July 2018

Dissemination event and Early Career Researchers' workshop

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1. Foreword by Professor Karen Lucas, INTALINC Director

This workshop marks the end of the ESRC's Global Challenge Research Fund (GCRF) grant support for INTALInC, but it's definitely *not* the end of our activities as a research into practice partnership. We have achieved an incredible amount in a very short space of time, as this report shows, and we are growing our activities and reach with an additional Latin American focus and two new case study countries in Africa – Kenya and South Africa funded by the Volvo Research and Education Foundation (VREF). INTALInC is also acting as an important platform for new research project proposals from its partner organisations including RCUK/UKRI, Newton Fund, and British Academy in the UK and for locally funded projects by our global south partner organisations, including in Bangladesh, Ghana, India, Indonesia, Nigeria and Uganda.

We also have big plans for the future, through the formation of a new global alliance of Sustainable Transport Equity Partnerships (STEPs) with research institutions, Cities, NGO's and businesses working together, led by INTALInC, to deliver safer and more accessible walking environments. So watch this space, keep in touch, send us your news and let's build on the momentum we have created to make socially inclusive, equitable and safe travel environments a key component of all the planned initiatives for global south cities henceforth.

I would like to take this opportunity to thank everyone who has helped to make INTALInC the success it has been, including all the academics who helped to coordinate our in-country workshops: Professor Albert Albane, Professor Gina Porter, Dr Samuel Owusu, Dr Regina Amaoko-Sakyi in Ghana; Professor Jamilur Choudhury, Dr Farzana Rahman, Dr Sharmin Nasrin and Dr Charisma Choudhury in Bangladesh; Dr Charles Asenime, Professor Samuel Odewumi, Giwa Olayiwola, Professor Julio Davila and Dr Daniel Oviedo Hernandez in Nigeria; Professor Shuaib Lwasa, Professor James Evans and Peter Kasaija in Uganda; Professor Roger Behrens, Professor Mark Zuidgeest, Professor Christo Venter and Gail Jennings in South Africa; Professor Winnie Mitullah and Professor Romano in Kenya; Dr Tim Schwanen, Dr Ersilia Verlinghieri and Kirsty Ray in Oxford. Thanks also go to all the many other researchers, students, policymakers and practitioners who gave their time freely, and often jumped through many administrative hoops to enthusiastically participate in these local events. My special thanks go to Emma Tsoneva our INTALInC network coordinator without whose organisational help these events would not have been possible.

Karen Lucas, July 2018

2. Context of the workshop

Between January 2017 and June 2018, INTALInC has built a network of academics and practitioners who share a common interest in improving mobility, accessibility and the life chances of people living in low income communities in the global south. Network members have participated in eight 'research into practice' workshops in six countries across the global south and in the UK. Each workshop has investigated, analysed and draw attention to the everyday mobility problems experienced by the poorest communities in global south cities in Africa, Asia and Latin America.

Over 18 months, INTALInC has grown to include an active community of 130 individually registered members, 20 partner organisations based across four continents, and a 200-strong following on Twitter @intalinc. As well as producing four in-depth case study reports (based on work undertaken in Cape Coast, Dhaka, Kampala and Lagos) and other research resource materials, INTALInC members have represented INTALInC at multiple international conferences and dissemination events, developed a regularly updated website, and shared information about its key activities through a quarterly newsletter. As a result of these successes, INTALInC has received an additional grant of approximately £15,000 from the Volvo Research and Education Foundations and will now work with local academic teams produce a collection of reports focussing on mobilities of low income populations in four African countries. The Network has also sparked the development of a sister project, INTALInC LAC which seeks to link academics and transport practitioners with an interest in and specific focus on mobilities in Latin America and the Caribbean.

INTALInC has built strong links with a community of around 250 local academics, governmental and non-governmental stakeholder organisations, all of which are actively engaged in the mobilities sphere with backgrounds in a range of academic and practical disciplines. Traditionally, opportunities for research collaborations and cross-disciplinary discussion regarding the mobility and accessibility needs of low-income populations and informal settlements have been extremely limited. INTALInC has provided academics and practitioners from a range of transport and development-related disciplines, and interested local community groups, with

opportunities to develop and maintain these links, embedding a spirit of ongoing collaborative practice.

