Seminars
PROPOSAL

GCRF Networks Competition 2016

Organisation where the Grant would be held

<table>
<thead>
<tr>
<th>Organisation</th>
<th>University of Leeds</th>
<th>Research Organisation Reference:</th>
<th>GCRF Networks 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Division or Department</td>
<td>Institute for Transport Studies</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Project Title [up to 150 chars]
Transport and Mobilities: Meeting the Needs of Vulnerable Population in Developing Cities

Start Date and Duration
a. Proposed start date 01 January 2017
b. Duration of the grant (months) 18

Applicants

<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
<th>Organisation</th>
<th>Division or Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principal Investigator</td>
<td>Professor</td>
<td>University of Leeds</td>
<td>Institute for Transport Studies</td>
</tr>
<tr>
<td>Co-Investigator</td>
<td>Professor</td>
<td>Durham University</td>
<td>Anthropology</td>
</tr>
<tr>
<td>Co-Investigator</td>
<td>Dr</td>
<td>University College London</td>
<td>Bartlett Sch of Planning</td>
</tr>
<tr>
<td>Co-Investigator</td>
<td>Dr</td>
<td>University of Oxford</td>
<td>Geography - SoGE</td>
</tr>
<tr>
<td>Co-Investigator</td>
<td>Dr</td>
<td>The University of Manchester</td>
<td>Environment, Education and Development</td>
</tr>
<tr>
<td>Co-Investigator</td>
<td>Professor</td>
<td>University College London</td>
<td>Development Planning Unit</td>
</tr>
<tr>
<td>Co-Investigator</td>
<td>Professor</td>
<td>University of Cape Coast</td>
<td>Geography and Regional Planning</td>
</tr>
<tr>
<td>Co-Investigator</td>
<td>Dr</td>
<td>Makerere University</td>
<td>Geography</td>
</tr>
<tr>
<td>Co-Investigator</td>
<td>Dr</td>
<td>University of Leeds</td>
<td>Institute for Transport Studies</td>
</tr>
<tr>
<td>Co-Investigator</td>
<td>Professor</td>
<td>University of Asia Pacific</td>
<td>UNLISTED</td>
</tr>
<tr>
<td>Co-Investigator</td>
<td>Dr</td>
<td>LAGOS STATE UNIVERSITY</td>
<td>UNLISTED</td>
</tr>
</tbody>
</table>

Classification
International in nature? Yes

Please give details
The network directly involves four core and 2 secondary international partners from three research institutions in Africa (Ghana, Kenya, Uganda) and three South Asian countries (Philippines, India and Bangladesh). It also involves two non-UK European research partners in France and Norway and an international non-government organisation representing the global perspective on poverty and mobility. The project programme will involve four international networking workshop events in Cape Coast, Nairobi, Kampala and Dhaka) to which all the network members and local stakeholder in each of these cities will be invited to attend. The international network members will also be invited to participate two UK-based networking events.
Objectives

List the main objectives of the proposed research (up to 4000 chars)

The primary aim of the proposed international Transport and Mobilities strategic network is to build capacity for interdisciplinary and cross-sector collaborations between academics, policymakers, project funders and practitioners in the design and delivery of inclusive transport systems in cities of the network's partnering countries.

The network will specifically collaborate with academics, policy makers and stakeholders in the UK and selected cities of our four core network partner organisations in Overseas Development Agency recipient countries (Dhaka - Bangladesh; Cape Coast - Ghana; Lagos - Nigeria and Kampala - Uganda) with the aim to develop their capacity to understand and respond to the transport and mobility needs of vulnerable population groups (e.g. low income households, women, young people, older people, people with disabilities and ethnic minority groups) in these cities.

The network programme is specifically designed to bring together researchers and policy experts working within different disciplines and sectors who rarely, if ever, meet, so that they can collectively develop whole system collaborative approaches addressing the considerable challenge of providing inclusive mobility systems.

The primary network objective are:

1. To develop an interdisciplinary, collaborative network for the co-production of knowledge between UK and internationally-based academics, non-academic stakeholder, policymakers and non-governmental agencies (NGOs) working within a broad constituency of transport and development related fields, which can support the development and design of more inclusive transport systems within developing cities;

2. To use the network to promote active and lasting collaborations between academic, policy and practitioner and 'user' communities to more effectively encourage the uptake of this policy agenda;

3. To deliver a series of 'research into practice' workshops events and intermediary webinars to facilitate exchanges between network members on the state of the art knowledge, tools and methods available datasets and how these map on to current government strategies and exemplar projects for inclusive transport design within four developing cites

The aims and objectives of the network will be facilitated through a series of six networking workshops events, to be held in each of the partner case study countries, four interim webinar forums and supported by six-eight background synthesis research reports and scoping studies provided by the academic partners. The network is designed to develop a collaborative group of organisations capable of jointly bidding for future funding proposals in this important area of policy delivery for which there is so with little current capacity to undertake research.

Summary

Describe the proposed research in simple terms in a way that could be publicised to a general audience (up to 4000 chars)

The proposed network offers a novel and ambitious rethinking of global transport challenges of developing cities from the perspectives of vulnerable citizens, whose needs at the street-level are often overlooked.

