

ANNEX I
OUTLINE FOR GLOBAL REPORT ON HUMAN
SETTLEMENTS 2013
“Sustainable Urban Transport”

Proposed Arrangement of Chapters

PART I: THE URBAN TRANSPORT CHALLENGE

Chapter 1: The Crisis of Sustainability in Urban Transport [8,000 -9,000 words]

PART II: GLOBAL CONDITIONS AND TRENDS IN URBAN TRANSPORT

Chapter 2: Private Motorized Transport [9,000-10,000 words]

Chapter 3: Public Transport [9,000-10,000 words]

Chapter 4: Commercial Goods Transport [9-10,000 words]

Chapter 5: Informal Motorized Transport [9,000-10,000 words]

Chapter 6: Non-Motorized Transport [9,000-10,000 words]

Chapter 7: Integrated Land-Use and Transport Planning [9,000-10,000 words]

PART III: POLICY RESPONSES IN URBAN TRANSPORT

Chapter 8: Urban Transport and the Environment [17,000-18,000 words]

Chapter 9: Economically Sustainable Urban Transport [14,000-15,000 words]

Chapter 10: Social Sustainability of Urban Transport [14,000-15,000 words]

Chapter 11: Urban Transport Institutions and Governance [13,000-14,000 words]

PART IV: FUTURE POLICY DIRECTIONS

Chapter 12: Towards Sustainable Urban Transport [9,000-10,000 words]

OUTLINE

Background

General Assembly Resolution 32/114 mandated UN-HABITAT to prepare periodically the Global Report on Human Settlements as a vehicle for monitoring and reporting on human settlements conditions and trends. In addition, General Assembly Resolution 55/194 encouraged “... Member States and Habitat Agenda partners to provide support for the preparation of the Global Report on Human Settlements ... so as to raise awareness on human settlements issues and to provide information on urban conditions and trends around the world.”

The ninth issue (2013) of the Global Report on Human Settlements will focus on the theme of *Sustainable Urban Transport*¹. The objective of the report is to review the current conditions and trends in urban transport globally. It will also identify innovative strategies and policies for the design and development of sustainable urban transport systems. The justification for the selection of ‘Sustainable Urban Transport’ as the theme of the report is related to a number of global urban challenges including rapid urbanization and the concomitant massive growth in intra-urban movement, increasing urban sprawl in many parts of the world, the increasing threat of climate change and the search for sustainable urban development solutions. With half of humanity now living in urban areas, the provision of affordable, accessible, efficient, clean and safe urban transport infrastructure and services is one of the major challenges of the 21st century. The report is scheduled for publication in January 2013 and will be launched in March/April 2013.

The proposed content of the Global Report on Human Settlements 2013 is presented below.

PART I: THE URBAN TRANSPORT CHALLENGE²

CHAPTER 1: THE CRISIS OF SUSTAINABILITY IN URBAN TRANSPORT

This introductory chapter will outline the rationale and scope of the report before describing its main focus: the urban transport challenge. It will then provide a conceptual framework for the review of urban transport in the report followed by a definition of key terms and an outline of the report’s main objectives. Accordingly, the chapter should consist of the following sections:

Introduction

The rationale for the selection of ‘Sustainable Urban Transport’ as the theme of the report should be clearly stated. This should point to the rapidly rising populations and the concomitant growing transport demand as a result of which urban areas today face an unprecedented crisis of passenger and goods movement. Indeed, a major challenge for urban areas today is to improve the working and living conditions of urban populations by meeting their transport needs in an economically, environmentally and socially sustainable manner. This challenge is especially magnified in the urban areas of developing countries, where the bulk of global population growth is projected to take place in the coming decades, and where a substantial proportion of urban residents live in unplanned informal settlements.

