

WORLD URBAN FORUM 6 – The Urban Future and Prosperity of the City

CONCEPT PAPER AND OUTLINE OF THE DIALOGUES

The 21st Century: Century of the City

Cities are the past, the present and the future of humanity.

The prominence of the city has been acknowledged for much of recorded history in almost all parts of the world. Today humanity has crossed a major historic milestone and entered into a path in which urban settlements have become the dominant habitat. In less than two generations “urban” will be globally synonymous with “society”. Much as this process tends to pronounce a demographic and geographic shift, the significance of this paradigm shift for the destiny of humanity and to the configuration and sustenance of the world as a whole are quite profound.

It is remarkable that only a century ago, two out of ten people in the world were living in urban areas. In the least developed countries this proportion was as low as 5 per cent, as the overwhelming majority lived in rural areas. Since then the world has been rapidly urbanizing and in some countries and regions, at an unprecedented pace. It was only two years ago when the urban population outnumbered the rural population thus marking the advent of a new “urban millennium.” By the middle of this century it is expected that seven out of every ten persons on the planet will be urban dwellers.¹ The 21st Century will therefore be known as the century of the city.

As the process of urbanization unfolds, encompassing the entire world, the phenomenon of the city reveals its primary essence. The city represents a creative endeavour to generate, harness and access the advantages of localization and agglomeration. Whatever the historical genesis – be it military, political, religious, or communication, the central dynamic underlying the development of urban centres has been the quest for nurturing and improving avenues for generating prosperity. The city is therefore a human artifact, shaped, steered, and composed by engagements, transactions and interactions among people. It embodies human creativity and visions, needs and desires, as well as tensions and compromises.

Driven by this momentum of nurturing and fostering prosperity, the city has been historically a locus of innovation, dynamism, transformation, increasing efficiency, productivity as well as value addition. It has also provided a liberating milieu, improving the quality of life and promoting higher forms of aesthetic and cultural representation. In contrast to rural life the city has increased social accommodation and fostered heterogeneity. Much of the societal surplus has been invested in cities and this, coupled with the increase in productivity, has promoted higher levels of affluence, albeit benefitting only a small segment of the urban population.

The above positive attributes of the city have also been accompanied with a number of deleterious features. Even as late as this 21st century it is reckoned that there is a ‘new poor’ emerging in cities of

¹ UN-DESA (2010), World Urbanization Prospects: The 2009 Revision, <http://esa.un.org/unpd/wup/index.htm>.

advanced economies – a human segment which is adding to the current almost one billion urban poor in developing countries. Furthermore, cities globally are guzzling non-renewable resources and energy and they are the greatest emitters of greenhouse gases.

In terms of social characteristics, in many parts of the world, cities are becoming less diverse as communities segregate themselves and minority groups are suppressed, expelled or marginalized. Cities have become sites of contestation with frequent social explosions. In general safety and security have become a major preoccupation of urban life. In fact urban design is now inspired by the fortresses of the bygone era. The aesthetics and functionality of both public and private space are coloured – in many cases bluntly and sometimes softly – by the security factor. The conviviality of the city can no longer be taken for granted. Fear and xenophobia are part and parcel of the city.

The modern city is unarguably an engine of economic wealth creation, as well as an enduring human institution for self-actualization through employment generation. They are inherently configured to generate prosperity and to provide opportunity, increasing access for all to the benefits accruing in urban life. However, when not properly managed, the manner in which this process occurs may well undermine the dynamism and sustenance of that same prosperity. It could in fact create its very anti-thesis, in the form of the negative attributes highlighted above. Prosperity and poverty are now almost coterminous. Not only does poverty impede the realization of the full potential of the city, but it also weakens human agency, creating tensions and generating dysfunctions which ultimately undermine the very basis of prosperity. While this continuous interplay of poverty and prosperity, defined in broad terms, may sound sobering for the urban future, human beings have always risen to find innovative solutions to all diverse challenges to human conditions.

As the world builds and consolidates the foundation of the urban future, urgent steps are required to rectify past imperfections by recognizing fully that development is an evolutionary assignment that cannot be entirely resolved in one decade and by one agency acting alone. We envisage an urban future where economic growth and prosperity proceed with equity; one where human exploitation of the natural environment is carried on sustainably; one where poverty, inequality and employment/underemployment are attenuated by strong human-centered policies; and all rooted in the right institutional contexts. Toward achieving this, there is a collective need to address the following questions:

- If we all agree that the future of humanity is urban, then what are the broad defining parameters of that urban future?
- What key decisions and actions should be taken now to reorient city development towards the desired urban future? What are the key levers for change? How should we invest on that urban future?
- What are the implications for that future in relation to the current trajectory of urban development that we are pursuing? What needs to be changed as well as reinforced?
- How can prosperity be enhanced, sustained and optimally shared without generating adverse social, economic and environmental effects?;
- In the current continuum of the urban development model being followed, are there positive and negative lessons that can be shared?;
- What role should UN-Habitat play in steering the world towards the desired urban future; and how should it relate with other key actors with respect to the evolving urban agenda?.

The responses to the above questions are context and situation specific. While the notion of the generic city is implied above, that assumption should not be taken as a given. It needs to be interrogated. It has to be agreed whether there is a common urban future – and if the response is in the affirmative we need to reflect carefully on what the shared elements are and how we as different societies and also globally invest into that future.

Urban Futures: Change and Continuity

To some extent the future of our cities will be determined by recent and divergent trends. For example, while certain cities are experiencing accelerated urban growth, others face shrinking populations. Several cities are facing new challenges brought by aging populations and pension systems, while others struggle with the integration challenges of a youth bulge. Many cities have a good quality of life and sufficient material conditions while others struggle with recurrent and intense crises over resources such as water, energy and food. Some cities are living in peace and reasonable harmony while others are affected by ethnic conflicts, episodes of low-intensity conflict and terrorism. Finally, some cities are economically productive with high levels of creativity and innovation while other cities are geographically isolated, economically stagnated and unproductive.

A scenario of continuity will largely influence the future of cities by the following trends:

Urban growth will concentrate in the cities of the South

If current projections are to be trusted, virtually the whole of the world's demographic growth over the next 30 years will be concentrated in urban areas. It is expected that 90 to 95 percent of this growth will occur in cities of the South. This means that cities in developed nations will grow very little, or not at all; in fact, in the next 20 years, it is expected that more than half the cities in Europe will experience declines in their populations.² Immigration – both legal and illegal – will account for more than two-thirds of urban growth in the developed world. Without immigration, the urban population in these countries would likely decline or remain the same in the coming decades. However, despite these immigration trends, the populations of 46 countries, including Germany, Italy, Japan, most of the former Soviet State, and several small island states, are expected to be smaller in 2050 than they are now.³

Urban growth is slowing and will become increasingly diversified

² As a result, the total urban population in the developed world is expected to remain largely unchanged in the next two decades, increasing from nearly 900 million people in 2005 to slightly more than one billion by 2030, and to nearly 1.1 billion by 2050.

³ Earthscan, UN-Habitat (2008/9), *op cit*.

Continuity in urban growth patterns can also be expected in another dimension. The pace of urbanization around the world is not accelerating, even in the developing world. On a global scale, the urban population is expected to grow at an average annual rate of roughly 1.5 per cent between 2025 and 2030. The decade when urban demographic expansion was at its fastest across the world was the 1950s, when the annual growth rate was over 3 per cent. Developing countries, too, are now experiencing a slowdown in overall population growth, from an annual rate of 4.2 per cent in the early 1960s to 2.5 per cent in 2010. This is expected to fall to an annual rate of 1.26 per cent between 2045 and 2050.⁴ Urban growth in the developing world is far from uniform, however, and this dissimilarity will only increase in the future. While high urban growth rates are expected in around half of urban areas in the next 20 years, another 16 per cent will experience slow growth rates, and 11 per cent will see their populations regress – and, very likely, their economies as well.⁵

Role of Local Governance will be further strengthened

A wide array of cities such as Marrakech, Lagos, Tijuana, Port-au-Prince, Phnom Penh, and many more in the intermediate size range will continue to grow at annual rates of around 4 per cent, which means that they will double their populations over the next 17 years. These high growth rates will put enormous pressure on the provision of housing, basic services and other public amenities. They will also create need for better governance mechanisms and more innovative strategies for urban and regional integration to enable cities to become more prosperous. This is especially true in medium-sized cities that are experiencing faster growth rates and may find themselves less well prepared to absorb the added population.