The primary aim of this "Transport and Mobilities Network" is to build capacity for interdisciplinary and cross-sector collaborations between academics, policymakers, project funders and practitioners in the design and delivery of socially inclusive transport systems in four cities in the Global South: Cape Coast, Ghana; Dhaka, Bangladesh, Lagos, Nigeria and Kampala, Uganda. In particular, the network will draw academic and policy attention to the crucial role of transport can play in helping to address better personal mobility, reducing inequalities and create economic growth, and personal mobility. The focus of the network is therefore on in developing cities in particular the severe plight of the challenges facing the most highly vulnerable members of the city communities, the urban poor, and especially women, young, elderly and disabled people.
Until now, social policy has tended to overlook the severe problems that are associated with the transport system in the rapidly expanding cities of Low Developed Countries (LDCs) and Low and Middle Income Countries (LMICs). As such, the severe and increasing threat to livelihoods of the inaccessibility of vulnerable populations to markets, employment and other goods and services remains largely unaddressed within their urban and social development policies. Equally, the need to protect citizens from negative health effects of life-threatening levels of exposure to traffic-related pollutants, increased deaths and casualties from road traffic accidents and whole communities from severance by major new transport projects remains largely absent from transport or health planning.

Network activities, including workshops and forums, This networking programme will serve to bring together highly recognised academics who have been working on this topic for many years within the UK with their academic counterparts and key policy stakeholder in the four aforementioned cities. The partners will work collectively to draw together the evidence on the transport and mobility needs of vulnerable populations groups in these countries and to coproduce the methodologies and policy tools that are needed to address their needs in the specific geographical contexts of each case study.

The main contribution of the network activities aim will be to draw lessons from countries in the Global North and South that are already promoting policies to address the transport needs and concerns of low income and vulnerable populations, and to explore their applicability and adaptability for countries with less advanced transport and social policy trajectories.

Academic Beneficiaries

Describe who will benefit from the research (up to 4000 chars).

The primary academic beneficiaries of the research will be anthropologists, urban sociologists, human geographers and transport and urban planners in the UK-based and international research institutions that make up the 10 core network member organisations. It can be anticipated that in addition to the 10 named Cols, each of these core member organisations will directly involve approximately 5-15 early career researchers in the workshop programme.

The immediate secondary beneficiaries will be the researcher institutes who sign up to the webinar programme and intermediary events as secondary member organisations. Currently four additional members have signed up in this capacity, but it can be envisaged based on our past experience of conducting similar that as many as 30 academic institutions will have joined by the end of the programme and activities.

The workshop reports and case studies will be made freely available to all on the project website and this will help to further disseminate the outputs from the programme and a planned fully Open Access Edited Book compiled from the network will reach an even wider international academic readership. Based on our experience of similar edited collection this could reach a worldwide readership of approx. 500 plus 50-60 academic libraries.

Impact Summary

Impact Summary (please refer to the help for guidance on what to consider when completing this section) (up to 4000 chars)

The network is designed to develop a collaborative group of organisations capable of jointly bidding for future funding proposals in this important area of policy delivery for which there is so with little current capacity to undertake research.

It is designed to have a high degree of scientific and policy impact within the four case study cities (Cape Coast, Dhaka, Lagos and Kampala), as well as within these countries and more widely internationally. Scientifically, it will influence the way in which transport projects are planned and delivered in developing cities by bringing radical and innovative interdisciplinary perspectives to what has been traditionally seen as a solely technical engineering domain (e.g. see Keeler et al, 2016 for the influence of networks on scientific uplift).

From a policy impact perspective, the network seeks to directly influence the way in which city planners and other local stakeholders in these four cities think about the role of transport in promoting the livelihoods and wellbeing of their citizens. This will not only improve the economic success of these cities, as more vulnerable people are able to effectively access
jobs, education, health care and welfare services because of the shift in policy that our network seeks to promote, but these outcomes will also contribute to the social welfare of the most vulnerable citizens (particularly women, young people and the elderly and disabled), as they are more able to go about their daily business freed from the threat of road traffic deaths, exposure to unsafe levels of traffic-related pollutants and from fellow passengers and drivers.

These impacts will be achieved in a number of ways, which are guaranteed to achieve a high degree of success because our pathways to impact are integral part of the project's delivery programme:

1. We will directly influence local academic and key decision-makers through their participation in the networking workshop events. We anticipate that approximately 50 people will attend each of the four local workshops (200 in total), with roughly a 50/50 split of academics and non-academic participants. We have an excellent chance of success recruiting these representatives a) via our project Partner SLoCAT, which already has membership of over 90 key organisations across the relevant sectors, e.g. transport, urban planning, environment, health, development; b) via our local university partners who already engage with many of these external organisations as part of their work;

2. We will influence a wider networks of invited academic and non-academics through the planned programme of interim webinars. We will use our international alumni and other academic networks to recruit these participants, as well as our policy contacts working on transport inclusion in the Multilateral Development Banks, OECD, DFID, etc. We anticipate the participation of approximately 200 additional individuals via this medium.

