

# Promoting green growth in Asia: Role of urban planning and design to encourage environmentally sustainable transport

Holger Dalkmann, CEO and Founder Sustain2030  
Sonal Shah, Urban Planner

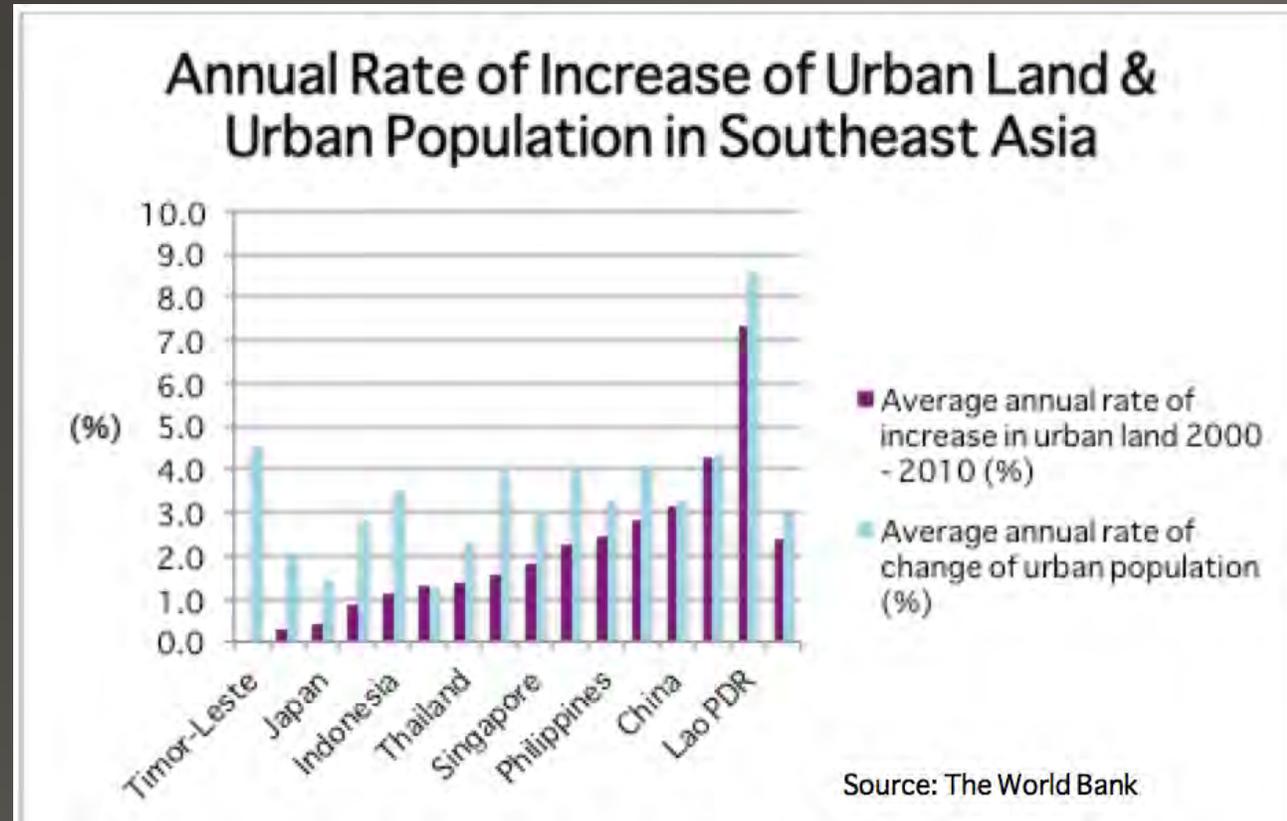
# The common challenges

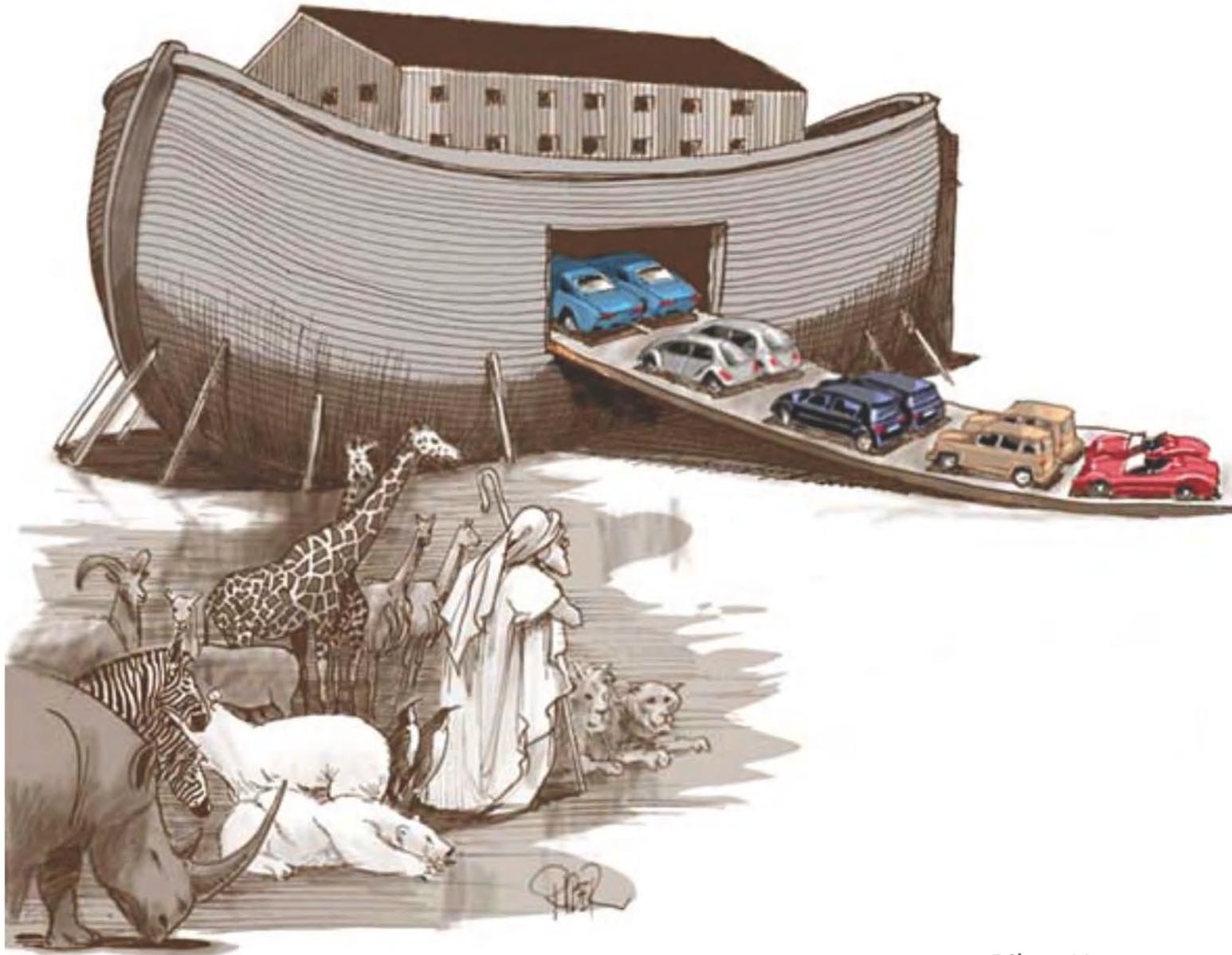


# Space for people?



# Asia growth continues...





**Climate  
change:  
Are we  
going to  
sacrifice our  
planet to  
drive fossil  
fuel cars?**

# Integration mobility and planning + horizontal and vertical integration

National Urban (Mobility) Policy + SDG + NDC

