Connectivity and Accessibility – We Are Transport

Sustainable and Low Carbon Transport provides access to all, rich or poor – Everyone can get on-board

1. The shift to sustainable transport is not only essential to meet climate goals, it is also crucial to reduce poverty and social exclusion. Low carbon transport delivers significant co-benefits including meeting better the needs of women, children and ageing populations; emitting less pollution, and therefore improving air quality; including walking and mechanized choices that help people to be healthier through active transport.

2. Today's investments in sustainable transport will pay economic, social and climate dividends now and for future generations. And the reverse is true: investments now in carbon-heavy transport will lock-in countries and cities on unsustainable development paths.

3. Sustainable transport for all is economically and technically feasible but requires ambitious action and strong political to tackle difficult issues. Efforts to improve walking and cycling infrastructure by matching investments in express or motor ways, monitor and manage air quality better with low emission zones and introduce inspection and maintenance programs that ensure vehicle and people safety are improved all help increase the low carbon and climate benefits of transport and help build more socially inclusive societies.

Narrative

By 2030, an additional 1 billion people will need access to transport, out of which 87% will be in Asia and Africa. Under a ‘business as usual’ scenario, GHG emissions from transport will rise from 23% to up to 33% of all GHG emissions by 2050. Sustainable transport – meetings the basic access needs of all in a safe, environmentally friendly and
healthy way – is the crossroad between meeting increasing mobility needs and reducing our climate footprint.

Our present model for mobility does not recognize or provide equal rights to mobility. A disproportionate amount is spent on providing infrastructure for those that are high consumers and for those rich enough to own a car. They are also the group of society that is more responsible for the high levels of growth of emissions from the transport sector.

Low carbon transport helps to redress this balance and will deliver not only fewer emissions but also greater equity in mobility. Connectivity is key for all people to be able to help to contribute to global well-being and relies on good but sustainable networks. Investments in sustainable, low-carbon transportation that increase connectivity for all reaps multiple benefits – broader based economic growth, reduction in GHG emissions, and easier access to economic opportunities for the poor.

There is growing evidence that actions to promote accessibility and connectivity for low-income people also do more to mitigate climate change. Investments that further inequality of access between those at the top and everyone else also harm a country’s long-term economic growth.

Mobility is part of everybody’s daily life, and especially in growing urbanised communities, in the functioning of the city, and its effects on society are seen every day. Securing mobility is not just an issue of building a road or a metro, it must be integrated with social and environmental policies, spatial development and business practices. It also brings many social benefits such as increasing equity, climate justice, road safety, and poverty alleviation. High levels of motorized transport disproportionately disadvantage the poor. Nearly 1.3 million people die in road crashes each year, on average 3,287 deaths a day. An additional 20-50 million are injured or disabled, the major or them are pedestrians, rather than the drivers of those that caused the accidents and more than half of all road traffic deaths occur among young adults ages 15-44.

**Evidence/data supporting those facts**

Transport has harmful effects on the environment but also on our health – through congestion, accidents and local pollution. By providing the correct policy and enabling frameworks, motorized public transport can work better with non motorized modes. For example, in the developing world cycle rickshaws can provide useful employment opportunities for the urban poor – as well as providing useful feeder or last/first mile connections to public transport.

Transport is also the major source of local air pollution. According to the latest data from the World Health Organization, seven million people die prematurely every year as a result of air pollution 1.

Walking and cycling has increased in many countries as can be made available to everyone. Infrastructure improvements for these modes are much cheaper than for motorized modes yet these investments are often not made.

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Smart card technology has been able to revolutionize bike sharing and there are now more than 500 schemes in place – from Paris, New York, Mexico City to China. The largest bike share scheme is in Hangzhou, China with 60,600 shared bikes and 2431 stations. Many cities have seen significant increases in cycling over the past ten years. For example London, UK, since Transport for London improved the cycling infrastructure in the capital and provided bike share scheme a record numbers of cyclists are now pedalling their way around the capital (2015). Transport for London (TfL) says cycling levels were 10% higher in the last three months of 2014 and were the highest since records began in 2000. Last year was also a record for the number of hires from London’s cycle hire scheme, with more than 10m journeys made – up 5% on 2012 (the previous highest year) and 25% on 2013.

