

TRANSPORT AND MOBILITY SNAPSHOTS

REPORT FROM THE
UNITED NATIONS
ADVISORY COMMITTEE OF
LOCAL AUTHORITIES
(UNACLA)

2011/2012

This illustrated report provides a rich collection of images of sustainable urban transport and mobility initiatives from cities around the world which are represented in the United Nations Advisory Committee of Local Authorities (UNACLA). The collection considers the current transport situation and challenges faced by each city - this includes high levels of energy consumption, carbon dioxide emissions, congestion, road casualties, urban sprawl, and social exclusion. The report also describes how these cities have implemented creative solutions aimed at improved urban planning, traffic demand management, public transit, non-motorized transport, streetscape design, road planning, low-emission vehicles, and logistics planning. The ultimate goal for each of these cities is to improve the quality of urban life for its citizens. The intentions of this report are to share, inform and hopefully inspire a wide variety of readers. UNACLA believes that the dissemination of good practices and the sharing of knowledge, especially by and among cities, are indeed very important tools in facilitating sustainable policies and solutions to the practical issues faced by cities.

The report is published by UNACLA, which is a collaboration between the United Nations Human Settlements Programme (UN-Habitat) and the United Cities and Local Governments (UCLG). Established in 2000, UNACLA is a high-level group of selected Mayors and representatives of local authority associations specially chosen on the basis of their local, national and international contributions and achievements in the context of the implementation of the Habitat Agenda. UNACLA seeks to offer a positive and innovative vision for the future of the world's cities, and to advise UN-Habitat in the implementation of the agency's mandate. Each year the Committee focuses on a specific thematic issue that is of importance to cities worldwide.

Following this report on Sustainable Urban Transport and Mobility (2011/2012), UNACLA will produce reports on the issues of:

Job Creation and Local Productivity (2012/2013)

Flood Protection and Environmental Resilience (2013/2014)

Municipal Fiscal Systems and Finances (2014/2015)

“For cities to operate in a functional and efficient manner, sustainable urban mobility demands symbiosis between transportation and urban planning. Sustainable mobility in cities is essential for improved quality of life, access to opportunity, reduction of environmental degradation and for creating inclusive environments accessible to all.”

Quote from the Foreword by Kadir Topbas, Mayor, Metropolitan Istanbul; President, United Cities and Local Governments; and Chairman, United Nations Advisory Committee of Local Authorities.

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MESSAGE FROM UNACLA'S CHAIRMAN

Kadir Topbas
Mayor of Metropolitan Istanbul
Chairman of UNACLA, President of UCLG



Faced with the challenge of accommodating rapidly growing cities which are projected to be home to approximately five billion people by 2030, cities will act as the epicenter for developing thoughtful solutions to reduce future risk and prepare for accommodating the growing population. In an era of unprecedented urban growth, cities are presented with dynamic circumstances which need to be proactively addressed in order to make human settlements habitable. If sensitively managed, the economic and social gains of urbanization will naturally follow. Part of this challenge is the growing mobility demand and the accessibility of our cities for its citizens. Addressing mobility is essential to the responsible management of today's cities.

For cities to operate in a functional and efficient manner, sustainable urban mobility demands symbiosis between transportation and urban planning. Sustainable mobility in cities is essential for improved quality of life, access to opportunity, reduction of environmental degradation and for creating inclusive environments accessible to all. In the modern context, cities function as a laboratory for developing and testing solutions to everyday urban challenges. With a focus on mobility and urban transport achievements, this publication seeks to showcase recent advances in research, technology, community engagement and urban management, demonstrating how cities can improve their transportation situation while also increasing efficiency and promoting sustainable urbanization. By showcasing advancements in sustainable urban mobility from a multitude of cities globally, we can demonstrate how transport can provide healthy alternatives, move towards greener economies and assist in reducing technical, political, social and institutional constraints.

By providing transport as this year's core theme, some municipalities will witness immediate solutions. Others may need further assistance defining both their goals as well as a forward moving approach.