Sustainable Urban Mobility Plans + Metropolitan Governance

TOD+MRT&BRT

Safe and accessible neighborhoods + new mobility solution

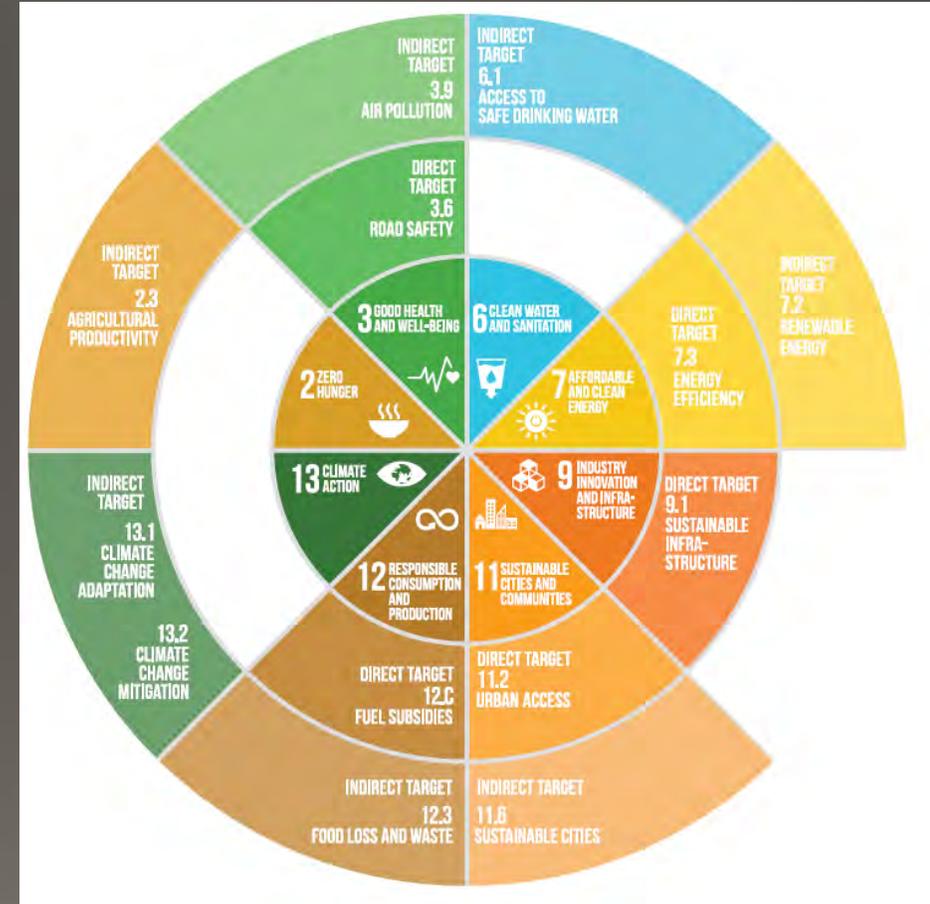
Complete Streets + Walking and Cycling

Finance

Capacity Building

Institutional Set-up

# Sustainable Development Goals – Transport & Urban Development Nexus – 11.2 & 11.3



# Reporting on the SDG: Total number of submissions by EST members

Total No. of Submissions by EST Members: 19 (2016 – 2018)



# Transport measures in NDCs lack ambition and comprehensiveness

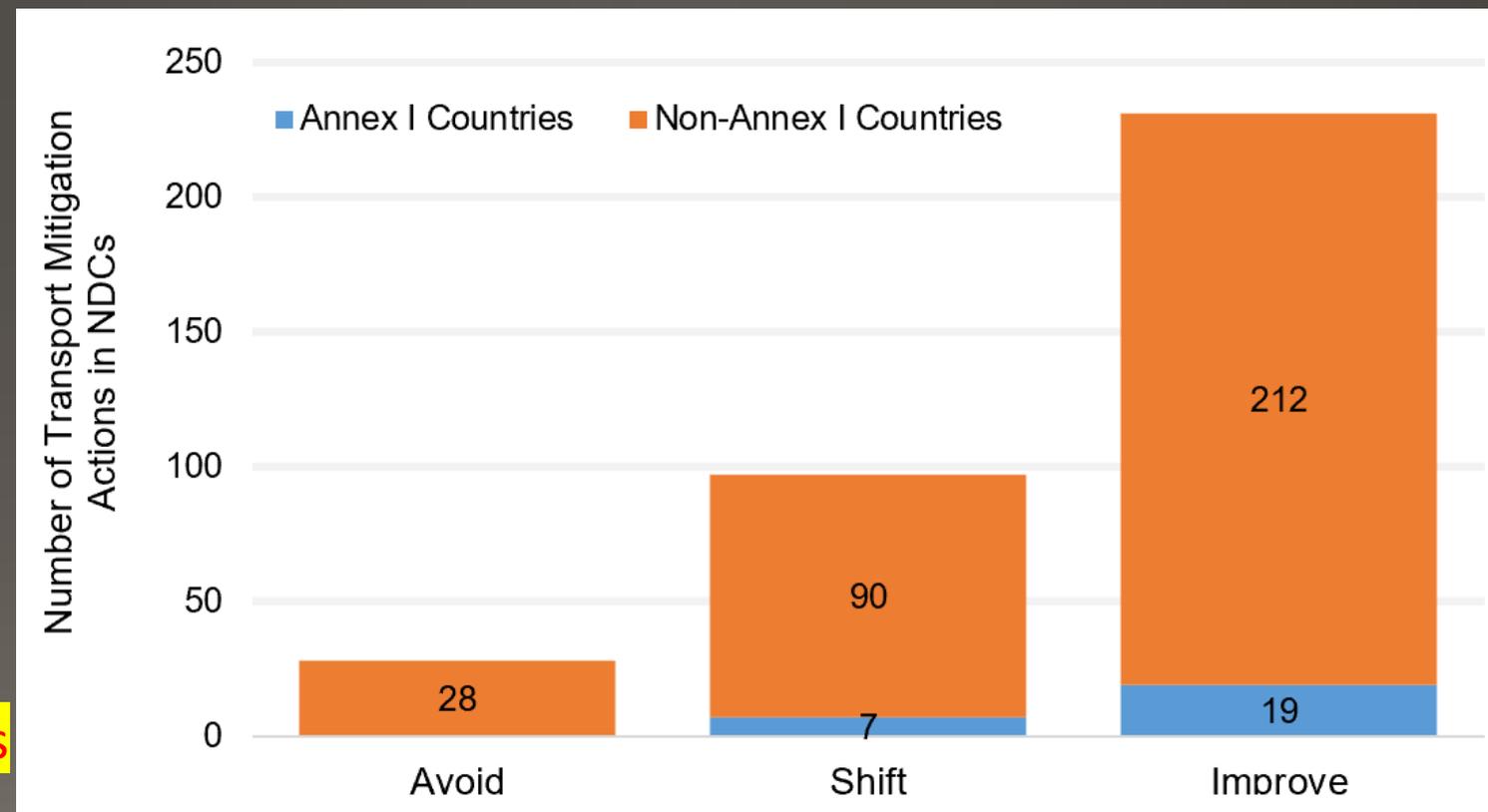
- emphasize 'Improve' over 'Avoid' and 'Shift'