3. We will produce 6-8 written reports, policy briefings and other supplementary materials as an output from the networking events. These will be made available on the project website and advertised to an international audience via the social media. We carefully monitor the download records of these materials and invite recipients to join the interactive sessions.

4. The final report will be directly targeted towards key decision-makers within research funding organisations (e.g. DFID, Volvo Foundation, FIA Foundation, etc.), relevant global organisations (e.g. MDBs, WHO, UN Habitat, etc.) and local national and local government officials of the participating countries. We have excellent access to these organisations through our project partner The SLoCAT Partnership.

5. Over the longer term, we will seek to produce an Open Access Book related to the outputs of the network which is free at the point of delivery so that it is easily accessible to academics in ODA countries.
# Summary of Resources Required for Project

<table>
<thead>
<tr>
<th>Fund heading</th>
<th>Full economic Cost</th>
<th>ESRC contribution</th>
<th>% ESRC contribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel &amp; Subsistence</td>
<td>$0.00</td>
<td>$0.00</td>
<td>100</td>
</tr>
<tr>
<td>Other Costs</td>
<td>$0.00</td>
<td>$0.00</td>
<td>100</td>
</tr>
<tr>
<td><strong>Sub-total</strong></td>
<td>$0.00</td>
<td>$0.00</td>
<td></td>
</tr>
<tr>
<td>Secretarial Costs</td>
<td>$0.00</td>
<td>$0.00</td>
<td>100</td>
</tr>
<tr>
<td><strong>Sub-total</strong></td>
<td>$0.00</td>
<td>$0.00</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$0.00</td>
<td>$0.00</td>
<td></td>
</tr>
</tbody>
</table>
Network Aims
The primary aim of the proposed international *Transport and Mobilities* strategic network is to *build capacity for interdisciplinary and cross-sector collaborations* between academics, policymakers, project funders and practitioners in the design and delivery of socially inclusive transport systems within the cities of the network's four partnering countries – Bangladesh, Ghana, Nigeria and Uganda. The specific focus is on finding innovative ways to address the mobility needs of their most vulnerable populations.

The network addresses three of the *GCRF priority areas*: i) mobility and development; ii) the dynamics of inequality; and iii) innovations for inclusive growth, all *through the lens of transport*. The network programme is specifically designed to bring together researchers and policy experts working within different disciplines and sectors who rarely, if ever, meet, so that they can collectively develop whole system collaborative approaches addressing the considerable challenge of providing inclusive mobility systems within the participating cities in the Global South (as identified in the ODA Statement).

*Key contribution to innovation*
Transport studies is traditionally viewed as an engineering discipline and this is very much the case within developing countries (see e.g. Gwilliam, 2003; Mahapa and Mashitri, 2001; Dimitriou and Gakenheimer, 2011). The social consequences of inadequate and life-threatening transport systems in developing cities has largely been ignored by transport policymakers (Jones and Lucas, 2012) with some few exceptions (SLOCAT Partnership, 206). Outside of the transport discipline, however, human geographers, anthropologists and development studies have been raising concern about the severe mobility and accessibility disadvantages of the urban poor within developing cities (e.g. Wilson, 2014; Obeng-Oddon, 2010; Lucas, 2011; Piek, 2013, Levy, 2013; Porter, 2014 and 2016; Starkey and Hine, 2014). Much of this literature has not yet permeated the decision-making corridors of the transport practitioner community, and neither has the intrinsic welfare role of mobility been adequately realised within development policy circles.

As such, the interdisciplinary focus of the network, combined with an explicit cross-sectoral ‘research into practice’ approach, will be transformative for the development of more inclusive transport systems planning in developing cities. The network purposefully seeks to transcend the hitherto ‘siloed’ transport planning and development studies disciplines, and the current divide between state-of-the-scientific knowledge and on the ground delivery practices. The proposed *programme of events and knowledge exchanges* will draw together and promote discourses between academic and non-academics stakeholder from across the wide-range of sectors that are directly or indirectly inculcated in determining the shape of the transport system with all cities.

*Network objectives*
1. To develop an *interdisciplinary, collaborative network for the co-production of knowledge* between UK and internationally-based academics, policymakers and non-governmental agencies (NGOs) working within a broad constituency of transport and development related fields, which can support the development of *more inclusive transport systems within developing cities*;
2. To use the network to *promote active and lasting collaborations* between academic, policy and practitioner communities to more effectively encourage the uptake of this policy agenda;
3. To deliver a series of *research into practice workshops events and intermediary webinars to facilitate exchanges between network members* on the state of the art knowledge, tools and methods available datasets and how these map on to current government strategies and exemplar projects for inclusive transport design within four developing cites.

*Composition of the network*
The network will be used to directly facilitate *capacity-building within the transport profession in four case study countries*, Bangladesh, Ghana, Nigeria and Uganda (see Fig 1, Col. 2), with the secondary partnership membership of India, the Philippines and South Africa (see Fig 1, Col. 3). The aspiration is to grow the network membership to ten ODA recipient countries by the end of the network programme.

The selection of network members draws on existing links of the UK-researchers’ with academic and policy partners in countries that have already indicated an urgent need and strong commitment for more inclusive transport systems within their cities, namely Dhaka - Bangladesh; Cape Coast - Ghana; Lagos – Nigeria and Kampala - Uganda.