The scope of the report should also be defined through a clarification of the ways in which the terms ‘urban’ and ‘urban transport’ are operationalized. In defining the scope of the report, the

¹ Previous issues are available online at www.unhabitat.org/grhs

² At this stage, this and other part headings are to be taken as indicative of the overall logic for the structure and organization of the report rather than strict delimitations of the contents of their respective chapters. There may be some degree of overlap between the different parts of the report.

main focus should be on *intra-urban transport* issues that can be addressed within the context of urban policy, design, planning, management and governance, especially by urban local authorities, but also by national governments. Furthermore, the report is to focus on both passenger transit and the transportation of goods including through a separate chapter on commercial goods transport due to the specificity of its operation, challenges and related policies and practices.

The rationale for the organization and focus of chapters 2 to 6 is illustrated in the following matrix:³

		Movement of people		Movement of services		Movement of goods	
		Commercial	Not-for profit	Commercial	Not-for profit	Commercial	Not-for profit
Motorized transport	Household sector	Chapter 2					
	Public sector	Chapter 3				Chapter 4	
	Private (formal) sector						
	Private (informal) sector	Chapter 5					
Non-motorized transport	Household sector	Chapter 6					
	Public sector						
	Private (formal) sector						
	Private (informal) sector						

In addition, it should be clearly stated that the report will review trends, conditions and policies by categorizing countries into developed (all of Europe and North America, plus Australia, Japan and New Zealand) and developing (Africa, Latin America and the Caribbean, Asia and Pacific except Australia, Japan and New Zealand). Sub-regional groups may also be used (see definitions in the technical notes, in the Statistical Annex of earlier editions of the GRHS), but only as sub-groupings to the ones listed above. For example, the report may refer to “Transitional countries in Europe” (or Asia).

The urban transport crisis

The key characteristics of the current urban transport crisis should be described paying attention to how this is differentiated globally across developed and developing countries (including transitional countries). The traditional diagnosis of the crisis attributes major urban transportation challenges to an increase in city movement demand that is not matched by appropriate responses on the supply side, in terms of transport infrastructure and services. This misconception of the urban transportation problem has resulted in too little attention being paid to tackling root causes and too much attention to promoting enhanced motorized mobility – as opposed to promoting affordable accessibility in line with principles of sustainable development. The main underlying factors driving the urban transport crisis should thus be discussed, including the following: urbanization and population growth, economic growth, urban incomes (the rise of middle classes and the plight of disadvantaged groups), motorization, urban sprawl and suburbanization, as well as global challenges such as energy, climate change and financial crises. Challenges in the provision of transport services such as those related to public transport, informal transport, infrastructure investment and maintenance as well as accessibility and affordability should also be highlighted here.

³ This matrix is an illustration of the conceptual rationale and logic for the organization of chapters 2 to 6. Its main purpose is to broadly delineate which types of transport are to be covered in each of the five chapters, and thus to avoid unnecessary overlaps between the content of these chapters. The matrix is mainly split across the motorized-non-motorized transport divide. It is understood that some types of transport (e.g. household sector movement of services) may be rare or non-existent and can therefore not be reviewed at length (or at all). Furthermore, the language used in the matrix to distinguish various categories need not necessarily be identical with those used in chapters 2 to 6. For instance, the term ‘private’ is used in chapter 2 to refer to what is termed as ‘household sector’ transport in this matrix.

Conceptual framework for sustainable urban transport

Here, a conceptual framework for sustainable urban transport should be provided. The purpose of this framework will be to define the key concepts applied in the report and their interrelationships. The section should start with a description of the systematic role of transport in meeting different types of intra-urban movement needs and how transport shapes the spatial structure of cities. It should then briefly consider how the notion of ‘sustainable urban transport’ has, in the past, been mis-conceptualized, leading to inappropriate practices and policies. The bulk of the section should subsequently focus on how the notion of ‘sustainable urban transport’ is operationalized in this report vis-à-vis four principal dimensions of sustainability, namely the social, economic, environmental and institutional dimensions and their interdependence. The four pillars of sustainability should be conceptualized along the following lines:

- *Economic sustainability*, which relates to the sustained efficient use of resources in the urban transportation sector, as well as sustained investments in and maintenance of urban transport infrastructure and assets.
- *Environmental sustainability* which relates to the external effects of urban transport services and infrastructure on both the built and natural environment. This also concerns the need for urban transport services to adapt to the effects of climate change.
- *Social sustainability* where the benefits of transport services and improvements are equally distributed in a society or community, paying particular attention to inequalities in access to transport infrastructure and services based on income, social and physical differences (including gender, ethnicity, age and disability) and the consequent exclusion of some groups from employment, housing and other services.
- *Institutional sustainability*, which addresses the role and capacity of governance, institutions and decision-making affecting subsequent resourcing practices.

The historical roots of the introduction of the notion of ‘sustainability’ into the urban transport field should also be considered in brief.

Definition of terms

The key technical terms of relevance to the report should be defined in this part, including the following: movement, mobility, accessibility, affordability etc.

Aims and organization of the report

The specific aims of the report should be outlined in view of its stated overall rationale and the preceding description of the urban transport crisis. By reviewing urban transport conditions and trends and identifying appropriate future policies, the report seeks to make a significant contribution to efforts aimed at addressing the challenge of sustainability in this sector. The organization of the report should then be briefly outlined and a rationale provided for the same.

PART II: GLOBAL CONDITIONS AND TRENDS IN URBAN TRANSPORT²

This part will review and analyse global conditions and trends in urban transport. It does so by reviewing five key types of urban transport, namely, private motorized transport, public transport, commercial goods transport, informal motorized transport and non-motorized transport, keeping in mind the linkages and overlaps between these. It will also identify, in brief, existing policies with respect to these four types of transport. Based on this, it will also describe the trends and conditions of integrated land-use and transport planning.

CHAPTER 2: PRIVATE MOTORIZED TRANSPORT

This chapter should describe and analyse global conditions and trends in private motorized urban transport, which refers to personal transport of passengers and goods based on privately owned motor vehicles, namely cars and motorcycles. The expansion of private motorized transport is at the highest level the world has ever seen, with the focus of its growth concentrated in the developing world and transition countries. It is driven by a number of underlying factors, including economic, demographic and spatial urban expansion, the rise of the middle classes and inefficient public transport systems. Rapid motorization has significant implications for the sustainability of urban transport and especially the environment. This chapter should consist of the following sections:

- Introduction
- Definition of private motorized transport
- Global conditions and trends of private motorized urban transport (i.e. motorization and auto-dependency)
- Global conditions and trends of infrastructure for private motorized transport in urban areas
- Determinants of motorization including urban sprawl and associated lifestyles
- Impacts of motorization and auto-dependency (costs and benefits)
- Challenges of private motorized urban transport and the underlying causes
- Comparative analysis of global trends in private motorized transport in urban areas⁴
- Existing policy responses with respect to private motorized urban transport (including relevant instruments, regulatory frameworks and legislation) [*word limit 600-800 words*]⁵
- Concluding remarks and lessons for policy [*word limit 600-800 words*]⁶

CHAPTER 3: PUBLIC TRANSPORT

This chapter should describe and analyse the global conditions and trends of public transport in urban areas. The chapter should primarily focus on passenger transit via *formal motorized* public transport such as minibuses, taxis, buses, trains, tramways, subways, etc. It should also consider, in brief, trends in the transport of public services (e.g. ambulances, police, fire trucks, etc.) Expanding public transport is generally accepted as a key strategy for improving urban mobility and making urban transport more sustainable, yet, the public transport sector is often faced with a number of constraints including financial viability, service quality, reliability, safety and security (e.g. crime and violence, including terrorism). Furthermore, investment in public transport infrastructure has often been sidelined in favour of infrastructure to support the growth of private motor vehicle use,

⁴ The comparative analysis will consider developing vs. developed countries, transitional vs. non-transitional economies and regional differences between the main geographical regions, namely North America, Europe, Latin America and the Caribbean, Africa, Asia, and Oceania.