76% of the submitted 165 NDCs highlight the transport sector as a mitigation source

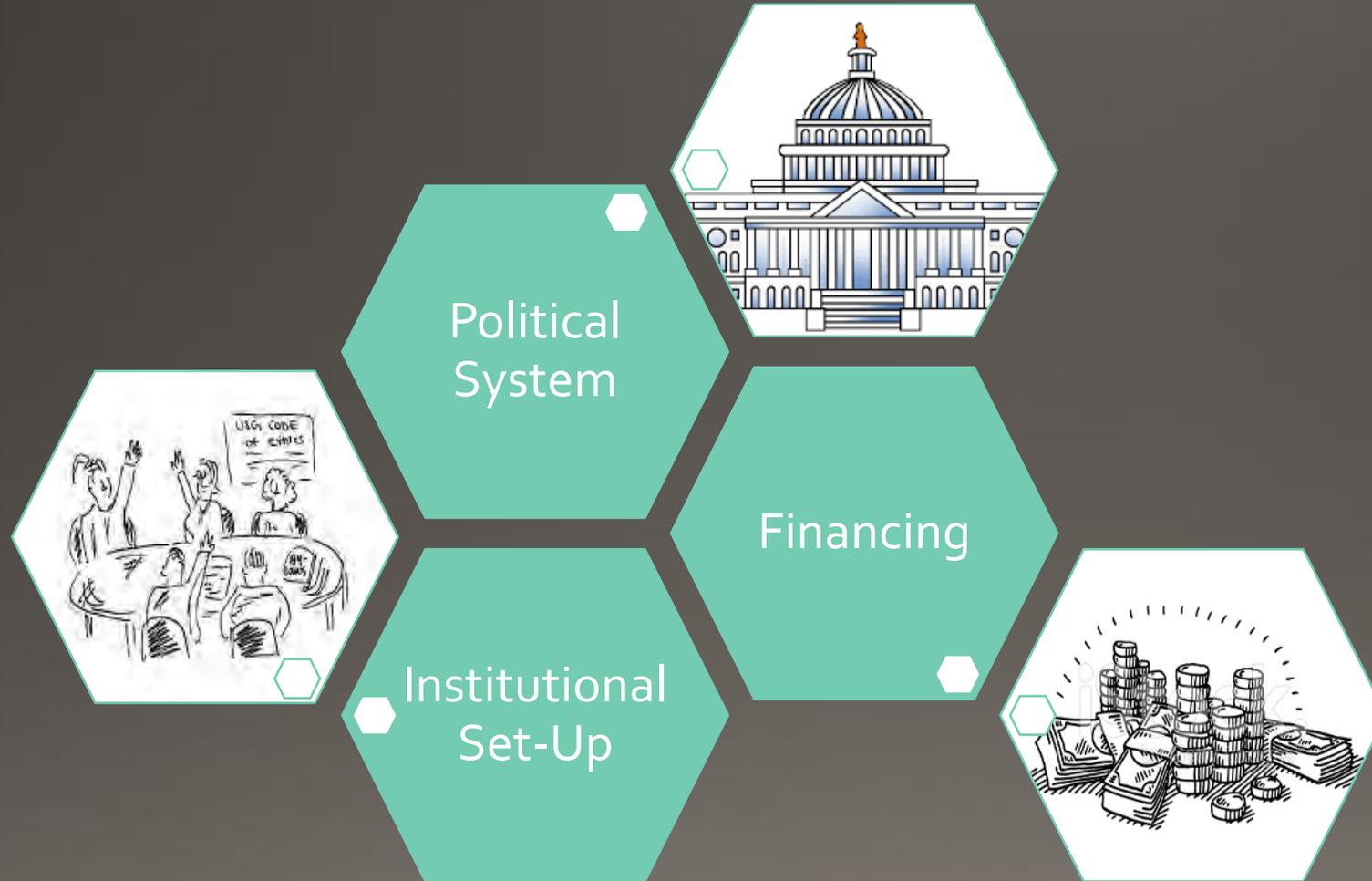
Only 8% of NDCs propose transport sector emission reduction targets

