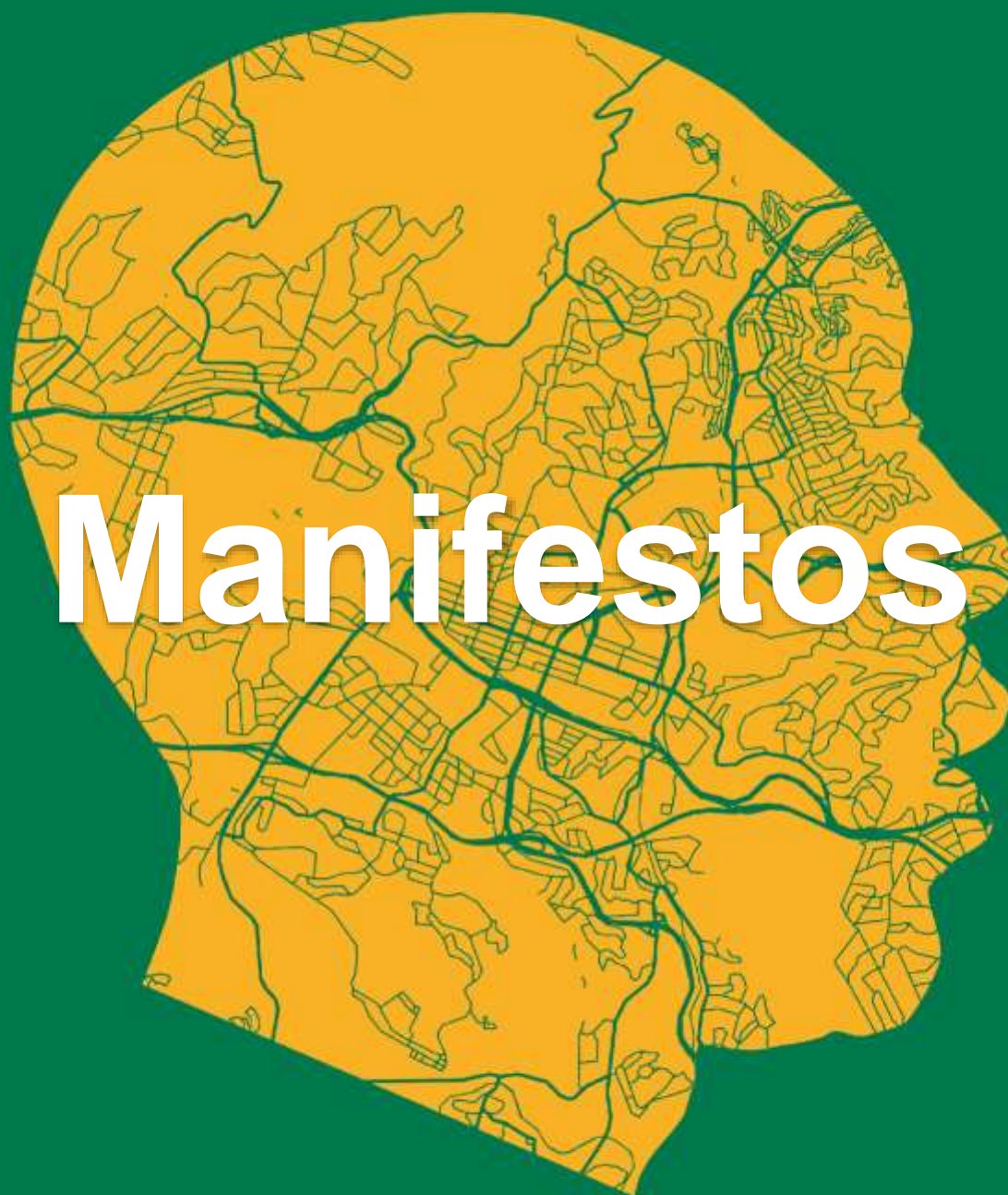



Durban2019
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UCLG CONGRESS
**WORLD SUMMIT OF LOCAL
AND REGIONAL LEADERS**