In contrast, many other cities as diverse as Rabat, La Paz, Belo Horizonte, San Luis Potosi, Dengzhou, Madurai, Bandung and Manila, among others, will experience demographic declines. This emerging trend, which is largely associated with cities in North America and Europe, will now become a reality in the developing world. It is expected over the next 30 years that some cities in Latin America and Asia will shrink, with segments of their populations leaving behind unoccupied houses, vacant commercial sites, idle infrastructure and neighborhoods in physical decay. Understanding which cities will experience economic and demographic booms, and which cities will experience economic and population decline, will be extremely relevant for maximizing gains, locating or relocating investments and opportunities, as well as planning for more sustainable and balanced urban and regional development.

⁴Earthscan, *UN-Habitat (2008/9), op cit.*

⁵Earthscan, *UN-Habitat (20010/11), State of the World's Cities Report: The Urban Divide, London.*

Changes are certain but of unknown nature and intensity

In both developed and developing countries, cities generate significant portions of gross domestic product and national wealth. They also create development opportunities, jobs and investment. It is very likely that in the coming years, we shall see an even stronger role for cities as engines of growth and key factors of development, particularly for those cities that have become parts of new emerging configurations such as mega-regions and urban corridors. It is also possible that those cities turning into city-regions will have more chances to prosper at an accelerated pace than cities that are isolated in their own regional spaces.

There is however some degree of uncertainty about the intensity of these changes due to a number of external factors such as the volatility of global markets, potential new financial crises, challenges to national political cohesion, the problems deriving from regional disparities, poverty and inequalities, potential social and ethnic conflicts, and the advent of regional or national insurgencies.

A scenario of discontinuity will also influence the future of cities. Four key dimensions of uncertainty are:

More united or divided cities? - An uncertain future.

Cities that improve inter-connectivity and create new forms of interdependence between cities enhance urban infrastructure to induce industrialization, trade and mobility. They create conditions to improve quality of life and ensure the fair distribution of resources and opportunities for more united and prosperous cities.

In contrast, those cities that despite their potential to generate wealth, fail to create conditions for the equitable distribution of income, resources and opportunities might become more divided cities. It is very likely that these cities will perpetuate poverty and extreme inequality, various forms of exclusion and marginalization, in addition to serious environmental problems.

The current century will be known for widened inequality, deepened poverty and greater exclusion. Different forms of deprivation and social marginalization will emerge and the conventional forms of poverty will intensify. At the end of this century, if no corrective action is taken, the world may have 1.4 billion urban dwellers living in slum-like conditions. Asia alone will account for more than 700 million people living in *chawls*,

iskwater, and katchiabadis, as informal settlements are known in this region and this number of inhabitants is larger than the whole population of Europe today.⁶

A critical underlying issue is whether wealth distribution and equity will go hand in hand with economic development or whether more prosperous cities and countries will protect their gains, resulting in a “zero-sum game” instead of a “win-win” situation with benefits for everyone.⁷ National and international institutions promoting the integration of innovative policies related to wealth and income distribution as well as better urban design in tandem with affordable housing and improved quality of life will have a critical role to play in this regard.

World Urban Forum 6 – The Urban Future

The sixth session of the World Urban Forum will provide a venue to address some of the above issues. It builds on discussions of the previous fora and encourages a critical reflection of the existing reality with a view to building a shared vision of the future. A significant part of the forum discussion will generate an informed exchange on the implications of the fusion of urban with society and what policy, strategic and operational preparations are involved. The forum will examine the continuity and discontinuities as well as the implications of the unfolding demographic magnitudes. It will also provide an opportunity to grapple with the challenge of fostering prosperity and connecting it with the challenge of broadening the improvements in the quality of urban life. As was case in previous World Urban Fora, the principles of sustainable urban development will inform the discussions and an attempt will be made to further enrich our understanding of its implications in the context of prevailing dynamics.

The Forum will also examine the old and newly emerging factors creating prosperity, which actors trigger positive change, what kinds of strategies they use, what prevents cities from becoming more prosperous and how they can engage in interdisciplinary analysis to develop policies and plans to meet their goals for urban-based social and economic development that is environmentally safe, equitable and sustainable.

The WUF 6 takes into consideration current global thinking in deciding on this theme. For example, the European Commission recently published a study entitled “The World in 2025”⁸, which followed various prospective studies conducted on a regional basis by the United States National Intelligence Council in 2008. More recently, the European Union addressed the issue of urban future publishing “Cities of Tomorrow”.⁹ Concerning the theme of poverty and prosperity, the UNDP celebrated the 20th Anniversary of the Human Development Report 2010 by addressing the issue at national and global levels with the objective of solving the problem and charting different pathways to human development.

⁶López M. Eduardo (2010), *op cit.*

⁷National Intelligence Council (2008), *op cit.*

⁸ European Commission (2009), *The World in 2025: Rising Asia and Socio-Ecological Transition*, European Research Area, Brussels.

⁹ European Union (2011), *Cities of Tomorrow: Challenges, Visions, Ways Forward*, EC, Directorate General for Regional Policy, Brussels.

The World Urban Forum: Brief History

The previous sessions of the World Urban Forum (WUF) made it clear that managing rapid urbanization will be one of the most pressing problems confronting humanity in the 21st century.

The Third session of the WUF in Vancouver in 2006 (UN-HABITAT's 30th birthday) focused on Sustainable Urbanization and Inclusive Cities. One of the Forum's messages was that the urban population of developing countries is set to double from two to four billion in the next 30 years. This will require the equivalent planning, financing, and servicing facilities for a new city of one million people to be built every week for the next 30 years.

The Theme of the **Fourth session** of WUF held in Nanjing in 2008 was Harmonious Urbanization. This session made it clear that a society cannot be harmonious if large sections of its population are deprived from basic needs while other sections live in opulence. An important message from this Forum was that harmony in cities cannot be achieved if the price of urban living is paid by the environment. The concept of harmony entails the synchronization and integration of all the Earth's assets: physical, environmental, cultural, historical, social or human.

The Fifth session of the WUF was held in Rio de Janeiro, Brazil's second largest city, and it built upon the technical and substantive lessons of the previous four sessions. It focused on the Right to the City: Bridging the Urban Divide. The Forum shared perspectives and viewpoints on the relevance on this concept, identifying what is needed to bridge the urban divide, and to facilitate a prompt and sustainable transition from a city that is partially inclusive to one that is fully inclusive. The Fifth session started at an earlier stage through a world-wide E-Debate on different aspects of the Right to the City. The on-line discussions generated important contributions in the form of ideas and messages that were used for the preparation of the WUF. They were also incorporated in the preparation of the final report of the Forum, which was delivered to local authorities, national governments, international organizations, research centers, universities, NGOs and other stakeholders.

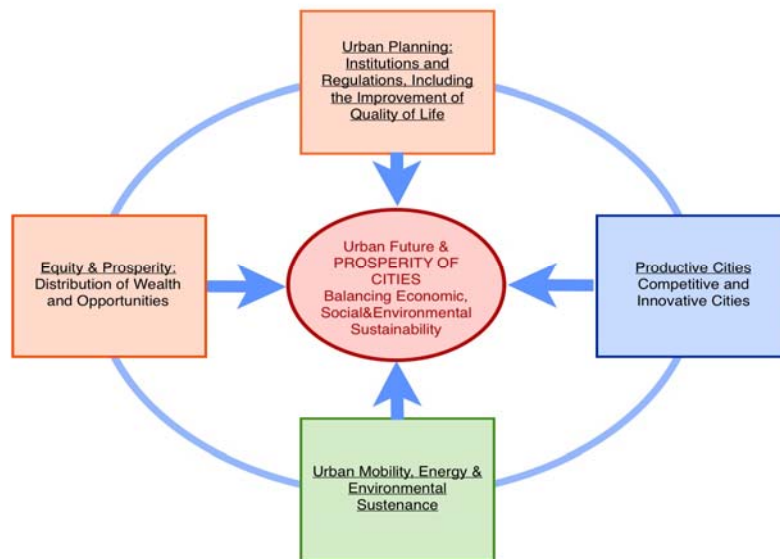
The Sixth Session of the WUF will be held in Naples, Italy in September 2012. This Forum is conceived as a platform where various segments of society can discuss, learn, practice, agree and disagree on different ways to build and sustain a more prosperous urban future for our cities. They can identify initiatives and commitments that can be effectively implemented to create cities that are more democratic, just, sustainable and humane. The Sixth Session of the WUF will also start with a world-wide e-debate on various issues related to the Urban Future and Prosperity of Cities.

