

Urban Planning and Design

Make cities and human settlements inclusive, safe, resilient and sustainable

An aerial photograph of a city, likely Philadelphia, with a river (Schuylkill River) winding through it. The map is overlaid with various colors: green for parks and open spaces, purple for urban areas, and blue for water. The text is overlaid on a semi-transparent white box in the bottom right corner.

**Urban Sustainability for Human Development Indicators
Workshop**

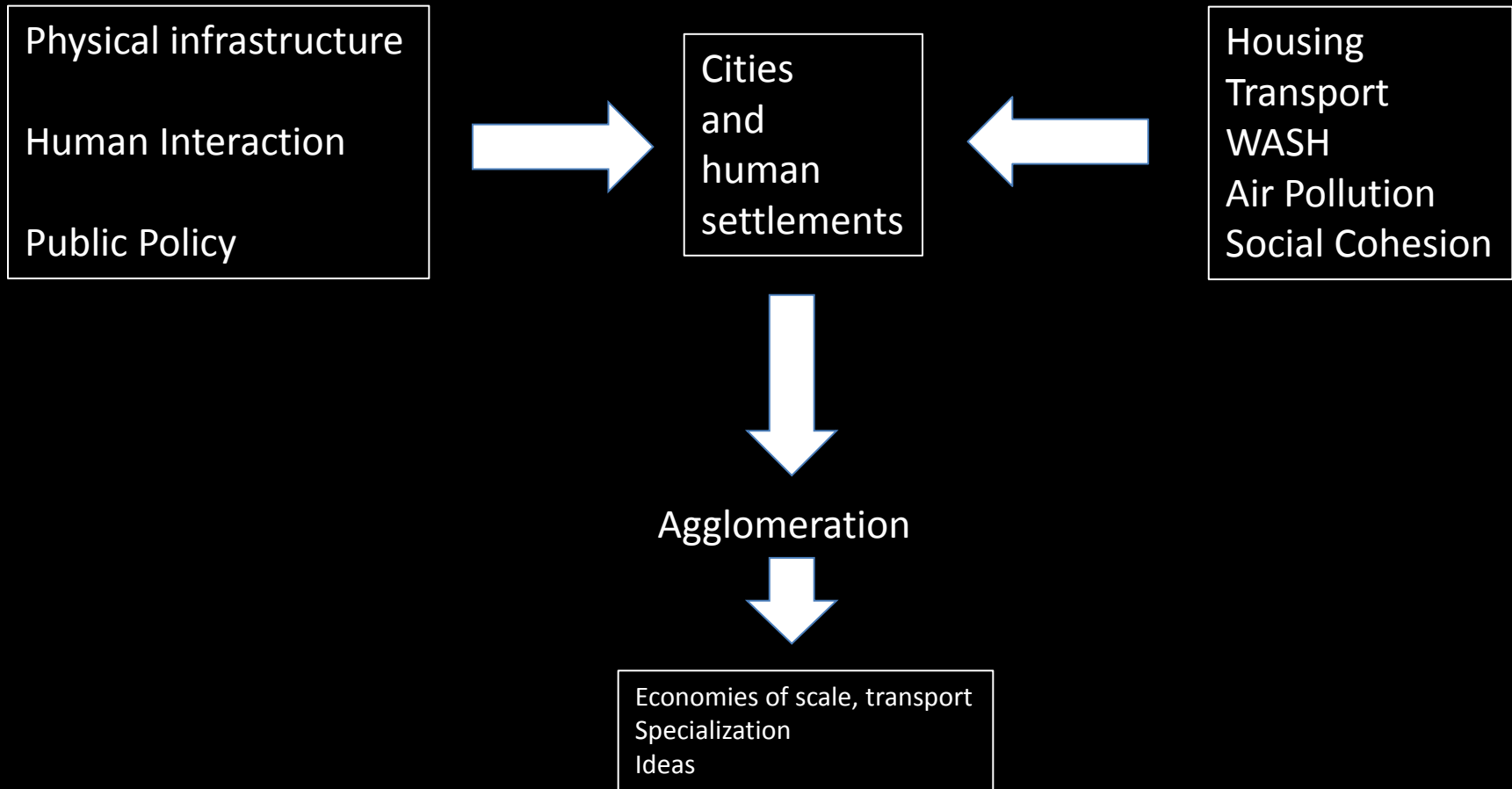
June 3, 2015

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Cities and Human Settlements Today