⁵ The aim here is to briefly highlight existing policies, some of which have resulted in exacerbating current challenges. Innovative solutions and policy responses are not to be reviewed here. These will be discussed in detail in Part III of the report. Word limits are provided only for some sections of this and following chapters. The length of the other sections (for which a word limit is not provided) is to be proposed by the consultants for UN-HABITAT's review and approval at the time of submitting a detailed annotated outline in October 2010.

⁶ Ultimately, the lessons for policy will be revisited in chapter 11 of this report where future policy directions are outlined. This concluding section of each chapter should thus only deal with conclusions and lessons for policy arising out of the discussion in the current chapter itself.

especially in developing countries. Nevertheless, due to the growing crisis of sustainability in urban transport, a modal switch from private to public transport is being encouraged widely. This chapter should consist of the following sections:

- Introduction
- Definition of public transport
- Global conditions and trends of public transport in urban areas (including operators and users)
- Global conditions and trends of public transport infrastructure in urban areas
- Impacts of public transport in urban areas (benefits and disadvantages)
- Constraints faced by the public transport sector in urban areas and the underlying causes
- Comparative analysis of global trends in public transport in urban areas⁴
- Existing policy responses to public transport in urban areas (including relevant instruments, regulatory frameworks and legislation) [*word limit 600-800 words*]⁵
- Concluding remarks and lessons for policy [*word limit 600-800 words*]⁶

CHAPTER 4: COMMERCIAL GOODS TRANSPORT

This chapter should describe the global trends and conditions of commercial goods transport in urban areas, including its linkages with passenger transit. Its focus should be on issues related to the delivery and collection of goods within urban areas. As compared to passenger transit, commercial goods transport has to a large extent been neglected by urban transport policy makers. Yet, it is extremely important for the social and economic viability of urban areas and has widespread ramifications for the environment, transport infrastructure and overall trends of movement and mobility. The sector is also faced with a number of challenges, including competition with passenger transit for urban space and infrastructure. Indeed, the sustainability of passenger transit in cities can not be reviewed without consideration of commercial goods transport. The chapter should include the following sections:

- Introduction
- Global conditions and trends in commercial goods transport within urban areas
- Impacts of commercial goods transport (benefits and disadvantages) in urban areas
- Challenges of commercial goods transport within urban areas and the underlying causes
- Comparative analysis of global trends in commercial goods transport⁴
- Existing policy responses with respect to commercial goods transport (including relevant instruments, regulatory frameworks and legislation) [*word limit 600-800 words*]⁵
- Concluding remarks and lessons for policy [*word limit 600-800 words*]⁶

CHAPTER 5: INFORMAL MOTORIZED TRANSPORT

This chapter should describe and analyse the global conditions and trends of informal motorized urban transport. This refers to the transport of passengers and goods through motorized urban transport services which largely operate outside the milieu of formal laws and regulations governing the urban transport sector. Informal transport is most dominant in developing countries

where formal public transport systems are either inaccessible to the majority of urban dwellers or are inadequately developed. It is a critical means of mobility and therefore access to employment and other services for the majority of urban residents of developing countries. However, law enforcers and policy makers often seek to ban or hinder the expansion of informal transport in the interest of conveying a 'modern' image of their cities and because the informal transport sector is riddled with numerous challenges, including poor vehicle fitness standards and lack of insurance, both compromising safety. Although far less widespread, informal transport operations also exist in developed countries. This chapter should consist of the following sections:

- Introduction
- Definition of informal urban transport (with clarification of existing debates and controversies around the concept of informality)
- Global conditions and trends of informal urban transport (including operators and users)
- Impacts of informal urban transport (benefits and disadvantages)
- Constraints of the informal urban transport sector and the underlying causes
- Comparative analysis of global trends in informal urban transport⁴
- Existing policy responses to informal motorized transport (including relevant instruments, regulatory frameworks and legislation) [*word limit 600-800 words*]⁵
- Concluding remarks and lessons for policy [*word limit 600-800 words*]⁶

