



Permanent Scientific and Technical Committee (PSTC) of CODATU

PROPOSAL BASED ON RESPONSES TO THE NOVEMBER 2014 QUESTIONNAIRE

Tony May and Ali Huzayyin
27th January 2015

In the PSTC questionnaire in November 2014 PSTC members were asked, *inter alia*, to put forward proposals for projects which the CODATU Board might be encouraged to support, which would help enhance the interaction between decision makers and academics in developing country and transition economy cities. Eight responses were received, and were discussed at a meeting of those committee members who were present in Washington in January 2015. It became clear that seven of these proposals formed part of a spectrum of activities, which could potentially be incorporated into a single proposal. This document presents that proposal. It is based on an earlier draft of 17th January and comments received on it.

The seven submitted proposals

These involved:

- conducting courses for decision-makers in urban transport policy;
- establishing a regional platform of decision-support tools;
- holding one day workshops with decision-makers;
- conducting pilot projects to avoid over-committing ourselves;
- assessing the potential for application and enhancement of the European guidance on Sustainable Urban Mobility Plans in different national and continental contexts;
- assisting cities in planning for non-motorised transport;
- holding monthly breakfast meetings with key decision-makers.

(The eighth, which focused on the use of smart card and passive data, does not easily fit within this list, but should be considered further at a later stage.)

The generic proposal

This generic proposal is based on discussion in the Washington meeting in January 2015. It focuses on the concept of Sustainable Urban Mobility Plans (SUMP) and their applicability in the very different contexts represented by cities of interest to CODATU.



COopération pour le Développement et Amélioration des Transports Urbains et périurbains
Cooperation for urban mobility in the developing world

Goal The overall goal of this proposal is to identify what further work is needed to provide effective guidance on SUMP development in this range of contexts. It would thus be an exploratory pilot project, which could lead to a more substantive (and expensive) project, which might take the form of a series of broadly compatible projects in different continents.

Objectives The principal objectives of this exploratory project are:

1. to identify the principal barriers to the development of SUMP in cities in differing continental contexts;
2. by reference to guidance already available (e.g. the European guidance on SUMP (2014); the UN HABITAT Global Report on Human Settlements (2013); the Asian Development Bank paradigm (2009); the External Advisory panel to the World Bank (2007)) to assess whether existing guidance covers all the barriers identified in (1) and, where it does not, to develop initial proposals for providing such guidance;
3. by reference to existing guidance on specific barriers, to assess whether that guidance is appropriate in the differing contexts identified in (1) and, where it is not, to develop proposals for modifying that guidance;
4. to assess the most appropriate ways of disseminating the resulting guidance and the potential role for CODATU in this;
5. to review the response of decision-makers and opinion-formers to the pilot, and hence the likely local support for an extended programme.

Methodology A common methodology will be developed, and pursued in parallel in each city or region considered, so that comparisons can be drawn as the project develops. The key elements in that methodology are:

- a. the design and piloting of a semi-structured interview to be conducted with decision-makers, opinion-formers and researchers in each city, to identify what cities consider are the principal objectives of a SUMP, and what the principal barriers are to achieving those objectives;
- b. the conduct of that survey, cross-comparison of the results and initial categorisation of the identified barriers;
- c. a review, in parallel with (a) and (b), of the documents listed in (2) above, and other related guidance on SUMP development, to identify the barriers which each addresses, and their recommendations for dealing with each barrier;
- d. an assessment of the mismatch between the barriers identified in (b) and those covered in (c), so that consideration can be given to how to provide advice on newly identified barriers;
- e. an assessment, with each city's participants, of the guidance available (from (c)) for each barrier in turn to determine its applicability in each of the contexts considered, and hence to identify the need for any further development of applicable guidance;



COopération pour le Développement et Amélioration des Transports Urbains et périurbains
Cooperation for urban mobility in the developing world

- f. a review of the potential means of disseminating guidance and developing skills, including those already employed in CODATU's training programmes;
- g. an assessment, with each city in turn, of the relative merits of each of these means of dissemination, and the resources likely to be required;
- h. an assessment of the resources likely to be needed for the work on new barriers (from (d)), on further elaboration of guidance on known barriers (from (e)), and on the development and conduct of dissemination and training methods (from (g)), and the potential role of CODATU in seeking funding and in conducting the further work.

Focus It is suggested that we might identify one or more cities in each of: Sub-Saharan Africa; North Africa and the Middle East; Eastern Europe and the former Soviet States; South Asia; South-Eastern Asia; and Latin America. The methodology outlined above would then be applied in each. We already have volunteers to pursue these ideas in South Asia and Latin America. The cost of the exploratory project will inevitably be dependent on the number of cities and continents involved.

Outputs This exploratory project would produce two outputs:

- a report on the barriers to SUMP development, the appropriateness of guidance on overcoming these barriers, and on the suitability of different dissemination and training methods, which would provide both an overview and a cross-comparison of different contexts;
- a costed proposal for providing the additional guidance needed and designing and conducting the dissemination and training programmes (which might potentially develop separate costed programmes for cities in different continents).

Costs This proposal is to be discussed within the Committee and in the open session with conference delegates in Istanbul. It will then be modified in the light of comments. On that basis an itemised, costed proposal will be prepared for submission to the Board in April 2015.

Addendum: two examples of identified barriers

In its international review, the then European Conference of Ministers of Transport (ECMT, 2002) highlighted the principal barriers to effective SUMP development as poor policy integration and coordination, counterproductive institutional roles, unsupportive regulatory frameworks, weaknesses in pricing, poor data quality and quantity, limited public support and lack of political resolve. A follow-up to that study confirmed its findings and identified a further barrier of weaknesses in the process of policy formulation (ECMT, 2006; May and Crass, 2007).



It focused on the needs of national governments, and identified the following barriers to their provision of effective support for SUMP: lack of clarity and coordination in the responsibilities of different government departments;

- a. lack of a national policy on urban transport;
- b. lack of continuity or consistency in that policy;
- c. failure to provide a facilitating structure for decision-making at local government level;
- d. failure to provide the legislation and regulations necessary to facilitate effective local decision-making;
- e. lack of political support for those making decisions at a local level;
- f. lack of adequate, unfettered funding to support local government, or the delegated powers to raise such funding locally;
- g. failure effectively to devolve responsibility for local transport to cities;
- h. lack of guidance, research and data support and training to facilitate such delegation;
- i. inadequate monitoring of the performance of cities or, at the opposite extreme, over-prescription and a lack of trust.

Huzayyin (2005) identifies the requirements of sustainable transport systems for developed and developing countries and examines the difficulties likely to face cities of developing countries in satisfying those requirements in view of the prevailing conditions and constraints. He draws a distinction between the difficulties of meeting sustainability requirements and the barriers to promotion and implementation of sustainable transport systems. More than 35 barriers are discussed, with examples, and grouped as:

- a. barriers related to transport policies and policy making mechanisms;
- b. institutional barriers under four subgroups;
 - i. structure and functioning of the institutions,
 - ii. responsibilities of the institutions,
 - iii. regulations,
 - iv. management and coordination;
- c. available resources (mainly financial, technical, human); and
- d. behavioural barriers among the city's citizens.

In view of these barriers, the paper considers issues that are important if sustainable transport systems are to be achieved in developing countries and indicates the role of local and international traditional and non-traditional support for promotion of sustainable transport.