*Figure 1: Confirmed organisational participation in the network*

<table>
<thead>
<tr>
<th>UK/EU academic partners</th>
<th>Primary ODA partner</th>
<th>Secondary ODA partner</th>
<th>Non-academic partners</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Institute for Transport, University of Leeds</td>
<td>University of Asia Pacific, Bangladesh</td>
<td>University of Pretoria, South Africa</td>
<td>SLoCAT Partnership</td>
</tr>
<tr>
<td>--------------------------------------------</td>
<td>--------------------------------------</td>
<td>-----------------------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>School of Anthropology, Durham University</td>
<td>University of Cape Coast, Ghana</td>
<td>Centre for Economic and Social Studies (CESS), India</td>
<td>Sustainable Transport Committee, Asian Development Bank</td>
</tr>
<tr>
<td>Bartlett School of Planning, University College London</td>
<td>Department of Transport, Lagos State University</td>
<td>Norway Centre for Transport Studies</td>
<td>FIA Foundation</td>
</tr>
<tr>
<td>Environment, Education and Development, University of Manchester</td>
<td>Urban Action Lab., Makerere University, Uganda</td>
<td>Ecole Nationale des Travaux Publics de l'État (ENTPE)</td>
<td>De La Salle University, Manila, Philippines</td>
</tr>
<tr>
<td>Transport Studies Unit, Oxford University</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Establishing the Global Network**

The core membership of the network (see Fig. 1, Col. 1&2) consists of an interdisciplinary team of established researchers from a wide range of relevant disciplines, including transport engineering and planning, human geography, development studies, urban planning, urban geography, environmental sciences and anthropology. These nine core partners have been specifically chosen because they have already established strong working relations, and have pre-existing expertise on the transport and mobility needs of vulnerable populations through previous research collaborations. The policy agendas of these cities have also already recognised an urgent need to address the burgeoning social problems associated with their transport systems. In addition to the core network, additional research institutions from various countries in the Global North and South have signed up to the network as secondary partners (see Fig 1, Col. 3). They will provide the evidence-base for additional city-specific case study reports. These secondary partners will be invited to fully participate in all the networking events, but will not have any responsibilities for building local networks or delivering the workshops at this stage. They are invited on the basis that they will be able to broaden the scope and strength of the network and in the expectation that further funding may be sought for them to deliver events in other locations overtime.

**Network events and activity**

The proposed programme of *six networking events* is designed to offer the opportunity for experienced academics and non-academics from within the case study cities to engage with UK academics who already have considerable experience of working in the area of designing more inclusive transport systems. Each workshop will focus on a specific topic of interest identified by the needs of the participating country (see ODA Statement). Each workshop will explore the challenges as well as various theoretical, policy and practical aspects of transport and mobility in the specific contexts of the host cities. We will ensure a broad-based approach to the subject area and draw on the capacity and skills of non-transport professionals who may not have contributed to this debate previously, and so help to bring their different perspectives, knowledge and experience to the table. The six planned events are as follows:

**Framing event:** This will be led by the University of Leeds and will directly involve only those researchers from the ten core partnership organisations. It will be used to establish the overall aims of the network programme, agree specific objectives, and establish existing thinking about social
impacts and equity in transport from different disciplinary and practice perspectives following an approach previously employed successfully by [redacted] (CoI) and [redacted] (PI) in an interdisciplinary, multi-country project on transport disadvantage and social exclusion.

**Workshop 1:** This will be co-led by Durham University and University of Cape Coast and will be held in Ghana. It will specifically focus on the mobility concerns and accessibility needs of children and young people. [redacted] and [redacted] (Cols) have led a series of studies of children’s mobilities in Ghana as part of a larger 4-country Africa programme led by [redacted] (www.dur.ac.uk/child.mobility/).

**Workshop 2:** This workshop will be co-led by University of Leeds and academics with whom we have strong links and case study experience with at the University of Asia Pacific in Dhaka, Bangladesh. The workshop will specifically focus on the mobility concerns and employment accessibility needs of low-income women in the context of their everyday lives and caring responsibilities.

**Workshop 3:** This workshop will be co-led by University College London and Lagos State University, Ojo, Lagos Campus, Nigeria. It will specifically focus on the relationships between urban transport, poverty and well-being, building on a recent research project led by UCL in Nigeria (Levy, Oviedo and Dávila, forthcoming). As the largest city in the African continent, other cities will be looking up to it for inspiration.

**Workshop 4:** This workshop will be co-led by University of Manchester and the Urban Action Lab of Makerere University in Kampala. It will function as a living lab to capture user needs and preferences of physically challenged persons and pregnant women (König and Evans, 2013). The workshop will focus on the ongoing research of the Cols on the socio-technical elements of current mobility options, such as motorcycle taxis, over-crowded minibuses and narrow sidewalks where vehicles do not meet the boarding, sitting and disembarking needs these groups (Buyana, Lwasa and Schiebinger, 2014).

