process that has been inclusive of diverse groups of stakeholders and has curated many current ideas through the Policy Units and the Issue Papers to develop the New Urban Agenda. The Zero Draft does justice to the many consultations. The Zero Draft is a laudable start and comprehensively integrates many of the key issues throughout the text. WRI has read the Zero Draft in depth and has provided detailed feedback. Summarized below are WRI's 9 key themes for the parties to consider that will strengthen the New Urban Agenda:

Prioritization of Actionable Ideas: WRI observes that the Zero Draft may be oversaturated with excellent ideas that show the best of current thought in urban development, and that when taken as a whole, it is difficult to get a sense of urgency or prioritization. From WRI's view, 4 big ideas that should be markedly prioritized for immediate action within the New Urban Agenda are:

- The creation of national urban policy frameworks that include clear assignment of appropriate authority to local governments
- The development of innovative financing mechanisms and commitments to shift existing financing to more sustainable infrastructure
- A practical implementation strategy and action agenda that links with and builds upon existing frameworks, like the SDGs, the Sendai Framework, and the Paris Climate Agreement
- A periodic monitoring and accountability framework for reporting on progress against the New Urban Agenda

Cities Central to Achieving National Economic Growth: National economies will not grow without healthy, functioning, sustainable cities. As the powerhouses of national GDP growth and homes of industrial production, cities will benefit from investments that increase efficiency, productivity, and the spending power of residents. These investments are essential to achieving broad-based economic growth. The New Urban Agenda should more strongly emphasize the role of urban economies and industry in national-level success. Additionally, the New Urban Agenda should create mechanisms to enhance the productivity and quality of employment in the informal sector, which constitutes a majority of employment in some cities and is often inextricably linked to the formal economy.

Role of Local Governments: The role of local governments in achieving the goals should be specifically emphasized in the Vision statement of the New Urban Agenda. As the primary actors in this context, local governments have the opportunity and the responsibility to create policies that promote equitable, sustainable, resilient urban growth. This charge is especially relevant in the context of equitable service provision. Countries should be encouraged to develop policies that give local government greater autonomy and decentralize service provision. This way, cities will have the opportunity to create locally appropriate systems that best serve the needs of their constituency and contribute more effectively to the achievement of national climate and development goals.

Sustainable Development Goals: The Zero Draft fully embraces the vision and aspirations of the SDGs, but should be significantly strengthened with more operational language, including a clear call urging all cities to adopt targets, indicators, and transparency & accountability mechanisms. Value could also be added through more clarity in the New Urban Agenda review process and how it aligns with that of the SDGs. The New Urban Agenda should lay out the framework for a clear MRV framework that requires countries and cities to periodically and quantitatively monitor and report on their progress against set goals. This framework should be closely aligned with the frameworks relevant to other global processes, such as the SDGs and the Paris Agreement.

Implementable Action Agenda: An official platform for implementation should be established within the New Urban Agenda. In order to make the declaration actionable and successful, there should be a strong action agenda platform that acknowledges

the role of the private sector, civil society, and municipalities in implementing the New Urban Agenda and achieving the goals set out by national governments. An official platform supporting high level initiatives through which private, public, and NGO stakeholders can collaborate and invest resources and knowledge would more efficiently build momentum to propel necessary changes forward.

Sustainable Mobility: The mobility discussion proposes valuable solutions for creating greater efficiency and providing access to services, but further emphasis on limiting demand for mobility services through creation of complete neighborhoods, pedestrian zones, cycling infrastructure can create more efficient, equitable, people-centered cities. Likewise, Transport Demand Management solutions like congestion charging and policies limiting access to private vehicles can reduce congestion and create additional resources for investment in public mobility services. The New Urban Agenda should promote policies that avoid the need for travel, shift to more sustainable transport modes, and improve the efficiency of existing systems to create more compact, connected, and coordinated cities that are oriented around people, rather than cars.

Cities as Central to Achieving Climate Action: The Zero Draft also makes limited reference to the Paris Agreement on Climate Change and no reference to the Nationally Determined Contributions committed at COP21. There should, at minimum, strong language making reference to the 1.5 degree commitments. Cities have a pivotal role to play in countries' achievement of those goals. The efficacy of the New Urban Agenda would be significantly strengthened through the inclusion of language guiding and committing countries to concentrating resources for achievement of NDCs towards projects in cities. Language on inclusion of the NDCs within the discussion of National Policy Frameworks would strengthen the New Urban Agenda. A clear indication of the importance of climate action should not only be integrated into discussions of sectoral solutions, but also into the discussion of national and local policies and target setting. Cities should be strongly encouraged to create specific climate inventories, targets, and action plans to improve mitigation efforts in alignment with existing initiatives. Likewise, the importance of solutions for resilience and adaptation should be emphasized throughout the document.

