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HS-Net

Proceedings

of

the Eight Advisory Board Meeting

of

the Global Research Network on Human Settlements
(HS-Net)

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I. Introduction

I.A. Background to the meeting

1. The HS-Net Advisory Board was set up in November 2004, and consists of leading researchers in the human settlements field, appointed by UN-Habitat's Executive Director for a period of two years. The key role of the Advisory Board is to advise UN-Habitat on the substantive content and structure of the Global Report on Human Settlements. The composition of the Advisory Board – which includes members from all the major geographical regions of the world – contributes to ensuring adequate regional coverage in the global review of human settlements conditions and trends.
2. The Global Report on Human Settlements is one of UN-Habitat's main vehicles for reporting on the results of its monitoring and research activities. The research on substantive issues and policies required for the Global Reports is based partly on partnerships with research institutions all over the world.
3. The Advisory Board held its inaugural meeting in Nairobi, Kenya in November 2004; and subsequent meetings in New Delhi, India (September 2005); Vancouver, Canada (June 2006); Monterrey, Mexico (October 2007); Newcastle, UK (September 2008); Mombasa, Kenya (October 2009); and Mombasa, Kenya (November 2010).

I.B. Objectives of the meeting

4. The Eighth Advisory Board meeting had two key objectives:
 - a. Review of progress with the Global Report on Human Settlements 2013 (GRHS 2013); and
 - b. Selection and appointment of a new Chair and Vice-Chair.

I.C. Participants

5. The meeting was attended by (see Annex I):
 - a. Members of the Advisory Board;
 - b. UN-Habitat staff.
6. Three Advisory Board members were unable to attend the meeting: Mrs. Asteria Mlambo, Mr. Eduardo Vasconcellos, and Dr. Paul Barter.

I.D. Opening of the meeting

7. Dr. Debra Roberts of the Ethekwini Municipality, Durban, South Africa and acting Chair of the Advisory Board,¹ opened the meeting by welcoming and thanking all

1. Due to the cancellation of the Advisory Board meeting scheduled for November 2011, no elections were held after the reconstitution of the Board in June 2011. Ms. Roberts was the elected Vice-Chair of the Board during the 2009–2011 period, and she gracefully agreed to serve as acting Chair until a new chair could be elected during the meeting in 2012.

participants for attending. She informed participants that the election of a Chair and Vice-Chair would be carried out on the second day of the meeting (20 November 2012) to enable Board members to get to know each other better before casting their votes. Subsequently, she requested all participants to introduce themselves and volunteer which sessions they were going to chair.

8. This was followed by an additional welcome address by a representative of UN-Habitat, Mr. Inge Jensen. He conveyed his appreciation to the participants for their attendance and acknowledged the critical role of the Advisory Board in advising UN-Habitat on the substantive content of the Global Report on Human Settlements. He apologized to participants for the cancellation of the meeting scheduled for 8–10 November 2011, due to insufficient budgetary and staffing resources. He further acknowledged that the meeting came at a very late stage of preparation for the GRHS 2013. The views of the Board members on earlier drafts have, however, been captured through written inputs from Board members and a range of external reviewers. He noted that the meeting was being held in Mombasa as this was the cheapest location, primarily due to the significantly lower subsistence allowance.

9. Mr. Inge Jensen drew attention to the structural changes of the report and the inclusion of new chapters that would be reviewed for the first time during the meeting. He also noted the absence of the consultant authors of the draft chapters whose contracts had come to an end. This necessitated the completion of the final draft chapters – following the review by the Advisory Board – by UN-Habitat staff. He informed participants that after the meeting, consolidated comments from the Board members and other external experts, were to be submitted to UN-Habitat by 15 January 2013. The final draft of the GRHS 2013 will be submitted to the co-publisher by 30 April 2013 and launched during World Habitat Day 2013 (7 October 2013).

10. Mr. Inge Jensen announced the recent decision of UN-Habitat's senior management to merge the organizations two flagship reports: The State of the World's Cities report and the Global Report on Human Settlements. He also informed the Board members that preparations were underway for the Habitat III Conference in 2016, and that the new flagship report would be launched as an input to this conference.

11. He then went on to outline the purpose as well as the expected outcomes of the meeting.

I.D.1. Purpose and expected outcomes of meeting

12. The overall purpose of the meeting was to harvest substantive inputs from the Advisory Board Members regarding the contents of the GRHS 2013. Meeting participants were expected to identify key gaps, omissions and overlaps between the draft chapters of the report, and provide concrete indications on how these could be addressed. Consolidated comments would be prepared for the revision of the third draft chapters based on the proceedings of the meeting, as well as all other comments received from within UN-Habitat and other external experts.

13. A Chair and Vice-Chair would also be elected during the meeting.

14. In addition, progress with Advisory Board activities for the period since the last Board meeting (i.e. November 2010 – November 2012) would be reviewed.

15. Detailed proceedings of the meeting would be shared with participants after the meeting.

I.D.2. Adoption of the Agenda

16. The programme for the meeting (Annex II) was adopted as proposed by UN-Habitat, although it was decided to conduct the election of Advisory Board Chair and Vice-Chair during the afternoon of Day 2, due to the fact that the acting Chair were unable to attend the meeting during Day 3.

I.E. Closing of meeting

17. The newly elected Advisory Board Chair, Professor Ali Huzayyin thanked all participants for their attendance at the meeting. He also expressed his appreciation to UN-Habitat for their logistical support. He pointed out that the meeting had been truly enjoyable and appreciated the fact that UN-Habitat would provide detailed proceedings of the meeting to be later shared with participants after the meeting. He reminded participants that the GRHS 2013 reflected the work of UN-Habitat and encouraged staff members to pay attention to contradictions and redundancies in the report. He assured UN-Habitat of the Board members' support throughout the process and emphasized the need for a streamlined, smart and lean report. Finally, he thanked the outgoing acting Chair, Dr. Debra Roberts as well as the previous Board members for their good work.

18. Mr. Inge Jensen also thanked participants for their useful inputs towards the preparation of the GRHS 2013. He also extended his appreciation to his colleagues at UN-Habitat, for the organization of and logistical support provided at the meeting.

II. Summary of discussions

19. The discussions summarized below were conducted during the three days of the meeting. The items contained in sub-section II.B.2, II.B.3, II.B.4 were concluded on day 1; those in sub-sections II.A.1, II.B.5, II.B.6, II.B.7 and II.B.8 on day 2; and those in sub-sections II.A.2, II.A.3, II.B.9, II.B.10, and II.B.11 on day 3.

II.A. HS-Net core activities

II.A.1. Election of officers

20. Mr. Inge Jensen of UN-Habitat thanked Dr. Debra Roberts for her contribution towards the smooth functioning of the Advisory Board since 2011, in her capacity as acting Chair. The 11 members of the Board who were present at the meeting then voted for a Chair and Vice-Chair through secret ballot. Accordingly, Professor Ali Huzayyin and Professor Darshini Mahadevia were elected as Chair and Vice-Chair respectively.

II.A.2. HS-Net Annual Report

21. A representative of UN-Habitat, Ms. Udo Mbeche, gave a brief overview of the HS-Net Annual Report for the period from November 2010 to November 2012 (see Annex III). The schedule for the preparation of the GRHS 2013 after the eighth Advisory Board meeting was reiterated. Detailed proceedings of the meeting would be shared with the participants by 15 January 2013.

22. In light of UN-Habitat's decision to merge the two flagship reports, the proposed schedule of the activities for the period 2012–2013 (see Annex IV) were not discussed during the meeting. The meeting was also reminded that the term of the current Advisory Board was due to expire in June 2013. The reconstitution of the Board (initially scheduled for June 2013) is subject to decisions to be made within UN-Habitat with respect to the nature of the future joint flagship report.

II.A.3. Discussion

23. Advisory Board members expressed the need to comment on a set of fourth drafts of all chapters of the report. A representative of UN-Habitat indicated that such inputs from Board members would be very useful in terms of integrating the chapters and avoiding overlaps. It was decided that UN-Habitat will finalize a fourth draft of all chapters by the end of February 2013. Any comments to the fourth draft must be submitted to UN-Habitat at a date to be shared with the Board members through email, after the meeting.

II.B. GRHS 2013: Planning and Design for Urban Mobility

24. The third drafts of all chapters of the GRHS 2013 were shared with Advisory Board members for review in mid-October 2012. Following discussions before the meeting, one Board member had volunteered to present each of the 10 chapters during the meeting, and another 2–4 Board members had volunteered to review and present a critique of each chapter during the meeting.² This was followed by an open discussion involving all meeting participants.

25. The summary of the discussions below has been organized around specific issues rather than individual contributions during the various sessions. Furthermore, a separate section has been included to address issues that affect all or several chapters of the report.³

II.B.1. General comments on all chapters of the GRHS 2013

26. Several participants noted that there is currently quite a bit of overlap between the content of various chapters. Furthermore there is also some inconsistency between data presented in different chapters. Although most such redundancies may be removed by UN-Habitat, it was noted that some such redundancies are necessary, as most readers do not read the report from start to finish. It was noted that the inclusion of cross-references between and within chapters could reduce such redundancies significantly, and thus assist the reader.

27. Several participants noted the need to ensure that the data cited in the report were as recent as possible, and that ten year old data for most intents and purposes are too old to be relevant.

28. Many participants noted the need for a stronger focus throughout the report on co-modality, rather than on modal shifts. Most individuals use several modes of transport to access specific destinations, i.e. they undertake ‘multi-modal trips’. All trips include a segment of walking. There is thus a need throughout to focus on the complementarity of modes.

29. Many participants noted the need for a more explicit reference to human rights and international human rights legislation. Although there was general agreement that this should be done in chapter 1, it was noted that there was a need to reiterate this in later chapters, justifying the focus on access. The report should thus explicitly refer to the right to access various destinations.

30. It was also suggested that the discussion on ‘public transport as a public good’, currently made in chapter 8, should be incorporated into chapters 1 and 10 as well. This discussion should form part of the basic discussion of all chapters of the final report.⁴

31. However, participants stated that the concept of ‘accessibility’ as a right does not recognize people’s mobility needs. It is not just the poor who are deprived of such rights, the issue concerns everyone and this should be affirmed in the report, as many people do not recognize the need to make cities more accessible. The relationship between sustainable rights and sustainable cities needs to be investigated further. Accessibility rights were stated as going beyond participation. In relation to this, it was suggested that the author of the

2. Board members were also encouraged to submit written comments on the chapters by 15 January 2013. These comments will, however, not be reflected in these Proceedings.

3. See section II.B.1.

4. See paragraph 51.b, in section II.B.2.b below.

chapter consult Jeremy Waldron (1993) 'Liberal Rights: Collected Papers 1981–1991', Cambridge Studies in Philosophy and Public Policy.

32. Several participants noted the importance of highlighting differences:
 - a. Between countries: Do not lump countries together if there are major differences. In particular, always differentiate between the situation in developing, developed and transitional countries.
 - b. Between cities: Trends, conditions, challenges and successful policy responses may vary considerable between megacities and less populated urban areas, the latter of which contain the bulk of the urban population.
33. Several participants noted that UN-Habitat should ensure consistency in terms of language throughout the report. A few specific examples were identified:
 - a. All participants supported the focus on 'accessibility' over 'mobility' (and 'transport'), but noted that the language in many of the chapters is still focusing on 'transport'.
 - b. Several sections of the report refer to the North American term 'transit', instead of the more generally understood term 'public transport'. It was thus noted that it would be useful if UN-Habitat undertook a search and replace of this term in the text of the next draft, with the exception of terms such as 'mass transit' and 'light rail transit', as those are well-known terms internationally.
 - c. The discussion does not always clearly differentiate between cities proper and metropolitan areas. Many conclusions drawn (and information displayed) may be misleading if different scales are used for different cities.
34. There was some disagreement between participants throughout the meeting with respect to the degree of change that should be advocated throughout the report. Some participants called for stronger reference to the term paradigm shift and to call for dramatically different solutions to what has been happening so far, referring to the 'urban mobility crisis.' Other participants noted that revolutionary change is rare in cities, and that the report should briefly refer to what 'should be done', but should primarily be pragmatic, and focus on what is possible, referring to 'the urban mobility challenge' (rather than 'crisis').
35. Participants noted that several major issues are insufficiently discussed in the third draft of the report, and should be considered for inclusion in the fourth draft:
 - a. There is only minimal discussion of goods transport and urban logistics outside chapter 4, this fact led one of the participants to question the inclusion of chapter 4 in the report. It was recommended that this be addressed in the next draft.
 - b. The discussion of gender issues should be enhanced throughout, beyond the discussion in chapter 6.
 - c. The issue of informality receives minimal attention in many chapters, despite the fact that informal transport providers are major actors in the urban mobility systems of many developing country cities (and some developed country cities as well).

- d. Most of the examples and/or case studies referred to in most chapters are drawn from developed countries. An effort should be made to include more references to experiences in developing (and transitional) countries.⁵
- e. There should be more on parking in all chapters of the report. The pricing (through fees or taxes) is a major issue affecting mobility modal choices everywhere.
- f. The discussion of private motorized transport is, in general, focusing too much on private cars, without due reference to two-wheelers that are the main mode of such transport in many Asian countries. With motorcycles, there has been an exponential fleet increase (13% a year), as evidenced in Latin American countries, with daunting traffic safety consequences (80,000 fatalities since 1998 only in Brazil).⁶
- g. More attention should be placed on non-motorized transport, in particular walking and cycling, throughout the report.
- h. The role (and power and importance) of the transport civil engineer in decision making at the local level should be highlighted. As one participant noted: ‘transport is often the gorilla in the room’. Thus, perhaps we should include something somewhere in the report on education? The introduction and concluding chapter would be the most obvious place for this.

36. Most participants urged UN-Habitat to be cautious of calling for the introduction of specific modes of public transport (such as metros) based on perceived population (and job) density ‘thresholds’, and noted that several other factors, including economic and financial ones play an important role as well. However, it was indicated that metros are still needed under the condition of very high demand.

37. Several participants suggested that the report should focus more on ‘how’ concretely to address the trends, conditions and challenges identified during the discussion. However, it was also noted that it might be difficult to give too concrete and specific recommendations, as implementation in individual situations is highly context-sensitive. While some participants suggested that the discussion of ‘how’ should be done in the individual chapters, most believed that the right location for this was in chapter 10, as specific recommendations would simultaneously respond to (often contradictory) social, environmental, economic and institutional/governance issues.

38. In terms of the overall structure of the report, most participants questioned the logic of including chapter 3 on mass transit, as this did not seem to fit logically into the structure of the rest of the report. A representative of UN-Habitat explained that the inclusion of this chapter had been requested specifically by the Executive Director, although he initially requested a specific chapter on metros only, while he rejected a specific chapter on public transport. One participant suggested that chapter 7 should be moved in front of chapter 5.

39. Some participants felt that within each chapter, the policy lessons and the concluding remarks differed, which can cause confusion. Thus, concluding remarks should be transferred to the report summary, allowing policy suggestions to be clarified and contradictions handled.

5. During the review of the draft proceedings of the meeting, one of the Board members who was not present at the meeting – Dr. Eduardo Vasconcellos – offered to prepare cases from Latin America to help enrich the report.

6. This information on Latin America was provided by one of the Board members who was not present at the meeting – Dr. Eduardo Vasconcellos – during the review of the draft proceedings of the meeting.

40. Several participants suggested that the GRHS be published with colour photographs and illustration. A representative of UN-Habitat stated that this was unlikely with respect to the GRHS 2013, but that the suggestion would be taken into account for future issues of the UN-Habitat flagship report.