Manifestos

MANIFESTO ON THE FUTURE OF MOBILITY

MUNICIPALIST DECLARATION OF LOCAL GOVERNMENTS ON THE RIGHT TO MOVE THROUGH TERRITORIAL SUSTAINABLE MOBILITY

The UCLG Community of Practice on Mobility Durban, South Africa, November 12th, 2019

Since 2015 and 2016, respectively, the Sustainable Development Goals and the New Urban Agenda offer a common framework for all stakeholders to join their efforts in order to achieve peaceful and prosperous societies through a global agenda. The 2030 Agenda action plan for people, planet and prosperity confirms the need for joining forces, expertise and know-how through new and innovative multi-stakeholder partnerships involving national governments, local authorities, civil society, the private sector and international institutions.

We, local governments, are the public officials who are most sensitive to the everyday needs of our citizens. This is why we call for the implementation of reforms and a stronger political will to ensure sustainable urban mobility planning. Previous decades highlighted that local and regional governments are relevant social fabrics to assume and implement ambitious long-term policies closer to the citizens and their needs, to achieve sustainable development, in coordination with all stakeholders.

We, local governments, strongly believe that all people must have the “right to move” in the frame of territorial sustainable mobility, understood through the lens of sustainable development as access to transport and by the New Urban Agenda as the right to access to public goods and quality services including mobility and transportation. Regarding these reasons, we propose to you the following declaration.

Declaration

Recalling the UN General Assembly Resolution 70/1 of 25 September 2015 adopting the outcome document of the United Nations Summit for the adoption of the post-2015 development agenda, entitled “*Transforming our world: the 2030 Agenda for Sustainable Development*” and its goals and targets,

including the Sustainable Development Goal 11 “*Make cities and human settlements inclusive, safe, resilient and sustainable*”,

Also recalling the *New Urban Agenda* as a shared vision adopted during the United Nations Conference on Housing and Sustainable Urban Development (Habitat III) in Quito, Ecuador, on 20 October, 2016,

Taking into account the 2012 United Nations Conference on Sustainable Development (Rio +20) and “The Future We Want” that recognized transport and mobility as central to sustainable development, and that emphasized the important role of local governments in setting a vision for sustainable cities,

Recalling the 2016 Secretary-General’s High-level Advisory Group on Sustainable Transport (2016) on “*Mobilizing sustainable transport for development*” that urged mobility to be equitable in access, efficient, safe, and climate responsive,

Also recalling the 4th United Nations Environment Assembly’s UNEP/EA.4/L.4 resolution, encouraging nation states to adopt a sustainable cities comprehensive approach on sustainable mobility,

Also based on the principles set out in other United Cities and Local Governments declarations, such as the Global Charter-Agenda for Human Rights in the City, the Joint Declaration for the Right to the City for Women, the Municipalist Declaration of Local Governments for the Right to Housing and the Right to the City,

Recalling the United Cities and Local Governments’ Fourth Global Agenda of Local and Regional Governments and “co-creating the urban future and the agenda of metropolises, cities and territories”, adopted in 2016, calling for sustainable and universal urban mobility,

Recognizing commitment towards cooperation and the exchange of knowledge and practice in urban mobility and planning policies as a way to enhance the urban fabric; especially through networks that promote upgraded transport infrastructure and services, as well as equitable, mixed, just, and inclusive cities by boosting long-term strategies on a metropolitan scale,

Considering the strength, talent and collective intelligence that emanate from our cities are resources that must be preserved and promoted in the name of the public interest and the urban fabric, instead of exclusively solely government-driven nor purely based on business-led schemes,

Welcoming the Sustainable Mobility for All initiative that brings together a diverse group of transport stakeholders, with a commitment to speak and act collectively to implement the Sustainable Development Goals (SDGs) and transform the transport sector,

Recalling the principles of UCLG's Agenda 21 for Culture and the Creative Mobilities initiative highlighting the cultural dimension of mobility, as an integral part of the fabric of the city by enhancing spaces contributing to living together, in relation to other sectoral policies,