- 54% of global population
 - 3.5 billion people
 - 4,000 cities 100k+
 - c.1 billion slum dwellers
- 70% of energy-related GHG*
 - Urban infrastructure accounts for 70% global energy use*
 - Infrastructure and land use policies could reduce GHG by 20%-50%*
- 80% global GDP*
 - 600 cities produce 60% global GDP with 42% of urban population

Place Matters for Shared Prosperity



11.3 By 2030, enhance inclusive and sustainable urbanization and capacity for participatory, integrated and sustainable human settlement planning and management in all countries

11.1 By 2030, ensure access for all to adequate, safe and affordable housing and basic services and upgrade slums

Choices



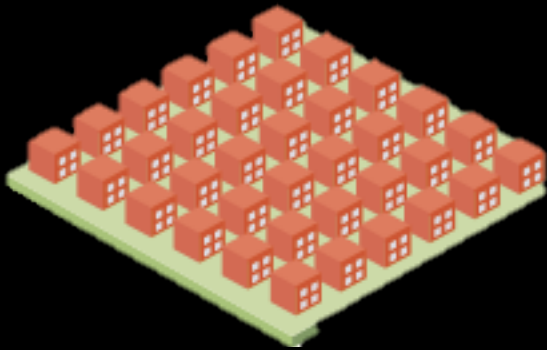
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Choices



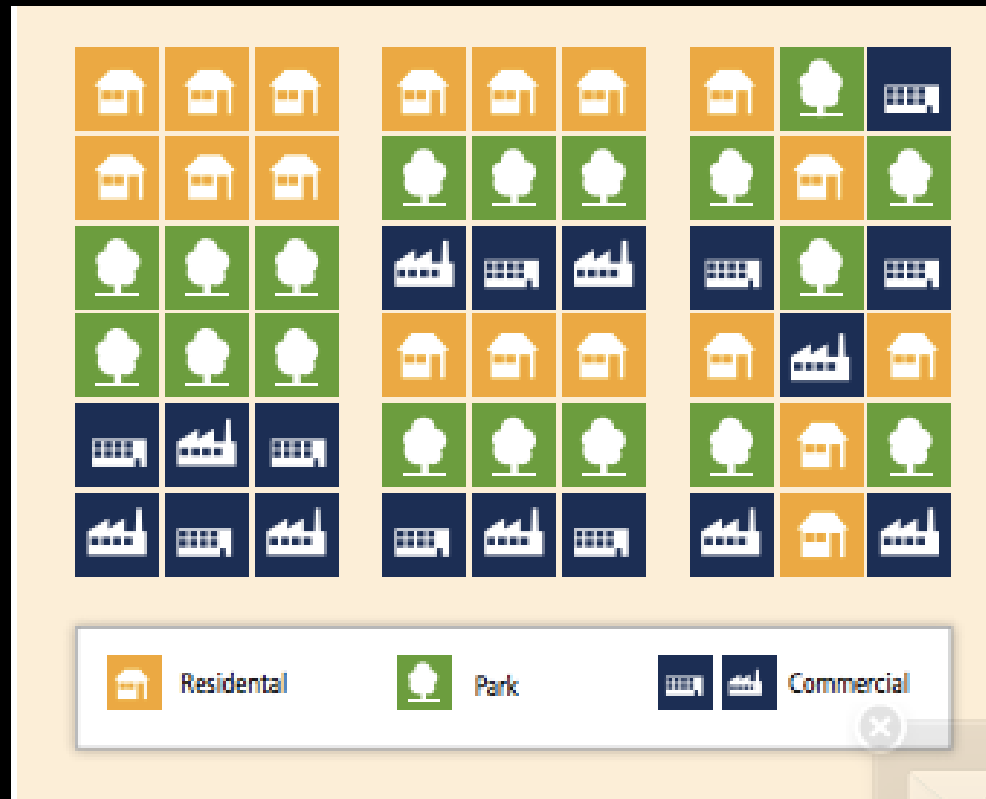
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11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons

Choices

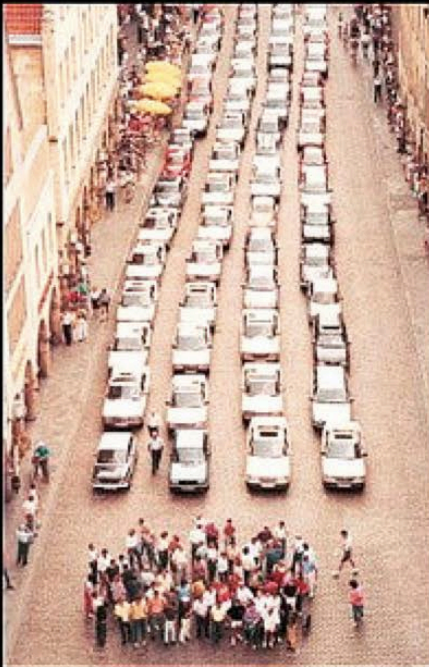


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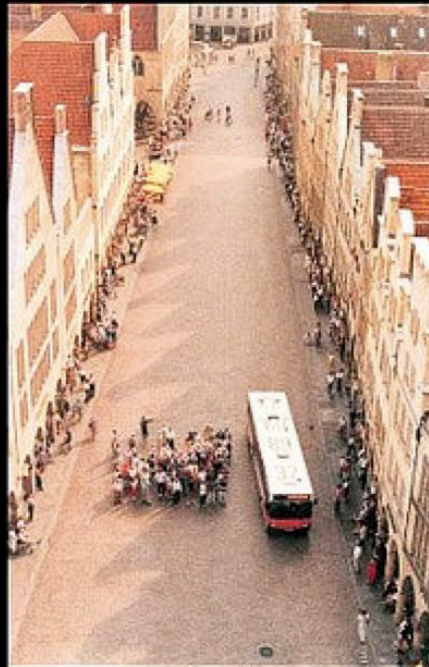
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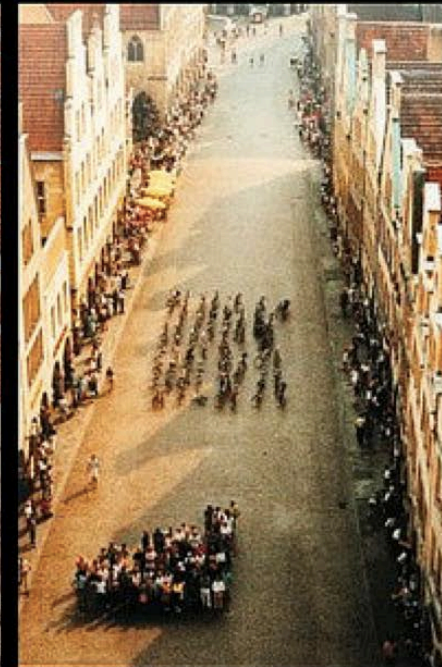
space required
to transport **60 people**



car



bus



bicycle

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11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management

Choices



“Despite Beijing’s widespread reputation of having some of the most polluted air of any major city in the world, an examination of daily collected from both cities suggests that New Delhi’s air is more laden with dangerous small particles pollution figures of pollution, more often, than Beijing’s. Lately, a very bad air day in Beijing is about an average one in New Delhi.”

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