Safe, Accessible Mobility: One of the three guiding principles of the New Urban Agenda is improvement of quality of life for urban residents, and safe access to urban services is central to improved quality of life within cities. The Zero Draft gives only limited recognition to road safety within the discussion of urban mobility. The New Urban Agenda should more clearly emphasize that access to economic opportunities and city services is not all that is essential for equitable growth – it must also be characterized by access that is safe for all. The New Urban Agenda should specifically reference Vision Zero and the Safe System Approach and link directly to the Brasilia Declaration on Road Safety and SDG Target 3.6.

Energy & Building Efficiency: Limited attention is given to the role of energy within the context of sustainable urban development. The New Urban Agenda should advocate for more decentralized, renewable sources of energy, especially in cities where populations are growing the most rapidly and which will face the biggest energy expansion challenges. Likewise, building efficiency solutions should be promoted within the New Urban Agenda as a wise option for minimizing future energy needs and developing more resilient, climate-friendly infrastructure for rapidly growing global cities.

Thematic Feedback

Linking the New Urban Agenda to Existing Global Development Frameworks

The Zero Draft of the New Urban Agenda comprehensively integrates many of the key issues and weaves references to issues of equity, gender, and inclusiveness throughout the text. The Bureau successfully leveraged the discrete Policy Papers into a cohesive, holistic narrative. Additionally, it should be recognized that the Zero Draft aligns well with the Sustainable Development Goals, though the opportunity exists to more explicitly state specific SDG targets to which the New Urban Agenda will contribute and mechanisms for reporting.

Similarly, referencing climate change more explicitly and linking to the progress made in Paris at COP21 would further strengthen the Zero Draft. Page 11 references the 1.5 degree target, but the specific commitments needed to achieve this goal should be integrated throughout. There is no reference of the importance of the Nationally Determined Contributions, nor the role of cities in achieving those targets. The New Urban Agenda has the potential to strengthen the case for stronger financing mechanisms to promote sustainable, low-carbon development in cities that aligns with New Urban Agenda, COP21, and SDG priorities.

Implementation and Financing Mechanisms

Though the concepts are fundamentally agreeable, the declaration as a whole does not contextualize the vision for the future of cities within the existing financial and capacity constraints. This particular challenge could be ameliorated by diving deeper into questions of implementation and prioritization of solutions. The discussion around implementation is somewhat generic, containing a mix of conventional solutions for coordination and policy making, but lacking new, specific commitments. This section could be bolstered by adding language around strengthening the effectiveness of urban institutions through integrated decision making mechanisms and consultation platforms. It could also be made more robust by including a clear roadmap for action consisting of milestones, KPIs, and timetables. This kind of enabling framework is crucial in answering the key question of managing investment risks and mobilizing private finance.

Paragraphs 114 and 118 within the Mobility section provide valuable insight into tying financial mechanisms to achievement of goals, but this type of analysis is missing within the discussion of other needs, such as housing, basic services, and urban planning and management. The New Urban Agenda should emphasize the fact that low-carbon options tend to be less expensive pathways and require less investment, and therefore should be incentivized by national governments and development institutions.

Incentives provided by financial processes and regulations are key to the achievement of the stated goals and is relevant for every sector. For example, cities would be well-suited to deliver on both climate and sustainable development goals if funds like the Green Climate Fund dedicated a subnational window to leverage green funds and PPPs to support city level efforts at developing climate-friendly approaches. Guidance around these types of effective implementation plans and the associated financial and regulatory frameworks within the development of national urban policies will be central to operationalizing the New Urban Agenda.

Climate Mitigation

As already mentioned, there is a distinct lack of reference to climate and energy issues throughout the Zero Draft. The importance of climate mitigation and adaptation, particularly the vital role of cities in achieving the 1.5 degree goal and the need for decarbonization over the coming 50 years, should be more clearly and overtly integrated throughout the document. Following COP21, some attention has shifted to tackling short term climate pollutants, such as methane, which can be captured through more systematic city-level processes aimed at promoting zero waste and circular economy principles.