→ Current NDCs are **not sufficient** enough to reach Paris Agreement goals

Share of Avoid, Shift and Improve Measures in NDCs

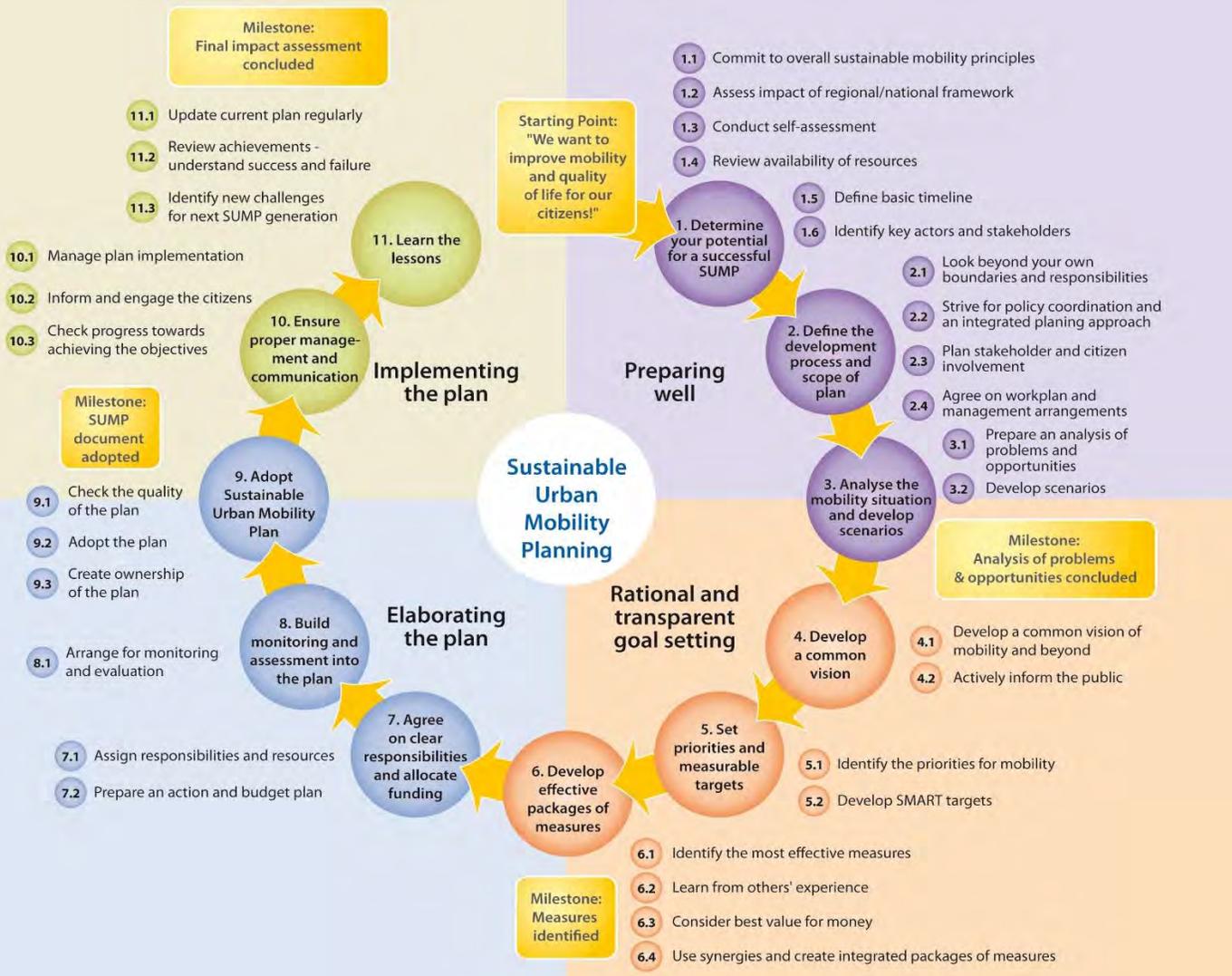


# National Urban Mobility Policy



# Sustainable Urban Mobility Planning

## European Union



## Brasil



# Towards a city for all – Principles for better mobility and urban development

- ✓ Public transit as a backbone for structuring urban growth
- ✓ Street connectivity to facilitate walking and cycling
- ✓ Complete streets to balance road space allocation to cater to all users
- ✓ Compact regions to discourage urban sprawl
- ✓ Mixed uses to reduce trips and trip lengths
- ✓ Mixed incomes to cater to ensure affordability and equity
- ✓ Transportation demand management
- ✓ Urban Design for place making

# THE RIGHT MIX FOR A NEIGHBORHOOD INCLUDES:

## MIX OF ACTIVITIES

HOUSING, JOBS, SCHOOLS AND RETAIL  
**COMPLEMENTARY USES**

so that your neighborhood is vibrant from morning till evening and supports good transit over long hours.

EVERYDAY NECESSITIES  
**ACCESS TO LOCAL SERVICES**

so that you can easily walk to at least an elementary school, health services, and a fresh food market to help meet your daily needs.

GREEN AND OPEN SPACES  
**ACCESS TO PARKS AND PLAYGROUNDS**

so that you can go out play, interact, and maintain your physical and mental health close by.



## MIX OF PEOPLE

HOUSING OPPORTUNITIES FOR ALL  
INCOME LEVELS  
**AFFORDABLE HOUSING**

so that your neighborhood is diverse and offers housing options for all.

LONG-TERM AS WELL AS NEW RESIDENTS  
**HOUSING PRESERVATION**

so that your neighborhood can grow without uprooting the people who already live there.

OLD LOCAL BUSINESSES AS WELL  
AS NEW ONES  
**BUSINESSES AND SERVICES PRESERVATION**

so that old businesses continue serving and employing local people while new ones enrich local activity.