Street design and traffic have an impact on the commercial opportunities for retail, but in the majority of cases people spend more frequently and stop more often if they are walking or cycling. Retail usually benefits from walkable communities, as this has been seen with the pedestrianisation of many shopping streets all over the world. This report studies the effect of this in New York


Integrating Universal Design principles into transport planning helps everyone rather than just a few. Also called Inclusive Design refers to transport facilities and services designs that accommodate the widest range of potential users, including people with mobility and visual impairments (disabilities) and other special needs. Although Universal Design standards address the needs of people with disabilities, it is a comprehensive concept that can benefit all users. For example, people who are unusually short or tall, carrying packages or pushing a cart are not disabled, but their needs should be considered in facility design. Increased walkway widths, low-floor buses and smooth walking surfaces improve convenience for all travelers, not just those with mobility impairments. Curb ramps are important for people using handcarts, scooters, baby strollers and bicycles, as well as wheelchair users. Automatic door openers are another example of Universal Design features that can benefit many types of users. Universal design should be comprehensive, meaning that it results in seamless mobility options from origin to destination for the greatest possible range of potential users. It should consider all possible obstacles that may exist in buildings, transportation terminals, sidewalks, paths, roads and vehicles.

Walking is still only rarely measured and when it is, the methods used are often inadequate, unreliable and with unclear validity. The inadequacy of data hinders the development of successful walking and public space policies. Walk21 has established international standards for the collection, analysis and dissemination of qualitative and quantitative techniques for measuring walking. Based on the International Charter for Walking and on existing standards the project seeked to find agreement among experts

2 www.ecf.com
3 Report on public bike share schemes http://www.ecf.com/advocary/mobility/bike-sharing-scheme/
4 http://www.theguardian.com/lifeandstyle/2015/feb/02/more-cyclists-than-ever-london-boris-johnson-transport-bikes.
from different cultures on common standards and minimal quality levels for indicators and data collection methods\(^5\).

All forms of active transport also improves health. Obesity especially in children is a problem especially in emerging countries. Of course this is not everywhere – and in much of the developing world, the poor who walk as they main form of mobility also do not have enough to eat; but in the developed world it is a burden on public agency and is a growing problem in many emerging nations (e.g in Mexico\(^6\)). Obesity is a greater burden on the UK’s economy more than armed violence, war and terrorism, and costing the country nearly £47 billion a year.\(^7\)

Examples and references

Cycling is a family affair in Hangzhou

In Europe the combined benefits of cycling brings in over 200 billion euros to the economy. [http://www.ecf.com/advocary/bicycle-economics/](http://www.ecf.com/advocary/bicycle-economics/)


The PEP, Pan-European Programme on Transport Health and Environment promotes green and healthy mobility and transport for sustainable livelihoods, helping to make the crucial link between transport health and the environment. [http://www.unece.org/thepep/en/welcome.html](http://www.unece.org/thepep/en/welcome.html)

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\(^7\) Report Nov 20, 2014 Cost of obesity ‘greater than war, violence and terrorism’[www.telegraph.co.uk/…/Cost-of-obesity-greater-than-war-violence-and-terror](http://www.telegraph.co.uk/…/Cost-of-obesity-greater-than-war-violence-and-terror)
HEAT – (Health Economic Assessment Tool) This tool is designed to help you conduct an economic assessment of the health benefits of walking or cycling by estimating the value of reduced mortality that results from specified amounts of walking or cycling. http://www.heatwalkingcycling.org/

Other useful links

The 80 Days Campaign is an initiative of the Netherlands government and the Paris Process on Mobility and Climate (PPMC). The campaign supports the Transport Action Area under the Lima Paris Action Agenda LPAA. Examples and case studies on cycling can be accessed via http://ppmc-cop21.org/80dayscampaign/

The 365 campaign will collect 365 international examples of low carbon transport Examples and case studies on cycling can be accessed via www.365campaign.com and the www.ppmc-cop21


Key players:

Representative bodies of the cycling community.

European Cyclists Federation - www.ecf.com

World Cycling Alliance www.ecf.com/world-cycling-alliance/

Ford Foundation https://www.fordfoundation.org/