41. Several participants, as well as representatives of UN-Habitat were uncomfortable with the current title of the GRHS 2013: 'Planning and Design for Urban Mobility'. It was noted that this title goes against the basic argument of the report that the focus on accessibility argues for the reduction in the number of trips made (through co-location and mixed use) and shortening of trips. Thus the focus is not on 'planning and design for mobility', but rather on 'access to destinations'. Several participants indicated that they would submit proposals for a new title after the conclusion of the meeting.⁷ All participants that spoke on this issue (mostly informally between sessions) suggested that the original titles 'Sustainable Urban Transport' and 'Sustainable Urban Mobility' were better than the current title. It was suggested that adding 'sustainable' to the current title could be a solution, i.e. 'Planning and Design for Sustainable Urban Mobility', but that a shorter, and catchier title, was preferable.

42. All participants called on UN-Habitat to circulate a revised version of the report for their review prior to publication. A representative of UN-Habitat stated that the GRHS team would try to compile and circulate such a draft by 28 February 2013.

II.B.2. Chapter 1: The Urban Mobility Challenge

II.B.2.a. Introduction

43. Dr. David Maunder opened the first session on urban mobility and underscored it as one of the key chapters of the entire publication. The discussion was initiated with a synopsis presented by Dr. Kim Won Bae of the overarching themes raised in the chapter. According to the author the key challenges in urban mobility are: Declining dominance of public transport; increased informal transport; decrease of Non-motorized transport; Traffic congestion. The author identified the four pillars of transport sustainability: Economic; environmental; institutional and social. Thereafter, each dimension of mobility was mentioned: Social dimension, environmental, economic and Institutional and Land-Use Dimension. The main message of this chapter is that a more holistic and inclusive framework for the planning, design, and provision of urban mobility systems and services must be pursued keeping in mind the four pillars of sustainability.

44. The themes presented were divided into three components. The author began the chapter by discussing development trends impinging on urban mobility. Following from the first component is a discussion on urban mobility issues. The chapter then provides a framework which is based on the four pillars of sustainability.

45. Dr. Kim along with Prof. Darshini Mahadevia, Prof. Mee Kam Ng and Prof. Vanessa Watson all provided a critique of the chapter before the Chair, Dr. Maunder, opened the floor for comments by other participants.

7. The title proposals received, as of 15 January 2013, are: 'Sustaining Livelihoods, Access and Mobility', 'Sustaining Urban Access and Mobility', 'Planning for Urban Accessibility and Mobility', 'Sustainable Urban Transport' and Planning and Design for Sustainable Urban Transport.

II.B.2.b. Discussion

46. Many of the participants expressed concern that the chapter was not etched in a theoretical framework, and that the text of the chapter should be made more readable. They indicated that the four pillars lacked a theoretical underpinning and suggested that they be considered in context of wider theoretical debates on ‘sustainable cities’ and not only focus on ‘sustainable mobility’. The participants also felt that contextual component should also address the uncertainties associated with transport. They pointed out that the framework was elusive and raised a number of questions including:

- a. How were the four pillars balanced/ prioritized?
- b. How did the pillars shape the rest of the argument?
- c. What is sustainable transport and what are the trade-offs?
- d. What are the key pressure points for cities to initiate changes towards sustainable mobility?
- e. What incentives would countries be awarded in order to shift towards sustainable transportation? For example, energy saving, energy subsidy saving, etc.
- f. How did the framework help to improve sustainable mobility in developed/ developing countries?
- g. What role can international agencies such as UN-Habitat play in the process of shift to or developing sustainable transport systems?
- h. Highlight that (and how) cities can learn from each other (as one of the justifications for preparing the report).

47. The role of the chapter and the role of the report in its entirety needed to be clarified including whether the aim of the report was merely to highlight issues and trends or to act as a guiding framework. Participants sought clarity on whether the report was suggesting a paradigm shift or merely presenting the status quo.

48. Several participants noted that the chapter did not reflect a crisis in terms of transportation, and therefore was not encouraging politicians to make a change. The chapter needs to be situated within the context of the transport problems or crisis affecting cities in developed and developing countries. It was stressed that a radically new approach is necessary. One participant noted that cities had only limited opportunities to make radical changes, thus incremental changes are more likely. There is thus a need to be realistic, and prepare a pragmatic report. A representative of UN-Habitat noted that the initial title for the chapter was ‘The Crisis of Sustainability in Urban Mobility’; however, this had been changed as it was not favoured by senior management, who wanted to make a positive rather than negative spin on the chapter.

49. Participants requested that the chapter provide some clarification in terms of the size and scale of transportation. There is the need to differentiate developed, developing countries, metropolis, and different scales of cities. They indicated further that distinctions between cities, metropolitan areas, urban/rural areas also need to be made, including a new understanding of urban areas and metropolis.⁸ The definition of urban areas needed to be nuanced,

8. One of the participants noted that all of France could be seen as one large metropolitan area.

as the discourses focus was on metros whereas economic and institutional arrangements tend to disenfranchise non-metros.

50. It was indicated that the UN-Habitat needed to take a position or stand on transport that is enshrined in a set of values. The message and stance conveyed by the UN-Habitat needs to provide recommendations to countries and their decision makers. The UN-Habitat was to make a statement and paint a picture of the realities including but not limited to the finite nature of resources.

51. The participants identified a number of issues that were not addressed in the chapter which they felt needed to be highlighted:

- a. The chapter should have a stronger focus on accessibility and downplay references to transport. This discussion should also make the link between accessibility and the various dimensions of sustainability, explaining the trade-offs that are necessary.
- b. The chapter should incorporate the gist of the discussion on 'public transport as a public good', currently made in chapter 8.⁹
- c. The participants stressed the need to identify both long and short term visions (land use should be improved in the long term, but people's immediate needs should not be discarded).
- d. The chapter should acknowledge that the urban transportation system is the most difficult aspect of the urban form to reform. Consequently, the chapter should carry or emphasize more transformative messages.
- e. Inclusion within sustainable transportation and sustainability in cities was not present in the chapter.
- f. It is important to highlight, from the very beginning, that the effect of transportation projects on marginal groups is largely negative. Displacements and evictions (more often than not without proper compensation) are very common, to make space for new infrastructure.
- g. The chapter states that the modal share of public transport is declining (paragraph 19), but does not provide an explanation of why this may be so. It was suggested that public transport's share across the globe was declining as a result of a rapidly growing middle class. Also, it was noted that it is important to clarify whether the chapter should focus on public transport in general or formal public transport. Evidence from many cities in developing countries has revealed that the use of formal public transport is declining, whilst that of informal public transport is increasing. Thus, in such situations many travellers are shifting from the former to the latter.
- h. Car ownership was increasing as a result of being stimulated by private developers. Other key factors driving car ownership are: rising middle class, economic growth, the stigma of public transport, and highly subsidized petroleum products especially in oil-rich Arab countries. Cars have changed cities all over the world. Should such changes happen everywhere? The chapter should make reference to the 'end of cheap oil', and state that the real cost of using oil is not cheap.

9. This discussion should form part of the basic discussion of all chapters of the final report (see paragraph 30 in section II.B.1 above).

- i. External costs must be borne by the providers. However, this should not be at the expense of the traveller in cities of the developing countries (e.g. by raising bus fares without consideration of the users' ability to pay, etc.).
 - j. Capital investments are not discussed. And, the distinction between investment costs and operating/maintenance costs should be made more strongly.
 - k. The discussion of global health issues related to transportation should be strengthened.
 - l. UN-Habitat needed to engage issues pertaining to the green economy.
 - m. Contradiction between theory and practice.
 - n. No reflection is made on the global economic crisis and public finance. What are the impacts on public financing of public transport? How can public transport be financed in a time of economic crisis. This has implications for subsidizing transport for the poor.
 - o. The chapter does not present goods transport.
 - p. The chapter does not discuss the different levels of mobility.
 - q. Co-modality (optimal link of transport modes) and modal shift (secondary link) should feature prominently in the chapters. The chapter (and report) should focus on the former, e.g. facilitate co-modality, in order to encourage modal shifts.
 - r. More recent data on modal shares should be included. One participant noted that more recent data are easily available at Wikipedia. However, it was noted that it is important to ensure the authenticity of such sources.
 - s. Several participants noted that this chapter should include a discussion of the links between consumerism and urban mobility (of both people and goods). The chapter needs to highlight the scale of global consumption (i.e. humans are consuming more and more every day). Following on from this, it was noted that a stronger emphasis needs to be placed on sustainable livelihoods and the potential for local consumption (which fits well with the link between access and mixed uses).
 - t. Subsidies in favour of one mode of transport should be discouraged.
52. Participants found the chapter to be largely technocratic and not sensitive to its target market. It could be more user-friendly.
53. The report was noted as offering a good database of knowledge but lacking in its ability to initiate and inspire change. Social transformation and radical change were highlighted as being a key element towards solution building. If this report is to become a policy handbook, it could take a clear stance and convey a message of what is 'right'.
54. It was suggested that the chapter provide a historical overview dating back 20–30 years on transportation capturing the steam engine, motor vehicle (how it has changed the face of cities) and informatics. In relation to this, a question was posed as to whether the changes initiated by the private car actually occurred across the globe?
55. The report needs to remind decision makers that superimposing ideas from one place to another is not without its complications. It also needs to highlight the challenges of bringing various cases together, and address how people can use the report in their own context.

56. It was indicated that chapter one made reference to an increasing trend in public transportation whilst chapter two indicated a declining trend, participants stressed the need for discrepancies to be addressed.

57. It was also noted that the classification of countries in Figure 1.1 was questionable; particularly that Hong Kong, the United Arab Emirates and Singapore were not developing countries. A representative of UN-Habitat noted that the general classification of countries made in the report was based on guidelines made by the UN. According to this, these are indeed classified as developing countries. In response to this, it was suggested that Figure 1.1 be omitted, if it did not include what everybody termed as developing countries.¹⁰

58. Some participants noted that parts of the chapter goes into too much detail on issues that are elaborated in later chapters.

59. One participant called for the creation of a 'sustainable mobility indicator', to enable us to make comparisons between, and to rank, cities. This could serve as an 'incentive to improve'.

60. The report could make use of graphics, describing the evolution in the use of public transport as a circle, whereby poor start walking and using a bus, then buying a motorbike, later a car when they have the means for it and finally when the city is rich and developed, people shift back to public transport. The key message would be that it is possible to leapfrog those phases.

61. A representative of UN-Habitat made a number of comments in order to clarify and provide answers to some of the concerns and questions raised by participants:

- a. A discussion of policy responses was not the objective of this chapter, which should set the tone for the discussion to follow.
- b. The chapter is currently too short and can thus easily be expanded to address some of the concerns raised by participants.
- c. The focus of the report needs to be stronger. The justification of the report needed to be made more explicit.
- d. Reasons pertaining to a declining role of public transportation need to be grouped together and underlined.
- e. It has already been discussed internally within UN-Habitat to include a separate section in the chapter that defines the meaning of accessibility. He noted that the report would emphasize the shift away from mobility, towards accessibility.

62. Participants indicated that professionals involved in the transport sector often operated in silos; very few had knowledge about other fields and disciplines. e.g. sustainable urban development. On the other hand, very often in developing country cities there are no transport planners, nor transport engineers. They went on further to indicate problems with the education of professionals, as many within one profession had been trained in very similar ways, but are unable to communicate with professionals from other fields and disciplines. In some developing country cities, university education offers graduates and postgraduate degrees for civil engineers in 'transport engineering and planning'. However, the job of

10. It should here also be noted that Figure 1.1 contains material that is already included in Figure 8.1 (which correlates car ownership rates this with gross national income per capita), and that the former could be removed, to be replaced with a cross-reference to Figure 8.1 instead.

‘transport engineering and planning’ does not exist within the technical departments of cities. Thus, such professionals go for private sector jobs or other professions instead.

63. There was general consensus among participants that the chapter should include a more general discussion of human rights and accessibility in cities. Some participants referred to the term ‘the right to urban mobility’, but a representative of UN-Habitat noted that no such right exists in international law. However, he noted that there are several references in international law which refer to access. Participants encouraged UN-Habitat to include a discussion of such rights to access in this chapter. This would serve as the foundation of some of the discussion in other chapters, most notably the discussion of non-motorized and informal transport in chapter 2 and the discussion on social sustainability in chapter 6.

64. Suggestions were made for the author to engage with materials from the book *The Necessary Revolution* by Peter M. Senge. One participant recommended that the authors engage with materials from the chapter on positioning in *Cities on the Move* by Ken Gwilliam.¹¹ The same participant also recommended that the authors and UN-Habitat team could benefit from an updated version of the same, published recently.¹² It was noted that this reference might also be useful for other chapters of the report.

II.B.3. Chapter 2: Conditions and Trends of Urban Mobility

II.B.3.a. Introduction

65. Dr. Xavier Godard made a presentation of chapter 2, comprised of a summary on the chapter content and structure, which was then followed by a breakdown of each category including non-motorized transport; formal transport; informal transport, private motorized transport and concluding remarks. A representative of UN-Habitat noted that the four main sections of this chapter were written based on inputs from four separate chapters initially drafted for the GRHS 2013. UN-Habitat’s senior management did not want separate chapters on these four modes on transport.

66. Dr. Godard, along with Dr. Won Bae Kim and Dr. Ivan Tosics, then provided detailed critiques of the chapter, before the Chair of the session, Dr. Kim, opened the floor for comments by other participants.

II.B.3.b. Discussion

67. The discussion noted that the chapter was well written and a good synopsis of the information, also reflecting written in a style appropriate for a wider and more diverse audience. However, there were certain issues that needed particular attention. And, in particular, the chapter needed a proper introductory section and a better elaboration on challenges and concluding remarks as well as more critical analysis of the driving forces underlying trends and conditions.

68. One participant pointed out the absence of view on mobility trends, in particular, the intensity of trips (average number of daily trips by person), travel time and distance. This would help to introduce the link between urban transport and land use, and explain the urban planning challenge of reducing trip lengths, as a result of better accessibility.

11. http://siteresources.worldbank.org/INTURBANTRANSPORT/Resources/cities_on_the_move.pdf.

12. Gwilliam, K. (2013) ‘Cities on the move, ten year on’, Elsevier Journal: RETREC, Issue 1, January, <http://www.sciencedirect.com/science/article/pii/S0739885912001072>.

69. It was clearly indicated that there is a need for a more elaborate introductory section in chapter 2, which explains which trends, conditions and challenges are discussed where (including in chapters 3 and 4). This introductory section should also explain why there are separate chapters on ‘mass transit’ and ‘commercial goods transport’. With respect to the content of chapter 3, this should then be reiterated within the discussion of public transport in chapter 2 (and in the concluding remarks of chapter 2). And, similarly for chapter 4.

70. A recurrent comment was that the chapter did not offer anything novel rarely going beyond existing conventional information. Participants felt that there was little within the chapter to challenge the current way of thinking about urban transport and mobility planning.