A. *Calls upon all spheres of government to recognize a “right to move” through territorial sustainable mobility in order to initiate a fundamental reorientation of urban mobility policy by focusing on the needs of the people while ensuring its added value to city sustainability and resilience, and to:*

1. *Defend* the universal access to urban mobility requiring an appropriate response to everyone's travel needs, including women, youth, the elderly and people with disabilities in line with the Global Compact on Inclusive & Accessible Cities. No one and no place should be left behind,
2. *Underline* the social function of urban mobility when public services are affordable, economically viable, secure and intelligible, as well as the need to plan public space as a medium of conviviality, as sensitive to gender issues in a spirit of continuity and coherence with other territorial policies,
3. *Highlight* the power of urban mobility to contribute to the equality and inclusiveness of society in order to contribute towards providing access to opportunities for all and the right to the city, and in connecting cities, especially between intermediary cities and with their hinterland, thus helping to enhance the development capacity of the citizens without leaving the rural areas and small cities, necessary for global resilience,
4. *Acknowledge* the need for gender mainstreaming within urban mobility plans and to consider the role gender has within the right to move and sustainable mobility, and how mobility can aid in mitigating gender inequality,

5. *Recognize* urban mobility as a public service and as the backbone of urban and peri-urban agglomerations which must be both as sustainable and inclusive as possible to ensure resiliency and coherence with the ecosystems of the future,
6. *Emphasize* the crucial matter of road safety which must be addressed in order to avoid fatal accidents and injuries, and implement an efficient and safe public transport network,
7. *Underscore* the cultural function of urban mobility when it is designed to respect cultural and natural heritage and protect landscapes, as well as the need to promote cultural diversity and creativity of all, especially in light of public spaces,

B. Calls upon local and regional governments to determine urban planning agendas, goals, targets and indicators to facilitate the implementation of sustainable urban mobility plans, SDG-11 and the New Urban Agenda and, if possible, monitor and report on their results at the multilateral level, and to

1. *Call on all spheres of government* to implement urban planning policies in favour of the compactness of urban fabrics to support mixed uses and allow for the return to the model of accessible, walkable and bikeable cities that are provided with diversified and fair urban mobility services,
2. *Advocate* for operational plans adopted through participatory planning processes with a focus on accessibility and reliability and not only on flow capacity and speed,
3. *Stresses* the importance of cross-cutting and preventive approaches, including ecosystem-based ones, on health and well-being, and air quality to address climate change,
4. *Commit* to improve and expand existing transport infrastructure and establishing integrated public transport systems, such as High-Level Service bus and tramway lines, particularly in peripheral and intermediate urban areas, to facilitate mobility in urban-rural corridors,
5. *Look forward* to developing tools to co-produce public-private procurement interests, enhancing alternative urban mobility, triggering mixed uses, and green mobility ecosystems by democratizing sustainable public transport in all urban areas,
6. *Suggests* UCLG in the organisation of workshops with volunteer cities in terms of urban mobility, in order to enhance benchmarking and good-practice sharing, and develop thematic

toolboxes at the disposal to the Community of Practice on Mobility members,

C. *Calls for the recognition of legitimacy of local and regional governments within urban mobility and planning policies, and*

1. *Calls for adequate financing and fiscal mechanisms* to allocate more resources and commit increased investment to strengthen public transportation in all territories,
2. *Invites* international organizations, as well as national and local governments, and all other relevant stakeholders, including private and industrial sectors, non-governmental organizations and the scientific and academic community, to support, as appropriate, innovative projects to improve systems and networks of transportation. This includes supporting social and awareness campaigns, database protection and transparency, research in the areas of information and communication technologies (ICT), geographic information systems (GIS) and the decarbonisation of urban mobility,
3. *Calls on* local and regional governments to come together to strengthen their advocacy work in public interests, such as public transport area with the joint UCLG and International Association of Public Transport (UITP) Mobility Champions Community initiative.