Climate mitigation and adaptation solutions should be incorporated not only into the sections on transformative commitments and sectoral solutions for implementation, but also within the text on data and tools. Measurement standards, indicators, and initiatives to improve access to data will be central to helping cities measure, manage, and improve their contributions to mitigation and adaptation efforts. Cities should be encouraged to commit to creating carbon inventories and reduction targets and using low carbon planning methodologies. Creating clear connections to initiatives within the Lima Paris Action Agenda and to the

quantitative targets in the SDGs and NDCs will strengthen the New Urban Agenda and leverage the momentum of the climate action already underway.

Strengthening Sector-Specific Discussions

The Zero Draft lays out important principles and aspirations in many areas that are vital for sustainable urban lives, but it could be more effective if the New Urban Agenda highlights 5 – 10 areas of greatest urgency and impact that are *cross-cutting and interconnected* and thus accomplish multiple objectives. For example, better water management and urban water infrastructure designs are critical components of resource recovery & reuse, reducing carbon-intensive energy/GHGs, preventing disaster impacts and building resilience to climate change.

Mobility & Safety

WRI also appreciates that the authors of the Zero Draft uses the mobility conversation to emphasize access to economic opportunities and social services, rather than simply access to sustainable transport systems. This is an important concept differentiating the New Urban Agenda from the Sustainable Development Goals. However, the New Urban Agenda should highlight the role of transport as another major category of public service (in addition to housing) that can strongly influence outcomes in all three commitment areas and that can prevent exclusion of specific groups of society. In the Zero Draft, mobility is only addressed under the third commitment area, “Sustainable and Inclusive Prosperity.” Additionally, the Zero Draft would benefit from inclusion of references to challenges on urban freight and support for related solutions, as well as specific mentions of walking, cycling, and public transport throughout. Additionally, when referencing “modern infrastructure,” the authors should provide good examples and additional qualifiers, like “safe” and “low-carbon.”

There are also important references to road safety, in particular in paragraphs 112: “. . .to provide access for all to safe, affordable, accessible and sustainable transport” and 51: “Moreover, a safe, comfortable and efficient street network, allowing a high degree of connectivity and encouraging public transport, walking and bicycling, will enhance sustainable mobility, economic productivity, and facilitate local economic development.” However, there remains a lack of explicit references to traffic safety. In addition to the specific text additions detailed below, WRI also recommends specifically mentioning Vision Zero, the Safe System approach, 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 and to use the generic “safe access” rather than “access” whenever it appears in the Zero Draft. One of the strongest ways to emphasize the importance of road and traffic safety would be to include a mention of it within the Vision: *Transport should not pose a public health threat for people in terms of traffic injuries, polluted air or hindering their physical activity.* Additionally, the mobility paragraph should include: *We will support cities in adopting policies following the ‘Safe System’ approach, including speed management and investments in safe walking and cycling infrastructure. This promotes a safe and healthy journey to school for every child as a priority in line with the Sustainable Development Goal agenda and the Convention of the Rights of the Child.* This not only acknowledges the importance of road safety, but also integrates a broader public health perspective into the New Urban Agenda.

In a similar vein, there is no reference to air quality or noise pollution improvement. 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. Including recommendations for policies and regulations that address air pollution and noise reduction would further emphasize the New Urban Agenda’s consideration for human well-being.

Energy

Limited attention is also given to the role of energy within the context of sustainable urban development. The New Urban Agenda should advocate for more decentralized, renewable sources of energy, especially in cities where populations are growing the most rapidly and which will face the biggest energy expansion challenges. Likewise, building efficiency solutions should be promoted within the New Urban Agenda as a wise option for minimizing future energy needs and developing more resilient, climate-friendly infrastructure for the rapidly growing cities of the future.

Urban Planning & Housing

The sections on adequate housing could be improved by placing additional emphasis on the importance of safe accessibility and location. Lack of recognition of this important issue can lead to lock-in of patterns of inequality and hinder residents' ability to access economic opportunities and engage with the wider community. This challenge also touches the issue of housing and land rights, discussions around which should always include consideration of safe, low-carbon transport provision, including walking and cycling infrastructure.

Another issue that could lead to lock-in challenges is that of underground infrastructure, such as sewer pipe networks, water networks, and other forms of sanitation infrastructure. These “unvisitable” underground infrastructure systems are essential for guaranteeing urban services, but are often neglected by municipal governments. The New Urban Agenda should underscore the importance of planning this “invisible infrastructure” with thoughtful consideration to population growth and equity challenges over the coming decades.