# A transition towards Transit Oriented Development is possible: Curitiba, Brazil

1974



2006

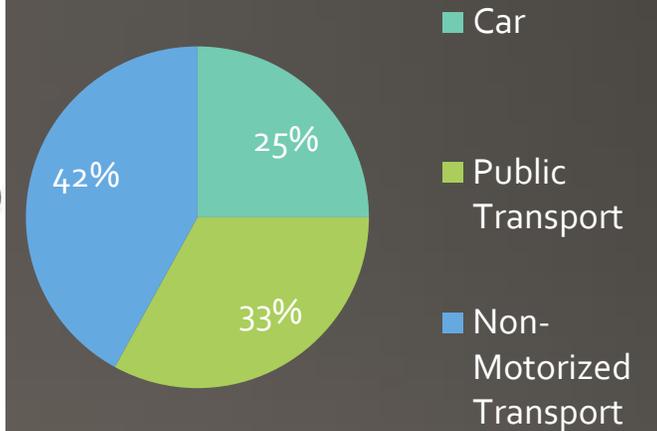
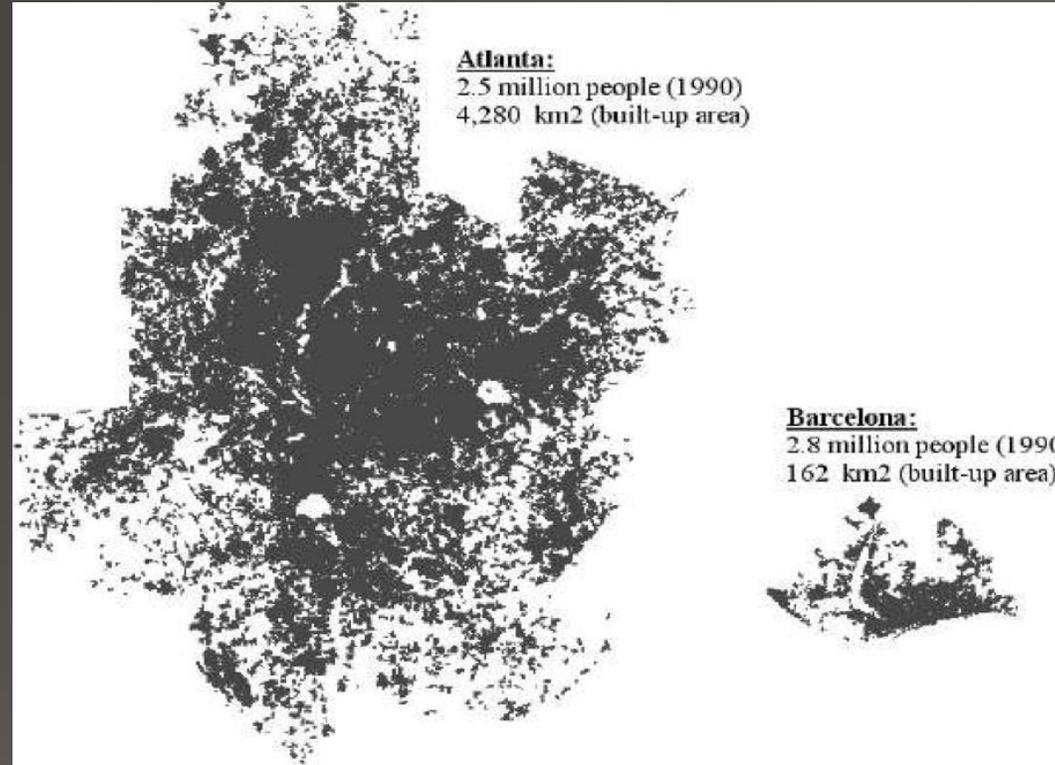
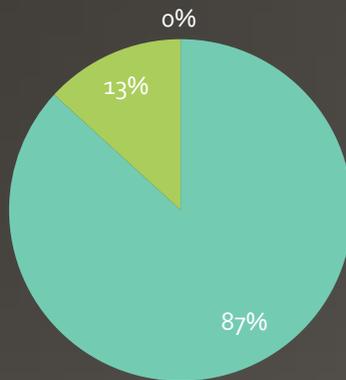