71. The following general remarks were made with respect to the four categories of *modes of transport* in the chapter:

- a. It was noted that there is nothing on water-based forms of transport in the chapter, an issue that requires greater consideration given that most cities have access to rivers and canals.
- b. Furthermore, in relation to the modal share categories in the chapter, participants underlined that these overlap and are not necessarily mutually exclusive. Also, there is a tendency to focus on single modes in the analysis whereas multi journey trips which combine several modes are more common in metropolitan areas.
- c. The discussion should focus more on the ‘last mile’ problem: How to reach the final destination. Related to this is the general comment on co-modality. Most trips are composed of separate legs with different modes of transport, and one or more of these are almost always by foot.
- d. It was felt that the challenges of urban mobility and transport set out within this chapter need to be conveyed more robustly as they do not have the anticipated impact on the reader.
- e. Some participants noted that there was a problem of categorization within the chapter. It was felt that some categories were ignored, such as commercial, informal and non-motorized goods transport, and others tended to overlap. In response to the above comment, a representative of UN-Habitat stated that commercial goods transport is dealt with in chapter 4, while all non-motorized transport of persons and goods is to be dealt with in chapter 2, in the section on non-motorized transport, while informal goods transport should be dealt with in the same chapter, in the section on informal transport.
- f. There is no mention of the infrastructure needed to support transport and mobility systems. This is an important component which should be incorporated into the chapter as cities around the world are collapsing under torrential rains, often caused by inadequate infrastructure such as drainage systems.

72. Participants expressed the following thoughts with respect to the *terminology and concepts* used in the chapter:

- a. Several of the participants felt that some of the terms used in the chapter need to be clarified. For instance with respect to ‘modal share’;¹³ it is unclear whether this refers

13. ‘There is technical difficulty for all data presenting the modal share and the importance of each mode: one selects the main mode used in a trip and neglects the modes used to access this main mode (e.g. walking).’

to the percentage of people using a particular form of transport, or whether this is in reference to the number of trips (or distances) travelled.

- b. The concept of ‘capacity building’ needs to have a distinguished definition as it is often assumed that capacity building is simply training but this assumption does not take into account other elements, such as institutional, regulation and reform factors.
- c. It was further noted that the chapter is using the term ‘transport’ throughout, rather than mobility and accessibility as in other chapters. One participant suggested leaving the term ‘transport’, upon changing the title of the report as proposed in paragraph 41 above, as it was better understood.
- d. It was also noted that ‘accessibility’ and ‘mobility’ are not sufficiently defined within this chapter. It was suggested that detailed footnotes could be inserted for clarity but some others felt that this would be difficult as mobility is such a broad term. A representative of UN-Habitat noted that these issues should be defined in chapter 1.
- e. On page 1, paragraph 2, the term ‘underdeveloped countries’ is used. However, throughout the rest of the chapter and the report, ‘developing countries’ is used. The term ‘underdeveloped countries’ should be avoided in the report.
- f. Terms such as ‘mechanised’ and ‘motorized’ seems to be used interchangeably in the chapter. This has to be clarified, as these terms means very different things (the former includes cycling for instance, while the latter does not).
- g. It is important to decouple the terms such as ‘car ownership’ and ‘car use’. Some cities have high rates of ownership, but use public transport for home to work trips.

73. Concerning the *data and illustrative examples* provided in the chapter, participants made the following suggestions:

- a. One participant stated that Table 2.6, page 15 was excellent and other such examples in each of the other three sections of the chapter would be useful.
- b. Table 2.8, page 23 – This table is thought to be confusing. One participant brought special attention to cities in South Africa, as she believes that the figures for Cape Town and Johannesburg are incorrect. She stated that the dominant mode of motorized public transport in Cape Town was the mini bus, as opposed to the formal bus and taxi which is currently stated. With this in mind, other figures should also be validated. Another participant felt this table was interesting and useful, but felt that data was out of date and could be improved upon by using more recent information.
- c. Table 2.10 and 2.11, pages 38 and 39 – One participant requested that these tables be checked as they appear to be inconsistent when displayed together. It was also noted that further clarification is needed on whether motorcycles are included within Asian categories in Table 2.10 as the current figure seems to be lower than anticipated.
- d. Participants also noted that some of the case studies used were either misleading or out of context to a particular country/city/situation. For example, large-scale public transport projects are promoted within the chapter but such projects may not always be advisable, or viable, due to funding reasons and an already functioning public transport system – as well as infrastructure being unsuitable to a city’s urban dynamics. Thus, it is important that authors are more aware of the case studies they are using and how they might be interpreted.

- e. One specific example used to highlight this point was the mention of a 30,000km bicycle route that is being planned in the Republic of Korea (page 10, paragraph 27), however, a 700 kilometre cycle route, implemented in the past is underutilized and used for recreational purposes only. Hence bicycle routes needs to be planned and developed according to demand.
- f. Following on from this, a general comment put forward by several participants was that illustrative examples in parts of the chapter were out-dated; in parts data goes as far back as 1998. If possible, efforts should be made to find examples which are more recent and relevant.
- g. One participant endorsed the use of extreme case studies and asking provocative questions, for example ‘what would happen if zero fares were introduced for public transport services?’ ‘Should the private motorists be responsible for the full cost of fuel?’ By doing so spurs initiative in coming up with solutions. It was also suggested that this is something which should also be applied within the policy framework.
- h. It was noted that there is little data on congestion, and that this should be included.
- i. Table 2.13 (page 43) displays fatalities and injuries on a country wide basis. It would be useful to obtain data specifically on cities or urban areas within countries.
- j. More mention could be made of the experiences from transitional countries. Prague and Budapest have for example experienced a very rapid increase in private car use. These cities can be used to exemplify what can happen in other cities with rapid increases in motorization.

74. Participants’ remarks with respect to the analysis of *private motorized transport* in the chapter were as follows:

- a. Given the increased trend in private motorized travel, there has been very little consideration given on the debate surrounding who should and shouldn’t pay for the implicit costs imposed from the growing use of private motor vehicle.
- b. The issue of private car captivity should be highlighted, i.e. the lack of suitable alternatives in many cities.

75. Suggestions provided by participants in relation to *non-motorized transport* included the following:

- a. It was noted that the chapter conveys non-motorized transport investments to be non-revenue generating. this can be discouraging for policy makers reading the report and one participant stressed that it is therefore imperative that this point is qualified by discussing possible solutions (e.g. through advertisements, corporate social responsibility funds).
- b. The chapter outlines the advantages of walking but fails to address the disincentives. For example, walking in over-polluted and congested cities.
- c. Footpaths (and bicycle paths) needs to be complemented with proper drainage, otherwise walking becomes impossible in many cities during the wet season.
- d. One participant felt that non-motorized transport was given a very negative portrayal as it is often associated with poverty in developing countries but this is not the case in developed countries. This is something that may need to be addressed.

76. Numerous inputs were also provided with respect to the review of *informal transport*:

- a. Participants noted that the unavailability of formal public transport services in developing countries (India for example) meant that the informal sector played a crucial role within cities, most notably for the poor. It was noted that this mode is highly responsive to market needs, affordable and much more effective in providing inter modal connectivity than the formal sector. Some participants questioned how this should be interpreted within the chapter. Others felt that informal transport should be seen as an extension of the formal public transport system.
 - b. It was widely accepted amongst participants that informality in the transport sector is a way of life for many and a trend which is set to continue. Thus, there is a strong need to explore how informal modes of transport can be incorporated into formal modes.
 - c. It was also noted that the informal transport sector is responsible for a number of negative externalities – road traffic accidents and unlicensed motor vehicles, for example. Consequently, the question of regularization was brought into the discussion and some participants felt that attempts need to be made in order to regulate the sector. This is an issue which needs further exploration within the chapter as it was stated that governments in developing countries may not necessarily have the resources to provide a functional public transport system. Nonetheless, they have certain capacities in order to regulate it (although these are often extremely difficult to apply).
 - d. There is a lack of rich data related to informal trends, and one participant felt that international trends need to be compared to one another.
 - e. Section 2.3.4 (page 30) outlines the benefits and costs of informal transport, however one participant noted that environmental costs also need to be highlighted within this chapter.
 - f. It was felt that the differentiation between ‘formal’ and ‘informal’ needs to be updated given the emergence of new forms of informal transport which reflect some aspects of formal transport. For example, auto rickshaws are available on call in India. There is also a need for greater clarification on whether informal includes only motorized transport as non-motorized transport also has an informal element.
 - g. It was noted that the chapter should clearly acknowledge that informal transport is a fundamental means of mobility in developing countries.
 - h. The chapter should consider some of the emerging and recent attempts to regularize informal forms of transportation perhaps in the form of a box. However, any discussion about formalization of informal transport has to incorporate a discussion of the employment consequences of this, as this sector is a major source of employment in many cities.
77. The following were the inputs provided by participants on the discussion of *public transport* in the chapter:
- a. It was noted that there is no reference made to mobile goods/public services such as libraries, police, ambulance and other emergency services. A representative of UN-Habitat stated that this aspect should be dealt with in chapter 2, in the section which discusses public transport.

- b. Paragraph 60 (page 19) is correct, but a very generalized statement. The efficiency and environmental sustainability of public transport systems are not guaranteed in all cases. However, apart from public transport, there are special modes of transport which should be addressed under a special title.
 - c. The social aspects related to public transport are discussed in brief; there is a need to enhance the focus on this.
 - d. The chapter should more clearly indicate the challenges of informal bus transit such as the institutional challenges whereby either one company monopolizes the market or too many companies lead to fragmentation which prevents integration of modes. It should also stress the fact that private companies may not be given adequate incentives for non-fare box financing, like the right to advertise and the likelihood of BRT to fail in absence of a certain agglomeration of population and appropriate urban form (e.g. too narrow streets).
78. Participants debated the issue of *rights* with respect to mobility as follows:
- a. The question of urban dwellers and mobility rights was raised by participants. It was indicated that this is an area which is in need of greater discussion and something which needs to be linked more closely to other chapters. Some participants asked whether everyone in the city should have equal mobility rights or should this be treated as a market issue. The general opinion amongst participants was that systems need to be implemented that enables people to access services (educational facilities, hospitals, etc.) in a reasonable amount of time that is affordable to them.
 - b. In line with the overall focus of the report, it was noted that the discussion on sustainable transport and mobility planning in the chapter should focus on access rather than mobility itself.
 - c. With respect to the overall discussion of human rights and access, to be included in chapter 1, the rights of non-motorized transport users should not be overlooked and should be reemphasized in this chapter.
79. Participants pointed to the following issues with respect to *institutions and regulation*:
- a. It was noted that there is an absence of discussion on institutional factors that surround mobility systems, for example, monopolization and privatization of the market.
 - b. One participant expressed apprehension regarding the debate on regulation, and brought attention to the fact that very few informal transport examples have been given within a European context. It was unascertained as to whether this was positive or negative, as it is likely that very few informal operators exist due to a rigid and an over-regulated system. This in itself has negative implications for the European poor as this can lead to mobility restrictions and, in turn, exclusion.
80. With respect to *innovative solutions and policy handles*, the following were the key issues raised:
- a. It was noted that no substantive solutions have been put forward in response to the challenges set out. Advice should be provided to policy makers but in a suggestive, rather than imposing way. It was stated that the challenges of urban transport and mobility are known, but the ways in which to overcome these are not. In response to this, a representative of UN-Habitat clarified that it was never the intention of chapter

2 to deal with solutions of urban mobility problems as these will be dealt with in the latter half of the report.

- b. One participant felt that innovative forms of technology are not discussed with, such as cable cars,¹⁴ Segways¹⁵ and E-bikes.¹⁶ The participant was not necessarily advocating these specific technologies, rather using them to highlight the fact that there are other environmentally sustainable ways to get around – something which should be explored in more depth, especially as the competition of space within urban areas becomes more intense. In response to the above comments, another participant stated that such advice needs to be treated with caution, as technologies which are initially seen to be ‘cool’ and ‘modern’, are not always practical, everyday solutions. When thinking about future mobility projects, it is important to consider physical aspects such as safety, vulnerability of modes and urban form for example.
- c. On a related note, it was indicated that the role of ICT and specifically mobile phones in transforming mobility trends and habits in urban areas, especially in the longer term future, needs to be mentioned.

II.B.4. Chapter 3: Mass Transit: Metros and BRTs

II.B.4.a. Introduction

81. A representative of UN-Habitat informed participants that the version of chapter 3 that had been circulated to participants before the meeting is of such a poor quality that it has been decided to rewrite this chapter completely. Another representative of UN-Habitat then elaborated on the new chapter outline, indicating that it was being compiled in collaboration with consultants. The revised chapter follows a similar structure to that which was previously defined and facilitates inclusion of data indicative of the current global mass transit conditions. The chapter also contains more visuals, graphs and maps than the previous draft and compiles robust international data to indicate empirically to the reader a global snap shot of mass transit Metro and BRT systems.

82. Professor Vanessa Watson who was chairing the session then encouraged participants to discuss the missing elements presented in the outline by UN-Habitat.

II.B.4.b. Discussion

83. Participants pointed out the need for clarifying how ‘metros’ were defined and understood in the report, as this was currently inconsistent throughout the report. They indicated that the definition should clarify whether the systems were featured over/under the surface. Furthermore, many participants raised concerns that the chapter did not take into account other forms of mass transit systems (under or over ground) including trams, as well as light rail which participants regarded as being equally important.¹⁷

14. The participant provided a URL: <http://www.bartlett.ucl.ac.uk/dpu/metrocables/dissemination>.

15. The participant provided a URL: <http://www.guardian.co.uk/environment/green-living-blog/2010/jan/11/segways-bike-lane>.

16. The participant provided two URLs: http://www.corp.at/archive/CORP2012_186.pdf, and <http://www.streetsblog.org/2012/08/07/the-bicycle-uprising-remembering-the-midtown-bikeban-25-years-later/>.

17. After the meeting UN-Habitat decided that a discussion of light rail (but not trams) should be included in this chapter. Other modes of public transport should be discussed in chapter 2.

84. Similarly, participants queried whether there was a universal definition of BRTs, as these differed from one place to the next depicting differences emanating from amongst others corridors, passengers carried and overall demand. The experience with 'BRT-light' in Lagos, Nigeria, was noted as an example. Should this be included? Some participants suggested that such 'light' versions could be described in a box.

85. Many participants echoed that the chapter gave the impression that UN-Habitat was advocating for these specific modes (metros and BRTs) as the supreme form of transportation. Participants suggested rather that the chapter stress that these modes are two forms of mass transit identified to be the most environmentally sustainable.

86. Many of the participants indicated that they did not see the usefulness or purpose of the chapter, and called for it to be removed, as 'mass transit' systems were not applicable to numerous countries across the world in particular developing countries (for example India whose dominant form of transportation is rickshaws). In light of this participants advocated for a strong justification to be made in the chapter in order for it to remain. Other participants called for the inclusion of a specific chapter on public transport, but a representative of UN-Habitat explained that such a chapter was originally included in the report, but had been rejected by UN-Habitat senior management, which wanted a chapter dealing specifically with metros only. This had since been expanded to include BRTs, in order to be more relevant for developing countries where metros are rarely an affordable option.

87. Several participants called for a removal of the term 'mass transit' from the title of the chapter, as there is some ambiguity as to which forms of transport are covered by this term. One participant noted, for example, that in India rickshaws could be considered a mode of mass transit. Furthermore, as the chapter was only discussing two modes of 'mass transit'¹⁸ this was not appropriate. A representative of UN-Habitat supported this call for an alternative chapter title.¹⁹

88. The participants also suggested that the chapter should include policy recommendations, expressing the need for the chapter to provide advice to policy makers, and suggesting alternatives for cities where these forms of transport are not viable. A representative for UN-Habitat responded that the purpose of the chapter was to elaborate on trends, conditions and challenges, and that policy recommendations were to be included in later chapters.

89. Included in the chapter, it was advised that the costs of mass transit systems be taken into account, wherein only a few systems (such as Hong Kong) are marginally profitable. Examples such as the Hong Kong case study should be contextualized (as the system is energy intensive and many of the trains are underground and fully air-conditioned). Governments need to be made aware that metros are often the most cost effective modes of transport (Japan case works as a business model but does not promote liveability and sense of place). Closely related to this, participants advised that financing of mass transit systems be included (Egypt example with metros being financed by different initiatives and the resultant outcomes).

