

## EFFECTIVE IMPLEMENTATION

The realization of transformative commitments set out through the New Urban Agenda will require national, sub-national, and local governments to ensure an enabling policy framework, integrated by planning and management of urban spatial development, and effective means of implementation at the national, sub-national, and local levels.

SUB-CHAPTER ON

**Planning And Managing The Urban Spatial Development**

## **PLANNING AND MANAGING THE URBAN SPATIAL DEVELOPMENT**

96. We reaffirm and reiterate the principles and strategies for urban and territorial planning agreed upon in the International Guidelines on Urban and Territorial Planning, adopted by the Governing Council of UN-Habitat at its 25th session in April 2015.
97. In this regard, the New Urban Agenda aims to implement integrated urban spatial development strategies supporting the realization of compact, integrated, and well-connected cities and human settlements, including peri-urban areas and the rural hinterland, which will harness the social and economic benefits of the urban form.

### **Urban Planning and Management**

98. We will implement urban and territorial plans including city-region and/or metropolitan plans, to encourage synergies and interactions between and among separate urban areas, and develop regional infrastructure projects that stimulate economic productivity, promoting equitable growth of regions and reinforcing links between urban, peri-urban, and rural areas.
99. We will implement planned urban extensions, infill and regeneration, upgrading and retrofitting, as appropriate, ensuring integrated and participatory approaches involving all stakeholders and inhabitants, avoiding gentrification and reducing social segregation. We will design innovative and locally adapted instruments to allow for the planning of organized urban growth, minimizing the prevalence of intra-urban voids and consolidating optimal densities within cities. In this regard, the cooperation for the design, financing, and implementation of state-of-the-art urban indicator systems and geographic information systems is essential.
100. We will plan cities and territories based on the principles of efficient use of land, compactness, adequate density and connectivity, as well as mixed economic use in the built up areas, to reduce mobility needs and service delivery costs per capita, and harness density and economies of agglomeration. The application of these principles will foster sustainable urban development, including job creation, reduced infrastructure spending, efficient public transport, reduced congestion, as well as reduced urban sprawl and land consumption.
101. We will implement urban planning strategies that facilitate a social mix and provision of quality public spaces, ensuring economic vibrancy, enhancing safety and security, favouring social interaction and the appreciation of diversity, and attracting high-quality urban services and adequate housing. In this regard, a network of quality public spaces and streets will be designed, considering measures that allow for the best possible commercial use of street-level floors, fostering local markets and commerce, formal and informal, promoting walkability and cycling towards improving the overall quality of life and social cohesion.
102. We will support practices such as participatory planning and budgeting, citizen-based monitoring, self-enumeration and co-planning that are rooted in new forms of direct partnership between state organizations and civil society.
103. We will ensure coherence between goals and measures of sectorial policies at different levels/scales of political administration in order to strengthen integrated approaches in areas such as land-use and planning, housing construction, food security, management of natural resources, provision of public goods and services, climate change adaptation and mitigation, resilience-building, and risk management.
104. We will also implement strategic urban planning and management at the local level introducing information and communication technologies to enhance access to and reduce the cost of quality public services, as well as improving regulatory compliance, transparency, and accountability of public agencies. We will strive to include maintenance and management as an integral part of the design process and establishing participative mechanisms across the whole process from their design, management, and maintenance.

## Land

105. We promote the social and ecological function of land, considering food safety and nutrition, in order to promote just cities through policies that distribute the burdens and benefits of urbanization fairly and avoid the processes of segregation. We will encourage the improvement of combined fiscal, urban planning, and urban management tools, including land market regulations to ensure the capture and distribution of the value created as a result of the process of urbanization and avoid speculative practices. Innovative instruments should be designed to allow for the planning of rational urban growth, minimizing the prevalence of intra-urban voids, consolidating optimal densities within cities and protecting ecological or agricultural land reserves.
106. We will enhance the public supply of affordable land for housing, including land in the center and consolidated areas of cities, and encourage mixed-income development to offset segregation, to secure land tenure in informal settlements, and to introduce efficient legal and technical systems to capture part of the land value increment accruing from public investment.
107. We will promote compliance with legal requirements through strong land management institutions that deal with land registration and governance, implementing a transparent and efficient land use, property registration, and sound financial system. Support will be provided to local authorities and stakeholders in developing and using basic land inventory information, such as a cadaster, valuation maps, as well as land and housing price records to generate the data needed to assess changes in land values. In this regard, the cooperation for the design, financing, and implementation of state-of-the-art urban indicator systems and geographic information systems is essential.

## Housing

108. The provision of affordable housing at scale remains a key challenge to most countries, especially developing countries. Access to adequate and affordable housing is needed to reduce the vast numbers of households living in inadequate housing in slums and informal settlements. We will develop national housing policies based on participatory planning and the principles of social inclusion and participation, economic effectiveness, environmental protection, and cultural adequacy.
109. We will include data disaggregation to allow a differentiated analysis of housing supply and demand considering the specific social, economic, and cultural dynamics on subnational levels. This will inform the implementation of housing and urban development programs, with housing at the center of the strategy and to the extent possible, situated at the center of the city. We encourage applying the principle of subsidiarity in the implementation of national housing policies through subnational and decentralized structures in order to ensure the coherence between national and local urban development strategies, land policies, and housing supply.
110. We will consider policies that promote a wide range of alternative housing options, considering shifting from a predominantly private ownership to other rental and tenure options, including cooperatives solutions such as co-housing and community land trust, in order to improve the supply of affordable housing, as well as to adopt policies that support incremental housing and slum/informal settlements upgrading programs.
111. We will promote regulations within the housing sector, including building codes, standards, development permits, land use by-laws and ordinances, and planning regulations, ensuring quality and habitability. In this regard, planning initiatives should avoid peripheral and isolated mass housing schemes detached from the urban system.