# A transition towards Transit Oriented Development is possible: Curitiba, Brazil

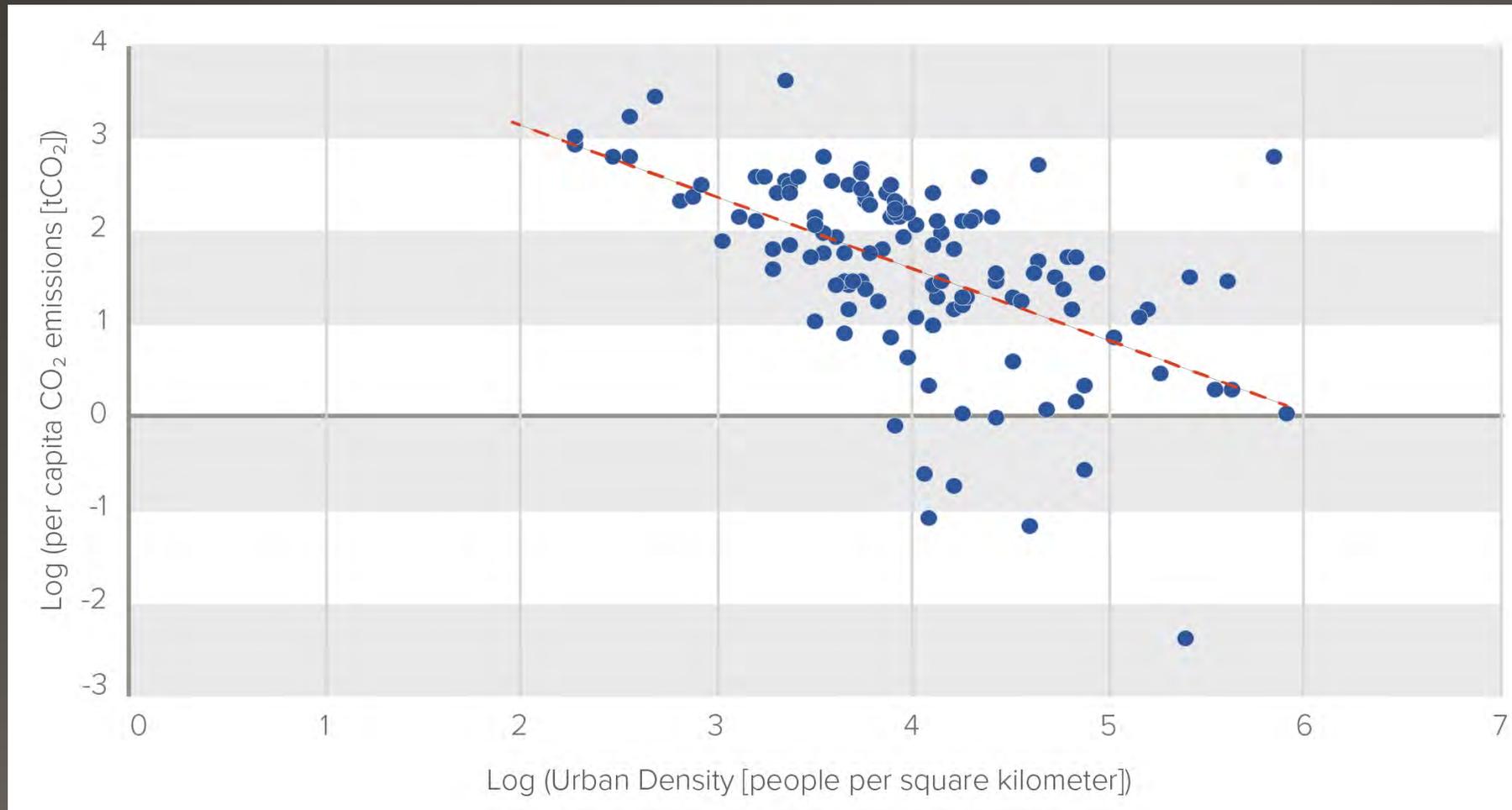


# Low-carbon and high carbon transport city is cheaper

- Car
- Public Transport
- Non-Motorized Transport



# COMPACT REGIONS: Population density and carbon emissions



Source: Coalition for Urban Transitions. Data source: Oxford Economics 2014

# Re-allocation of space - Pune



# Guangzhou



# COMPLETE STREETS

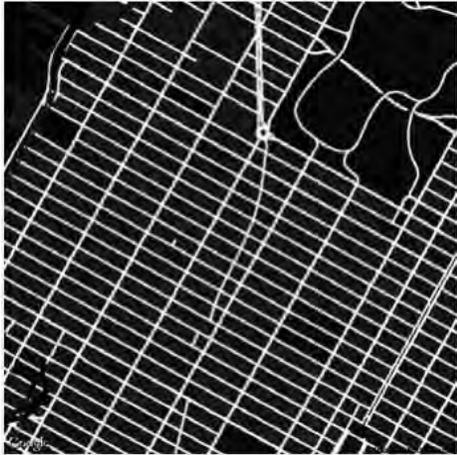


# PLACE-MAKING



Shre

# STREET CONNECTIVITY



New York City



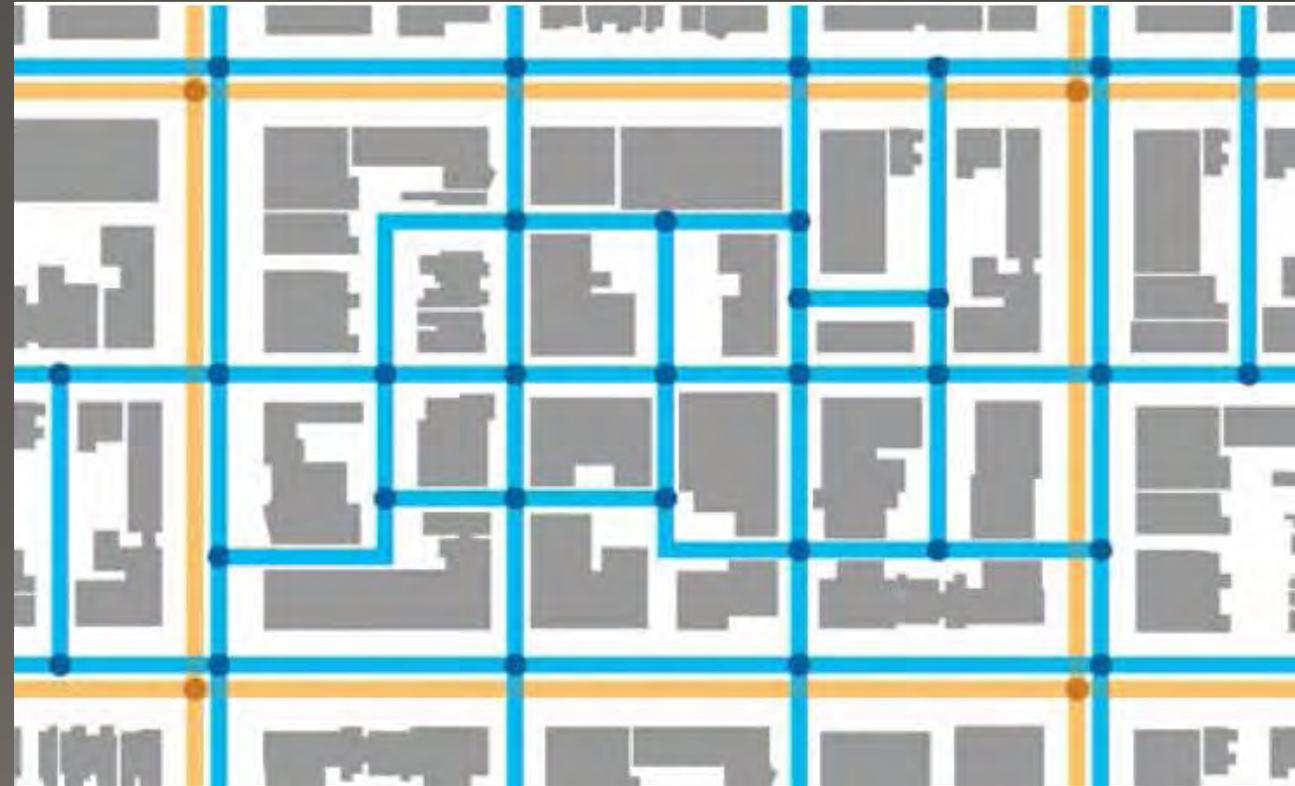
London



Chandigarh



Naya Raipur



Source: EMBARQ

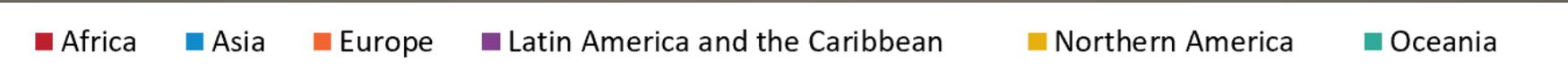
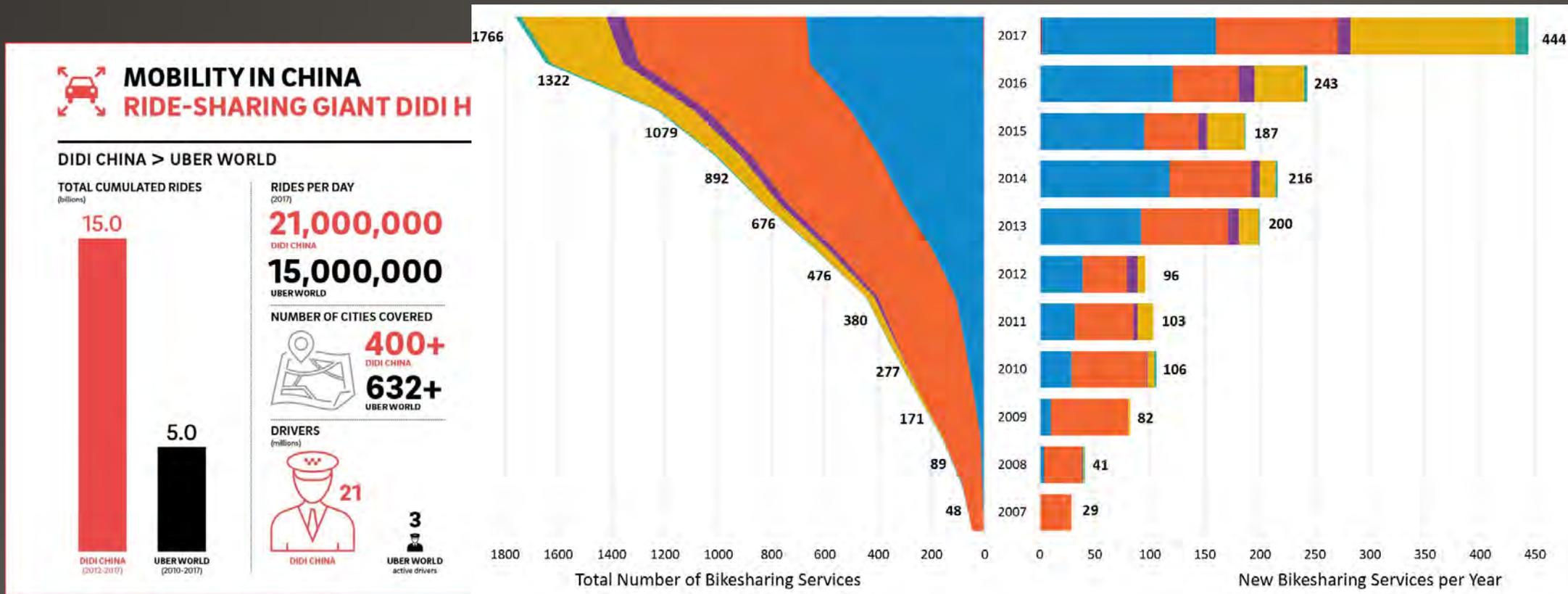
Source: ITDP