CHAPTER 6: NON-MOTORIZED TRANSPORT

This chapter should describe and analyse the global conditions and trends of non-motorized transport (NMT) in urban areas. This includes the transportation of passengers and goods via all forms of non-motorized transport in urban areas including both public NMT (rickshaws, pedicabs, bicycles, animal-drawn carts, etc.) and private ones (walking, bicycles, skates, animal-drawn carts etc.). NMT is a dominant mode of urban transport especially for poor and lower-income households in developing countries. It also has many advantages especially in terms of minimizing the environmental impacts of urban transport. Yet, many politicians and transport and infrastructure professionals in cities of the developing world ignore the needs of NMT users. This chapter should consist of the following sections:

- Introduction
- Definition of NMT
- Global conditions and trends of NMT within the urban context
- Global conditions and trends of NMT infrastructure in urban areas
- Impacts of NMT (benefits and disadvantages) in urban areas
- Constraints of NMT in urban areas and the underlying causes
- Comparative analysis of global trends in NMT in urban areas⁴
- Existing policy responses to urban NMT (including relevant instruments, regulatory frameworks and legislation) [*word limit 600-800 words*]⁵
- Concluding remarks and lessons for policy [*word limit 600-800 words*]⁶

CHAPTER 7: INTEGRATED LAND USE AND TRANSPORT PLANNING

This chapter should describe global trends and challenges of integrated land-use and transport planning, taking into account the types of transport discussed in preceding chapters (2 to 6) . Any major investments, policy changes or trends in transport will inevitably influence urban land-use development patterns. Conversely, any major land-use development initiative will have implications for transport demand and travel behaviour. Land-use policies should consider the implications for the transport system, and similarly, an urban transport strategy must take into account its relation to and effects on public and private decisions pertaining to residential, employment and service location. Yet integrated land-use and transport planning remains a challenge in many of the world's cities. Most urban areas have failed to establish institutional arrangements and governance systems for integrated land-use and transport planning, with some rare exceptions. The chapter should contain the following sections:

- Introduction
- Outline of the linkages between urban land-use and transport planning and their significance
- Global conditions and trends in integrated urban land-use and transport planning(including the implication of unplanned settlements and slums)
- Challenges of integrated urban land-use and transport planning and the underlying causes
- Comparative analysis of global trends in integrated land-use and transport planning⁴
- Existing policy responses for the integration of land-use and transport (including relevant instruments, regulatory frameworks and legislation) [*word limit 600-800 words*]⁵
- Concluding remarks and lessons for policy [*word limit 600-800 words*]⁶

PART III: POLICY RESPONSES IN URBAN TRANSPORT²

This part will describe and analyse policy responses to the crisis of sustainability in urban transport (elaborated in Parts I and II), with particular emphasis on innovative and successful practices and policies. It does so by focusing on four dimensions of sustainability, namely the environmental, economic, social and institutional dimensions.

CHAPTER 8: URBAN TRANSPORT AND THE ENVIRONMENT

This chapter should describe the key environmental and health impacts of urban transport and the related practices and policy responses. Motorized urban transport almost entirely relies on oil based products, which have the highest energy content per unit volume of all fuels. The shift in urban transport technology toward motorization has contributed to an increase in transportation energy intensity.⁷ The impacts of oil-based transport energy on the both the natural environment (energy and mineral extraction and use, hydrological cycle and water quality effects, consumption of agricultural land and natural habitats, through urban sprawl, air pollution etc.) and the built up environment (noise, pollution, traffic accidents, community severance) are significant. Urban

⁷ The amount of energy used per passenger and distance travelled.

transport contributions to green house gas emissions are especially substantial. Given the enormous anticipated growth in travel demand and energy intensity globally, mitigation technologies and practices are urgently required to achieve a significant global reduction in energy use for urban transport and resulting green house gas emissions. At the same time, the impact of climate change on urban transport is expected to be severe in terms of infrastructure damage, cost of delays and lost trips, especially in developing countries where infrastructure is often of poor quality and is inadequately maintained. Furthermore, energy intensity in urban transport can not be maintained eternally in view of the potential impact of global oil depletion (“peak oil”). This chapter should contain the following sections:

- Introduction
- Definition of ‘environmental sustainability’ with respect to urban transport (as reflected in the chapter’s scope)
- Global conditions and trends in the environmental impacts of urban transport including:
 - Car dependence of cities and urban sprawl
 - Dependence of urban transport on non-renewable fuels
 - Urban transport energy intensity
 - Impacts of urban transport on climate change (i.e. green house gases emissions)
 - Air pollution from the urban transport sector and the related health impacts
 - Environmental impacts of urban transport infrastructure and projects
 - The impact of climate change and related natural hazards on urban transport
- Policy responses to the environmental impacts of urban transport
- Policy responses to the impacts of climate change on urban transport
- Innovative and successful practices and approaches for minimizing the environmental impacts of urban transport (including technological responses)
- Concluding remarks and lessons for policy [*word limit 600-800 words*]⁶

CHAPTER 9: ECONOMICALLY SUSTAINABLE URBAN TRANSPORT

This chapter should describe global conditions and trends with respect to the economic dimensions of urban transport and related policy response. This includes the allocation of resources, infrastructure investments and maintenance and the role of transport in the urban economy. In many countries, urban transport accounts for major public sector budget outlays and projects in this sector can be among the largest capital investments. Irrespective of the source of funds for such projects, the associated investment decisions typically take place in an environment of tough competition for financial resources. Appropriate budgetary, regulatory and financial instruments are thus required for the sustainable financing of urban transport investments and long-term maintenance of transport infrastructure and assets. Urban transport is also a major determinant of the functioning of urban economies and state of urban livelihoods. This chapter should therefore contain the following sections:

- Introduction
- Definition of ‘economic sustainability’ with respect to urban transport (as reflected in the chapter’s scope)

- Global trends in urban transport investments (infrastructure and technology) and maintenance of infrastructure and assets
- Cost-effectiveness of urban transport systems and services
- Economic benefits and costs of urban transport (including for the urban economy and urban livelihoods or employment)
- Policy responses for financing urban transport
- Policy responses for enhancing the economic impacts of urban transport
- Innovative and successful practices and approaches for the sustainable financing of urban transport
- Innovative and successful practices and approaches for enhancing the economic impacts of urban transport
- Concluding remarks and lessons for policy [*word limit 600-800 words*]⁶

CHAPTER 10: SOCIAL SUSTAINABILITY OF URBAN TRANSPORT

This chapter should describe global trends and policy responses with respect to the social sustainability of urban transport, which refers to whether the benefits and costs of transport services are equally and equitably distributed in a society or community. The review should be divided into the following three distributional impacts of urban transport:

Affordability of urban transport services and infrastructure: Mobility related social and economic exclusion on the basis of income etc., is widespread in cities around the world, especially in poorer countries. A mutually reinforcing cycle between poverty and transport deprivation has been observed as evidenced by the increasing numbers of ‘transport-poor’ in many cities worldwide. Studies have shown a strong correlation between lack of access to adequate transport and lack of access to employment opportunities, goods and services. There are also close links between transport exclusion and access to affordable housing. Transport construction projects have also been a major cause of forced evictions in many cities with detrimental effects on the urban poor’s access to affordable housing and employment.

Disadvantaged groups and urban transport: Deprivation in terms of access to transport is often accentuated amongst groups that are disadvantaged by reason of gender, age, disability, race and other social characteristics. These groups face specific challenges with respect to urban transport. For instance, most women who work outside the home have complex transport needs related to their domestic and care-giving roles. The elderly and people living with disabilities, for example, require specific types of transport services and infrastructure appropriate to their particular physical and health conditions. Special attention to the circumstances of such groups is necessary but transport planning, management and decision-making processes often fail to take their needs into account.