## Mobility

112. High transport demand and land consumption through transport infrastructures put urban environments and the accessibility of cities for people and goods under significant pressure. Without a transformation in policy, and step change in effort, they will not be able to cope with the anticipated urban growth. To set a vision and specific targets for the urban mobility and land use policy – in particular to provide access for all to safe, affordable, accessible and sustainable transport systems, we need a massive transformation from the current pattern of “car-oriented” development towards people-oriented development that improves urban access for all delivered through:
  - (a) A massive increase in public transport, walking, and cycling;
  - (b) Equitable Transit-Oriented Development (TOD) that minimizes displacement of the poor and features affordable housing and a mix of jobs and services; also enabled by an integrated spatial and transport planning through Sustainable Urban Mobility Plans

- (c) Better and coordinated transport-land use planning, including waterways and transport planning, especially for coastal cities and small island developing states.
113. We will implement polycentric and balanced territorial development policies and interventions, promoting the role of small and intermediate cities in strengthening food security systems through provision of sound infrastructure, access to land and effective trade links, to ensure that small scale farmers are linked to larger supply chains including a density-based fair distribution of diverse services across cities and their territories, which will minimize demand for travel. At the same time, we will foster compact, transit-supported city models, with a well-connected network of mixed-use arteries, integrating mobility plans into overall urban plans, to decrease the demand for private vehicles, as well as to promote efficient and safe multi-modal transport systems.
114. We will consider establishing urban transport infrastructure funds at the national level, based on a diversity of funding sources, ranging from public grants to contributions from other public entities and the private sector. We will also develop mechanisms and common frameworks at the national, regional/metropolitan and local levels to appraise the wider benefits of urban transport schemes, including impacts on the economy, quality of life, accessibility and road safety, among others.
115. We will support the development of frameworks for the organization, procurement, and regulation of transport and mobility services in urban and metropolitan areas, including new technology that enables shared mobility services, as well as the development of clear contractual relationship between local authorities and transport and mobility providers which defines mutual obligations.
116. We will create conditions for better coordination and mutual understanding between transport and urban planning departments at the local level as well as between planning and policy frameworks at local and national level.
117. We will provide local authorities with the necessary knowledge and capacity to implement integrated transport, and the legal capacity to enforce them upon adoption.
118. We will support cities to develop financing instruments, enabling them to improve their cities' transport infrastructure by public transport systems, such as BRT-systems, city trains, cycling lines and technology based transport systems to reduce congestion and pollution improving efficiency. These measures will be complemented by people-centered urban planning based on compactness, improved density, connectivity, and mixed uses, as well as the introduction of vehicle fuel efficiency standards and incentives for vehicles powered by renewables.

#### **Urban Basic Services**

119. We recommend anticipating water issues when planning urban development, rather than adjusting it to the built environment. Factoring in water early on at different spatial scales saves huge economic, social, and environmental costs. Active participation of multiple sectors and communities is required, all of which are dependent on sustainable water management.
120. We will equip water utilities to realize the human right to water and sanitation and to promote sustainable water development through not-for-profit capacity development, including knowledge sharing and peer-learning partnerships. Global, regional, national, and local mechanisms should be strengthened financially and operationally to fill the capacity gap and meet ambitious development objectives.
121. Public health cannot be guaranteed without strong local leadership and adequate investments in sanitation infrastructure, services that have been long neglected. Innovative, context-specific, and culturally-sensitive solutions exist and must be considered in the planning of a city-wide universal sanitation access strategy.
122. We recognize that even for cities that do not directly control power generation, they may control local infrastructure and codes that can drive sustainable energy in end-use sectors, such as buildings, industry, transport, waste, or sanitation. We note the effectiveness of net metering standards, portfolio standards, and public procurement policies on energy, among other instruments, to support deployment. Smart grid and district energy systems should also be prioritized to improve synergies between renewable energy and energy efficiency.
123. To be effective and sustainable, wastewater management must be an integral part of urban development planning, across all sectors, and transcending political, administrative and jurisdictional borders in all levels. We commit to provide universal access to de-centralized waste management systems, and to pursue alternatives to unregulated and inappropriate forms and locations of waste disposal. In this regard, extended producer responsibility schemes should be established, including producers in the financing of urban waste management systems and reducing the hazards of waste streams and recycling rates through better product design.

**Heritage and Culture**

124. We will place urban culture and heritage as a priority component of urban plans and strategies through the adoption of planning instruments, including master plans, zoning guidelines, and strategic growth policies that safeguard a diverse range of tangible and intangible cultural assets and landscapes and mitigate the disruptive impact of development. We will also conduct a comprehensive inventory and/or mapping of these tangible and intangible assets, utilizing new technologies and techniques and involving local communities, as appropriate.