# PARKING MANAGEMENT



Source: <http://www.thegherkinlondon.com/#transport>  
Source: ITDP

# New Mobility Services - exponential growth – Ride Hailing – Bike Sharing



# New Mobility - Heaven or hell?

Good practice: Geo fencing,  
Pricing policy, local regulation



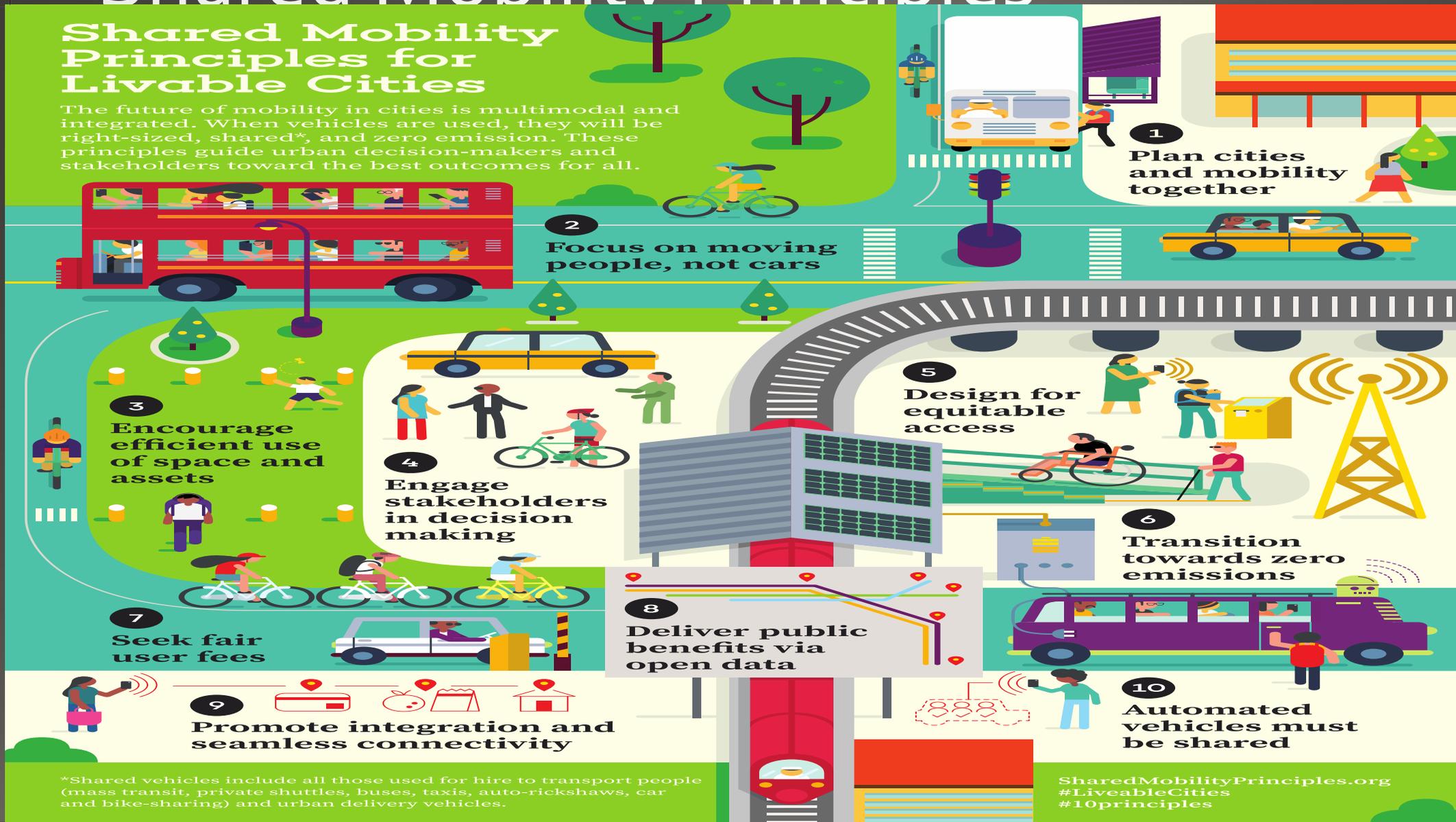
Bad practice: Unregulated,  
vandalism



# Shared Mobility Principles

## Shared Mobility Principles for Livable Cities

The future of mobility in cities is multimodal and integrated. When vehicles are used, they will be right-sized, shared\*, and zero emission. These principles guide urban decision-makers and stakeholders toward the best outcomes for all.



\*Shared vehicles include all those used for hire to transport people (mass transit, private shuttles, buses, taxis, auto-rickshaws, car and bike-sharing) and urban delivery vehicles.