The Forum is also intended to re-examine the manner in which UN-Habitat and its partners contribute to guiding and enriching the policy work on sustainable urbanization through an open dialogue.

The Dialogues

Four broad thematic areas will constitute entry points for the overall discussion:

1. Urban planning, Institutions, Regulations and Quality of life
2. Equity and Prosperity Productive Cities
3. Productive Cities
4. Urban mobility, Energy and Environment



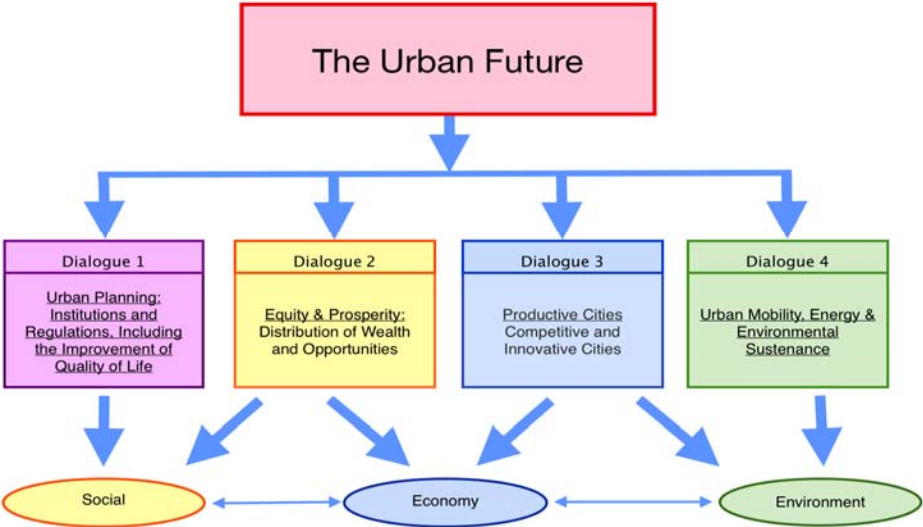
The productive dimension of national and regional systems is understood by conceptualizing the city as a socio-economic space with the capacity to promote and foster the advantages of localization, agglomeration as well as specialization within a knowledge-based and innovation-driven environment. The commitment as well as the strategic mechanisms employed in developing and harnessing these advantages will in large part determine the productive potential of the city and provide the primary base of the city's existence. These productive levers of a city are complemented by systems of connectivity and infrastructure; factors that significantly influence the environmental endowments of the city and its hinterland. This domain of mobility, energy utilization and the linkage to environmental sustenance not only establishes the dynamism of the city but also significantly contributes to delineating its form and to determining the scope of its renewal.

As is now widely acknowledged, the city is a human and evolutionary construct. Through everyday living and through the generation of livelihoods, the people make the city; and with the use of key instruments such as planning, institutions and different types of regulations, they steer and determine the direction which urbanization takes. Experience has shown that when properly applied, these instruments can be effectively deployed not only in increasing prosperity, but also in improving the quality of life.

It is also recognized that systems of distribution and redistribution of opportunities, benefits and responsibilities have always shaped the rate and direction of city growth, and the realization of the full potential of human agency as well as the optimization of total wellbeing. Structural barriers and impediments tend to exclude some social groups, in some cases even the majority. Cultural underpinnings play an important role in the raising societal tension, both in the ways it reinforce inequity as well as in creating a basis for their reduction.

The above four entry points provide a framework for addressing the pertinent issues relating to urban future and prosperity. While each of them is robust enough to be discussed separately their inter-linkages remain an essential determining factor. Similarly, while each dialogue lends itself amenable to normative review and reflection, it also suggests the need for operational and strategic considerations. The issue areas have also been selected on the basis of their being currently relevant and pertinent for both developed and developing societies. They allow for illuminating exchanges across settings and levels of development.

The four main dialogues of the sixth session of the World Urban Forum will be complemented with extensive discussions on various aspects of the main themes in a series of parallel events, roundtables, special events, training sessions as well as assemblies.



The next section of this concept paper outlines the key ideas within four thematic areas in terms of current issues, future scenarios and objectives of the dialogue.

Theme 1: Urban Planning, Institutions and Regulations; Including the Improvement of Quality of Life

Urban Planning plays a key role in creating and sustaining prosperity in cities. Cities that have the tools in place to develop in a coordinated manner and with good urban design have a head start toward prosperity and urban planning should have an important place in any strategy towards prosperity. Urban planning and functional urban design creates the necessary conditions for cities to prosper by effectively responding to the demands of urban growth and rapid urbanization. The institutional and regulatory framework defines the role of different actors and modality of their engagement. On the whole, the planning framework determines the promotion of livable spaces and improvement in the quality of life.

Urban planning is inherently a form of governance, and is therefore inevitably part of wider set of processes aimed at shaping urban development with the future in mind¹⁰. Urban planning and governance are conceptually linked. Public intervention in housing, education, health, services, transportation, sanitation, community and cultural affairs needs a “whole government approach” to play out in cities and this cannot be done in violation of local government. A more collaborative and communicative approach to planning is advocated in realizing that people through their everyday activities also contribute to make cities and often in ways that ignore the vision of the planner. However, both the governance and planning systems depend on the nature of the political, institutional and legal systems in place (including for example the extent and pace of administrative, fiscal and/political decentralization), the relative roles of the public, private and community sectors in development activity, institutional capabilities and professional cultures. These come together differently in different cities and towns, providing the context within which cities are shaped.

Urban Planning, together with related institutions and legislation, can contribute to enhance the prosperity of cities in various ways; however, the potential that urbanization offer as a positive phenomenon is now widely recognized but still far from being fully leveraged by some urban planners and decision makers.

Conventional urban planning has proven to be ineffective in preventing environmental degradation, shrinking public spaces, the formation of slums, as well as transport and urban mobility failures, among others. Furthermore, some of the key planning tools such as land-use zoning have in recent years promoted the fragmentation of urban spaces, resulting in increased dependency on car based transport, and loss of urban quality, particularly in terms of public spaces and of access to a diversity of opportunities.

In particular, managing urban growth should be seen as an essential component of nurturing the prosperity of cities. Urban planning in developing countries, particularly in Africa and Asia, needs to address the effects of unplanned growth which result in pervasive poverty, proliferation of slum settlements, inadequate infrastructure, and degrading environmental conditions.

Among the most significant challenges of urban planning today and in the next few decades is how to make space available for structured urban growth, with the right conditions for the provision of adequate housing, water supply and sanitation needs of a rapidly urbanizing population or orderly city extension. This process must be mediated by appropriate laws and fiscal incentives in order, to curb the distortions of urban land market and to facilitate delivery of urban land at scale. In an interdependent world linked to regional and global networks, public policy and infrastructure - in ways that address both the mitigation and adaptation demands of environmental change and achieve orderly city extension - will be an essential requirement.

Secondly, urban planning will guide the transformation of the existing city and in particular the challenges posed by slums in developing countries, as no city can claim to be prosperous when large segments of its population live in slum conditions. Thirdly, urban planning, appropriate institutions and

¹⁰ UN-HABITAT (2009) Planning Sustainable Cities: Global Report on Human Settlements 2009, London: Earthscan

planning legislations can play a major role in ensuring urban equity by capturing and redistributing the public investment share of rising urban land values. One positive outcome of urban growth is the increase in urban land values. Land values are increased also through urban planning decisions such as rezoning and granting development permissions.

Finally, urban planning which equally expounds all-inclusive forms of mobility and transportation within an optimum networked society can encourage more compact urban development. The predominant spatial trend in most cities is towards sprawl development or suburbanization— all of which involve declining densities. An increasing number of cities are growing beyond their boundaries and are merging with previously non-adjointing areas, towns and cities, resulting in metropolitanization in some cases, or uncontrolled peri-urbanization, which often appears chaotic. Uncontrolled sprawl development results in high costs for infrastructure and transport, fuel consumption and GHG emissions, as well as alteration of ecological structures and the conversion of rural land into urban uses, - all of which are environmentally unsustainable.

The key to achieving quality urban development and dynamic transformation will be among others the preservation of public space, complementary to the establishment of the rules that apply to private land development. The availability of public space is the most lasting legacy of any planning intervention as the plans point to the optimal relation between public investment and the space for private development. In various UN-Habitat surveys, it has been shown that successful cities patterns may show street space percentage as high as 30-35% of the urban space, while congested and less efficient patterns may be as low as 7-15%.