Urban transport safety and security: A further aspect of socially sustainable urban transport relates to the safety and security of transport users and operators. The scale of traffic injuries and casualties at the global level is alarming, leading to significant economic and social costs at the local and national level. It is projected that traffic accidents could become the 3rd most important cause of death by 2020. Injury, death and other health consequences are especially severe amongst ‘vulnerable road users’ in urban areas. Furthermore, urban transport users may be exposed to a variety of security risks related to the proliferation of criminal activities linked to specific transport services and infrastructure.

Subsequent to the above, the chapter should contain the following sections:

- Introduction
- Definition of ‘social sustainability’ with respect to urban transport (as reflected in the chapter’s scope)
- Global conditions, trends and challenges with respect to urban transport accessibility and affordability
- Policy responses with respect to urban transport accessibility and affordability
- Innovative and successful practices and approaches for improving urban transport accessibility and affordability
- Global conditions, trends and challenges with respect to gender, age, disability and urban transport
- Policy responses with respect to gender, age, disability and urban transport
- Innovative and successful practices and approaches for addressing challenges related to gender, age, disability and urban transport
- Global conditions, trends and challenges of urban transport safety and security with special attention to vulnerable road users
- Policy responses to urban transport safety and security
- Innovative and successful practices and approaches for enhancing urban transport safety and security
- Concluding remarks and lessons for policy [*word limit 600-800 words*]⁶

CHAPTER 11: URBAN TRANSPORT INSTITUTIONS AND GOVERNANCE

This chapter should describe the trends and challenges of urban transport institutions and governance (i.e. government institutions directly concerned with urban transport infrastructure and service provision), and related practices and policies. In order to deliver sustainable urban transport policies and plans, as well as, associated services and supporting infrastructure, there should be effective and sustainable institutions. These are institutions that are sufficiently robust, empowered, well-managed and resourced to be able to oversee and influence, on a sustained basis, the planning, appraisal and delivery of sustainable urban transport infrastructure and services. Yet, urban transport institutions are often faced with numerous challenges especially those in developing countries which are under-resourced and lacking in overall capacity to execute their responsibilities. A key requirement for the effective functioning of urban transport governance is the involvement of a variety of stakeholders in decision-making processes, including transport users (individuals, households and communities), civil society, the private sector, etc. The chapter should contain the following sections:

- Introduction
- Definition of urban transport institutions and governance structures (i.e. including relevant non-government actors involved in urban transport governance)
- Global conditions and trends of urban transport institutions and governance
- Challenges of urban transport institutions and governance and the underlying causes
- Policy responses to the challenges of urban transport institutions and governance

- Innovative and successful practices and approaches for improving the performance of urban transport institutions and enhancing governance
- Concluding remarks and lessons for policy [*word limit 600-800 words*]

PART IV: FUTURE POLICY DIRECTIONS²

Here, future policy directions for sustainable urban transport at the local, national and international levels should be outlined on the basis of the assessment of conditions and trends and related policy responses in previous chapters.

CHAPTER 12: TOWARDS SUSTAINBLE URBAN TRANSPORT

This chapter should highlight policies and practices which have effectively contributed to enhancing the sustainability of urban transport drawing on preceding chapters of the report. On the whole, the chapter will highlight those practices, policies and strategies that can be implemented within the context of urban design, planning and governance, especially by urban local authorities, but also by national governments. The chapter should present broad policy recommendations (applicable to the urban, national and international levels) with respect to the following aspects of sustainable urban transport, keeping in mind the interconnections between these and their relevance to the modes of transport reviewed in the report (chapters 2 to 6):

- Environmental sustainability of urban transport
- Economic sustainability of urban transport
- Social sustainability of urban transport
- Urban transport institutions and governance
- Integrated land-use and transport planning

PART V: STATISTICAL ANNEX

The statistical annex will present key indicators on global human settlements conditions and trends, including demographic, social and economic indicators. Urban transport-specific indicators will also be presented. The indicators will be presented at three levels: regional, country and city.