# Enabler: Finance and funding

|                      |   | Amount typically involved | Infra-structure | Main-tenance | Public transport | Techn-ology | Insti-tutions | Policies | Traffic Man. |
|----------------------|---|---------------------------|-----------------|--------------|------------------|-------------|---------------|----------|--------------|
| Local Instruments    | Parking charges   | \$                        |                 | X            | X                |             | X             |          | X            |
|                      | Road Pricing/congestion charge                                    | \$\$                      | X               | X            | X                | X           | X             | X        | X            |
|                      | Employer contributions  | \$\$                      | X               | X            | X                |             |               |          |              |
|                      | Fare box revenues   | \$\$                      |                 |              | X                |             |               |          |              |
|                      | Public transport subsidies  | \$                        |                 |              | X                |             |               |          |              |
|                      | Land development/land value taxes                                 | \$\$\$                    | X               |              | X                |             |               |          |              |
|                      | Public private partnerships                                       | \$\$                      | X               | X            | X                | X           |               |          |              |
|                      | Advertising   | \$                        |                 | X            | X                |             |               |          |              |
| National Instruments | Fuel taxes/surcharges   | \$\$\$                    | X               | X            | X                |             | X             | X        | X            |
|                      | Vehicle related taxes and charges, including auctioning of quotas | \$\$\$                    | X               | X            | X                |             | X             | X        | X            |
|                      | Loans and grants  | \$\$                      | X               |              |                  |             | X             |          |              |
| Global Instruments   | CDM   | \$                        |                 |              | X                | X           |               |          |              |
|                      | GEF   | \$                        | X               |              | X                | X           | X             | X        |              |
|                      | Multilateral/bilateral climate funds                              | \$                        | X               |              | X                | X           | X             | X        |              |

# Land Value Capture – Hong Kong

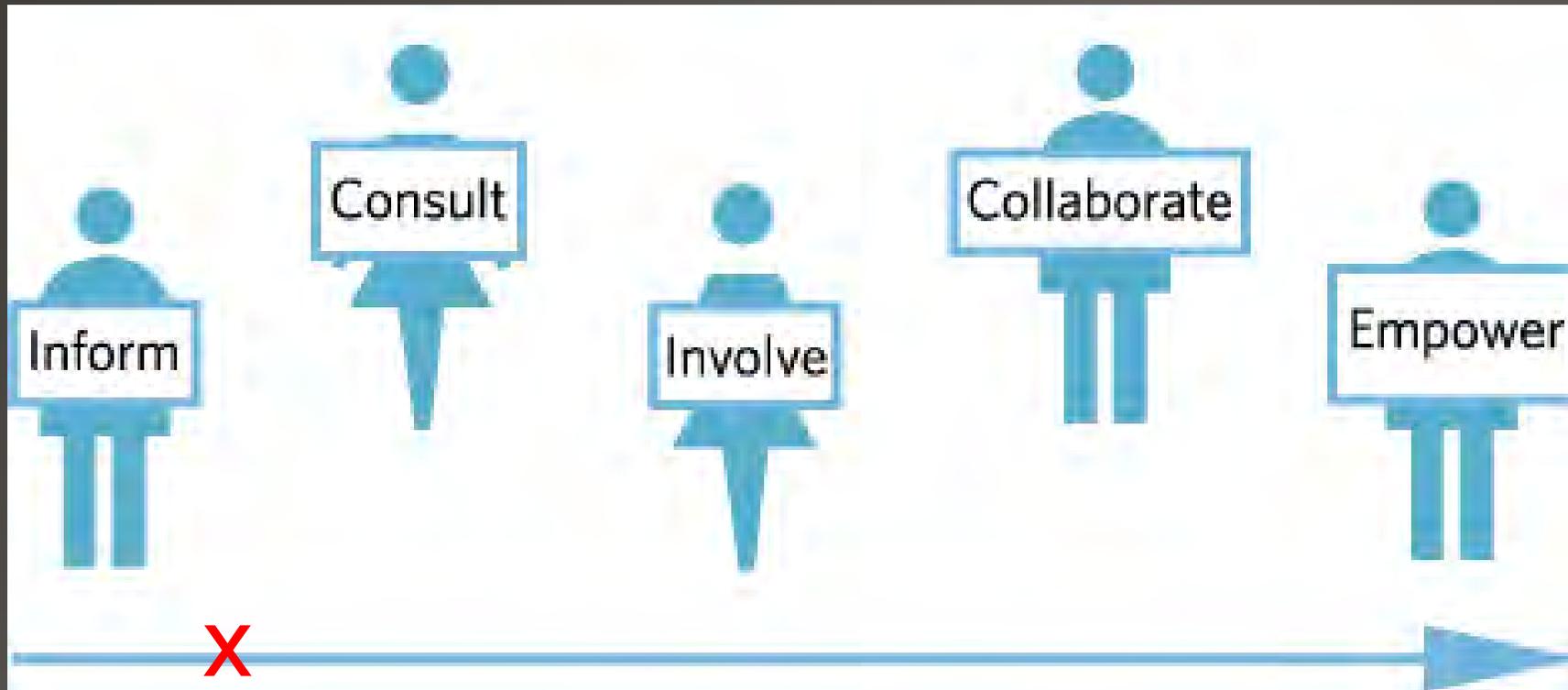


**HK\$4 billion (US\$506 millions for land around station, 32% of the annual Budget of the Local Agency**

(<http://www.bloomberg.com/news/2011-03-03/mtr-s-full-year-underlying-profit-advanced-19-on-home-sales-fare-revenue.html>)

Foto Cortesía Oren Tatcher

# Enabler: Inclusion and Participation



# Recommendations

1. Develop a Coherent National Urban Mobility Policy
2. Regulatory frameworks for urban planning – towards Sustainable Urban Mobility
3. Enabling metropolitan planning and create a one stop shop for urban and transport planning
4. New technology must be leveraged for collect and update data
5. Cities implementing BRT systems deserve special attention,
6. Expand metropolitan and local governments' fiscal powers along with building municipal creditworthiness,
7. Building capacity on finance and revenue generation, alleviate revenue losses associated with reforms and revising fiscal transfer rules.
8. Devolve authority to metropolitan governments to undertake environmentally sustainable transport and urban planning creating a town planning and urban design departments within a transit authority

# Recommendations for the EST Forum: Integrate the urban development and transport nexus

- Towards a stronger attention of the AVOID Pillar in SDG and NDC
- Dialogue with planning and housing community and decision-maker
- From complete street to Metropolitan planning – exchange on good practice
- Future tracking on the Avoid pillar as part of SDG and NDC deliverable

# Recommendations for the EST Forum

- An overarching vision would be to become the **key platform for environmental sustainable transport to enhance action on delivering on the SDG and the Paris Agreement for Asian countries. Core elements:**
- The EST Forum could be an important platform and opportunity for member countries to enhance their reporting of SDG and NDC implementation **by exchanging good practices on environmentally sustainable transport, urban planning and accountable, coordinated governance.**
- **Key Performance Indicators** established under the Bangkok Declaration also served as important tools for countries to report data related to SDG and NDC implementation.
- The follow-up declaration to the Bangkok Declaration should consider helping EST members to **set and report specific, quantified output and outcome targets for integrated sustainable transportation, urban development and improved governance.**

Thank you for  
your attention

Holger Dalkmann  
CEO & Founder  
Sustain2030

[hdalkmann@sustain2030.net](mailto:hdalkmann@sustain2030.net)