Once the parameters of public space is defined, urban planning will find the right compass to build streets and other public areas that support a diversity of functions to accommodate different levels and phases of investment (in infrastructure and other amenities) that nurture economic and social value with adequate provisions for mixed use. The development of good public spaces together with a well balanced mix of uses signal a key strategy towards urban prosperity and quality of life.

Future Scenarios: The Changing Shape of Cities: Institutions and Regulations for a New Urban Planning

Only those cities able to embrace different patterns of growth and address inequalities and inefficiencies will be able to provide better lives for their residents, while limiting ecological damage and enhancing their identity. The future of cities will depend on which models can be devised and implement to build a new type of city, with the right economies of agglomeration in social, economic and environmental terms. However Institutions and legislation will need to be developed to support such vision.

Successful cities will embrace new urban planning principles, paying due attention to the organization of public space and identifying key critical levers of intervention. must be an interactive process, undertaken in a social context rather than a purely technical process of design, analysis and management, rather than something handed down through a normative framework.¹¹In particular, urban planning institutions and regulations will foster clear steps towards protecting the public interest

¹¹ HEALEY, Patsy (1997). Collaborative Planning: Shaping Places in Fragmented Societies. Vancouver: University of British Columbia Press

and supporting private investment, while building and establishing new alliances for urban development. Institutions and regulations will be measured against their capacity to deliver and support new urban patterns and balance the different actors' demands. They will be required to provide the framework for engagement in city building by a diverse range of actors including communities and work out appropriate tools for their effective participation.

Dialogue 1: The Shape of Cities: Urban Planning Institutions and Regulations, Including the Improvement of Quality of Life.

Current Issues

Urban areas by virtue of their unique characteristics offer significant opportunities for the creation of prosperity. Countries that want to build a prosperous urban future must make urbanization work well. Realizing the potential gains of urbanization will however depend on how well urban growth is managed and planned for, and the extent to which the benefits accruing from urbanization are equitably distributed. Formulating and implementing the necessary policies, legislations and institutions and organizational change will therefore be crucial in planning and managing urbanization. Urban planning can harness the economic gains of urbanization, making cities more efficient and more equitable. Of course this is a heuristic process of exchange through interactive learning and continuous feedback processes among stakeholders.

Future Scenarios

Key elements of successful cities of the future will be:

- (a) optimizing density to promote economic agglomeration, lower costs of providing infrastructure and services, to strengthen social interactions and reduce mobility demand;
- (b) mixed use of land to facilitate commercial exchange whilst meeting social and environmental imperatives of sustainability;
- (c) make provision for sufficient amount of public space and prioritizing streets as the basic element for social and economic interaction, and for mobility and accessibility, accompanied by the progressive provision of services;
- (d) subdividing plots to generate economic value for land and to encourage investments;
- (e) reducing risks from natural hazards and minimizing the costs of maintaining infrastructure through intensification of land use and better urban patterns.
- (f) increased engagement in multi-level governance processes including the community level

Objectives of the Dialogue

Dialogue 1 will explore the specific role of effective urban planning, institutions and regulations in enhancing the prosperity of cities. In so doing the Dialogue will examine how a new approach to urban planning can create the necessary conditions for the future cities to prosper.

Initial Questions

The Dialogue will encourage debate on the following themes:

- How can urban planning harness urbanization as a positive phenomenon and at the same time respond to the challenges associated with rapid urban growth?
- How can a new approach to urban planning contribute to improving the living conditions in slums and prevent the formation of new slums?

What lessons can we learn from large urban projects, which have demonstrated capacity to engender strategic transformations in existing cities and in urban expansion, particularly from the point of view of how multi-level governance has worked in these contexts, and the institutions and regulations involved?
How can urban planning facilitate productivity, job creation and sustainable livelihoods?
What roles do the myriad of actors operating in the city play? What is their response to smart regulations and incentives in the development of a better city?
What role can urban planning and appropriately developed institutions and regulations play in capturing and utilizing rising urban land values? How can planning legislation be made to contribute to unleash and enhance prosperous, equitable and environmentally sound cities?
How can urban planning encourage more compact urban development which entails medium- to high-built densities in order to take advantage of agglomeration economies, which are so crucial to the prosperity of cities?
How can city planners help to create livable and diverse public spaces that add value and quality to urban social and economic life?
How do national governments participate in the provision and management of public spaces as a contribution to people's wellbeing and city prosperity?
Public spaces can be created by a range of different institutions: central governments and local authorities, civic and community organizations and the private sector. How can this be realized in practical terms? Which are the positive experiences of this and what can we learn from that?
What are cities doing to transform their streets into quality public spaces?

Strategic Partnerships

The dialogue will strengthen the common understanding between UN-HABITAT and key partners on new urban planning and further specific advocacy and research agenda possibly targeted to local government actors. It will also directly link with a number of networking events and training activities focusing on urban planning for LG. Partners being contemplated: United Cities and Local Governments (UCLG); Urban Planners Associations (involved in the Habitat Professional Forum, such as ISOCARP, tbd); Universities (from the Habitat Partner Universities, tbd – MIT, LSE, Oregon University, Cape Town University), Siemens, the Centre for Liveable Cities, Singapore and CISCO, the corporate sector which is working with Gale International in Songdo to build an Eco-city of Korea

On the issues of public space, specific partners will also be sought (such as the Centre for Livable Cities, Singapore and CISCO)

Theme 2: Equity and the Prosperity of Cities

A prosperous city can only self-sustain if it is inclusive and equitable in nature. An equitable city reduces poverty and inequality by ensuring a systematic re-distribution of the economic benefits of development. An inclusive city protects the rights of all its residents, particularly the most vulnerable and marginalized groups, and it takes steps to promote gender equality, minority rights, etc. A prosperous city is also cognizant of its cultural diversity, and is characterized by respecting differences in lifestyles and expressions, including ethnicity, language, religion, historical origins, values and beliefs, sexual orientation and gender.

The Urban Advantage

Urbanization is a transformative process. As countries urbanize, they advance, develop and become richer - in simultaneously as we observe in some cases; but equally we have witnessed the perverse outcome of chaotic urbanization resulting in slum formation, the physical manifestation of urban poverty. As urbanization is predominantly propelled by the search for opportunities to realize the human potential, the search for prosperity is thus one of the main drivers behind the existence of cities.

Prosperity is the essence of progress and the way development positively materializes. Prosperity is the desired future for our cities, our equitable, diverse and inclusive cities.

Even if urbanization is not happening at the same pace and shape in different regions, urban culture is becoming a truly global experience. Despite clear growth disparities, reversals and problems, the benefits associated with urbanization is clearly evident: life expectancy, infant mortality, absolute poverty, deprivation, and other development indicators show general improvements almost everywhere. People in both developed and developing countries live longer, healthier and more productive lives than anyone could conceive to be possible two-hundred years ago when the human existence was predominantly rural and less than 3 per cent of the total population lived in urban areas.

Unfortunately progress has not been evenly spread and prosperity has not come to everyone. The process of urbanization and its intended benefits has not been without its share of problems: Poverty, child labor, human exploitation, poor access to education and healthcare, environmental pollution, loss of traditional knowledge, culture and identity are rampant in many parts of the world. The inequality that urbanization fosters is the Achilles' heel of prosperity. It is what compromises the future of our cities.

The Sixth session of the World Urban Forum will provide a platform to discuss and find ways to articulate the core issues identified in the four Dialogues; critical issues for urban residents to attain a decent standard of living. Dialogue 3 in particular will focus on two fundamental aspects of equity: opportunity equality and social cohesion. Upon providing an overview on economic development and equity, the dialogue will address issues of equity and inclusiveness in policymaking, particularly those that touch upon access to affordable land, housing and services. UN-Habitat has developed a systemic approach for their provision, as well as equitable distribution of income, resources and opportunities.

The discussion will focus on multi-dimensional deprivations that tend to characterize depressed areas of the city with a view to bridge the widening gap in assets and to foster equity, including settlement improvement and upgrading of slums. Participation and involvement of stakeholders in realizing sustainable urban development will be an important point for discussion. The Dialogue will analyze city policy responses both at the design and implementation levels, looking at the various interactions with the national (e.g. fiscal, education, labor markets) and supranational spheres (globalization and demand driven policies).