90. Participants also emphasized that Metros and BRTs were not comparable, and that many cities in the world were not able to implement either form due to a range of factors including inter alia structure, urban form of cities (e.g. narrow streets in old cities in Africa

18. After the meeting UN-Habitat decided to include light rail as well in this chapter. This needs to be taken into account when re-titling the chapter.

19. After the meeting an Advisory Board member suggested the following new title: 'High capacity services'.

and Asia compared to the wide avenues in many of the Latin American cities, insufficient population sizes, etc.).

91. Participants raised a number of questions with regards to mass transit systems:
 - a. If it is built, will people use it? There are a number of risks involved in such major infrastructure developments. One representative referred to metro systems being built in Europe without being used at the levels anticipated. More infrastructure was constructed based on the availability of funds as opposed to actual demand. A key issue with respect to mass transit developments is that of connectivity, with more connection points, the less risk is attached.
 - b. When is it justifiable to introduce metros and BRTs, as they are relatively expensive systems and often go beyond city boundaries?
 - c. In the urban context, under which conditions should mass transit solutions be considered? How/ when should decisions favouring mass transit be made in context?
92. Participants made a number of suggestions to be included and discussed in the chapter:
 - a. Bottlenecks in the implementation of BRTs and problems with implementation along narrow corridors would increase traffic congestion.
 - b. Governance as well as comprehensive mobility planning.
 - c. Vulnerabilities associated with mass transit underground/above ground systems should be reflected on (e.g. gas prices and extreme weather). Some regard should be given to vulnerabilities associated with the high investment risks of Mass Transit Systems including long running maintenance costs and the diversion of funds away from other creative transport incentives that can occur when cities are 'tied in' to a high maintenance transport solution.
 - d. The state of systems and high maintenance costs (lack of which would render systems dysfunctional). Ensure that maintenance and operating costs are part of initial budgeting.
 - e. Low fares associated with such systems due to subsidization.
 - f. Metros need to be considered under broader development strategies for localities. They may be viable in mega cities of developing countries when demand is very high (i.e. at least some 60,000 passengers per hour per direction).
 - g. A discussion of vulnerabilities and social costs of mass transit investments has to be included, such as evictions/displacements caused in India from the construction of the metro. Increased mobility is not the only objective when making large investments in infrastructure. As discussed in other chapters, access is the ultimate objective, rather than mobility *per se*. Other objectives may include the generation of economic growth in specific areas, etc.
 - h. How can one address the negative public image of public transport?
 - i. The chapter should highlight complementarity with other modes of transport, and modality. Mass transit is just one part of the urban mobility system. Any investments have to take account of integration with all other modes.²⁰

20. One of the participants, Darshini Mahadevia stated that she can provide references with respect to integration with non-motorized transport in Delhi, India.

- j. One participant suggested a reference that might be useful for the authors of the report, in order to ‘inspire people to go for change’, i.e. Grescoe, T. (2012) *Straphanger: Saving Our Cities and Ourselves from the Automobile*, Times Books.
93. It was suggested that developing countries should not be neglected and that the lessons (successes and failures), evolution, impact, and sustainability be nuanced.
94. Participants suggested that if the central theme of chapters was accessibility, then all the chapters needed to be written under that conceptual notion. Some members indicated that they would like to have the chapter circulated to them to review once it was completed.
95. A representative from UN-Habitat clarified a number of points from the discussion raised by participants.
- a. In agreement with participants that justification for selecting the two modes should be provided.
 - b. The aim of this chapter was to highlight two potential avenues of dealing with high volumes of urban transport.
 - c. A section in the chapter would be dedicated to addressing the progress of BRTs, and which would distinguish the various forms of BRTs across the world.
 - d. Expressed concerns about the relevance of the chapter to developing countries, it would need to be indicated that issues were contextual and relevant to a particular place.
 - e. Pros and cons of metros need not be illuminated for simplification purposes.
 - f. The chapter should highlight where the metros were in the globe as well as how they were operating from one country to the next.

II.B.5. Chapter 4: Urban Goods Transport

II.B.5.a. Introduction

96. Professor Pamela Robinson presentation of chapter 4 comprised of a brief introduction on the topic, followed by an outline of some of the key points within the chapter such as the connection between urban logistics and sustainable mobility; the ‘last mile’ in supply chains; forms of city logistics; role of cities in global freight movements and factors which determine trends in goods movement.
97. Professor Robinson, along with Professor Francesc Robusté, who had both reviewed the chapter in detail, then provided a critique of the chapter before the Chair, Dr. Vanessa Watson, opened the floor for comments by other participants.

II.B.5.b. Discussion

98. This chapter was met with mixed reviews with one participant suggesting its removal from the report. On the whole however, the majority of participants felt that the inclusion of the chapter was essential as the issue is a critical aspect of sustainable urban mobility. Some participants felt that this topic is not widely understood and therefore liked the educational component of the chapter. However, other participants noted that the chapter is perhaps too theoretical and that it reads like a textbook. There should, thus, be more examples (case studies) included in the text to make it easier to understand and more concrete.

99. It was further stated that policy responses are weak and mundane and do not convey anything significant for the policy makers. Participants felt that there is no real guiding framework offered to policy makers, and solutions and hints need to be brought out more within the chapter. A representative of UN-Habitat noted that policy responses should be raised in chapters 6, 7, 8 and 9. It was agreed amongst participants that there is a need for integration with and more links to other chapters.

100. It was indicated that the role of consumerism and consumption receives inadequate attention within the chapter and the scale of global consumption (i.e. humans are consuming more and more every day) is not sufficiently highlighted. There was general agreement on the need for an introductory discussion of consumerism in chapter 1. Participants suggested that chapter 1 discusses the driving forces behind urban logistics as this often goes unreported. By doing so, the chapter will help readers make links between the serious environmental, economic and social consequences of growing consumption.

101. Participants emphasized the importance of urban goods movement within cities, but acknowledged the general disregard for freight management within strategic planning. Transport professionals are often underexposed to freight issues and therefore do not have the competencies to integrate freight transport issues in sustainable urban strategies. It was noted that that this issue should be given greater consideration in the chapter.

102. Some participants felt that the chapter needs to point out the failure of decision makers to take long term strategic views when planning for urban goods movement. There is often very little integration and limited co-ordination to ensure that transportation facilities are compatible with adjacent land uses, thus, there is a need for greater analysis on how freight activities might impact upon land uses and vice versa.

103. It was felt that is the chapter fails to sufficiently review freight issues from a developing country perspective. Many of the concepts in the chapter which have been discussed in context of the developed countries may not be relevant or applicable to cities in developing countries. Furthermore, it was indicated that the case studies currently discussed in the chapter could be improved as they do not offer a good geographical mix. Participants emphasized that this is something which needs to be addressed within the chapter, with points backed up by case studies and illustrative examples. At the same time, the difficulty of obtaining urban freight data in general was recognised by participants, with this being especially true for developing countries.

104. The illustrative examples provided in the chapter are also in need of further explanation as currently they do not bring any particular message to the reader and are not completely clear. As the text now reads, several figures/boxes state the same point (e.g. boxes on Mexico City and Paris).

105. Participants felt it was necessary to include non-motorized forms of goods transport within this chapter as it plays a vital part in urban goods transport, especially for the poor and women. It was also noted that the emphasis of this chapter is largely focused around formal, centralized freight systems; however there is a failure to discuss informality within freight movement. The informal nature of goods movement around the world through wheelbarrows, rickshaws and head portage is thought to be a crucial element. In response to this comment, a representative of UN-Habitat stated this chapter never intended to deal with small-scale freight movement. This should be discussed in chapter 2, in the sections that discusses 'non-motorized transport' and (motorized) 'informal transport'. There is thus a clear need in both chapters 2 and 4 to clarify the scope of each of these two chapters.

106. Several participants stated that social aspects within this chapter are largely absent, and brought attention to specific points which are outlined below:

- a. There is very little attention given to gender aspects despite women playing a key role in moving goods especially in developing country cities.
- b. It was noted that there are few references made to employment within the freight industry, or the safety regulations for people employed in this sector.
- c. It was felt that the health features related to the freight industry is in need of greater recognition (e.g. proliferation of HIV/AIDS spread by truck drivers, prostitution).

107. It was felt that the chapter has not captured the inefficiency of urban goods transport, nor the adverse environmental impacts. Under current paradigms, the freight industry is steadily expanding due to the process of globalization, thus, negative externalities are also set to worsen. There is also a need for greater discussion around truck movement and energy efficiency for instance in relation to the tendency for trucks to move around empty. Another participant pointed out that freight industry has not come under the same sustainability scrutiny as other transport sectors and therefore the same efforts have not went into regulating urban goods movement.

108. In addition, some other specific comments were raised for consideration within the chapter:

- a. It was noted that this chapter has failed to take account of small scale operators within the freight industry. Participants felt that it is important to mention their contributions as they play a significant role in urban logistics, and could potentially assist in making systems more efficient
- b. There has been no reference made to mobile goods services such as libraries, emergency services, etc. A representative of UN-Habitat stated that this aspect is supposed to be dealt with in chapter 2, in the section which discusses public transport.
- c. Participants felt that local level interventions could make freight systems more efficient, however there is little mention of this or the potential role public participation could play when planning for urban goods movement.
- d. It was noted that urban freight systems include a diversified set of stakeholders (each with their own vested interests). However many of these are not mentioned such as lawyers, vehicle manufacturers, traffic engineers, local police and so on.
- e. The chapter does not discuss the competition for urban land for passenger and goods rail and the related safety implications.
- f. There is little or no focus on the linkages between goods movement and passenger traffic including conflicts, interactions and complementarities, if any
- g. It was thought that the chapter does not consider the role of local governments sufficiently. Most decision making related to goods movement is made at the national level even though the impacts are manifested locally.
- h. There is a need to differentiate between the concepts of 'freight' and 'mobility'.

- i. One participant provided suggestions for additional references.²¹
- j. The need to mention some of the innovative solutions being developed to mitigate freight related challenges in cities was noted. Examples include the DHL pack station, mobile shredding services and cargo bikes for taking children to school.

II.B.6. Chapter 5: Mobility and Urban Form

II.B.6.a. Introduction

109. Chapter 5 was presented by Professor Vanessa Watson. The chapter presents a strong argument connecting mobility and urban form, with a suggestion posed that the two way relationship between the two be considered. The chapter highlights the growing trend in car dependence in cities, which raises concerns. The poor are increasingly being marginalized as a result. The chapter places low density sprawl, reduced compaction and leapfrogging of urban development under the spotlight, further illustrating that low densities make transportation less viable and more expensive. The author gives a presentation of the five core dimensions necessary for changing the environment and reducing car dependence density, diversity, design, destination, and distance to transit.

110. Professor Watson, along with Prof. Ali Huzayyin, Prof. Darshini Mahadevia, Dr. Ivan Tosics and Dr. Won Bae Kim then provided detailed critiques of the chapter, before the Chair of the session, Dr. Debra Roberts, opened the floor for comments by other participants.

II.B.6.b. Discussion

111. The case studies and many examples used in the chapter have a developed world bias which presents a gap in information on developing countries, as the information presented in the chapter is not applicable to them. The chapter is therefore lacking in a global international perspective. Concerns were expressed that the examples used in the chapter were mundane and repetitive. The participants further called for a nuanced understanding of developing countries as it is diverse and multidimensional. In light of this, it was suggested that the author of the chapter engage with materials from Shlomo Angel's *'An arterial grid of dirt roads: An activist urban expansion strategy for developing countries.'* The ideas presented in the paper were advocated as being more suited to rapidly growing cities.

112. Links to other chapters are virtually non-existent. Furthermore, there are too many boxes; some of these can be removed.

113. Participants expressed that it would prove challenging to incorporate systems presented in the chapter in developing world contexts. The pedestrian and car free zones presented for example were from developed countries, they made inquiries with regards to what suggestions could be made to developing countries to do the same? And, whether this would be regarded as being acceptable in those areas.

114. Participants expressed concerns that their suggestions to remove Box 5.1 (models of urban form) on page 3 were not incorporated by the author. Their concerns with the diagram stem from it presenting a 1930s concept and being an outdated diagram. Directly related to this, participants expressed frustration that their earlier suggestions and comments were

21. http://www.metrolinx.com/en/regionalplanning/goodsmovement/GTHA_UFS_Technical_Backgrounder_Feb2011_Part1.pdf and http://www.metrolinx.com/en/regionalplanning/goodsmovement/GTHA_UFS_Technical_Backgrounder_Feb2011_Part2.pdf.

neither incorporated into the chapter, nor had they received acknowledgement for their contributions. Concerns were also raised regarding the time frame and whether all the changes would be incorporated in time. A representative of UN-Habitat stated that this chapter had been submitted late by the consultant, so that UN-Habitat staff had been unable to verify to what extent and how the author had addressed the comments made by reviewers of the first draft. He stressed that UN-Habitat staff would go back to the initial comments of Advisory Board members on the chapter and address their concerns.

115. Government, planning and transportation were regarded by participants as operating in silos. Weak governance in developing countries was underscored as a concern, along with social equity issues relating to poor people experiencing difficulties in accessing well located land. Participants called for linkages between government ministries to be strengthened.

116. It was noted that the chapter offers very few solutions, and where advice is given, this is not always pragmatic. A case in point relates to coordinating and integrating urban transport and land development in paragraph 42 of the chapter. This issue is also raised in paragraph 118 below. Linked to this it was stated that the chapter did not provide pragmatic solutions to addressing amongst other things, budget, resources and priorities. Focus is to be given to those solutions rather than stressing the importance of integrated land use and transport which is acknowledged since the 1980s.

117. The link to goods transport presented in the chapter on paragraph 130 (page 74) was regarded as being too short and underdeveloped. The chapter needs to strengthen its discussion of goods movement.

118. Growth was a missing element which participants felt should be included in the long term vision. Growth presented challenges due to it being a process which often requires years to actualize, but which is hindered by political interests that are subject to a short term political cycle. Participants were in favour of growth being guided through pre-planning stages, but questioned whether this was possible, particularly under a private sector driven ideology (e.g. Nairobi's Konza City; Rwanda's, Kigali City; and ICT satellite city, Lagos).

119. It was further stressed that the chapter did not present a practical vision and lessons for the future on how to integrate land uses and transportation in existing cities, challenged, for example by narrow streets and urban sprawl. Practical solutions under existing frameworks needed to be engaged in the chapter. The questions that needed to be answered in particular was how to co-ordinate land use and transport in cities, and what constraints were likely to be encountered.

120. Developing countries are plagued with rapid development and lack of institutional capacity to deal with the rate of development, therefore more appropriate examples and models should be incorporated in order to include these cities. It was also suggested that engineers and planners needed to be engaged on how to work together in order to achieve desired outcomes.

121. Peri-urban areas in African and Asian cities were experiencing high growth resulting in low density settlements which was not captured in the chapter. As a result of this, it was argued that urban development boundaries would not necessarily be feasible in all areas. Along with this, participants felt that the chapter presented very little information on informality and informal sector activities.

122. More attention needs to be given to rapidly growing city-regions.

123. It was noted that the polycentric scale does not appear in the chapter, yet this presents a solution to the transport problem.

124. Also it was noted that the chapter included too many examples, with little to no linkages between them. Thus, the overall ideas disappear. Specifically, it was noted that many figures were duplicating each other and that many of these should be removed or merged.