Local Governance

The role of local governments could receive greater emphasis throughout the Zero Draft. While it is true that national governments will be the signatories of the New Urban Agenda and will be responsible for creating the national urban policies that create enabling environments for action, local governments will be the primary actors in creating the changes needed. For this reason, local governments should retain significant autonomy throughout and their central role should be a part of the Vision set forth on page 2. Furthermore, the New Urban Agenda should reaffirm and reiterate the principles and strategies for decentralization of basic services as outlined in the Guidelines on Decentralization and Access to Basic Services for All, adopted by the Governing Council of UN-Habitat in 2009. At the same time, the New Urban Agenda should strongly promote open governance and access to information for use by citizens to improve feedback on policies and public services.

In addition to a more concentrated focus on the role of local governments, the role of participation, open governance, and civic engagement, these areas could be better integrated into key themes such as Sub-National, Metropolitan, and Local Frameworks and Mobility. This is especially relevant when considering the priorities of inclusive economic growth and urban equity. Strategies to shrink an ever-widening income gap, such as minimizing tax avoidance, raising wages, and increasing investment in public services should be promoted. These priorities can also be reflected in policies that build cities with lower embodied energy materials, account for the real cost of eco-system services, and promote closed loop industries. This will go a long way towards ensuring that the wealth of cities found in natural resources, like mining, logging, and fishing, is used to improve quality of life for city residents while lessening potential detrimental impacts on natural ecosystems. Similarly, stringent measures to curb corruption and information asymmetry, through initiatives such as open data platforms and technological innovations that promote accountability and transparency, will be key to creating the equitable cities of tomorrow.

Relevant to local governments is the role of the informal urban economy, which constitutes a majority of employment in some cities and is inextricably linked to the formal sector. Mechanisms are needed to enhance the productivity and quality of employment in the informal sector to achieve more broad-based economic growth for the city. Likewise, the need to support the ability and authority of local governments to raise financing and generate their own sources of revenue should be more pronounced. Though mentioned briefly in the section on financial management, whether or not cities have fiscal autonomy is a critical aspect of governance and is highly dependent on strong governance structures.

Gender Inclusivity

Overall, the attention to the particular needs of women and to fostering conditions that enable the advancement of gender equality are well covered throughout the Zero Draft. However, there is limited language within the document that commits leaders to implementation and follow-up. It would be wise to include language to the Follow-up and Review section, calling for the development of guidance for effectively implementing the commitments to women's empowerment and gender equality and establishing a body to ensure that urban policies, decision-making, and initiatives at the global, regional and national levels are responding to the gender-related commitments made in the New Urban Agenda. Additionally, many of the clauses that support

women's needs, women's empowerment and gender equality use jargon or broad terms such as equity, inclusion, participation, and empowerment without defining them. A companion guidance document that clarifies such nuanced terms, both with regard to gender challenges and within the complex realm of sector specific solutions, may be helpful to ensure that the true intent of the commitments is being applied universally.

Specific Text Recommendations

In addition to overarching messaging suggestions, WRI would like to suggest the following specific changes and additions to the text:

- **5(a):** Putting people in the center, and **offering economic opportunity and** quality of life **for all** beyond the mere provision of infrastructure and services.
- **5(i):** Capable of fulfilling their functions and responsibilities and prepared and able to meet the challenges and opportunities of future growth **in a sustainable way**, harnessing productive local economies, including the formal and informal sectors.
- **5(k):** Promoting **evidence based** 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 injures, polluted air, or hindering physical activity.**
- **6(b):** Achieve sustainable and inclusive urban prosperity and opportunities for all, enhancing the agglomeration benefits of urbanization, avoiding land speculation, **encouraging** fair and equitable employment creation, productivity, competitiveness, diversification and innovation through a sustainable economic development.
- **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(a):** A renewed local-national partnership, in which stakeholders and local and sub-national governments are strategic partners of national governments, building a strong national system of cities and well-balanced territorial development, in support of national development targets **and strengthening the effectiveness of urban institutions through integrated decision making mechanisms and consultation platforms.** National urban policies, including land and housing policies, formulated and reviewed through ongoing research and evaluation, and able to establish the connection between the dynamics of urbanization, demographics, and the overall process of national development. Effective decentralization, based on the principles of subsidiarity and the recognition of local-self-governance, that strengthen urban governance and management, with co-responsibility and effective contributions from local authorities as well as civil society, within a transparent and accountable framework.
- **7(b):** Strategic and integrated urban and territorial planning and management **through use of appropriate technology and data** that serves as an effective mechanism to respond to rapid urbanization and sustainability challenges, strengthening urban-rural and cross-sectoral linkages beyond the administrative borders across the urban-rural continuum. Spatial development should promote mixed, connected, and compact cities and human settlements, through integrated and participatory planning, **as well as open government and access to information for use by citizens to improve feedback on policies and public services."**