A prosperous city is equitable

Over the past few decades, the world has witnessed a widening of the gap between the rich and poor segments of society manifested through the unequal spatial development of cities the most notable of which are the expansion of slums and informal settlements lacking infrastructure. Income inequality and other forms of inequality related to opportunities in life, political participation, consumption and access to resources, among others, have continued to persist. Simultaneously new forms of inequality have emerged such as inequalities in access to communication technologies and skills development.

Inequalities can be generated and sustained by different factors that relate to power imbalances and an uneven distribution of opportunities at an early age. The ways in which individuals access available resources as well as socio-cultural milieu in which they find themselves tend to generate different forms of exclusion and discrimination which manifest on the basis of race, religion, gender, and ethnicity

among others. A prosperous city can only self-sustain if it addresses such systemic exclusion and consequent discrimination.

In 2006 a World Bank publication contended: “By placing equity and fairness as central elements of an efficient development strategy, developing countries will be better able to reach sustainable growth and development trajectories”. To be sure, this does not only apply to developing countries; it holds true at every level of development, as governments and societies seek to respond to the current crises (economic, financial, food) as well as the perennial subsisting state of poverty in large swathes of the globe. The combination of, and the links between poverty and unemployment is one of the most serious challenges facing the world’s cities now and in the future. New threats such as the adverse effects of climate change which affect rural livelihoods, and the rise in exclusion and marginalization with the corresponding increase of urban poverty and informality may exacerbate inequalities.

Historically cities are an opportune setting for guaranteeing the overall protection of the rights of their inhabitants by creating conditions to re-distribute the benefits of growth and development in an equitable and non-discriminatory manner. Cities that take seriously a fair distribution of resources and opportunities, equitable access to adequate and affordable housing options, even application of the law, just execution of rules and relationships that govern institutions, and an easier access to services and social amenities, are cities that stand to realize the benefits of a prosperous, equitable, and inclusive future.

As cities grow, urban policies must address equity concerns in order to chart pathways towards a more equitable distribution of opportunities and societal assets. In particular, policies for increased economic and social opportunities for the poor, women and other vulnerable groups, will redress the systemic social deprivations that prevent certain segments of society from achieving the benefits of an equitable city.

A prosperous city is inclusive

Policies towards an inclusive city address the different pathways towards opportunities equality and propose support systems that enable all residents to develop to their full potential and allow them access to basic human such as adequate housing, mobility, education, recreation, communication, access to amenities and decent employment. To be sure immaterial assets such as equality before the law, cultural and spiritual expression are necessary ingredients of human wellbeing. In an inclusive city residents are included in the political and decision-making processes that shape their daily life. Such participation engenders a sense of belonging, and identity, and equally guarantees them a stake in the progress of the city.

Cities proposing the design and plans for inclusiveness and social cohesion/diversity succeed on the strength of a full understanding of how the social, economic, political and cultural can, working together, be integrated into the daily lives of the public. Viewing economic opportunities in conjunction with other forms of political, social and cultural rights in societies is what builds capable social capital in developing countries. Therefore achieving the aims of inclusive cities requires an in-depth reviews of systems, structures and institutions with the objective of changing the basis of individual engagement with others.

One form of genuine change is for local governments to coordinate effectively with central and state or provincial level authorities and vice versa. Inclusive policies for cities should focus more on aspects that

could be integrated into formal municipal practices; such as the informal economy, social capital and informal institutional arrangements, including affordable land delivery and housing systems. If social, economic, political and cultural dimensions of equity are to benefit the majority, there must be a minimum acceptance of the rights of individuals. This requires that cities develop a vision that integrates everyone, to forward-looking plans and implementation mechanisms that are adequately monitored and flexible and revised when necessary. In this regard new institutions would need to be set up, and existing ones improved and strengthened to ensure that they are inclusive, accountable and efficient. If met, these requirements would guarantee that a city provides the framework that integrates the visions, freedoms and rights of its residents.

In bridging the urban divide, city governments must give equal priority to governance, planning, management and implementation. Implementation must be grounded in the basic, universally recognized human rights principles of non-discrimination, indivisibility, gender equality, gradual realization, non-retrogression, subsidiarity, solidarity and cooperation.

UN-Habitat framework for inclusion identifies five major steps to an inclusive city:

- Assess the past and measure progress
- Establish new and more effective institutions, or strengthen existing ones as needed
- Build new linkages and alliances across tiers of government
- Develop a shared, sustained, and comprehensive vision to promote inclusiveness
- Ensure an equitable distribution of opportunities

In sum, ensuring equity and closing the urban divide is ordinarily an ongoing evolutionary commitment among successive leaders of cities, social movements, organized labor, businesses and the general public to implement practical steps so that the city becomes more inclusive over time.

DEFINING SOCIAL, ECONOMIC, POLITICAL AND CULTURAL INCLUSION

- **Social Inclusion:** A socially inclusive city provides all residents, regardless of race, ethnicity, gender or socio-economic status, adequate housing, decent basic services, and equal access to social amenities, opportunities and other public goods essential to everyone's general and environmental well-being
- **Economic Inclusion:** An economically inclusive city provides residents equal opportunities for business and access to employment and promotes pro-poor economic policies
- **Political Inclusion:** A politically inclusive city upholds citizens' rights and liberties, encourages social and political participation so that city officials will make better informed decisions and in a democratic manner
- **Cultural Inclusion:** A culturally inclusive city furthers social integration and celebrates diversity. It values cultural rights of all segments of society and encourages the arts and heritage.

State of the World's Cities Report 2010/11 (Bridging the Urban Divide)

Understandably, compared to the prominence given to the design of economic growth policies, policies that promote equity are still poorly integrated in national economic and urban development programmes and plans. Given the widening gap in inequality, it is of paramount importance to argue for the greater attention to the defining challenge of equitable policies and programmes at both national and municipal levels – in order to stem the continued rise in inequality around the world.

The Future is Urban: The Future is Prosperous, Equitable and Inclusive

Following from the above, global action is necessary and on-going concerted action accelerated, to reinforce the past gains of the evolution of the city, build on the generic positive human institutions that

have nurtured the urban conditions for centuries and equally, reverse the disturbing inequality trend towards an increasingly polarized world. This is necessary to ensure that cities do not become more divided, reduce incidence of gated communities and slums, social ghettos and neighborhoods of poverty which tend to highlight the spatial manifestation of inequality. Policies should focus on reducing fear, mistrust, violence and social unrest that tend to be the direct consequences of divided cities. To avoid these grim scenarios, solutions lie in integrated mixed use planning and ensuring equitable access to affordable land, housing and basic services to the whole spectrum of society. Marginalized slum areas need to be upgraded to address the ills of past urban failures to accommodate all urban dwellers. An important driver of change will be the democratic advances in various regions and countries and the emergence of social movements demanding more social justice. The adoption of economic reforms and enabling housing policies with pro-poor orientations may result in higher growth rates, increased access to adequate housing and better distributive policies in some countries. The use of knowledge, technology and information and communications (social media in particular) with clearer social purposes cannot be ignored as a positive driver of change.

These important drivers of change provide testament to the fact that cities can be more inclusive, diverse and heterogeneous. Inhabitants of these cities can participate effectively in decision-making and effectively enjoy fundamental rights and liberties. They can fully benefit from the 'urban advantage' in terms of better housing, education and health, living in an environmentally friendly place with full rights to exercise their citizenship. To do so, vulnerable groups must have opportunities to gain control over their lives, improve their assets, and have access to adequate housing, urban services, and education, health, work and livelihoods opportunities.

Rather than being considered as beneficiaries, vulnerable groups must have the opportunities to improve their living conditions and fully participate in realizing sustainable urban development, which also implies having a voice in the planning and governance process of their cities.

Dialogue 2: Equity and Prosperity: Distribution of Wealth and Opportunities

Key words

Equity, poverty, resources and opportunities, equality, inequality, redistributive policies, human capital formation, social cohesion, adequate standard of living, human rights, social justice, equitable access to affordable land and housing and services, slum prevention, happiness, collective well-being, cultural diversity, and cultural identity.

Initial Questions

The Dialogue will encourage debate on the following themes:

How have redistributive measures been addressed in policy-making? What instruments have been used to implement these policies?

What roles do social, economic, cultural and political factors play in determining the attitude of governments toward wealth distribution?

What policy instruments and actions have successfully increased opportunities for all, promoting equity in the city?

What can cities do to redistribute opportunities, in particular from the perspective of housing, as a way of promoting equity?

How important is the support to human capital formation for promoting equity?

How have cities and central government succeeded in enabling access to affordable housing for all?