125. It was noted that Figure 5.20 (page 30) was correct but not complete, it needed further development. Instead of being considered as a linear diagram, the diagram should evolve into a circular one in order to show the continuity. One participant noted that he had already made such comments to this figure in the first draft and requested UN-Habitat to go back to these earlier comments. It was also noted that the figure needs to be more clearly discussed in the text. He also added that the figure and related discussion should show and include the instruments that control the pace of development of the land use/transport cycle.

126. Overlaps between chapters 5 and 6 were identified, with information on equity issues presented in this chapter proposed to be incorporated as part of the discussion taken up in chapter six. It was further suggested that the theoretical component on urban form be removed or at least reduced.

127. Participants felt that the concept of high density thresholds needed to be elaborated on as it is stated that Transit Oriented Development (TOD) requires high density living in order to be viable, both to the provider and user. It was noted however, that places like Kibera slum in Nairobi has a high population density, yet TOD would be unsuitable as the ability of most residents to pay for public transport services may be limited. Thus, several participants felt that TOD was less relevant in a developing country context. There is a need to include a discussion on how major infrastructure developments such as those made through TOD impact the poor, through eviction and displacement (often without any form of compensation) for example. Following on from this, it was also stated that TOD should not be the central theme in the chapter.

128. Box 5.2 (page 5) needed to be contextualized, as the quote indicates that post socialist countries were the most sustainable. The example is silent on the implicit costs including disregard for land values and infringement on people's freedom to move. A reflection on the price that people paid in order to reach such 'success' needed to be looked at in the chapter. It was also highlighted that Figure 5.10 (page 16) illustrated Moscow as a compact city, but does not illustrate the city's heavy reliance on rail. On page 71, social equity should include examples from French cities. There are limited examples on success stories.

129. Participants presented a number of suggestions for the chapter:

- a. The focus should shift away from cities and rather give attention to city regions.
- b. Timing was not factored into the chapter, referring to adopting right measures at the right time in order to yield the best outcome. Another participant indicated that polycentric cities were omitted in the chapter.
- c. Challenges encountered in informal housing particularly in developing countries should not be omitted from the discussion. Densities need to take heed of the morphological composition of cities; focus on inward and upward densification may not necessarily work in developing countries because rapid expansion is happening on highlands, buildings without permits, farmlands and on mountains and the chapter needed to include such information.

- d. One participant from the Republic of Korea noted that the issue of a greenbelt in that country is still controversial. It is not as simple as outlined in the chapter. It was done under an authoritarian president and would not have been possible today.
- e. The chapter should have a discussion of why the Curitiba example is not being replicated elsewhere. What are the lessons from this? One participant indicated that a main reason is the existence, for long time, of a charismatic mayor who encouraged professional planning to start, develop and to be sustained and prevented interference of the non-specialists into the works of transport engineers and urban planners.

II.B.7. Chapter 6: Equitable Access to Urban Mobility

II.B.7.a. Introduction

130. Professor Darshini Mahadevia's presentation of chapter 6 gave a thorough breakdown of the chapter and explained the rationale for its inclusion within the report. Some of the key points outlined in the presentation included mobility and the urban poor, purpose of urban mobility, challenges of achieving socially sustainable mobility, affordability of transport and mobility, dimensions of poverty, policy responses, vulnerability and disadvantaged groups in mobility and safety and security.

131. Professor Mahadevia, along with Dr. David Maunder and Dr. Xavier Godard then provided detailed critiques of the chapter, before the Chair of the session, Professor Pamela Robinson, opened the floor for comments by other participants.

II.B.7.b. Discussion

132. Overall, participants commended the vast improvement of this chapter from the previous outline and found it to be very well structured, logical and had a good flow. In addition, the case studies provided in the chapter gave a menu of options from which lessons could be drawn. It was also noted that the title of the chapter is precise and appropriate for conveying the message of the chapter.

133. The discussion noted that there is a need to look at chapters 6 and 7 together, as there are a few overlaps. For example, participants pointed to the overlap between the discussions on road traffic accidents in the section on safety (section 6.3), with a similar section in chapter 7 (section 7.1.4.3). A representative of UN-Habitat stated that this had already been noted by the authors.²²

134. The discussion observed the importance of recognizing that access to transport has important links to social capital. Urban transport policies can be focused to maintain the social networks which allow people to keep in touch with relatives and friends. In relation to this, participants felt that the definition of 'the poor' was debatable. The definition in the chapter looks at levels of deprivation but should also include 'time poverty' among women. Further, 'mobility poverty', referred to in the chapter as transportation-related barriers, contributes to social injustices and socio-spatial inequities.

135. It was also noted that construction of major transport infrastructure (highways, railroads, etc.) often contributes to disruption of communities, as it becomes hard to cross

22. See footnote 122 of the 3rd draft of chapter 6, which states that UN-Habitat will move the discussion on traffic accidents in chapter 7 to chapter 6 after the Mombasa meeting.

from one side to the other. This leads to ‘community severance’ as discussed in chapter 7 (section 7.1.4.5).

136. Participants also stated that more attention needs to be given to the issue of displacement (evictions), as well exclusion, caused by transport projects.

137. Additionally, it was suggested that conceptual considerations such as poverty, destitution, and ‘motility’²³ be introduced in the chapter. Without a social network helping residents to make use of the mobility system it is often hard to manage. For further research on the travel conditions of the urban poor, Dr. Godard mentioned that he contributed a chapter on poverty and urban mobility, which he authored for a book edited by Dimitriou and Gakenheimer.²⁴

138. Participants welcomed the inclusion of affordability as an important aspect of equitable access. However, it was noted that this should include the nuances of the differences between the notion of acceptability, accessibility and affordability. Whilst individuals might have access to affordable transport, it may not be acceptable due to lack of personal safety, for example. Similarly, transport might be acceptable but not accessible for the elderly or disabled persons. In general, poor people in many countries have unacceptable services.

139. Participants underscored the need to develop the section on affordable mobility. In particular, the chapter needs to be clear that formal public transport costs more than many people can afford. The question was how do you make public transport affordable? Participants pointed to the affordability index proposed by the World Bank – Table 6.2 (page 10), which needed further clarification. It was also noted that in order to appreciate the comparative information on affordability of urban transport, the affordability index needed to include African cities. In cities such as Kinshasa, people are obligated to walk (referred to as ‘Route 11’²⁵), and this clearly illustrates the affordability problem. The discussion should also include the limitations of the affordability index.

140. Employment generation by the transport sector through the introduction of non-motorized transport was also raised by the participants for inclusion in the chapter. Informal transport is also an important source of employment. Participants expressed the need for the chapter to discuss the social dimensions related to service providers. For example, one participant stressed that the rickshaws in Dhaka are important for the survival of numerous households of the owner drivers. Attempts to regulate or formalize non-motorized transport can thus have severe adverse impacts on the poor, such as loss of employment or decreased mobility levels. Thus, the chapter should take note of regulations/policies that affect the

23. Motility is a notion proposed by Vincent Kaufmann to describe access to mobility, not only affordability but also an issue of how to use the system. There can be social and age discriminations related to this aspect.

24. Xavier Godard (2011) ‘Poverty and Urban Mobility: Diagnosis Toward a New Understanding’ in ‘Urban Transport in the Developing World. A Handbook for Policy and Practice

25. Diaz Olvera, L. and C. Kane (2002) ‘M comme Marche... ou crève’, In X. Godard (ed) *Les transports et la ville en Afrique au sud du Sahara, Le temps de la débrouille et du désordre inventif*, Kartala-Inrets, Paris:

‘A Ouagadougou, 42% des déplacements sont réalisés à pied, ce taux montant à 57 % à Bamako, 69 % à Niamey et 73 % à Dakar (Diaz Olvera et alii, 1998 ; Diaz Olvera et alii, 1999a ; Syscom, 2001). A Kinshasa, ville d’environ 6 millions d’habitants, la forte diminution de l’offre de transport est vécue au quotidien par des milliers de kinois obligés de prendre la ligne 11, la marche à pied, “ surnommée ainsi en souvenir du temps où Kinshasa avait dix lignes [de bus] bien desservies. Certains marchent ainsi depuis les quartiers périphériques de Kimbanseke ou de Masina, à une vingtaine de kilomètres du centre-ville ” (Lumisa, 2000). A Abidjan, un tiers des actifs dont l’emploi n’est pas situé dans le quartier d’habitation s’y rend à pied (Yapi-Diahou, 2000). A Lusaka, 71 % des pauvres ne peuvent pas payer le transport collectif et doivent marcher pour se rendre au travail (Narayan et alii, 2000).’

needs of the poor,²⁶ as banning bicycle rickshaws from using the streets leads to loss of employment, etc.

141. Participants noted that decision-makers did not want to focus on the urban poor. Instead, more attention was drawn on the implementation of ‘modern’ transport infrastructure. Participants underscored the need to re-emphasize the importance of addressing the needs of the poor.

142. Several participants noted that the gender dimensions of transport had been well addressed in the chapter. However, it was suggested that a class-based analysis of gender is needed in order to assess how individuals experience or access transport, if at all. Age is also important; an elderly woman is likely to have greater difficulty in accessing transport than others. Similarly, poor women may be unable to access better paid jobs or education because of the lack of transport options available to them, which in turn makes the poverty cycle more difficult to break free from.

143. It was also noted that the chapter provides an opportunity to outline experiences where developed countries can learn from developing countries. In particular, participants pointed to the need to show how the urban poor can be supported, by allowing cheap transport solutions. Over-regulation and the choice for most modern (and expensive) solutions often exclude the poor. An example from Vienna was given, where the regulations on bicycles are so stringent that this becomes an expensive mode of transport (referred to as ‘the unwillingness of authorities to accept the second best solution’). Similarly, many cities are unwilling to buy used buses or trains, not because they are bad, but because it is seen as ‘old-fashioned’ and thus reflecting badly on policy-makers.

144. Although acknowledging the importance of non-motorized transport, it was indicated that the chapter should recognize non-motorized transport as a part of a broader system, and not focus on its use as primarily by the poor.²⁷ When factoring this into policy decisions, it is important to note that having policies or projects aimed solely at the poor has the potential to end in failure as it is not entirely inclusive. In the current draft, there is no mention of non-motorized transport in the concluding paragraph 118.

145. Furthermore, the conflicts arising from transportation infrastructure need to be made clear in the chapter. Participants pointed out the need to recognize streets spaces for social engagement and not just rights of way for mobility. There is thus a competition for space on the streets. This could lead to the development of an argument on ‘transport infrastructure’ versus ‘streets’. Why are there no-one on the streets in many cities of developed countries? The cultural context needs to be more clearly delineated.

146. Several of the participants felt that the concluding remarks and policy lessons were not detailed enough, and needed to be strengthened. However, it was not clear how this section could be improved. It was suggested that one way out would be to keep the details on the concluding remarks to a bare minimum, and then build up on the integrated policy responses towards at the end of the report. In response to this comment, a representative of UN-Habitat stated that the intention of each chapter was to have lessons learned and concluding remarks

26. A participant recommended the following reference for inclusion in the chapter: Kundu (1993) ‘In the Name of the Urban Poor: Access to Basic Services and Amenities’, Sage Publications, Delhi, India.

27. This refers to the general comment on co-modality, see paragraph 28, II.B.1 above.

included within. However he was in agreement that whereas some points are emphasized in the chapter, they still needed further elaboration in chapter 10.²⁸

147. A number of more specific observations were also made:

- a. Participants proposed the prominent use of human rights as a framing theme in the chapter, based on an introductory discussion in chapter 1 (focusing on accessibility).²⁹
- b. The use of the term ‘Muslim cities’ is inappropriate and should be replaced with ‘Islamic cities’ (page 14, paragraph 46).
- c. The term ‘residential location’ should be replaced with ‘shelter security’ (page 1, paragraph 3).³⁰
- d. The chapter could take note of the issue of secure land tenure, particularly in developing countries. Discussion should be linked to the issue of evictions/displacement noted in paragraph 136 above.
- e. The discussion on safety and security is a bit long and could be shortened.
- f. The data provided in Figure 6.4 (page 24) is outdated, and represents regional rather than national data (which are better presented in a Table).
- g. Paragraph 114 (page 33) needs further explanation, as the text is disconnected from the point which the author is trying to make.
- h. The chapter should elaborate further on the concept of accessibility planning and how it can be applied in cities, particularly in developing countries.
- i. While participants stressed the value of highlighting the share of ‘transport’ in household budgets, it was noted that it has to be clarified how to address this when people are too poor to spend anything on transport: they are captive users of ‘Route 11’, i.e. they are walking...
- j. It was noted that there are a number of health implications such as bronchial and chest infections, due to the traffic pollution.³¹
- k. Whilst it was important to retain the social impacts of safety (including traffic accidents), the chapter should attempt to provide data focused on the metropolitan, rather than the national level.
- l. A UN-Habitat staff member suggested looking into health and safety risks during the construction of roads as well (example in Nairobi where a number of accidents occurred during the recent construction of the Nairobi-Thika highway).

148. One participant noted that development (or change) has many dimensions. Based on the experience of Hong Kong, she stated that while the city has become much wealthier during the last decades, this has come at a cost. In the process a lot of social values have been lost.

28. And integration with the conclusions of the discussion of other chapters.

29. UN-Habitat comment after meeting: Perhaps it would be appropriate to make an explicit reference to the ‘right to participate in public life’ somewhere in the chapter (paragraph 4?), in light of the focus of the Human Rights Day 2012, see <http://www.ohchr.org/EN/NewsEvents/Day2012/Pages/HRD2012.aspx>.

30. UN-Habitat comment after meeting: Perhaps it would be more appropriate to keep ‘residential location’ but add (immediately after location), ‘security of tenure.’? The physical location is also important.

31. This is an issue that is discussed in chapter 7 of the report.

The planners/decision makers have built a ‘city’, but there is no ‘home’ or ‘community’. Thus another participant asked: ‘what does it mean to be modern?’ There is thus a need to define the quality of life.

II.B.8. Chapter 7: Urban Mobility and the Environment

II.B.8.a. Introduction

149. The structure and content of chapter 7 was presented by Dr. Debra Roberts. Dr. Roberts, along with Dr. David Maunder and Prof. Mee Kam Ng then provided detailed critiques of the chapter, before the Chair of the session, Dr. Ivan Tosics, opened the floor for comments by other participants.

II.B.8.b. Discussion

150. Participants agreed that the chapter was well presented and that it provided rich material, which cuts across a wide range of issues. Although capturing the essence of sustainability, the chapter was found to be repetitive and not presenting much new data as some of its contents had been captured in other chapters (in particular in chapter 6):

- a. It was noted that Figure 7.4 is very similar to Figure 6.5 in chapter 6.³²
- b. It was suggested that the contents presented in 7.4 be introduced in chapter 1.
- c. Chapter 6 covers contents on non-motorized transport, whilst chapter 7 discusses non-motorized transport, a discussion on which participants felt should be initiated in chapter 1.
- d. It was further indicated that contents presented in 7.1.3 (paragraph 26) present a good example for chapter 6, a cross-reference would be appropriate here between these two chapters.
- e. The section on incentives in chapter 6 was overlapping with information presented in chapter 7.³³

151. Participants made a number of wide-ranging comments and recommendations in light of this chapter and its contents as listed below:

- a. It was advised that efficiency and technology gains be set against the rise in traffic, which often outweighs the gains.
- b. It was felt that rapid urbanization presents an opportunity to invest in low-carbon city transport. The developing countries had potential to make a big difference as its infrastructure has not yet been put into place. However, one participant noted that this argument should not be made too strongly, as financing is not forthcoming for such initiatives.
- c. Challenges pertaining to the environment viewed as ‘The gorilla in the room’.
- d. Participants were in favour of walking and cycling being encouraged at the local level and specified that it be prioritized.