- **7(c):** An innovative and effective financing framework, **private sector partnership**, and other means of implementation **that shifts current investment from brown infrastructure to green infrastructure and** enables strengthened municipal finance and local fiscal systems, **building of innovative sustainable urban solutions by entrepreneurs, increased private sector funding**, productivity, competitiveness, capacity development, knowledge transfer, and reliable urban data and analysis, with the engagement of all stakeholders.
- **12:** We acknowledge that particular attention should be paid to addressing the unique and emerging urbanization challenges facing all countries, in particular developing countries ~~—including African countries, least developed countries, landlocked developing countries and Small Island Developing States—~~ and middle-income countries, as well as countries and territories under foreign occupation, countries in conflict or post-conflict situations, and countries affected by natural disasters. Particular attention should also be paid to addressing the specific challenges facing children, youth, persons with disabilities, older persons, indigenous peoples, women, grassroots organizations, informal inhabitants and workers, farmers, refugees, returnees and internally displaced persons, and migrants in the implementation of the New Urban Agenda.
- **19:** We make these three transformative commitments in the New Urban Agenda: leaving no one behind and fighting against poverty; urban prosperity and opportunities for all; and ecological, **climate friendly**, and resilient cities and human settlements.
- **23:** We recognize that international **and rural-to-urban migration** are multidimensional realities of major relevance for the development of countries of origin, transit and destination and is a phenomenon that is transforming countries, cities and towns around the world. In this regard, we reiterate the need to strengthen synergies between **international** migration and development at all levels, including the global, regional, national and local levels.
- **30:** We commit to developing integrated housing approaches that incorporates the provision of adequate, affordable, safe, and well-located housing, with **safe** access to quality public space, basic infrastructure, and services like sanitation systems, public transport, **and walking and cycling infrastructure**, as well as livelihood opportunities, combating spatial and socio-economic segregation, and improving the living conditions of the urban poor, including those in living slums and informal settlements.
- **36:** Public spaces should be free-of-charge, free from physical, legal and architectural barriers **and traffic that** discourage the presence of **and are 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.
- **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.
- **40:** Cities must be safe for everyone, particularly women and girls. To eliminate and prevent all forms of violence against all women and girls in public and private spaces, comprehensive multi-sectoral measures should be adopted to prevent and respond to violence against women and girls in public and private spaces. We urge the investigation, prosecution, and punishment of the perpetrators of violence against women and **children**, as well as the provision of universal access to comprehensive social, health, and legal services for all victims and survivors, to ensure their full recovery and reintegration into society. We also recognize that the treatment of women and girls can be a broader reflection of societal norms, and we commit to using education and public awareness campaigns as a further tool against abuse.
- **43:** We will seek to implement inclusive approaches through transparent and accountable institutions, in dealing with the organization and management of the city and its spaces, and reconfiguring the system that includes land and properties in

a manner that maximizes use-value for all inhabitants. **We will promote the principles of open governance and improved access to information for citizens and businesses to enhance the quality of decision making and service delivery.**

- **45:** We recognize that inclusive economic growth, decent work, and **green** jobs for all should be a key objective of the New Urban Agenda for sustainable urban development. Equal opportunities should be promoted to allow people to live healthy, productive, and fulfilling lives. We also recognize that good policy and governance, sustainable infrastructure and urban form, including improved connectivity and strengthened urban-rural and territorial linkages, if implemented within a context of stakeholder participation and equitable sharing of economic benefits, are bedrock drivers of inclusive growth and quality **green** job creation.
- **47:** We commit to developing vibrant, inclusive and sustainable urban economies, building on local resources and competitive advantages, including **sustainable** modern infrastructure and cultural heritage, with increased levels of productive employment and decent work. In this regard, **business support and appropriate funding** to innovative and sustainable solutions will be provided in order to trigger the potential for a high degree of connectivity **to economic opportunities, services, and places** and consequent intense economic and social interaction between a larger and diverse range of people, skills, business and market opportunities, all of which contribute to the positive externalities that cities can create, maximizing economies of agglomeration.
- **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.
- **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.
- **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.
- **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. 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.
- **54:** We commit to encourage rural-urban interactions by strengthening transport facilities **[i.e. multi-modal hubs]**, infrastructure, communication, and **information and communications technologies** 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.
- **58:** We commit to create an enabling and fair business environment and support innovations and entrepreneurship with strategies that are able to increase and harness the capacity of both the formal and informal economy, as well as the