The global community of local authorities, represented by the United Cities and Local Governments (UCLG) stresses the importance of close communication and assuming a localized approach when confronting these challenges.

Through sharing ideas, local governments around the world can assist in demonstrating plausible solutions to mobility challenges that would otherwise be tackled alone.

Where support is lacking, organized local authority associations can seek to expedite action from central government and increase communication between municipalities worldwide. UCLG is a proud partner of UNACLA because we now are presented with a venue for formal cooperation and collaboration with the United Nations body on many practical issues.

There is a need to prioritize the comfort, safety, efficiency and value of public transport modes in cities and to understand sustainable approaches to tackling these urban dilemmas.

MESSAGE FROM THE UN-HABITAT EXECUTIVE DIRECTOR

Local authorities are the prime movers in managing the world's cities. In recognition of their important role, the United Nations Advisory Committee of Local Authorities (UNACLA) was established to ensure that the dialogue between local authorities and the United Nations, and between local authorities and central governments, is enhanced and revitalized.



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UNACLA, established in 2000, is a high-level group of selected Mayors and representatives of local authority associations specially chosen on the basis of their local, national and international contributions and achievements in the context of the implementation of the Habitat Agenda.

UNACLA seeks to offer a positive and innovative vision to the future of the world's cities, and to advise UN-Habitat in the implementation of the agencies mandate.

Each year the Committee focuses on a specific thematic issue that is of importance to cities worldwide. Based on a careful understanding of local authorities and the current global pressures at work, the following topics were defined for the coming years: 2011/2012- Sustainable Urban Mobility; 2012/2013- Job Creation and Local Productivity; 2013/2014- Flood Protection and Environmental Resilience; and 2014/2015- Municipal Fiscal Systems and Finances.

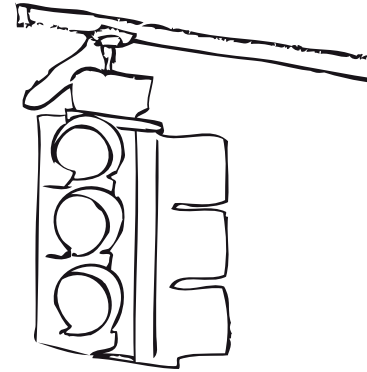
Functioning transportation networks are a key element for cities and towns across the globe and a precondition for economic activity and access to basic services. Nevertheless, urban travel is often accompanied by negative externalities, such as congestion, social exclusion, accidents, air pollution and energy consumption.

Joan Clos
Under-Secretary General, United Nations
Executive Director, UN-Habitat

Against the background of the related challenges worldwide, this year's thematic emphasis for UNACLA was placed on urban mobility, highlighting an exchange of experiences for establishing effective public transport strategies as a key element for sustainable urban development. In the context of this theme, it was agreed that activities during the course of the program year 2011-2012 should focus on the following components important for sustainable urban mobility:

1. *Linking transport to urban planning to reduce the need for motorized travel*
2. *Establishing effective public transport systems*
3. *Expanding non-motorized transport infrastructure*
4. *Mobility management for integrated service solutions*
5. *Facilitating more efficient vehicle and fuel technologies*

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UNACLA THROWS THE SPOTLIGHT ON SUSTAINABLE URBAN MOBILITY

There is a distinction between two interacting concepts: transport and mobility. Transport is the steel and the pavement and the bus and the physical elements that comprise the traditional role of transportation. Mobility, however, is the ability to move about independently, without restrictions or barriers. Our mobility is a function of the transport options available to us. More often than not, our desire for mobility transcends the physical restraints of transport.

Transport indeed plays a major role in the life of anyone living in a city. Yet, for many, the experience of travel can be traumatic. Transport is a critical part of the future livability of cities and societies depend on efficient transport, but this needs to be developed without detrimental adverse impacts.

The dominant investment in transport has conventionally been in infrastructure. However, a revised approach is emerging that advocates managing the transport system in a way that supports sustainable urban living. We need to focus on all elements of mobility instead of solely on transport. Offering new tools and services that allow users to embrace their own mobility is the next greatest challenge for policy-makers, planners and service providers.