32. It had already been pointed out by a representative of UN-Habitat that the sections where these figures appears would be merged and moved to chapter 6 in the next draft of the GRHS 2013 (see footnote 22 in section II.B.7.b above).

33. However, it was also noted that some overlap may be necessary; see paragraph 26 in section II.B.1 above.

- e. The chapter was seen as dealing with regulatory interventions that aim to decrease consumption and changing behaviour. Some participants, however, raised the question whether this was the best solution.
- f. One participant noted that the discussion should not be too optimistic. Perhaps cities cannot be sustainable at all, only more efficient?

152. Comments were made that the chapter did not offer any new policy directives and responses. Positive feedback was given for the chapter's engagement on the complexities, including, but not limited to, the number and magnitude of problems, and the opportunities for achieving sustainable solutions. The participants agreed that the topic presented a complex problem, with messy solutions.

153. It was indicated that the chapter presented a mitigation bias, placing no emphasis on the role of mobility and transport in adapting to climate change (e.g. roads being washed away by floods, and how to get people to move during crisis). Participants called for the chapter to be more proactive and offer a more transferable message and instead focus on the magnitude of not responding to the global challenge. In addition to this, transformative case studies presented in the chapter were few and only reflected on wealthy countries. Questions were raised whether these interventions were possible in developing countries. This is an issue which should be answered in the next draft.

154. Participants also felt that the chapter was not tackling decoupling rigorously enough. Furthermore, the chapter was criticized for not showing the interventions, policies, co-benefits of endorsing sustainable mobility.

155. A number of more general observations with respect to structure were also made:

- a. One of the participants suggested that the chapter be moved forward, as the introductory chapter on policy.³⁴
- b. One participant suggested that all the technical information be placed in an appendix, or as endnotes. He noted specifically that section 7.2 was too detailed, thereby resulting in messages being lost. Other participants, however, called for more technical information.
- c. Participants gave positive feedback on section 7.3.
- d. Several participants stated that they liked the concluding section.

156. Participants would have liked to see the full (real) costs being reflected upon in the pricing of fuels. This needed to be made more explicit within the report. It was suggested that the externalities be internalized, with participants debating whether the price of fuel be increased to reflect the environmental and other external costs. Participants, however, agreed that increased oil prices would result in inflation and cause an increase in food and other goods prices. One participant highlighted paragraph 80 (page 29) and paragraph 83 (page 30) (*inter alia*) as locations where such full costing could be made explicit. However, some participants cautioned on this matter as it might not be practically feasible to undertake such a full costing. 'Do we even know what the full price is?' And, 'is it ever going to happen?' In response, one participant stated that 'we need to pay the full bill, there is no choice'. Related

34. However, this discussion had already been resolved during the 7th Advisory Board meeting, which decided to place the discussion on equitable access (social sustainability) before environmental concerns.

to this, it was suggested that the issue of the full cost of parking should be highlighted in the chapter.

157. Participants noted that governance – in particular the relationships between institutions, people and stakeholders – were largely lacking from chapter 7. It was recommended that governance be discussed throughout the GRHS 2013, instead of only being featured in chapter 9. More specifically, it was noted that:

- a. Paragraph 100 (page 38) made references to leadership, but did not include the host of other players such as professionals (civil engineers, mechanical engineers, economists) and decision makers (including financiers) who are equally important and cannot be ignored. This should be in the next draft.
- b. The chapter seems to be silent on the human element, and on making people understand why change is critical. In order for regulations to be introduced they need support from the general public (unless there is an authoritarian regime in place with ‘good visions’). In Stockholm there was a referendum (52% yes) on whether congestion charges should be introduced. One participant noted that the congestion charge in London works and that this is acknowledged by the general public. One participant queried whether this could be applied in cities of developing countries, with the cost involved and the difficulties of enforcement.
- c. Several participants noted that many of the ‘successful’ regulations introduced during the last few decades have come in cities (and/or countries) with authoritarian regimes. Populist politicians rarely want to risk the ire of their constituents by introducing potentially ‘unpopular’ regulations and/or policies; regardless of whether it is necessary or not in the long term – their time horizon is the next election.
- d. Participants also blamed governments for not consulting with people, thus presenting a policy-political gap. In addition, they were often consulting with the ‘non-transport’ professionals.

158. The suggestion was made for the chapter to provide a further reflection on the diversity in oil prices in countries, as oil producing countries often have lower prices, due to subsidies, which are often seen as redistribution of funds. Most participants, however, agreed that fuel subsidies have too many negative consequences, not only because of global warming, but also because the funds can be used for other purposes, and because such subsidies do not primarily benefit the poor.

159. A number of more specific observations were also made:

- a. A participant disagreed with the author’s lack of enthusiasm on second generation bio-fuels which, were considered by other sources as being more environmentally friendly (see paragraph 60, page 19).
- b. Participants felt that Table 7.4 (pages 23–24) needed to be reworked, as there were a number of policy measures indicated in the table that could generate reductions in car use, which had not been indicated in the table.³⁵ One participant noted that the table was based on old information.

35. Professor Mee Kam Ng stated that she would provide UN-Habitat with written comments on this table.

- c. One participant noted that Paris could be presented as offering a good example of how roads can be shared between various modes of transport functions (with respect to paragraph 69 (page 25)).
- d. One participant noted that the terms used in paragraph 96 (page 36) are unknown to her and needs to be elaborated upon.
- e. It was noted that the dilemmas facing developing countries presented a concern, as global warming is not regarded as a priority among decision makers in many of those countries.
- f. It was stated that the 'fuel security credit' presented in paragraph 97 needed to be elaborated upon, as it is not clear to readers. Perhaps in a Box?
- g. A participant found the point made in paragraph 99 (page 38) to be novel, but asked whether it was relevant (achievable or applicable) to developing countries.
- h. A participant suggested including data from UN's 5-yearly global reports on energy, which present environmental statements by country.
- i. Participants expressed uneasiness with electric powered cars being depicted as being environmentally friendly, when they are reliant on electricity generated through non-renewable resources.
- j. One participant illustrated the gap between policy and practice with an example from South Africa, where high-occupancy vehicle lanes have been introduced to facilitate bus transport in particular. However, in practice, buses are not using these lanes as the lanes are on the wrong side of the road with respect to loading and unloading of passengers. Instead of all the time changing lanes between high-occupancy vehicle lanes and the lanes next to the bus stops (thereby increasing the risk of accidents), the buses are using normal lanes instead. Due to lack of controls the high-occupancy vehicle lanes are now primarily used by private cars.
- k. With respect to the renewal of the vehicle fleet, one participant elaborated on the example of Cairo, where the government initiated a scheme to renew the taxi fleet starting with a pilot in 2007 with the introduction of 100 new air-conditioned, CNG-fuelled, metered taxis. In 2009, through a joint scheme with five car companies, three banks, advertising agencies (who was given the right to place advertisements on the taxis) and owners of scraping yards the scheme was launched at full scale. By 2011, 34,000 taxis of models before 1980 were replaced by models of 2009 and 2010. The target for 2012 is 45000 taxis.³⁶ However some delays are participated due to the prevailing economic situation.

II.B.9. Chapter 8: The Economics of Urban Mobility

II.B.9.a. Introduction

160. Dr. Ivan Tosics gave a brief presentation on chapter 8, in which he outlined the chapter content and elaborated on the main points made, including: conditions and trends that determine the economics of urban mobility; from economic mobility towards economics of

36. Huzayyin A.S. and H. Salem (2013) 'Analysis of thirty years evolution of urban growth, transport demand and supply, energy consumption, greenhouse and pollutants emissions in Greater Cairo', *Elsevier Journal: RETREC, Issue 1*, January, <http://www.sciencedirect.com/science/article/pii/S0739885912001072>.

accessibility; measuring the value of access; expanding the financial options for public transport; general revenue models; value capture models; public-private partnerships; concluding remarks and lessons for policy.

161. Dr. Tosics, along with Dr. Xavier Godard, then provided detailed critiques of the chapter, before the Chair of the session, Professor Darshini Mahadevia, opened the floor for comments by other participants

II.B.9.b. Discussion

162. Participants observed that the chapter contained rich and interesting data. However, it was noted that many of the key points and messages were vague and lacked detail. Participants called for a more structured presentation of the material in the chapter, e.g. what are the problems, and which measures should be used to address these? What are the fundamental elements of efficient economics of urban transport?

163. It was also noted that the chapter's discussion on public transport was one-sided, and that the chapter should discuss other modes of transport as well. Furthermore, the only form of public transport modes which had been discussed at length was BRTs and metros. Participants recommended the inclusion of other surface level modes of transport such as light rails and trams to show the cost benefit, and provide the discussion on public transport with a more balanced picture. All those should be linked to the compatibility with demand (persons per hour per direction) and the street network configuration and street widths.

164. It was noted that the component on non-motorized transport was short and rather weak (thus expand on paragraph 18, page 4). Participants underscored the need to include a discussion on the investment and or financing of non-motorized transport.

165. Several of the participants felt that in the places where the chapter was discussing private motorized transport, the discussion focused disproportionately on the private car. Participants pointed to the need to include a discussion on motorcycles, as they are a major mode of transport mainly in many Asian and lately increasing in African cities (this should be raised in the very beginning of the chapter). Many of these countries have high rates of motorcycles (and thus motorization), but few cars.

166. Participants questioned the suitability of the title, given that the chapter deals more with funding and financing of transport as opposed to the actual economics of urban mobility. It was suggested that the title be changed to '*The Financing of Urban Mobility*', or '*The Economics and Financing of Urban Mobility*', to make it more appealing to politicians and policy makers. The overall paradigm which the report will take needs to be decided. It was suggested that the chapter may discuss the economics and financing of urban mobility in separate sections of the chapter.

167. The chapter should explain why costs are higher than revenues. What are the costs, and why are they so high? And what are the trends of such costs in various parts of the world? The CODATU report was suggested as an input to this.³⁷ What are the costs of transporting one person for one kilometre with different modes in different cities, and what are the economies of scale? The main cost factors of public transport were listed as:

- a. Labour (the cost of which is high in developed countries, and low in developing countries, and more in the formal sector than the informal sector).

37. See note 39 below.

- b. Vehicles (including maintenance and depreciation). It was noted that the cost of purchasing vehicles in the world market has decreased due to the emergence of Chinese and Indian producers. It is also important to consider the purchase of second-hand vehicles, as this has significantly enhanced the informal transport sector and can influence market prices.
- c. Energy is one of the main components of cost of public transport, especially for informal sector providers, as they often do not receive any subsidies from the government. The rising cost of fuel is an additional challenge to public transport systems, to both the formal and informal sector.
- d. Administrative and management costs.
- e. Maintenance costs and costs of investments.

168. It was, however, noted that the costing should not be limited to pure corporate or private economics; social costs should also be included (and examples should be provided from different cities/countries). It was noted that such calculations should also include the cost of time spent travelling; implying that over longer distances the cost of walking is quite high.

169. Whereas the use of economic jargon was important for the chapter, participants reminded the authors to bear in mind the target audience of the report. Although participants appreciated that some jargon was necessary it was noted that the argument on change from 'economics of mobility' towards 'economics of access' (in section 8.3) was particularly difficult to understand. Several participants noted that they could not understand the discussion here on new methods, and stated that this needs to be better explained.

170. It was noted that topics such as road pricing, parking fees and congestion charging were in need of further analysis (including where has it been done, how successful has it been, etc.). Participants also underscored the need to consider the micro-economic principles of road pricing in a wider context, and examples provided of instances where it has and has not worked. Moreover, it was stressed that it is important that the revenue from such charges are used for the purposes for which it was intended. In many cases such fees are used to pay salaries of those collecting the fees, and/or to pay other wage (or administrative) costs. The example of Norway was suggested here. The rationale for reduced payments for many crossing was also questioned. In some road pricing schemes there is no additional fees if you pass the toll stations often (for example more than 60 times a month). It was suggested that this serves an economic incentive for increased driving.

171. It was, however, noted that such charges should not be implemented in isolation. They require the existence of good public transport services. Thus, such charges are part of a wider context. It was also mentioned that parking or congestion charging serves several objectives at the same time: reducing emissions, generating funding for public transport, and improving the mobility of the poor (and preferably other groups as well). It should be noted that the discussion summarized here in paragraphs 170 and 171 relate to developed countries. The chapter should give emphasis on the extreme difficulties of applying (and enforcement of) such systems in cities of the developing countries.

172. Participants suggested that the chapter should include issues such as economics of scale of public transport; the cross-subsidization of public transport; inter-modality and parking charges (e.g. how to create general revenue funding), which were currently missing.

173. It was also suggested that the issue of parking in urban areas should be discussed in a wider context as well, as this is an important factor when trying to regulate traffic within cities. What is the relationship between parking and traffic flows in general?

174. Although acknowledging the importance of high-quality public transport, participants noted that the chapter should include a discussion of alternative ways of funding public transport. The example of the French tax levied on employers known as '*versement transport*', is a key resource of finance for public transport in France.³⁸ Another example is the '*vale transport*' in Brazil which compensates employees who use public transport. Similarly, the BRT in Bogotá uses fuel tax as a means of funding public transport.³⁹ Participants stressed the importance of providing lessons learnt, and not just descriptive stories.

175. Several participants strongly supported the discussion on 'public transport as a public good', and encouraged UN-Habitat to strengthen this argument in the whole report. However, some participants were apprehensive about roads being referred to as a public good. It was noted that the statement in paragraph 96 (page 29) which states, '*urban public transport must be seen as a high quality good*' was ambiguous, and may not meet the needs of various social groups.

176. Several participants observed that the current global financial crisis and typical inefficiency of government resource allocation had not been mentioned. They pointed to the need to stress budgetary shortfalls faced by governments worldwide, which is a challenge for subsidizing public transport. There was need to emphasize this more than the political vulnerability discussed in paragraph 73 (page 19).

177. Participants also noted that, whilst the main principles of public-private partnership had been highlighted, many questions still remained. Several participants noted that it was difficult to understand how such schemes worked. Although it was a very interesting scheme, there was general agreement that public-private partnerships were not a good way to fund public transport. Further, participants questioned how public-private partnerships fit in with the rights-based approach to mobility. Given that private sector companies aim to make a profitable return on their investment, it is unlikely that these aims coincide with the needs of the poor and vulnerable. In the case of the Republic of Korea, public-private partnerships are only viable in cases where investments are focused to meet more than the public's needs. It was noted that the Government normally has to carry most (if not all) the risk, which makes such arrangements questionable. Participants pointed out that whereas public-private partnerships could be effective if well managed; eventually, the users and municipalities will have to pay for the cost and profits of the private company. If the continuity of such schemes were not guaranteed, then it should not be considered. Furthermore, it was noted that public-private partnerships have been used mainly for road construction, although even here such schemes were not recommended.

178. Participants acknowledged the importance of improving accessibility through value-capture mechanisms. However, they indicated that the Hong Kong case study (used to exemplify this) did not portray an accurate picture. One participant stated that the value captured from these developments had not been used to reinvest in or improve transport systems. In addition, the new urban form created from the development of transport infrastructure led to segregation amongst communities, and increased housing prices. It was

38. A participant noted that he had made the same comment to the first draft of the chapter.

39. A participant recommended: 'Who pays what for Urban Transport: A Handbook of Good practices' by CODATU (http://www.codatu.org/wp-content/uploads/handbook_good_practices.pdf).

suggested that in order to illustrate the advantages and disadvantages of a value-capture models, a more sophisticated analysis of the Hong Kong experience should be carried out, i.e. although still a good example, the model could be improved.