What city wide approaches have succeeded in improving living conditions of the

underprivileged in slums?

How can cities strengthen the vulnerable groups' capacity to improve their living conditions and to fully participate in realizing sustainable urban development?

Which are the successful cases of efficient land-use mechanisms, housing policies and land taxation systems for a more egalitarian access to land, adequate housing and basic services?

Would it be necessary to have more effective social movements and political claims for different cities of the world to adopt an equity agenda?

Strategic Partnerships

This Dialogue will be jointly designed and coordinated by UN-Habitat and the CAF (Regional Development Bank in Latin America and the Caribbean).

These two institutions are developing a strategic partnership in the Equity and Prosperity concepts.

UN-Habitat/CAF are about to initiate a large-scale regional study on income and consumption inequalities in more than 50 cities. This work is aimed at providing clear policy orientations on what works to reduce inequalities as a way of creating a more equal society. In addition, there is a need to establish new partnerships at the national and local levels to ensure that coordinated efforts of a large number of key actors would work in unison to achieve results to scale. This could be achieved by encouraging the establishment of National Habitat Committees or Urban Forums to address the issues of equity and access to economic opportunities, land, housing and basic services.

Theme 3: Productive Cities: Urban Job Creation

A Prosperous City fosters economic development and creates conditions to provide decent, productive and remunerative jobs and equal opportunities for everyone by implementing effective economic policies and reforms using creativity, innovation, research and development, science and technology.

“Cities are engines of economic growth and development”. This is a much trumpeted point - but it bears emphasis - which is that urban areas are crucial loci for national development. They are the drivers of wealth creation, or stretching Adam Smith's phrase “Cities are the Wealth of Nations”.

The evidence on the positive link between urban areas and economic development is overwhelming. Cities account for about 70% of global GDP¹². Economic activities in urban areas account for as much as 55% of the GDP in low-income countries, 73% in middle-income countries, and 85% in high-income economies¹³. In some countries, a single city can account for a significant share of the national wealth. For example, Seoul, Budapest and Brussels respectively account for over 45% of the GDP of South Korea, Hungary and Belgium¹⁴. In other countries, a group of cities can contribute to a significant share of GDP. For example, in South Africa, six major cities collectively account for 55% of the GDP. The case of China is quite remarkable, with 50% of the GDP generated in the coastal areas that constitute only 20% of the

¹² World Bank (2009) Systems of Cities: Harnessing Urbanization for Growth and Poverty Alleviation—World Bank Urban and Local Government Strategy, World Bank: Washington, DC.

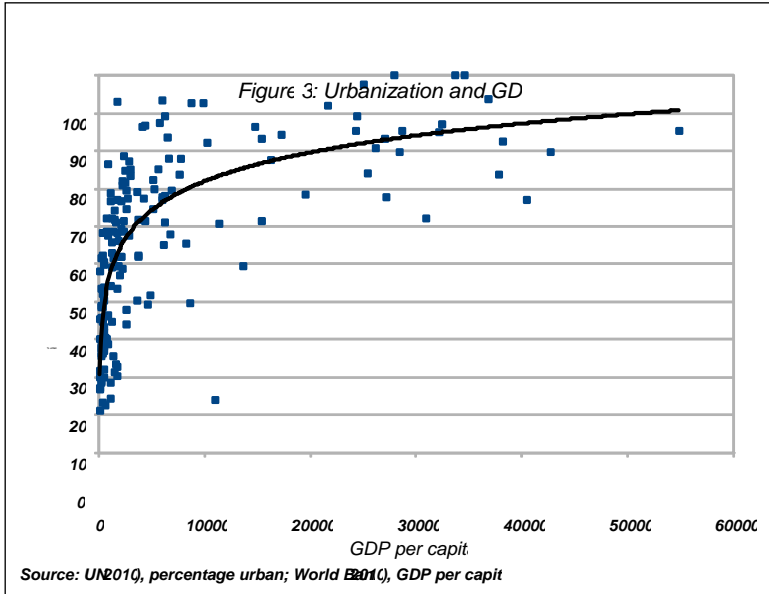
¹³ UN-HABITAT and DFID (2002) Sustainable Urbanisation: Achieving Agenda 21. Nairobi: UN-Habitat.

¹⁴ UN-HABITAT (2010) State of the World's Cities 2010/2011: Bridging the Urban Divide, London: Earthscan.

Chinese territory¹⁵. For all cities, the contribution of a city to GDP is greater than its share of the national population.

Besides the positive contribution of cities to growth, urban areas are associated with higher levels of income. The relationship between the level of urbanization and per capita income across countries is positive. Figure 3 suggests that very few countries have reached income levels of \$10,000 per capita before becoming 70% urbanized. What this clearly shows urbanization and income growth are closely correlated, in other words as countries grow rich they tend to urbanize faster.

The positive relationship between urbanization and income also applies at the regional level. The regions that have the highest levels of urbanization are the ones with the highest levels of GDP per capita. Among developing regions, Latin America and Caribbean with 78% of its population residing in urban areas has a GDP per capita of \$4580, compared to \$601 and \$647 for sub-Saharan Africa and South Asia which are 36% and 29% urbanized respectively.



A prosperous city has an economy capable of contributing to national growth and providing productive employment in order to allow its citizens earn a decent income and to enjoy a relatively good standard of living. Urban areas by their nature have the potential to generate employment opportunities in both the formal and informal sectors. However, this is subject to active state policy and institutions that are designed in ways to resolve the multidimensional problems confronting cities worldwide. Employment

¹⁵ World Bank (2009) The World Bank Urban and Local Government Strategy: Concept and Issues Note, Finance Economics and Urban Department Sustainable Development Network.

can be seen as the gateway out of poverty and an important step towards social integration. It is the basis for creating wealth and the primary instrument for equitable redistribution¹⁶.

Notwithstanding the foregoing, unemployment and underemployment (much of which is hidden) remains an acute urban problem. In the coming decade there will be upwards of 500 million people joining the world's labour markets, most of whom will be young people in developing countries. They will be competing with the existing 184 million unemployed and the 550 million working poor looking to improve their lives by making better use of their talents and abilities, and also skilled young people seeking some of the high end jobs commensurate with their skills. Therefore a significant number of new jobs will need to be created simply to meet the needs of new job seekers. This will require not only a dramatic reversal of the current economic slowdown, but the continuous development of appropriate policies and programmes to ensure sustained local economic development for the creation of decent and productive work opportunities.

Productive Cities: Future Scenarios

The productive potential of a city is as much a key ingredient of progress in the developed world as it is in developing countries. Dramatic changes that have occurred in systems of production coupled with cyclical financial and economic crises have created a major problem of unemployment. The situation has been further compounded by the adoption of various forms of austerity measures involving layoffs and cut downs in government spending. Between 2006 and 2007 an urban audit was undertaken involving 321 European cities in the 27 countries of the European Union, along with 36 additional cities in Norway, Switzerland and Turkey. The report acknowledged that while concern about unemployment is high on the agenda of most Member States' in many European cities, it is even more of a very serious problem. The Audit highlighted the paradox of cities, where job opportunities are concentrated yet unemployment rates are higher than national averages¹⁷.

There is little likelihood that such a trend will ease off in the near future given the severity of the on-going crises. A recent survey by McKinsey Global Institute revealed that currently 600 urban centres with a fifth of the world populations generate 60% of global GDP. In 2025 it is expected that the same number of cities will generate an equal proportion of GDP but the cities will not be the same. There will be a shift in the composition of cities, with southern cities, and mostly from East Asia becoming the centre of gravity in global economy¹⁸.

A key issue confronting cities in many developing countries is the need to ensure that urbanization generates sufficient economic growth to create decent and productive jobs for their rapidly growing populations. Where urbanization is driven by negative push factors such as poverty, disasters, environmental degradation, and political conflicts in rural areas; where rural migrants are largely uneducated and unskilled, cities are unlikely to generate economic development and employment. On the other hand where urbanization is fuelled by economic growth and increasing job opportunities in

¹⁶ Kuiper and van der Ree (2005)

¹⁷ **URBANACT 2007**: European Regional Development Fund 2007 – 2013 - Objective 3:European Territorial Cooperation (<http://www.urbanaudit.org/Cities%20and%20the%20lisbon%20agenda.pdf>) P.19

¹⁸ McKinsey Global Institute 2011: Urban World-Mapping the Economic Power of Cities. Washington, DC

cities, it is likely to generate greater positive externalities. An expanding urban economy experiencing shortages of labour will be better equipped to absorb new migrants to cities.

