HVT Urban Transport Research
Objectives

1. Explore **what is known about HVT measures within urban transport**, including the structures and capacities that enable measures to be implemented.

2. **Understand the existing capacities** in two lower income regions — **Africa and South Asia** — in order to identify measures that might fit best within existing context and what capacity improvement measures might be most useful for HVT measure implementation in these places.
1. Introduction

- 4 research teams
- 18 researchers
- 48+ interviews and consultations
- 830+ references
- >1000 sources reviewed.
2. Methodology

**Approach**

**Report Structure**
- Introduction
- Methodology
- Capacity Assessment
- Current Research Finding and Gaps
- Enabling Structures
  - Avoid
  - Shift
  - Improve
- Conclusions and Recommendations

**Assessment Criteria**

High Volume Transport:
- Improves Access to destinations in a way that:
  - Enhances Safety
  - Addresses Inequity
  - Minimizes Environmental Impact
  - Uses Resources Efficiently

Set of Measures

Assessed with HVT Definition
“When people complain of congestion, the easiest thing to do is to create a flyover, because that is what the system is capable of delivering.”
## 3. Capacity Assessment

<table>
<thead>
<tr>
<th>Capacity Building Needs</th>
<th>South Asia</th>
<th>Sub-Saharan Africa</th>
<th>Measures</th>
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<tbody>
<tr>
<td>Lack of understanding and vision for HVT by decision-makers</td>
<td>✔️ ✔️ ✔️</td>
<td>✔️ ✔️ ✔️</td>
<td>• Study Tours&lt;br&gt;• Collaboration with NGOs and universities&lt;br&gt;• Promotional and behavior change campaigns (car-free days, etc.)&lt;br&gt;• Create Strategic Mobility Plans (SMPs)</td>
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<td>and the public</td>
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<tr>
<td>Preference for large infrastructure projects</td>
<td>✔️ ✔️ ✔️</td>
<td>✔️</td>
<td>• Study tours&lt;br&gt;• Involvement of informal stakeholders and local leaders&lt;br&gt;• Increased capacity and authority at local level</td>
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<tr>
<td>Poor coordination within and among governments</td>
<td>✔️ ✔️</td>
<td>✔️ ✔️ ✔️</td>
<td>• Unified metropolitan transport authorities (UMTAs)&lt;br&gt;• Assessment tool for institutional creation (what staffing is needed, what levels, what skills)&lt;br&gt;• Managerial skill development&lt;br&gt;• Primes on contracting and managing the private sector</td>
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4a. Enabling Structures
### 4a. Enabling Structures

#### Sources

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<tr>
<th>REPORT SECTION</th>
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<th>EUROPE &amp; CENTRAL ASIA</th>
<th>LATIN AMERICA &amp; CARIBBEAN</th>
<th>MIDDLE EAST &amp; NORTH AFRICA</th>
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<td>1</td>
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<td>8</td>
<td>14</td>
<td>8</td>
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</tbody>
</table>
4a. Enabling Structures

Sources

SOURCES PER COUNTRY: ENABLING STRUCTURES

Low-Income Countries
0
1-2
2-4
4-8
8-16
> 16
4a. Enabling Structures

**Key Findings**

- **Strong vision + political will** can catalyze HVT and align actions

- **Local gov’t best** when capacity exists, and **Metropolitan governance needed** in fragmented areas

- **Steady revenue flows** enable HVT, but **innovative revenue sources** require higher **government capacity**

- Government major source of funding+financing, **Overseas Development Aid** plays a catalysing role for HVT
4a. Enabling Structures

Key Research Gaps

- How pervasive are auto-centric frameworks (e.g. HCM)?
- How can governments in LICs & MICs use data for HVT systems?
- How can funding and financing be structured in LICs & MICs?
- What role does devolution need to play?
- How can we formalize transport services and institutions?
- What role do international aid agencies play in propagating measures?
4b. Avoid
Key Findings

- **Growth containment** is best for slow growth cities
- **Master plan** effectiveness in LIC and MIC contexts is not clear
- **Land readjustment necessary before growth** to establish tenure and tax revenue and after growth to implement street network.
- Few cities in LICs and MICs are **planning for urban freight.**
- Rise in **on-demand freight** could lead to logistics sprawl.
Key Research Gaps

- How are HVT and displacement linked, and how can this be mitigated?

- What are simple, effective anti-sprawl measures in LICs and MICs? What are the institutions needed to support them?

- What are the appropriate mechanisms for freight planning in LICs and MICs – route planning, distribution center planning?

- What is the reality of freight delivery in LICs and MICs? How are informal freight measures, such as headloading to informal markets, used in LICs?
4c. Shift
4c. SHIFT

Key Findings

- LICs & MICs are adding **urban highways**, leading to sprawl

- Walking widespread in LICs & MICs, but **conditions often poor**.

- **Subsidies needed for public transport, even in LICs and MICs**, 

- **Motorcycle** growth high in LICs & MICs, partly due to inadequate public transit networks

- **Freight** volumes increasing
Key Research Gaps

- *Why are cities still pursuing urban highways as a solution?*

- How can imported HVT measures *respect local context* in LICs and MICs?

- How can *informal transit services be improved* within existing regulatory and financial model constraints?

- How can we *manage curb space* in MICs and LICs, including for freight?

- How are *intermediate and non-motorized modes* for freight delivery currently used in LICs and MICs and how can they be improved?
4d. Improve
4d. IMPROVE

Key Findings

- Open data & data sharing protocols are critical for integration.
- Ridesourcing, AVs, and carshare may increase VKT & sprawl.
- Mobile-money & USSD are being used in LICs and MICs.
- Profit drives innovation, but long-term financial viability unclear.
- “Walled gardens” of isolated service packages emerging.
Key Research Gaps

• *What is the extent & impact of new services* in LICs & MICs? *How can technology* to improve efficiency for operators and users?

• *What skills* does the public sector need *to use data effectively*?

• *What are the right policy frameworks* for integrative mobility?

• *What are sustainable financial models* for services in LICs & MICs?
5. Conclusions

Major Challenges and Knowledge Gaps

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<tr>
<th>CHALLENGES FOR URBAN HVT IMPLEMENTATION</th>
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<tr>
<td>1. Lack of political will/understanding of HVT</td>
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<td>2. Poor stakeholder and public engagement</td>
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<td>3. Poor technical and managerial capacity</td>
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<td>4. Poor coordination within/across governments</td>
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<td>5. Lack of funding and authority with local government</td>
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5. Conclusions

Next Steps to Scale up HVT

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<th>KNOWLEDGE NEEDED</th>
<th>CAPACITY BUILDING NEEDED</th>
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<tr>
<td>1. Capacity needs assessments</td>
<td>1. Rapid practitioner (re)training programs</td>
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<tr>
<td>2. Rapid response tools for rapid growth</td>
<td>2. Peer-to-peer outreach and study tours</td>
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<tr>
<td>3. Transforming informal sector in urban development and transport</td>
<td>3. Institutional guidance and assessment tool</td>
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<td>4. Design of policies and institutions for low-capacity environments</td>
<td>4. Pilot projects with documented results</td>
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<td>5. Using technology/MaaS to leapfrog car ownership</td>
<td>5. Locally-adapted standards &amp; guidance</td>
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<td>6. Identify and equitably meet needs of vulnerable groups</td>
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6. Next Steps

Link to Other Efforts

- TUMI - Capacity building
- VREF - Research
- SUM4All
- SLoCaT
- UNFCCC - COP / Paris Agreement
- SDGs
- DFID Research Community
Thank you!

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