179. Further, it was noted that a majority of the examples provided in the chapter were predominantly from Anglo-Saxon countries. The chapter should also include examples from other parts of the world. Related to this, the chapter should also improve the representativeness of the case studies presented.

180. A number of more specific comments were also made:

- a. Congestion pricing has been replaced with value pricing, and has another meaning. London is a good example when it comes to political will, but is not a good example for value pricing.
- b. Informal transport has different implications in developed and developing countries and needs to be discussed in the chapter.
- c. The chapter needs to define the term value capture.
- d. The role of the private sector in public-private partnerships needs to be analyzed.
- e. The discussion noted that comments submitted from the previous draft had not taken into account.
- f. One participant questioned the accuracy of the figure in paragraph 72 (page 18), e.g. that 85% of the population uses the system.
- g. Several participants stated that they liked Figure 8.1 as it differentiates between different categories of countries.
- h. Participants requested more details on Crossrail in the UK.
- i. Talk about the Stockholm case where most people own cars, but use public transport. Thus, there is no direct causal link between ownership and use.
- j. The London case study (Box 8.9) is too long and should be reduced.
- k. The risks involved (in terms of continuity of funding) with changes in political leadership should be mentioned.
- l. There were several calls for enhancing the discussion of non-motorized transport. How to finance improvements? In many cities walking (or cycling) is undertaken by captive users, they are walking (or cycling) because they cannot afford other modes.
- m. The issue of land costs were raised as a major issue for more discussion. The case of Hong Kong has already been given. In China, land is offered by the government as equity in infrastructure developments. In India, land has to be bought in the market, and is frequently a major source of corruption.
- n. It was noted that the Irish document used as a source for the discussion on public-private partnerships could be replaced by a similar document prepared more recently by a European Union document.⁴⁰

40. Perhaps Professor Mee Kam Ng could provide the exact source of this alternative document?

- o. The notion of asset-based community development – whereby communities are empowered to make positive changes to their transportation system – was raised as an important topic for discussion.
- p. Participants pointed out the need to avoid general statements which were not entirely accurate. For instance, paragraph 55 (page 14) states ‘*there is considerable evidence that car users do not pay a high enough price to cover all associated costs...*’. Whilst this statement is true in many countries, it depends on a countries taxation policies and level of densities within cities. Singapore was cited as an example, whereby importation and registration fees have been introduced in an attempt to curb private car ownership. In some countries the fuel tax and other fees are actually quite high.
- q. Application of congestion charges in many cities of the developing countries is difficult.

II.B.10. Chapter 9: Institutions and Governance for Urban Mobility

II.B.10.a. Introduction

181. The structure and content of chapter 9 was presented by Professor Mee Kam Ng. She, along with Professor Ali Huzzayin, Dr. Debra Roberts and Professor Vanessa Watson then provided detailed critiques of the chapter, before the Chair of the session, Professor Francesc Robusté, opened the floor for comments by other participants.

II.B.10.b. Discussion

182. The author was commended for responding to and incorporating the participant’s comments. Participants were pleased with the structure and form that the report had taken.

183. Participants highlighted the lack in geographical balance in the chapter and called for a more detailed balance between Asia, Africa, Latin America and Europe. A participant referred UN-Habitat to the World Bank transport review 1995–2005.⁴¹

184. Participants noted that the role of national government was not stressed enough in the chapter, and very poor examples of capacity-building are presented. Institutional challenges needed to be adequately addressed. It was also noted that it is not only the mindset of government officials that needs to be changed; it applies to all stakeholders. It was noted that other stakeholders are barely mentioned in the chapter.

185. Several participants noted that ‘the chapter stops at city hall’; the internal governance of decision-making has not been discussed.

186. Several participants noted that the discussion was largely focusing on ‘sustainable urban transport’, rather than on ‘the right to access’ (except at the very end of the chapter) and recommended that this be addressed in the next draft of the chapter.

187. The chapter is silent on mass movements against inadequate transport. Civil society is very active and does a lot of work on the street, but this is glossed over in the chapter. A void needed to be filled in the discussion to incorporate mobile platforms and ‘open data movements’, mainly if the intended target market for the report is decision makers, and if

41. World Bank Independent Evaluation Group (2007) ‘A Decade of Action in Transport: An Evaluation of World Bank Assistance to the Transport Sector, 1995–2005’, World Bank, Washington, DC.

they are not already thinking about it. ‘Intelligent transport systems’ were also largely absent from the chapter.⁴²

188. Participants stated that the chapter presents too many basic theoretical definitions, and indicated that details on how institutions were functioning and how to address institutional challenges would prove a more useful alternative. Other participants stated that the ‘best practice disease’ of importing practices from one place and adopting them in another is a challenge, as many of the local institutions were culturally and politically oriented. The local governance context therefore makes it difficult for external agencies to intervene.

189. In response to the comments made by some participants to include more concrete examples in the text, a representative from UN-Habitat indicated (as exemplified by the ‘best practice disease’ intervention above) that all examples are context sensitive. The chapter is already too long and the provision of a large number of additional examples would thus be impossible. As a result, the chapter may need to take on a more theoretical form than that advocated by some participants. However, even if the additional case studies could not be included, many participants stressed the need to shorten the theoretical part considerably.

190. Linked to this, participants stated that innovative ideas and convenience should be advocated as key principles, as institutional capacity and governance structures across the globe differ. Participants further made a call for the report to highlight the difficulties encountered, and advice countries to pursue new solutions and directions. Participants also felt that the report needed to inspire decision makers, as currently it was not doing so.

191. Trained professionals and capacity building was outlined as being absent in developing countries and not on par with developed countries. Cities and politicians needed to pay for training so as to ensure capacity-building sustainability, as many countries resort to importing professionals who leave with their skills once their contracts expire. Furthermore, one participant stressed that training should be provided for those that need it. In many cases in developing countries, the ones invited for training courses are not the ones that are actually doing the work; and in some cases (particularly when funded by overseas agencies), attendance to training courses are seen as fringe benefits and access to travel, extra allowances, etc. The trainers are often not familiar with local practice and constraints and/or provide tools, methods and computer soft wares that are not applicable. In many countries of the developing world highly competent academics specialised in transport planning and engineering exist but are not tacking charge of training.⁴³

192. Several participants noted that ‘efficient governance and institutions’ in many countries coincided with authoritarian regimes. Participants raised concern about the contradiction between short-term political mandates and the long term obligation necessary in realizing transport infrastructure was raised. As noted above,⁴⁴ elected politicians rarely want to risk the ire of their constituents by introducing potentially ‘unpopular’ regulations, policies or institutions; regardless of whether it is necessary or not in the long term – their time horizon is the next election. Relating to this, one participant note that the discussion in paragraph 86 (page 29) presents an example in South Africa dating back to the early 2000; where challenges were encountered due to under-capacitated local municipalities.

42. Professor Pamela Robinson volunteered to prepare a Box on this after the meeting.

43. See statement of the external advisory panel in: World Bank Independent Evaluation Group (2007) ‘A Decade of Action in Transport: An Evaluation of World Bank Assistance to the Transport Sector, 1995–2005’, World Bank, Washington, DC.

44. See comment 157.c in section II.B.8.

193. Participants noted that the transport sector is multi-sectoral and multi-institutional, the dynamics of which are not presented in the chapter. This multi-institutional and multi-sectoral composition (e.g. different companies/operators/modes/labour) of transport sector is a major obstacle for transport developments. It also often renders it to be considered high-risk by banks. It was suggested that the Paris example should be used to exemplify how the various stakeholders are working together.

194. The author was commended for presenting good statements on territorial government, in particular functional urban areas. A participant highlighted the significance of metropolitan level governance as being important for government, as often a morphological area differed to the administrative area boundary. Many cities (and their immediate hinterland) are governed by multiple municipal administrations. An analysis on lateral linkages at the city level should thus be included. It was further noted that co-operation between various sectors of governments could set the tone for a more effective metropolitan governance system. However, it was noted that cities should decide on their own scales. One participant noted that in some cities, co-ordinating agencies are imposed from outside (often by national governments), without consultations locally, leading to future conflicts. The example of AGETU in Abidjan was mentioned as an example of this, where the local government refuse to collaborate.

195. It was also noted that it is important that the function of the organizing authority is clearly stated. Should it have a role as overseeing operations, ensuring efficiency, monitoring activities, or as an actual service provider?

196. Participants suggested that a discussion on transportation authorities and how they are financed was required, as many transport authorities have limited power to instigate change (e.g. Delhi Transport Authority still dependent on government for funding), many do not have power of land acquisition or power over other functions to have meaningful impact.

197. It was also noted that although political will and leadership is often necessary, it is very personal and transitional. Once the person leaves, institutions or governance structures may collapse. The example of Bogotá was offered as (one of several) an example. How can this be addressed? It was noted that transparency and accountability are crucial factors to ensure that people believe in the institutions that serve them (or where they are working).

198. A number of more specific observations were also made:

- a. Box 9.7, bullet 2 (page 16): transport engineers and land use planning professions are often combined, particularly in smaller cities. Brazil presents a good example in this regard, as it has a national ministry for cities. This helps in terms of facilitating integration between professions (and institutions). Brazil displayed good examples also in terms of participatory budgeting, which gets citizens to think about prioritizing their needs.
- b. It was recommended that the contents presented in paragraph 5 (page 1), on partnerships, be moved further down in the chapter.
- c. With respect to Box 9.1 (page 3) there were several comments:
 - i) It was recommended to remove the word 'international' from the sixth and seventh bullets (page 3), because this could give authorities the impression that they need to employ international consultancies or international manufacturers or providers (as opposed to national).

- ii) It was recommended to add ‘government’ (national/regional/local) to the list.⁴⁵
 - iii) It was recommended to add ‘universities’ to the list.
 - iv) It was recommended to add ‘informal sector transport providers’ to the list.⁴⁶
 - v) It was further noted that government and the different types of relationships with transport authorities (which tends to be regarded as an independent entity) was omitted.
 - vi) It was recommended that a separate bullet could be included on overseas development assistance, in particular foreign government loans linked to foreign technical assistance.
- d. With respect to the last bullet of the concluding section it was recommended that this should also talk about informal organizations, such as shared taxi or ‘matatu’ organizations. How can other parties collaborate with these? Can they be offered financial benefits in order to support innovations in public transport (which potentially challenge their livelihoods)?
 - e. There is very little reference to the informal sector and its role in governance (and urban mobility in general).
 - f. There is a need for monitoring processes that evaluate the state of public transport supply, in order to facilitate activities with respect to governance of the sector.
 - g. One participant (from Barcelona) noted that the example on Barcelona in Box 9.2 (page 4) is not a good example. This ‘governance structure’ was born weak, and is primarily a financial agreement. And he noted that the details (such as names of agencies) may be out of date. He suggested that the example of Madrid would have been much better.⁴⁷

II.B.11. Chapter 10: Conclusions: Toward Sustainable Urban Mobility

II.B.11.a. Introduction

199. While presenting chapter 10, Dr. David Maunder gave a brief summary on the key findings of the GRHS 2013 and noted that the four pillars of sustainability must underpin how future urban transport policies must be framed and acted upon.

200. Dr. Maunder, along with Professor Ali Huzayyin, Professor Francesc Robusté and Professor Pamela Robinson, then provided detailed critiques of the chapter, before the Chair of the session, Dr. Xavier Godard, opened the floor for comments by other participants.

II.B.11.b. Discussion

201. It was generally felt amongst participants that this chapter has adapted a descriptive tone that is weak and tepid. The author has missed the opportunity to provoke policy makers into taking actions against urban mobility challenges that cities are now confronted with. This is something that needs to be addressed with most participants suggesting that the entire chapter be rewritten.

45. Although this seems to be captured in the second-from-last bullet.

46. This could be added within bullet 7 or as a separate bullet.

47. Perhaps Professor Robusté could volunteer to draft such a box on Madrid?

202. Participants expressed concern that the chapter does not integrate well with the overall report and strongly emphasized the need for distinct links between the first chapter and final chapter, with a clear indication on how challenges set out in the chapter 1, are dealt with in the concluding chapter.

203. Participants asked for clarification on whether this chapter was simply a summary of key findings from the previous chapters or whether new policy recommendations were supposed to be put forward. Representatives from UN-Habitat stated that the aim of this chapter was to summarize the main findings from the report and also put forward key policy directives.

204. Several participants felt the chapter was much too long, and contained a lot of redundant text that does little to reflect the key issues that have been previously outlined. Participants also stated that the chapter needs to be much more concise and to the point as it is likely that many people who read the report will go straight to chapters 1 and 10 in order to get immediate information.

205. Following on from this, one participant stated that the final chapter should not exceed five pages and put forward a number of suggestions. Another participant suggested starting the chapter off with a dramatic opening, then proceeding to identify and discuss in brief, four to five basic principles on which the report is based (e.g. sustainable development, the right to access, public transport, etc.). Key findings and recommendations should also be summarized with reference to relevant chapters should the reader want more information.

206. However, other participants noted that cutting the chapter extensively would result in the loss of substance. Thus, it was suggested that the report should incorporate an executive summary to give an overview of main findings and key recommendations. This would help avoid a bulky and wordy conclusion, instead allowing for a succinct chapter that conveys main messages effectively to the reader.

207. In response to the above comments, representatives of UN-Habitat explained that a five page conclusion would be problematic. However, it was agreed that the key messages the chapter could be reduced in number and made more concise and concrete. Furthermore, an abridged version of the report will be produced, to highlight the main messages and findings for policy makers. In addition, UN-Habitat will also be preparing press kits for the launch events, with short concise messages for a wide audience.

208. Conversely, most participants noted that the previous chapters have considered policy implications in isolation from each other, which are often vague and underdeveloped. Thus, it is important for the concluding chapter to elaborate these and bring them together in the final chapter, something that would be difficult to do in a shortened version. At the moment the dimensions of sustainability are being discussed in separate sections (10.5–10.8); it was noted that this presentation makes chapter 10 a repeat of chapters 6–9. It was suggested that this discussion should be structured around key ('to do') messages instead, each of which should have social, environmental, economic and institutional/governance dimensions.

209. Participants were in general agreement that the chapter lacks a clear 'how to' approach. Several participants felt that one of the main shortcomings of the chapter was the lack of pragmatic solutions put forward, particularly for developing countries (it was noted that some of the statements are far too philosophical for this report). Directly related to this, it was indicated that transport and mobility conditions and behaviour varies significantly between developed and developing countries. For this reason, it is difficult to deliver a global message. It was thus suggested that solutions need to be contextualized by examining their

applicability to different regions. As an example, a participant asked how useful the concept of travel demand management would be in African cities. Similarly, providing micro finance to informal transport operators might not be suitable given that many do not hold or have access to a bank account. Thus, when presenting ‘how to’ messages, the report could present different potential solutions for different regions.

210. Directly related to this, on the issue of being pragmatic, it was noted that the report should highlight the need to prioritize. In situations with limited finding, decisions have to be taken on what should be done first. Which investments should be given priority and which will have to wait? All objectives cannot be achieved at the same time... One participant gave an example of a country where two ministries are involved in road provision: Ministry of Transport and Ministry of Urban Development, then the national priorities are lost, particularly if one ministry (usually Urban Development) is richer than the other.

211. Furthermore, participants noted that the report could be more specific by targeting the messages presented to address different audiences; e.g. national policy makers need to do ‘x’, local policy makers need to do ‘y’, bureaucrats need to do ‘z’, the general public need to do..., etc.

212. It was noted that there is a clear ‘anti-car’ undertone throughout the report and the chapter. Participants felt that it is neither practical nor realistic to suggest getting rid of the car and the economy that goes with it. In many cities cars are necessary. This topic is in need of greater discussion and understanding. In order to reduce car usage, alternatives need to be offered, but the policy recommendations have failed to convey this point adequately.