opportunities offered by the diverse creative potential of cities, while protecting labor rights, and environmental and health standards. **In this regard, we will support the creation of national level investment funds to invest in innovative social enterprise models.** We also commit to address the challenges faced by local business communities and to promote and support the millions of homebuilders and small, medium, and micro enterprises, and social enterprises that work in the formal and informal sectors and collaborate in the co-production of cities, their spaces, and their economies. **We will facilitate creation of progressive regulation which can result in better provision of new services to the mass public.**

- **69:** We commit to facilitate urban development in a manner that preserves rapidly diminishing natural resources while promoting economic development, access to modern **renewable** energy services, **energy efficient building and mobility technologies**, food and water security, health, air quality, more attractive and livable urban landscapes, and increased human wellbeing.
- **75:** We call for an integrated system of water planning and management that considers urban-rural linkages, minimises conflicts and ecological risks, maximises positive synergies and mutual benefits, at the local and regional scales. The sustainable use of water should be promoted through a holistic water cycle approach, rehabilitating water resources within the urban area, reducing and treating water waste, increasing water storage **in downstream cities**, and providing safe and healthy drinking water within short distance in cities and human settlements, emphasizing measures to avoid conflicts and minimize the impacts of climate-related disasters especially floods and droughts and sharing experiences among cities. Human resources capacity development should be a transversal component of the above-mentioned activities, focusing on water utilities and decision-makers.
- **77:** A shift towards a low-carbon, **decentralized** energy system in urban areas should be promoted, 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.
- **78:** We recognize that renewable energy and energy efficiency are essential to the achievement of sustainable consumption and production, and that their joint deployment can create new jobs, improve public health, reduce the costs of energy supply, and enable the fastest and greatest carbon gains. We call on governments at the national, subnational, and local level **and the private sector** to coordinate on energy target setting and implementation, so that deployment is achieved expeditiously and cost-effectively.
- **79:** Strengthened resilience of city systems enables **individuals**, households, communities, institutions, and states to resist, absorb, accommodate to and recover from the effects of a hazard, including shocks, **slow onset changes**, or latent stresses, in a timely and efficient manner. A resilient city helps to protect its residents, their cohesion as a community, and their habitat by responding, adapting, and transforming whilst taking advantage of reduced risk exposure in ways that restore, maintain, and even improve its essential functions, structures, and identity.
- **80:** We commit to substantially increase the number of cities and human settlements adopting and implementing integrated policies and plans towards inclusion, resource efficiency, mitigation and adaptation to climate change, and resilience to disasters. This should include the conduct of pre-disaster risk assessments in urban areas in order to develop a thorough understanding of disaster risks across the various dimensions of hazards, vulnerability, exposure of people and assets, and improve capacity of local and national governments, city administrators, development planners, and decision-makers on disaster and climate risks, to implement risk-informed development at the city and community level. **It should be noted that cities will likely need to work in a more collaborative, cross-sectoral manner to overcome traditional planning siloes when adapting to climate change. Another challenge cities face is finding funding for upfront capital investments in resilience-building efforts. Several cities around the world have been creatively finding and leveraging funding for resilience efforts, and overall flows for resilience are increasing.**