**Final event:** This will be hosted by the University of Oxford, and bring all the network partners together to: a) discuss and identify common insights and contributions to academic thinking; b) finalise recommendations for future policy and identify ways in which the spatial transferability of exemplary projects and best practice interventions can be enhanced; c) to coproduce a listed of future research and activity priorities.

**Intermediary webinars and information sharing:** as it will not be possible to accommodate all the members of the network at all of the workshop events for reasons of both cost and organisational constraints, we will hold four interim webinars forums (and other virtual media) to share information and encourage wider membership participation outside of the four country-base events.

**Local capacity building within the partner countries**

Each of the UK-based universities will partner with an international university. They will work together to build the local city-based networks and deliver workshop events in four primary case study locations (Cape Coast-Ghana; Dhaka-Bangladesh; Lagos-Nigeria; and Kampala-Uganda). Multi-sector participation will be strongly encouraged with an aim to engage broad-church representation from the transport, housing, urban planning, social welfare health, education and employment sectors. In addition, representation will be sought from global organisations such as the Multilateral Development Banks, UN Habitat, World Health Organisation, OECD, etc.). These local network members will be the main participants in the workshop events and interim forum activities.

**Network outputs**

1. The network is designed to outline the current period of funding to form a lasting collaborative group of academic and non-academic organisations that are capable of jointly bidding for future funding proposals in this important area of policy delivery, for which there is so with little current capacity to undertake research.

2. A searchable database of contacts and web-based network will be maximized through web-site posting of all materials from the workshops plus occasional newsletters posted on relevant e-lists.

3. 6-8 country-specific state-of-the-art knowledge synthesis and shorter policy briefing notes will be made available on the project website and disseminated through the project partners (see Impact Summary).

4. A final dissemination report with recommendations for future ‘research into policy’ that can be undertaken and shared within and beyond the partner universities (Keeler et al., 2016).
5. An edited book with an Open Access Book Publisher (e.g. http://www.praxis-epress.org/) in order to reach out to researchers across the Global South, who have significant access barriers to formal academic journals.
Transport and MoAbilities: Meeting the Needs of Vulnerable Population in Developing Cities

Justification of Resources

The total budget requested from the ESRC is £920k, which is broken down and justified as follows:

**Secretarial support = £30k**

We see a funded networking administrator based within the lead institution as an essential requirement for the successful delivery of the network’s activities and outputs. We have, therefore included this staffing cost @ 60% FTE for the 18 months duration of the project.

It will be a complex project to deliver, with a large number of project partners, currently 15 organisations have already signed up to the network and this number is likely to grow to at least 20 over the 18 month period of the project. Half of the partner organisations come from ODA countries with little or no experience of this type of networking project, and so it will be the responsibility of the lead partner to ensure that they are sufficiently supported and not unduly burdened by their participation in the network activities.

There is a considerable administrative burden involved to successfully organise and deliver the networking activities for the programme. This will including making the travel and accommodation arrangements for participants’ attendance at workshops, ensuring that all cash transactions and expenses are correctly allocated and responsibly accounted for. The role will also be to support the PI and CoIs in gathering and preparing workshop materials, setting up and organising the interim virtual webinars and ensuring that all the programme deliverables are received, formatted, uploaded onto the project website and more widely disseminated in a timely and orderly fashion.

**Six networking events = £360k**

Six physical networking events are planned, two in the UK and four in the ODA case study countries. We have costed each of these at £50k (UK) and £60k (International). These costs based on our experience of organising similar events in the past. This budget allocation will be used to cover the cost of room hire and refreshments for the 2-3 day workshop events, and to reimburse the travel costs of the local academics and non-academic participants, who are unlikely to have in-house budgets to cover their own attendance. The cost of over-night accommodation may also need to be covered, especially to encourage the attendance of early career researchers and voluntary organisation representatives. We anticipate approx. 50 attendees at each workshop event.

**Travel, accommodation and subsistence = £530k**

We need to ensure that we not only build the capacities of the network members within their own countries but also that participants are able to learn from each other and use the experiences of other countries to help build the capacities for academics and policymakers to respond to this globally challenging agenda with stakeholders at the international level. In order to facilitate these exchanges, we need to be able to guarantee the attendance of key staff from the 9 core partner organisations at each of the four networking events in the ODA countries (Bangladesh, Ghana, Nigeria and Lagos) and at the two UK events (Leeds and Oxford). As such we are claiming travel, accommodation and subsistence to cover the academics’ attendance at each of these events.

These costs may vary slightly between the various organisations, depending on the number of individuals that are involved in the project, and cost of travel between locations. We are basing the costs on the assumption of 2 day workshops, with 2 additional days of accommodation allowed per person for the international trips (accommodation & subsistence costed at £120/day for UK, £110/day for international locations).