213. It was noted that often very few people in developing countries want to take public transport. The chapter thus has to say something about the stigma against public transport.

214. With respect to institutions there were several interventions, including *inter alia*:

- a. In terms of financing institutions it is important to also consider how to sustain them over time, and not only the cost of establishing them.
- b. Institutional integration of modes is more difficult to achieve than physical integration. This should be kept in mind with respect to the, very important, discussion of integration of modes, operators and fares.

215. It was noted that the sustainable thinking within this chapter is positive. However it is important that the report is not solely geared towards policy makers, politicians, planners, students, etc., but should also relate to ordinary citizens.

216. A number of participants noted that chapter 10 should not contain a lot of boxes and tables. The discussion in the chapter should be based on data presented in earlier chapters of the report. The purpose of the concluding chapter is to bring this material together. Thus, some boxes (and other new data) should be moved to (or integrated in) the chapters where these issues are introduced.⁴⁸ The boxes to be used in chapter 10 should serve to integrate the discussion in earlier chapters, primarily in terms of key actions to be taken, rather than specific examples from individual cities. The focus should be on how to encourage change.

48. Box 10.1 (move to chapter 7), Box 10.2 (move to chapter 7), Box 10.4 (move to chapter 6 or 8), Box 10.6 (move to chapter 1), Box 10.7 (move to chapter 7).

217. Related to this, it was noted that some of the messages (and data) were introduced for the first time in chapter 10.⁴⁹ This should not be the role of a concluding chapter. Instead, as noted above, the chapter should present messages on how to address the challenges and (social, environmental, economic or institutional) policy responses identified in the earlier chapters. This should be complemented with appropriate cross-references in chapter 10, indicating where in other chapters these issues have been discussed in more depth. This would facilitate the use of the report by those that have time for reading chapter 10 only.

218. In addition, a number of specific observations were made:

- a. Participants recommended inserting headings before key messages to make them more identifiable to the reader.
- b. The chapter makes no reference to ‘smart cities’.
- c. Participants stated that it is important to emphasize the important role ‘intelligent transport systems’ can play in improving transport and mobility networks.
- d. Participants highlighted that the social costs of urban transport have been completely omitted from this chapter.⁵⁰
- e. One participant felt that the economic aspects of this chapter do not reflect the needs of the poor (Section 10.7, pages 18–20).
- f. One participant highlighted that public bike-sharing is stated to be the most resourceful alternative to walking. However, it is important to note that such an initiative does not come for free as governments need to invest in cycle infrastructure and bicycles. (Section 10.2, page 4). The case of Barcelona was noted, where the cost per shared bike per year has been estimated at €2,500 (total cost €15 million per year), which for all purposes is rather expensive.
- g. One participant stated that he disagreed with the categorization of ‘informal transit’ as part of ‘mass transport’ in Figure 10.1 (page 4). He stated that this was the first time he had seen such categorization. Accordingly, he suggested that it must be corrected for the next draft.
- h. Participants emphasized the importance of integrating transport development with land use; however there has been no guidance offered on how this can be applied.
- i. One participant noted that the reports stresses the importance of having adequate facilities for disabled and disadvantaged groups, yet, it does not say how such facilities can be sustained in the long term (particularly in cities of developing countries).
- j. It was also noted that investments in BRTs may not always be pro- poor (as indicated in the chapter). In many cities BRT fares are too high to benefit the poor, although construction is more affordable than metros.
- k. Some participants noted that the introduction of high service level bus services is not a solution to urban mobility concerns as it is very expensive, and not feasible. It could however, be seen as part of a city-wide solution, where high fares on these lines are cross-subsidizing other low-fare lines and can be a good means of

49. To the extent that this new material was essential for the discussion in Chapter 10, this new material should thus be moved to earlier chapters of the report.

50. Professor Francesc Robusté offered to write a text box on this topic if required.

encouraging a shift from private cars. This helps to reduce congestion (helping common buses to increase speed), reduce energy consumption and fuel subsidy and reduces emission of greenhouse gas.

- l. One participant also noted that the chapter should make reference to www.eltis.org.
- m. One participant suggested that the chapter could contain one section/subsection with a consolidated research agenda; what are the issues that we need to know more about?
- n. It was noted by several participants that most of the messages coming out of the report are already well known. It would thus be appropriate also to discuss why the ideas have not been implemented at scale already.
- o. The concept of ‘acceptability’ was raised again with respect to this chapter, noting that it should be discussed in relation to ‘affordability’. If the services provided are ‘unacceptable’ should they then be introduced and/or supported?

Annex I. List of Participants

HS-NET BOARD MEMBERS

Huzayyin, Ali Soliman — Chair, HS-Net Advisory Board

Mahadevia, Darshini — Vive-Chair, HS-Net Advisory Board

Godard, Xavier

Kim, Won Bae

Maunder, David Arthur Charles

Ng, Mee Kam

Roberts, Debra

Robinson, Pamela

Robusté, Francesc

Tosics, Ivan

Watson, Vanessa Jane

UN-HABITAT

Arimah, Ben

Bhattacharjee, Debashish

Blades, Lilia

Conlon, Helen

Jensen, Inge

Kang'ethe, Nelly

Mbeche, Udo

Mkwanazi, Eulenda

Murphy, Hilary

Mutiso, Naomi

Yemeru, Edlam Abera

Annex II. Programme of the 8th HS-Net Advisory Board Meeting

Date	Time	Theme	Chair(s)
19 November	9.00am – 10.30am	Opening & Adoption of Agenda	Debra Roberts
	10.30am – 10.45am	Coffee	
	10.45am – 12.45am	Chapter 1: The Urban mobility challenge	David Maunder
	12.45pm – 1.45pm	Lunch	
	1.45pm – 3.45pm	Chapter 2: Trends and conditions of urban mobility	Won Bae Kim
	3.45pm – 4.00pm	Coffee	
	4.00pm – 6.00pm	Chapter 3: Mass transit: Metros and BRTs	Vanessa Watson
20 November	9.00am – 11.00am	Chapter 4: Urban goods transport	Debra Roberts
	11.00am – 11.15am	Coffee	
	11.15am – 1.15pm	Chapter 5: Mobility and urban form	Mee Kam Ng
	1.15pm – 2.15pm	Lunch	
	2.15pm – 4.15pm	Chapter 6: Access to urban mobility	Pamela Robinson
	4.15pm – 4.30pm	Coffee	
	4.30pm – 6.30pm	Chapter 7: Urban mobility and the environment	Ivan Tosics
7.30pm – 9pm	Dinner (Hosted by UN-Habitat)		
21 November	9.00am – 11.00am	Chapter 8: The economics of urban mobility	Darshini Mahadevia
	11.00am – 11.15am	Coffee	
	11.15am – 1.15pm	Chapter 9: Institutions and governance for urban mobility	Francèsc Robusté
	1.15pm – 2.15pm	Lunch	
	2.15pm – 4.15pm	Chapter 10: Towards sustainable urban transport	Xavier Godard
	4.15pm – 4.30pm	Coffee	
	4.30pm – 5.30pm	HS-Net Activities	Ali Huzayyin
5.30pm – 6.00pm	Closing	Ali Huzayyin	

Annex III. HS-Net Annual Report (November 2010 – November 2012)

Background

1. The HS-Net Advisory Board consists of multi-disciplinary human settlements experts, representing the various geographical regions of the world, appointed by the Executive Director of UN-Habitat. The primary role of the Advisory Board is to advise UN-Habitat on the substantive content of its Global Reports on Human Settlements. The Board had its inaugural meeting in November 2004, followed by subsequent expert group meetings annually. The eighth meeting, previously scheduled for 8 to 10 November 2011, was cancelled by UN-Habitat due to insufficient budgetary and staffing resources.

2010–2012 Activities: Progress

2. During its seventh meeting,⁵¹ the Advisory Board approved a calendar of activities to guide its work during the 2010–2011 period. Progress made with the activities planned during this period is indicated in Annex IV of this report. A summary of the key developments is provided below.

Planning and Design for Urban Mobility: Global Report on Human Settlements 2013:

3. Detailed outlines of 12 chapters of the GRHS 2013 were reviewed by the Advisory Board at its seventh meeting in November 2010.
4. A total of 33 regional, thematic and case studies were completed in August 2011 and made available for the consultant authors of the GRHS 2013.⁵²
5. Following a meeting with the Executive Director of UN-Habitat on 24 August 2011 it was decided to restructure the GRHS 2013, with a new title, and a total of 10 chapters.
6. Following this decision, a total of six chapters (chapters 1, 4, 6, 7, 8 and 9) were circulated to Advisory Board members (and a range of external reviewers) in September 2011. Other chapters (i.e. chapters 5 and 10) were circulated once they were submitted by the consultant authors. Board members submitted extensive comments on the chapters, as follows:

	Ali Huzayyin	Asteria Mlambo	Darshini Mahadevia	David Maunder	Debra Roberts	Eduardo Vasconcellos	Francisc Robuste	Ivan Tosics	Mee Kam Ng	Pamela Robinson	Paul Barter	Vanessa Watson	Won Bae Kim	Xavier Goddard
Chapter 1: The urban mobility challenge			X	X		X			X			X	X	
Chapter 4: Urban goods transport										X				
Chapter 5: Mobility and urban form	X		X					X	X			X	X	
Chapter 6: Equitable access to urban mobility			X	X		X								X
Chapter 7: Urban mobility and the environment				X	X				X					
Chapter 8: The economics of urban mobility		X						X			X			X
Chapter 9: Institutions and governance for urban mobility	X				X				X					
Chapter 10: Towards sustainable urban mobility	X			X					X	X				

7. Based on a consolidated set of comments on each chapter, the consultant authors submitted second drafts of the chapters at various times between April and October 2012.

51. 8–10 November, 2010.

52. These studies will be made available to the general public upon the launch of the GRHS 2013.

8. UN-Habitat staff has since revised these chapters, and third drafts of all 10 chapters were circulated to Advisory Board members (and a range of external reviewers) in mid October 2012 and will be reviewed during the 8th HS-Net Advisory Board meeting in Mombasa, Kenya.
9. The schedule for the preparation of the GRHS 2013 after the 8th HS-Net Advisory Board meeting is as follows:
 - a. UN-Habitat staff will finalize the proceedings of the 8th HS-Net Advisory Board meeting by 15 January 2013.
 - b. Written comments from the HS-Net Advisory Board, other external experts and UN-Habitat staff on the third draft chapters are due by 15 January 2013.
 - c. UN-Habitat staff members will be responsible for integrating the verbal comments made during the 8th HS-Net Advisory Board meeting and the written comments submitted by 15 January 2013, in the various chapters of the GRHS 2013.
 - d. The final draft of the GRHS 2013 is expected to be submitted to the publisher by 30 April 2013 and the report (including an Abridged Edition) will be launched during World Habitat Day 2013 (7 October 2013).

Other activities

10. Since January 2010, UN-Habitat has prepared a quarterly e-Newsletter on the Global Report on Human Settlements,⁵³ which is disseminated through the GRHS mailing list. The e-Newsletter contains updates on the latest issues of the Global Reports on Human Settlements, including highlights of key findings and messages.
11. The objective of the GRHS mailing list is to promote global sharing of information on urban conditions and trends, principally drawing from the Global Report on Human Settlements. Following the restructuring of the HS-Net in 2009, the mailing list has increased to 1387 subscribers (as of October 2012) consisting mainly of researchers, scholars, and civil society actors. Other UN-Habitat partners on the list include policymakers at the local level, as well as national government officials. A total of 116 individual subscribers have joined the GRHS mailing list since October 2011.

Forthcoming activities

12. A proposed calendar of activities for the period 2012–2013 is provided in Annex V. HS-Net Advisory Board members are kindly requested to share their comments and/or queries on the calendar with UN-Habitat (Policy.Analysis@unhabitat.org).

53. See <http://www.unhabitat.org/content.asp?typeid=19&catid=555&cid=8238>.

Annex IV. HS-Net Advisory Board, Calendar of Activities 2010–2011: Progress

ACTIVITY		MILESTONES	PROGRESS
Global Report on Human Settlements 2011: Cities and Climate Change	Launch	Report launched during the 23 rd Session of UN-Habitat's Governing Council (11–15 April 2011).	Done.
Global Report on Human Settlements 2013	First draft chapters	Submitted to UN-Habitat by authors by 31 August 2011.	11 of the original 12 chapters submitted as planned. The final chapter submitted in September 2012.
	Review of first draft chapters	First draft chapters reviewed by UN-Habitat, HS-Net Advisory Board and other experts and consolidated comments sent to authors by 31 March 2012.	First drafts of 8 of the 10 new chapters reviewed between September 2011 and October 2012. Last two chapters (chapters 2 and 3 are currently being reviewed for the first time).
	Second draft chapters	Submitted to UN-Habitat by authors by 31 March 2012.	Second drafts of 8 of the 10 new chapters submitted between March and September 2012.
	Final drafts submitted to publisher	Final drafts submitted to the publisher by 1 October 2012.	Due to the restructuring of the report and UN-Habitat staffing shortages, the submission has been postponed until 30 April 2013.
	Launch	Report launched during the 24 th session of UN-Habitat's Governing Council (March/April 2013).	Due to the restructuring of the report and UN-Habitat staffing shortages, the report will be launched during the World Habitat Day 2013 (7 October 2013).
Global Report on Human Settlements 2015	Selection of theme	Theme selected by mid 2011.	A theme of 'Comprehensive Review of Progress in Human Settlements Development: Global Report on Human Settlements 2015' was decided in February 2011.
	Detailed outline	Draft outline of the report ready by mid 2012.	Deadline moved to mid 2013.
Other activities	Mailing List	UN-Habitat to continue sending quarterly e-Newsletters on the Global Report on Human Settlements through the mailing list.	Done.
	8 th HS-Net Advisory Board Meeting	Meeting held by end of 2011 (tentatively scheduled for 30 October – 3 November 2011).	Cancelled due to financial and UN-Habitat staffing shortages.

Annex V. HS-Net Advisory Board, Calendar of Activities 2012–2013: Plan

ACTIVITY		MILESTONES
Global Report on Human Settlements 2013	Review of third draft chapters	Drafts reviewed by UN-Habitat, HS-Net Advisory Board and other external experts by 15 January 2013.
	Review of fourth drafts chapters	Drafts circulated to Advisory Board members by 28 February 2013. Any comments to this 4th draft must be submitted to UN-Habitat (Policy.Analysis@unhabitat.org) by 20 March 2013.
	Final drafts submitted to publisher	Final drafts submitted to the publisher by 30 April 2013.
	Launch	Report launched during the World Habitat Day 2013 (7 October 2013). Board members may be asked to assist in launch events.
Global Report on Human Settlements 2015	Confirmation of theme	Theme confirmed by July 2013. Subject to UN-Habitat decision on the future of the flagship report.
	Detailed outline	Draft outline of the report ready by September 2013. Subject to UN-Habitat decision on the future of the flagship report.
Other activities	Mailing list	UN-Habitat to continue sending quarterly e-Newsletters on the Global Report on Human Settlements through the mailing list. Subject to UN-Habitat decision on the future of the flagship report.
	Reconstitution of the HS-Net Advisory Board	The term of the current Advisory Board expires in June 2013. The Board will thus be reconstituted by the end of May 2013. Subject to UN-Habitat decision on the future of the flagship report.
	9 th HS-Net Advisory Board Meeting	Meeting held by end of 2013 (tentatively scheduled for 18–20 November 2013). Subject to UN-Habitat decision on the future of the flagship report.