- **81:** We commit to significantly reduce the number of deaths and people affected and, displaced, and to substantially decrease the direct economic losses in cities and human settlements relative to global gross domestic product caused by disasters, including water-related disasters, with a focus on protecting the poor and people in vulnerable situations. This should take into consideration appropriate land use and urban planning, enforcement of building codes, early-warning systems, **individual awareness and capacity**, business continuity plans, and contingency plans for critical infrastructure. Low-risk zones should be prioritized for future urban developments and extensions in order to most efficiently protect them from rising sea levels, flooding, tsunamis, earthquakes, and other hazards. **In addition, high-risk zones should be prioritized for systematic climate proofing, whether through relocation, renovation or redevelopment.**
- **82:** We commit to ensure the effective planning, management, and conservation of urban deltas, coastal and other environmentally critical areas and hotspots that combine socio-economic and natural/environmental dynamics in different regions of the world. This is important to address global issues, such as the provision of drinking water and sanitation, rising sea level, food security, and uncontrolled urban development, which are often concentrated in these areas, in order to achieve all ecological, economic, and social sustainability **goals in alignment with NDCs and SDGs**, in addition to urban resilience.
- **91:** We will support local authorities in determining their own administrative structures in order to adapt to local needs **and to put data and information in the public domain to improve consultation and decision making.** We encourage appropriate regulatory frameworks and support to local governments in partnering with the private sector and communities to develop and manage basic services and infrastructure.
- **95:** We will put in place broad-based cooperation mechanisms, consultation processes, reviewing mechanisms, and platforms that create ownership among different parties, for the monitoring and continuous review of national urban policies, including land and housing policies, **and to provide opportunities for citizen feedback and policy dialogue.**
- **97:** In this regard, the New Urban Agenda aims to implement integrated, **low-carbon** urban spatial development strategies supporting the realization of compact, integrated, and well-connected cities and human settlements, including peri-urban areas and the rural hinterland, which will harness the social and economic benefits of the urban form. **We will use appropriate data and technology to implement evidence based integrated low-carbon planning, efficient service operations, targeted improvements, public participation and transparency allowing us to manage rapid growth at scale with sustainable patterns of consumption.**
- **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, efficient public transport, reduced congestion, **improved public health**, as well as reduced urban sprawl and land consumption.
- **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.
 - **(d) A focus on multimodal integration between mass and last mile service providers and ensuring a seamless mobility experience for commuters by integrating payments, infrastructure, and information.**
- **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.**
 - **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.
 - **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.
 - **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.**
 - **117:** We will provide local authorities with the necessary knowledge and capacity **on a regular basis** to implement integrated Transport, and the legal capacity to enforce them upon adoption.
 - **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.**
 - **NEW 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.
 - **NEW 120:** We will support cities and local authorities to open their transport data in standard formats so that citizens can make better and more efficient mobility decisions.

- **119: It is essential to understand the water-related risks facing the city from competition from other sectors, land use changes that damage water resources and their services to the city, and future climate change impacts.** We recommend anticipating water issues when planning urban development, rather than adjusting it to the built environment. Factoring in water early on at different spatial scales **and across sectors** saves huge economic, social, and environmental costs. Active participation of multiple sectors and communities is required, all of which are dependent on sustainable water management.
- **120:** We will equip water utilities to realize the human right to water and sanitation and to promote sustainable water development through not-for-profit capacity development, including knowledge sharing and peer-learning partnerships. Global, regional, national, and local mechanisms should be strengthened financially and operationally to fill the capacity gap and meet ambitious development objectives **and provide human dignity for all. Water utilities should incorporate water recycling and appropriate reuse as a core component of their overall water supply system. Water utilities must also become more efficient and accountable in being held to international standards for good operations (e.g., high leakage rates are a huge waste and exacerbate inequities and lack of access to clean water).**
- **122:** We recognize that even for cities that do not directly control power generation, they may control local infrastructure and codes that can drive sustainable energy in end-use sectors, such as buildings, industry, transport, waste, or sanitation. We note the effectiveness of net metering standards, portfolio standards, and public procurement policies on energy, among other instruments, to support deployment. Smart grid, district energy systems, **and “fit for purpose” (e.g. rainwater harvesting) water infrastructure designs** should also be prioritized to improve synergies between renewable energy and energy efficiency. **Wastewater treatment plants should be designed to maximize energy capture from waste heat and methane produced during treatment of sewage sludge and other organic wastes, as well as recovery of other vital resources, such as phosphorous.**
- **127:** The immense infrastructure financing gap is one of the most pressing challenges to be addressed in order to secure adequate service provision to the people. We realize that bridging this gap, especially at the local level, is a prerequisite for achieving the New Urban Agenda and the SDGs. In this course, we recognize that the enormous investments needed, can only be realized by leveraging on domestic resources, tapping into external financial sources, **shifting finance to more sustainable infrastructure**, and enabling local government to access these resources.
- **134:** Effective financial management systems are the precondition for any improvement of the municipal finance situation and to achieve creditworthiness. We therefore commit to strengthen local administrations capacities in planning, budgeting, accounting, procurement, reporting, auditing and oversight including the capacities to develop, implement and operate bankable projects and to manage public-private and people partnerships. Capacity development **should stem from a thorough needs assessment of various individuals, agencies and departments and** should be anchored in a multi-level institutional coordination framework.
- **135:** We encourage local governments to **improve governance in managing municipal finance, especially in areas of separating political and financial management roles and creating** performance based intergovernmental fiscal transfer systems.
- **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.
- **140:** Together with partners, donors, development financiers and private sector, we will consider the establishment of financial intermediaries for urban financing, such as national municipal development funds or national development