Productive and remunerative employment contributes to the prosperity of cities in many ways and at different levels. It does so at the levels of the individuals, households, community, and the city as a whole. Productive employment provides an individual with income and therefore offers a way out of poverty. Beside financial rewards, employment also provides people with dignity, meaning and stability to their lives. It can reduce stress, improve health and promote well-being. Employment empowers people with independence, self-esteem and fulfillment.

Employment generates a multiplier effect by stimulating activities related to the consumption needs of wage earners, and promotes household investments from wage savings. More significantly, the volume and quality of employment represents the productive capacity of a city with respect to the existence of establishments that can absorb the work-force. The sectoral diversity of such establishments – manufacturing, tertiary, trading, and administration – coupled with their skill requirements as well as the labour absorption capacity determine the productive capacity of a city.

A city's ability to attract industry and services is a function of its capacity to provide the necessary infrastructure not only for initial investments, but also for the efficient functioning of businesses. Provision of facilities and conditions for the competitive functioning of industry and business has been a major preoccupation of urban management, including the dynamic conditions which attract the required skills. Success in empowering individuals at the local and community level to create businesses and as well attract investment does improve incomes and enables local authorities to enhance their revenue capacity, to improve as well as consolidate the city's productive capacity.

Dialogue 3: Productive Cities: Competitive and Innovative Cities
Current Issues

Job creation has rarely been at the forefront of current debates about urbanization. This Dialogue takes place against the backdrop of the potential of urban areas to create decent, productive and remunerative employment. This is all the more pressing, given the recent global financial crisis that has adversely affected economic growth, employment, foreign direct investment, international aid, as well as the capacity of cities to deploy resources to enhance productivity. Under these conditions it is important to explore how cities can create jobs, make their labour market more flexible, promote self-employment and attract the factors of production and new investment in order to increase their economic competitiveness and achieve economic prosperity.

Future Scenarios

The rapid growth of cities and urban agglomerations will present complex challenges and opportunities for policy makers. As most developing countries will be rapidly urbanizing without industrialization, relative poverty and unemployment will likely grow rapidly in these countries. Youth who are expected to be an asset to the economy can become a major challenge because of high unemployment as they are being forced to eke out a living in the informal sector. The most effective way to generate an adequate number of decent and productive jobs in cities will be to create an investor-friendly environment for the private sector- the main source of employment. Cities' ability to create decent jobs will also depend to a large extent on achieving economic growth but fundamentally it must build a sound educational system that anticipates the matching of skill sets with schooling and learning particularly investment in higher education. Adequate investments in urban infrastructure and urban services, removing inappropriate and unnecessary regulations on businesses, skills development, enhancing urban productivity and adequate investments in education are key to generating

economic growth and decent jobs in cities, particularly for the youth.

Objectives of the Dialogue

Dialogue 3 will focus only on one dimension of productive cities: urban job creation. It will explore how urban areas can be engines of economic growth, and be centres of employment rather than centres of unemployment. In this regard, the dialogue will examine what cities are doing and can do to be more attractive and productive in order to create jobs for its growing labour force. The dialogue will also discuss the nature of youth employment in urban areas. This is vital given recent happenings in several countries where street protests and change in government have in part been linked to youth unemployment.

Key components

Key words: cities' contribution to economic growth, urbanization and income, urban unemployment, productive employment, job creation

Initial Questions

The Dialogue will encourage debate on the following themes:

What can cities do to create adequate number of remunerative jobs for their rapidly increasing populations?

What key economic sectors have the greatest potential to create decent jobs in cities?

What should be the defining roles and relationships between city and national governments in creating jobs in cities?

What accounts for differences in the ability of urban areas to create jobs and what role should city leaders play?

How can cities use the tools of urban planning, management, revenue and capital gains to identify innovative ways of funding infrastructure for economic development?

What role can city authorities play in promoting self-employment opportunities in cities?

What type of skill profiles are required to enable economic growth and what role can cities play in developing these?

Strategic Partnerships

UN-HABITAT will organize this Dialogue in collaboration with the International Labour Organization (ILO). This joint effort will contribute to the strengthening on-going partnership on local economic development and job creation in cities.

Theme 4: Urban Mobility, Energy and Environment

A Prosperous City seeks to enhance urban mobility and connectivity by providing adequate infrastructure such as roads, streets, telecommunications including digital solutions, urban and inter-urban transport systems supported by sound financial mechanisms and regulations. A prosperous city is also mindful of the high levels of energy consumption associated for instance with the built environment, the infrastructure and with increased motorized mobility, and as such, continuously seeks to mitigate the environmental impacts and adapt sustainable energy solutions.

Mobility in urban areas is a basic condition for participating in working life, engaging in social cultural and political activities, getting access to education and health facilities¹⁹. Physical infrastructure such as road network, non-vehicular modes such as bicycles / walking, power and communication facilities all

¹⁹ Shuster Wolfgang, (2008), Agenda 21 for Urban Mobility, UCLG, Stuttgart.

enhance urban mobility. Increased mobility serves to connect people to people, provides social and economic connections, goods to markets, workers to jobs, families to services, and the poor in rural areas to urban centres²⁰. This connectivity process that is essential to induce economic growth and reduce poverty. The opportunities and advantages offered by increased mobility are quickly taken up by urban residents²¹.

Urban mobility is an essential facilitator that underpins the prosperity of cities. Increased mobility brought about by improved mobility including pedestrian and transport infrastructure does play a catalytic role in integrating slum and squatter settlements into the urban fabric. These settlements are often physically isolated and disconnected from the main city, with residents having to endure longer commuting times and higher transportation cost. Improved mobility and accessibility can also reduce the level of social exclusion and improve access to various employment and activity nodes.

An increasing number of countries with support from bilateral and multilateral development banks, are focusing on the provision of transport and communication infrastructure in existing and promising urban corridors and city regions, as part of a renewed vision of urban/regional planning activities and economic growth. A good example is Thailand's Eastern Seaboard Infrastructure with more than 150 km of transport infrastructure, which aims at reducing economic disparities by counter-weighting the excessive concentration of economic activities in the capital city. Similarly, emerging economies such as India and China are prioritizing the rapid expansion of infrastructure designed to enhance mobility. Chinese cities that specialize in industrial development or are transport hubs and markets have huge infrastructure developments that allow them to connect to global circuits and national domestic markets. The Indian Government realizes that in order to achieve fast and sustained economic development, there is a need to support major infrastructure investments in urban areas. The Jawaharlal Nehru National Urban Renewal Mission is focusing attention to integrated development of infrastructure by accelerating the flow of investments through grants-in-aide that are expected to leverage additional resources²².

At the urban level local authorities are increasingly realizing that transportation is the lifeline of cities. They understand that residential areas, work places, commercial zones and recreation facilities need to be connected and accessible to everyone. They want to make urban mobility an integral part of urban planning in order to create a "city of short distances"²³. In this regard they are developing or planning to develop intelligent transportation systems with intermodal transport offers that connect mass transit solutions to cycle networks and pedestrian areas. The Trans Milenio bus rapid transport system in Bogotá, Colombia is often-cited as a good example of the role and impact of an efficient transport infrastructure in terms of increasing people's mobility and easing their access to economic

²⁰ AusAid (2009), Infrastructure: Making the wheels go round, Focus Feb-May, http://www.ausaid.gov.au/publications/focus/feb09/focus_bef09_03.pdf.

²¹ Schafer, A. (1998) "The global demand for motorized mobility." *Transportation Research A* 32(6), 455-477.

²² Government of India (2009), The Jawaharlal Nehru National Urban Renewal Mission (JNNURM), *Inside Brochure*, <http://jnnurm.nic.in/nurmudweb/toolkit/broucher.pdf>

²³ Shuster Wolfgang, (2008), *Agenda 21 for Urban Mobility*, UCLG, Stuttgart.

opportunities²⁴. This initiative is being replicated in many cities of the developing world taking into consideration the local context.