The costs for each institution and workshop are as follows:

<table>
<thead>
<tr>
<th>Workshop location</th>
<th>Leeds</th>
<th>Oxford</th>
<th>Dhaka</th>
<th>Cape Coast</th>
<th>Kampala</th>
<th>Lagos</th>
<th>Sum</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Cost (attendees)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leeds</td>
<td>- (2)</td>
<td>£60k (4)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£240k</td>
</tr>
<tr>
<td>Durham</td>
<td>£60k (2)</td>
<td>£60k (2)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£240k</td>
</tr>
<tr>
<td>Manacs</td>
<td>£60k (2)</td>
<td>£60k (2)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£240k</td>
</tr>
<tr>
<td>UCL</td>
<td>£60k (2)</td>
<td>£60k (2)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£240k</td>
</tr>
<tr>
<td>Oxford</td>
<td>£60k (2)</td>
<td>£60k (2)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£240k</td>
</tr>
<tr>
<td>Dhaka</td>
<td>£60k (2)</td>
<td>£60k (2)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£240k</td>
</tr>
<tr>
<td>Cape Coast</td>
<td>£60k (2)</td>
<td>£60k (2)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£240k</td>
</tr>
<tr>
<td>Kampala</td>
<td>£60k (2)</td>
<td>£60k (2)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£240k</td>
</tr>
<tr>
<td>Lagos</td>
<td>£60k (2)</td>
<td>£60k (2)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£60k (1)</td>
<td>£240k</td>
</tr>
</tbody>
</table>
Transport and Mobilities: Meeting the Needs of Vulnerable Population in Developing Cities

Justification of Resources
Shanghai - July 26th 2016

To Whom it May Concern

Letter in Support for the Transport and Mobilities Network: Meeting the Needs of Vulnerable Populations in Developing Cities

The Partnership on Sustainable, Low Carbon Transport (SLoCaT) was set up in 2009 with the specific aim to promote the integration of sustainable transport in global policies on sustainable development and climate change. The Partnership is formally hosted by UN-DESA SLoCaT currently has over 90 members representing UN organizations, Multilateral Development Banks, bilateral development organizations, NGOs, Foundations, Academe and Business Sector.

Transport is mainstreamed in several of the SDGs and it is clear that transport will also be a greater part of the UNFCCC process (see http://www.slocat.net/supporters-slocat-foundation). UN-Habitat, the Overseas Development Institute (ODI) and UK Department for International Development (DFID) have all recently demonstrated a strong and growing interest in understanding the extent to which the poor can participate in the transport sector, benefit from transport, and be adversely affected by transport externalities. I see this proposed network as making a substantial contribution to the provision of knowledge that can inform this globally significant agenda.

I can, therefore, confirm the strong support and commitment of the SLoCAT partnership for the funding proposal and recommend it to the Global Challenges Research Fund. To this end, I have committed SLoCAT as a non-academic, project partner in the proposal, with an informal contribution to the project in of approximately as follows:
1. Full access to the synthesis review of exiting research undertaken by the SLoCAT Partnership under the -i-STEP Poverty and Sustainable Transport research programme;
2. Full access to country specific databases on travel behaviours in the relevant countries and cities of interest to the project;
3. A commitment to attend the six proposed country-specific networking events and interim webinars that will be delivered;
4. Access to the SLoCAT members network for the purposes of advertising the networking events and disseminating policy-relevant outputs from the project.
5. Continued support in the development of the network beyond the timeframe of this project.

Yours faithfully,

[Signature]
Cornie Huizenga,
Secretary General
Partnership on Sustainable, Low Carbon Transport

Partnership on Sustainable, Low Carbon Transport (SLoCaT)
Far East Plaza, 317 Xianxia Road, 1811-8, Shanghai, 200051, China
www.slocat.net
28 July 2016

Dr [redacted]
Professor of Transport & Social Analysis
Director of [redacted]
Institute for Transport Studies (ITS)
University of Leeds
LEEDS
LS2 9JT

Dear [redacted]

Re: Transport and Mobilities: Meeting the Needs of Vulnerable Population in Low Income Countries

We are pleased to indicate our support for the establishment of an international research network around the topic of Mobility Inequalities in Developing Cities. As an established teaching and research-intensive university in South Africa, the University of Pretoria has been actively involved in areas of transport and social issues for many years, and the proposed network will squarely fit within our aim of promoting policy relevant scholarship and improved planning and decision making in Sub-Saharan African cities. We would be happy to participate in such a network via our Centre of Transport Development, and in collaboration with our local research partners such as the SA Cities Network.

Yours sincerely

[Signature]

Prof [redacted]
ACTING HEAD: DEPARTMENT OF CIVIL ENGINEERING
Tanu Priya Uteng, PhD.
Senior Researcher
Department of Mobility and Organisation

Institute of Transport Economics (TOI)
Gaustadalléen 21
NO 0349 Oslo
Norway

Date: 27. July 2016

Letter in Support for the Transport and Mobilities Network: Meeting the Needs of Vulnerable Populations in Developing Cities

To Whom it May Concern

Institute of Transport Economics (TOI) is a national transport research centre for Norway and a non-profit research foundation. TOI is a truly multi-disciplinary institute and employs 70 researchers: Economists, engineers, sociologists, geographers, political scientists and psychologists.

We do commissioned research for the Ministry of Transport and Communications, The Public Roads Administration, Local and Regional Administrations, The National Research Council of Norway, and various bodies of the European Commission. Having participated in a large number of projects under the Framework Programmes of the European Union, the Institute emphasises the importance of international research cooperation in the transport area. TOI has established procedures to ensure efficient Open Access publishing and communication of Data Management Plans according to current requirements. The Institute is also strongly committed to ensuring gender balance among its staff, and currently has 40% female and 60% male employees. Website: http://www.toi.no.