banks. **Through these financial institutions, and by deploying innovative financing models, public funds will be used to leverage social capital to invest in sustainable infrastructure in cities.**

- **144:** We acknowledge that private business activity, investment and innovation in the urban sector are major drivers of productivity, inclusive economic growth, and job creation. **We will enable partnership with civil society and private sector; and catalyze entrepreneur ecosystem to build sustainable solutions for urban challenges. We will promote appropriate platforms of engagement, conducive regulatory environment and funding sources.**
- **146:** We will promote better articulation of Official Development Assistance (ODA) and cooperation initiatives at national, regional, and international levels on issues related to financial engineering transfer, especially in low-income countries. We will expand the opportunities for international cooperation, including North-South, South-South, triangular, decentralized, and city-to-city cooperation, to contribute to the implementation of the New Urban Agenda and through long term investments in access to data and stronger capacity building.
- **150:** We promote capacity building as a multi-faceted approach that addresses the ability **(could be viewed as skill, knowledge and attitudes)** of multiple stakeholders and institutions at all levels of governance and combines the individual, **collective**, and institutional capacity to formulate, implement, manage, **evaluate**, and enforce public policies towards sustainable urbanization. We commit to strengthen the capacity of local, national, and regional governments, international authorities, local government associations, as well as the academia and research institutions in order to enable them to actively **and integrally** engage and contribute to the implementation of the Quito Implementation Plan for the New Urban Agenda. **In order to ensure continuity and effectivity of the learning process, we will put in place wherever possible, mechanisms for trainee assessments, monitoring, mentoring and feedback.**
- **151:** Apart from strengthening individual competencies related to sectorial service delivery and planning tasks, management skills for shaping organizational and institutional governance processes and for involving multiple stakeholders in public decision-making have to be improved. **We must ensure mechanisms for governance processes lasting from one administration to another.**
- **154:** We will strengthen cooperation between local governments and civil society to deliver on **learner-centric** capacity development programmes by means of peer-to-peer learning, **implementing systematic mechanisms of participatory planning at all stages of development**, subject-matter related partnerships, and collaborative action such as inter-municipal cooperation, including the establishment of practitioners' networks **communities of practice**, and other policy interface mechanisms, and apply peer-to-peer learning formats based on exchange of experience, **published case studies**, and dialogue formats for collegial advice. **We will promote use of web based knowledge platforms to complement offline engagements and help scale capacity development efforts.**
- **157:** We will implement capacity development programs to help local governments achieve targets and set the foundation, as appropriate, for transparent and independent oversight/ monitoring processes to review local and municipal performance and compliance, with a focus on improvement and digitalization of the accounting process and records, **oriented towards an active and efficient methodology of communicating results.**
- **160:** Ensure the successful development and implementation of citizen-centric digital era governance that continuously taps into technological innovations. This will require strong political will, collaborative leadership and new institutional frameworks, including a national ICT policy and e-government strategy, as well as strengthening institutions and building the capacities of public servants. **Technological development must follow a harmonized and centralized but flexible model, in order to empower its uptake by all stakeholders, and to form an efficient channel of communication between institutions, agents and users.**
- **161:** Good governance is evidence-based and builds on a shared knowledge base using both globally comparable as well as disaggregated and locally-generated **but harmonized** data. The crucial role that cities may play in data collection, monitoring, and reporting on progress at the local level regarding sustainable development should **must** also be

honoured, and corresponding capacities built, **maintaining a permanent methodological orientation and monitoring from national institutions of geography and statistics. ODA plays an essential role in enabling this data collection and analysis to translate information into operational, replicable models for sustainable development.**