There has been a global increase in motorized mobility. In 1960, the world's inhabitants travelled an average of 1820 km by car, bus, railway or aircraft; by 1990, this increased by a factor of 2.4 up to 4390 km²⁵. While motorized mobility has increased, it has led to an increase in travel times and congestion in urban areas especially in developing countries. Taken together though, these changes have led to dramatic increase in household spending on transportation which in the USA for instance stands at 52 percent (with housing) and in some poor countries even higher. For instance, the average one-way journey in Rio de Janeiro is 107 minutes, while in Bogotá it is 90 minutes²⁶. The average vehicle speed in Manila is 11.2 km per hour. In Bangkok, the average car is stationary in traffic for the equivalent of 44 days a year. The increase in motorized mobility, especially in the form of private car-ownership can be attributed to increased wealth, rise in the middle class, and the strong desire to own personal cars in developing countries. This can also be related to lack of reliable public transport and the city's preference of motor vehicular transportation over bicycling and pedestrian infrastructure.

The advantages of increased mobility must be viewed against the environmental impacts. Transport systems associated with motorized mobility have significant impacts on the natural and built environment given that transportation accounts for between 20 and 25% of world energy consumption, with about 95% of transport energy coming from petroleum. Energy is also consumed in the manufacture of vehicles and embodied in transport infrastructure such as roads, bridges and railways. Globally, transportation is responsible for about 23% of total energy-related greenhouse gas emissions²⁷. Urban areas rely heavily on transportation networks of various kinds for both internal and external movements of goods and people. It is important to note that greenhouse emissions from transport-related activity are increasing faster than any other energy using sector. The proportion of journeys made by private transportation as opposed to mass transit – particularly in larger cities – is an important factor influencing the overall greenhouse gas emissions from an urban area. Given the enormous anticipated growth in urban population, travel demand and energy intensity globally, mitigation technologies and practices are urgently required to achieve a significant reduction in the growth rate of energy use for urban transport and related greenhouse emissions.

Urban Mobility, Energy and Environment: Future Scenarios

Promising as many of these practices are, converging crises of dwindling resources, climate change and population growth mean that such initiatives can no longer be undertaken optionally or intermittently. This presents a significant challenge for world's fastest-growing cities that will add nearly three billion people to the world by 2050. Many of these cities are small and poorly capacitated with existing infrastructure deficits. For them to develop anywhere approaching the level of most cities in the

²⁴ World Bank (2009) World Development Report 2009: Reshaping Economic Geography, World Bank: Washington DC.; Brown-Luthango, M. (2011) Capturing Land value Increment to Finance Infrastructure Investment: Possibilities for South Africa, Urban Forum, Vol. 22, pp. 37-52.

²⁵ Schafer (1998)

²⁶ Gakenheimer, R (1999) "Urban mobility in the developing world", Transport Research, Part A, Vol. 33, pp. 671-689.

²⁷ Barker Tet. al. (2007) Technical Summary, In: Climate Change 2007: Mitigation. Contribution of Working Group III to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change [B. Metz, O. R. Davidson, P. R. Bosch, R. Dave, L. A. Meyer (eds)], Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA.

developed world, they are going to have to do so at significantly lower energy and resource intensities. However, these restrictions also present an incentive to innovate. Greening transport systems sooner rather than later allows cities to avoid inefficient, obsolete technologies and stimulate their economies into the future. Non-motorised and mass transit systems are also most feasible when they leverage the agglomeration advantages of compact cities. Well-connected compact cities provide increased quality of life – cheaper, faster access to jobs and services – that is decoupled from resource use and emissions intensity. Therein lays the central tenet of a green economy: that equitable growth can occur at lower rates of environmental degradation. Through the principles of dematerialisation and the substitution, renewable energy can revolutionise urban transport modalities of the future.

Urban energy and transport innovation is driven by significant increases in demand for car ownership. Real alternatives – and incentives to use them – are more important than ever. Strategic city-region planning must provide settlement patterns before they lock in more unsustainable mobility patterns. Once a city is designed for cars, new, public transit systems are inevitably impractical. Technological advances and the increase of electronic communication and transactions will, somewhat paradoxically, make place and face-to-face interaction more important than ever. This will likely continue to increase future mobility requirements between the world’s increasingly globalised cities. Urban planning can also provide configurations that minimise excessive mobility demands (and the resultant demands for increased speed and energy). Moreover, reducing excessive mobility demands will partly counter the rebound effect of increased resource consumption that usually accompanies increased resource efficiency. Ultimately a combination of greening existing and building new, public and non-motorised transport infrastructure can deliver the lower per capita energy use and emissions rates that the world of the near future will almost certainly require to survive.

Different types of non-motorized transport need to be considered, but with full consideration of their impact on the environment as well as their efficiency. NMT accounts for between 40 and 60% of all trips in several major cities in Asia, and much more in poorer cities in Africa²⁸. NMT is clean and non-polluting, generates little or no noise, and very cost effective, healthy and safe. This mode is mostly used by the poor and lower-income households for their daily movements in cities of the developing world. It is therefore a significant source of income and employment for the poor. Despite the importance of this mode of transport in cities of the developing world, it has largely been ignored by politicians, international development banks and transport. WUF6 recognizes the importance of NMT and the possible contribution it can make to the prosperity of cities.

Dialogue 4: Urban Mobility, Energy and Environment

Current Issues

Urban mobility underpins the prosperity of cities. At the core of urban mobility is mass transportation, which is fundamental for growth and development. Cities that are adopting mass transportation solutions are becoming more competitive and attractive by reducing the unit cost of trips for users, reducing congestion and thereby decreasing travel time and offering reliable access to different areas in the city. Mass transport solutions contribute to energy conservation and environmental protection with respect to urban air quality, health, and the reduction of greenhouse gas emissions that is crucial in addressing global climate change at city level. It is therefore increasingly apparent that urban mobility plays an important role in the achievement of the city’s

²⁸ World Bank (2002) Cities on the Move: A World Bank Urban Transport Strategy Review, World Bank: Washington, DC.

wider sustainability objectives.

Future Scenarios

In many developing countries clean(er) fuels, integrated BRT, light-rail and (strong) non-motorized transport systems (bicycling and walking inter alia) are the current future scenario. Conversely, cutting edge technologies include E-mobility, the use of hydrogen cars, fuel cells and the use of renewable energies as the primary source of energy for urban mobility. Future scenarios for sustainable urban mobility in the 21st century will be drawn specifically for the many cities in question. The important task on the drawing board is to achieve realistic scenarios appreciating the variety of cities with their individual needs.

Objectives of the Dialogue

Dialogue 4 will analyze the prospects and challenges that cities face in adopting sustainable solutions for urban mobility. At the heart of urban mobility is mass transportation that combined with non-motorized solutions increases connectivity and interactions, which are essential for economic growth and city prosperity. A connection will be established between infrastructure provision, mass transportation and energy conservation and its benefits on climate change. The dialogue will also explore the possible impacts of climate change on urban mobility. This is expected to be severe in terms of infrastructure damage, cost of delays and lost trips especially in developing countries where infrastructure supporting urban mobility may be of poor quality and inadequately maintained.

Methodology for the discussion: The e-dialogue will serve as basis to gather key ideas and questions to be used during the on-site dialogue. The Dialogue will be moderated by a professional who will question the panelists in a way that realities and experiences in developed and developing countries can be compared for better knowledge sharing.

Key components, topics to discuss, key words:

Sustainable infrastructure investments in poor cities
Leveraging agglomeration advantages and linking urban fabric with mass transit models
Leapfrogging and low-technology innovation in developing cities
Embracing para-transit
Making NMT popular and work for lower income communities
Incentives (“pulls” and “pushes”) of green mass transit
Institutional sustainability
Decoupling, dematerialization and avoiding the rebound effect.

Initial Questions

The Dialogue will encourage debate on the following themes:

How can cities mobilize huge investments to finance infrastructure development to enhance urban mobility?
Mass transit systems have clear benefits, yet many cities have not been able to integrate these solutions in their urban mobility plans. How can poor cities adopt them mass transit systems with a view to achieving more to increase the chances of prosperous development?
How may para-transit systems be integrated into sustainable and safe urban transport systems?
How have cities integrated special and transport planning?
What type of institutions and capacities are needed / will need to be strengthened to transfer existing “good” concepts and ideas into a sustainable future reality?

Strategic Partnerships

Potential partners to work with on the substantive aspects are UNEP, UNIDO, ICLEI, UITP, Civil Society Organizations and other Academia to be identified. Key potential panelists/speakers are: Bloomberg from the

C40 Initiative; the Executive Director of UNIDO; the advisor to Ban Ki Moon on sustainable Energy and other high profile figures with sensitivity to regional and gender balance. It is important that the speakers are not focused on one theme only, but have a broad perspective on the environment, transport and energy as a whole. UN-Habitat and UNEP relationship goes beyond this event as both organizations are exploring ways to develop long term joint programs.