TOI strongly encourages researchers to take part in international research and training actions. Research staff take part in projects at international level, lecture series on a regular basis, and take part in a range networking activities, both nationally and internationally (e.g. participating in seminars, workshops and conferences).

Norway has a strong participation in funding and supporting the international development projects and it hopes to participate actively in implementing of the New Urban Agenda. To this end, there is an ever growing interest in exploring the ways in which inequalities in the transport sector can be better addressed. The proposed network will make a substantial contribution to the provision of knowledge that can inform this globally significant agenda. I can, therefore, confirm the strong support and commitment of TOI towards this research partnership and strongly recommend it to the Global Challenges Research Fund. To this end, I have committed SLoCAT as an academic, project partner in the proposal, with research contribution to the project, as follows:

1. Full access to the synthesis review, methodology and results of exiting research undertaken by TOI exploring the topic of inequitable accessibility and other related projects to build a conceptual framework for guiding future projects in the developing
countries. TOI has undertaken multiple projects related to accessibility but in the following example cases, we wish to highlight a few of the various topics which indirectly affect the gamut of mobility and accessibility and fall under the purview of our research as well:

- **Urban development and work trips – gentrification and reurbanisation as environmental factors.** The objective of this project was to explore why central areas in the biggest Norwegian cities have become increasingly popular and the consequences for work trips of these changes in residential location in urban areas. Funded by the Norwegian Research Council.

- **New traffic – new neighbours? Traffic and segregation in Oslo inner east (inhabitated primarily by non-western immigrants).** In this project, Thomas Schelling’s “tipping point” model is applied to explore the consequences of road traffic developments in five areas in Oslo inner east. The project shows that traffic changes may trigger relocation processes, and that such processes may be self-reinforcing. Funded by the Norwegian Research Council.

- **Social place analysis of the neighbourhood Veitvet-Sletteløkka in Oslo (Veitvet – Oslo east inhabited primarily by non-western immigrants).** The objective of this project was to explore the consequences of a place development process initiated by the local authorities in Oslo. This was done by performing an integrated place analysis of the neighbourhood, in which social factors such as demographic composition, social interaction and local participation were emphasized. Funded by Bjerke bydel/The Norwegian State Housing Bank.

- **KLIIMATT (Land use- and transport developments for sustainable and attractive cities).** One of the purposes of this project is to explore the social consequences of the physical land use and transport development. Funded by the Norwegian Research Council.

2. Full access to country specific databases on travel behaviours in the relevant case study city/cities in India, in collaboration with the Indian project partner - The Centre for Economic and Social Studies (CESS) based in Hyderabad, India;

3. A commitment to attend the six proposed country-specific networking events and intercim webinars that will be delivered;

4. Access to the TOI’s network for the purposes of advertising the networking events and disseminating policy-relevant outputs from the project.

5. Continued support in the development of the network beyond the timeframe of this project.

Yours sincerely,

Tanu

-------------------------------
Tanu Priya Uteng, PhD.
Senior Researcher
Department of Mobility and Organisation

Institute of Transport Economics (TØI)
Gaustadalléen 21
NO 0349 Oslo
Norway
Direct: +47 90533684
www.toi.no
Olivier Klein  
Deputy Director  
LAET – Transport Urban Planning Economics Laboratory  
ENTPE  
Rue Maurice Audin  
F69518 Vaulx-en-Velin cedex  
FRANCE  

Lyon, July 28 2016  

To Whom it May Concern  

Letter in Support for the Transport and Mobilities Network: Meeting the Needs of Vulnerable Populations in Developing Cities  

LAET is an academic research unit specialised in transport, mobility and land use issues. Its two main academic disciplines are economics and urban planning. LAET is attached to the CNRS (National Centre for Scientific Research), the University Lyon 2 and the ENTPE engineering school, which are all members of the University of Lyon. LAET has a long standing academic interest on the issues of urban mobility and transport in developing countries, especially in cities of Sub-Saharan Africa. On that particular topic, LAET members publish regularly in international peer-reviewed journals, and they also provide expertise to the development of public policy in the form of technical reports as well as the dissemination of research output. The proposed network “Transport and Mobilities Network: Meeting the Needs of Vulnerable Populations in Developing Cities” contributes substantially to the provision of knowledge that can inform this agenda.  

I can, therefore, confirm the strong support and commitment of the LAET partnership for the funding proposal and recommend it to the Global Challenges Research Fund.  

To this end, I have committed LAET as an academic, project partner in the proposal, with an informal contribution to the project in of approximately £21,000, as follows:  

1. A commitment to the reports produced as part of the project, namely state-of-the art knowledge synthesis review, final dissemination report, and where appropriate, interim reports and contribution to the special issue of journal;  
2. A commitment to attend country-specific events and interim webinars that will be delivered;  
3. Continued support in the development of the network beyond the timeframe of this project.  