In the old paradigm of transport, the one which most of us still interact with today, we have a choice between two or three methods of transport. Shifting the paradigm from transport to mobility means offering a broad menu of options – “trans-modality” – which can mean a multitude of mobility solutions. Ideas and innovations along these lines are becoming more prevalent. For instance, there is a rise of carpooling, car sharing, bus rapid transit and bike sharing as easily implementable examples of a move towards “trans-modality.” A better focus for policy and investment would be packaged strategies that include urban planning to support transport, traffic demand management, mass rapid transit, light rapid transit, bus rapid transit, informal non-motorized transit (like walking and bicycling), low-emission vehicles and alternative fuels, and freight planning.

This illustrated report provides a rich collection of images of sustainable urban transport initiatives from UNACLA member cities around the world.

This report takes into consideration the current transport situation and dynamic challenges of each city, including high levels of energy consumption, carbon dioxide emissions, congestion, road casualties,



urban sprawl, and social exclusion. It also describes how these cities have implemented certain solutions that aim at improved urban planning, traffic demand management, public transit, non-motorized transport, streetscape design, road planning, low-emission vehicles, and logistics planning. The ultimate goal for each of the cities is to provide much better quality of urban life.

The report is published by UNACLA, which is a collaboration between UN-HABITAT and the United Cities and Local Governments (UCLG).

Strategies and implementation programs have been tailored specifically to the needs of each city. There is a limit to the detail by which we have presented the cases in each of the cities. However, photographs, complemented by textual highlights, present each of the cases in a way that we hope would inform and inspire a variety of readers. Dissemination of good practice and the sharing of knowledge are indeed very important tools in facilitating sustainable urban mobility solutions. There are, of course, many difficulties surrounding the transferability of practices, and often many good practices from more efficient run cities, are not easily communicated and shared with other cities. The effort by UNACLA cities to compile recent experiences is one way by which our cities can communicate what has worked effectively (or ineffectively) for them, as a means for formulating pieces of advice that would translate to more effective policies for mobility and transport in the future.

MOBILITY AND URBAN FORM

Worldwide, cities are being designed and altered to reduce the use of private cars, shorten trips, and promote healthier, more sustainable forms of travel. Part of the motivation is environmental, such as reducing tailpipe emissions. Social concerns are also at play. Physical separation from jobs, schools, and health clinics can mean devoting as much as a third of one's income to public transport fares and enduring lengthy journeys. In developing countries, small interventions e.g. siting of basic services such as schools, health centres, and markets to reduce travel distances can make a big difference in the time and energy dedicated to transport. The following are strategic interventions that have had profound impacts in the areas of reducing environmental degradation, improving social integration and providing better connectivity to reduce physical separation.

PLANNING AND DESIGNING THE ACCESSIBLE CITY

The reason people travel is not to move but rather to access places. Rather than building more and more roads to connect people and places, activities themselves can be brought closer together. Thus the design and location of urban activities can be every bit as important as road construction in creating an accessible city. Step one in the planning process is to frame a cogent vision of the future city, one shared by city government and major stakeholders of civil society. A strategic plan then needs to be put into place to realize the shared vision, which must include, among other things, building the institutional, regulatory, and fiscal capacities to implement the plan.

A text-book example of long-range planning visions shaping rail investments which in turn shaped urban growth comes from Copenhagen, with its celebrated "Finger Plan". In the 1950s, Copenhagen planners identified corridors for channeling suburban growth. A hand became the metaphor for defining where growth would occur and, importantly, where it would not. To steer growth along the desired growth axes, rail transit was built, in advance of demand. As shown below, a finger-like pattern of urbanization followed rail corridors. Thus the Finger Plan shaped the transportation investment which in turn shaped the growth of the city. This is how the successful integration of transport and urban development is intended to work.

“*The reason people travel is not to move but rather to access places.*”

Copenhagen's Spatial Evolution: From Finger Plan (left), to Five-Corridor Railway Investment (middle), to Rail-Oriented Urbanization. Source: Cervero, 1998



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