Sincerely yours,
Transport and Mobilities: Meeting the Needs of Vulnerable Population in Developing Cities

List of Publications


**[Author] and [Author] (2001) 'Social exclusion and rural transport: Gender aspects of a road improvement project in Tshitwe, Northern Province' Development Southern Africa 18: 3: 365-376.**


**[Author] and [Author] (forthcoming) 'Constructing well-being, deconstructing urban (im)mobilities in Abuja, Nigeria,' in [Author] and [Author] (im)mobilities in the city: Creating knowledge for planning cities in the Global South and postcolonial cities.**


**[Author] (2016) Reflections on co-investigation through peer research with young people and older people in sub-Saharan Africa. *Qualitative Research* 16 no. 3 293-304.**


**[Author] and [Author] (2014) 'How transport affects poor people with policy implications for poverty reduction: A literature review.' Overseas Development Institute (ODI), UN-HABITAT,**

ESRC Reference: [Reference]
Transport and Mobilities: Meeting the Needs of Vulnerable Population in Developing Cities
List of Publications
Department for International Development (DFID) and Partnership on Sustainable Low Carbon Transport (SLoCaT)

Transport and Mobilities: Meeting the Needs of Vulnerable Population in Developing Cities

ODA Statement

Project Plans to meet the Official Development Assistance (ODA) Guidelines

This strategic network aims to deliver transformational knowledge and capacity-building in four case study cities. Two are located in Least Developed Countries (LDCs) – Bangladesh and Uganda, and two in Lower Middle Income Countries (LMICs) – Ghana and Nigeria. The project will be undertaken in direct collaboration with leading academic institutions, transport policy stakeholders and NGO organisations in each of these countries. They have been selected because they are seen as leading exemplar cities for innovations in their own national contexts and so will lead the way for other cities to follow.

The network responds to a series of needs arising from the transport sector that have been specifically identified as urgent priorities in the cities of our case study partners (see 1-4 below). Of particular urgency is the identified need to ensure that the most vulnerable citizens of these cities (particularly women, young and older and disabled people) have adequate mobility services available for sufficient access to the goods, services and life opportunities. Protecting non-motorised travellers from the severe negative impacts arising from the transport systems, such as road deaths, casualties and dangerous levels of pollutants is also a commonly identified priority.

The issues the network addresses are of considerable and increasing importance for all cities in the Global South, where the majority of the extra 4 billion people who will inhabit the planet by 2050 will be focused. The current pace of urbanization is already exerting unprecedented pressure on urban mobility systems in the region, which over the same time period will receive less than 5% of the global investments in transport infrastructure (UN-Habitat, 2013). Given the chronically constrained financial operating context of municipalities in most cities in LDCs and LMICs, there is an urgent need to better understand the role of informal modes of transport in enabling mobility for the poorest. The proposed network offers a novel and ambitious rethinking of global transport challenges from the perspective of disadvantaged users, whose needs at the street-level are often overlooked.

The network will initially focus on four major cities and hinterlands: Dhaka - Bangladesh, Cape Coast - Ghana, Lagos - Nigeria and Kampala - Uganda (but with a view to growing this number to 6-8 cities through our secondary partners) by the end of the project. These cities have been identified as exemplars because they are economically strategic centres and are also the sites for considerable current and/or future inward in their urban transport systems:

1. **Dhaka, Bangladesh**: Dhaka is the main commercial centre of Bangladesh and is growing at the second highest rate of the world’s 20 most populated megalopolises, from 1 million to 16 million in 45 years and is predicted to grow to 25 million in 2025. With about four million workers, of whom more than 80% are women, the readymade garments industry is the driving force of the development of Bangladesh leading to GDP growth of 6.51% in 2015 (BBS, 2016). However, excessive travel times, the overcrowded unhealthy and unsafe condition of buses, long waiting times, unreliability, and sexual harassment of female passengers by male passengers drivers and helpers severely undermines the continued vibrancy of this sector of Dhaka’s economy.

2. **Cape Coast, Ghana**: Ghana’s accelerated economic growth over the past decade has helped the country achieve the MDG goal of halving poverty, although there is evidence of growing disparities in spatial development and income inequality across regions. Improving connectivity between and within cities, with affordable public transport systems for people to get to work and minimize congestion, and to benefit producers is urgently required, but this also needs to take account of the needs of vulnerable populations, not least women, young people, the elderly and people with disabilities.

3. **Lagos, Nigeria**: Lagos is the world’s sixth largest city with a population estimated at 12.5-15 million growing annually at 6%. Frequent road gridlocks, transport takes up much of people’s daily lives and so shapes their well-being, though especially for the poor for whom long distances and high transport costs is an additional burden to their livelihoods. Recent institutional reforms have sought to strengthen and expand public transport services and complement conventional road transport with rail- and water-based modes.

4. **Kampala, Uganda**: with a population that is growing at 5.1% per annum, it is one of the fastest urbanising and developing African cities. Transport is regularly identified by Kampalans as their key concern, representing the highest daily cost for poorer residents ahead of both fuel and food (Action Contre la Paim, 2012). Despite its importance, neither the city’s household survey nor the National Slum Upgrading and Action Plan cover transport (UNDP, 2008), while the World Bank...
funded Kampala Urban Transport Improvement Programme focuses simply on widening and macadamising the main highways (UN Habitat, 2007).