In order to bring this constituency together and create a forum to discuss and disseminate the ideas developed over the course of the project, INTALInC held two workshops in Oxford on 3rd and 4th May 2018. The workshops were organised together with the Transport Studies Unit (TSU) at the University of Oxford and showcased findings from previous INTALInC events, as well as research conducted by network members both independently and as part of their contribution to the Network's development. As the final events in INTALInC's initial GCRF funding term, the two Oxford workshops enabled INTALInC members to share insight acquired over the entirety of the project and create a coherent statement on how issues around mobility and accessibility needs in low income communities can be addressed through continuing research.

The first workshop was attended by 20 PhD students and early career researchers who heard nine Pecha Kucha presentations primarily focused on work undertaken in the INTALInC case study countries. Expert panel sessions and breakout discussions were used to encourage the workshop participants to fully engage with the challenges and opportunities specific to undertaking research in low income countries, including funding, methodology and impact. Workshop attendees also contributed to a poster exhibition, which drew from a wider transport research with a larger geographic scope.

On the second day of the event, INTALInC welcomed 40 workshop participants from the network different countries to participate in a combination of academic and stakeholder presentations and discussion. INTALInC members who had organised workshops in Bangladesh, Ghana, Nigeria, South Africa and Uganda presented case studies from these countries, and took part in discussions with panel members representing funding bodies and representatives of organisations working closely with local stakeholders in low income communities.

These presentations and discussions are outlined in further detail later in this report.

3. Aims of the workshop

As the concluding events of INTALInC's initial term of funding, the workshops aimed to reflect on the aims of the Network as a whole and provide a detailed evaluation of our work towards achieving these aims and how this can be continued in the longer terms. INTALInC aims to:

- Develop an interdisciplinary, collaborative network for the co-production of knowledge between UK and internationally-based academics, policy makers and NGOs working within a

broad constituency of transport and development related fields, to support the development of more inclusive transport systems within developing cities;

- Promote active and lasting collaborations between academic, policy and practitioner communities to more effectively encourage the uptake of this policy agenda;
- Deliver a series of 'research into practice' workshops, events and intermediary webinars to facilitate exchanges between network members.

Additionally, the workshops had specific aims to:

- Encourage more PhD and early career researchers to join INTALInC's conversation and learn from the INTALInC research carried out so far;
- Draw other researchers working on similar topics in cities in the Global South into the INTALInC discussions and network;
- Disseminate findings to research sponsors and policy makers in the UK.

4. Summary of key findings and recommendations

The workshops have highlighted some recurring themes that INTALInC has considered since its inception. These themes, as highlighted below, revolve around the core principles of *dialogue and co-production*. They confirm the critical importance of maintaining and expanding initiatives in the spirit of INTALInC because they help to promote research that can contribute to more just transport and mobility systems:

1. **Engaging ECRs**: The ECRs workshop has highlighted the benefits of involving early career researchers in multidisciplinary and international conversations – both among ECRs themselves and with more senior researchers – from the very early stages of their work onwards. Their engagement enhances possibilities for types of co-production and collaborative work from which critical thinking and original ideas can emerge.
2. **Multi-, inter- and transdisciplinary research**: The discussions and research presentations on both days have shown the importance of moving beyond perspectives from single disciplines. Multidisciplinarity (cooperation of disciplines whose framings remain largely intact) is a good step forwards, but interdisciplinarity (moving beyond disciplinary framings) and transdisciplinarity (moving beyond disciplinary boundaries, plus reflexive and integrative knowledge production in which non-academic stakeholders are active participants) are particularly helpful in making transport and mobility challenges and inequalities understandable. Inter- or transdisciplinarity

also make it easier to open up productive dialogue between qualitative and quantitative approaches to research.

3. **Participatory research**: The idea of participatory research was discussed repeatedly and ethical issues related to positionality, especially when researchers come from a position of 'geographical' or economic privilege, were highlighted. The panel discussions, the workshops, as well as James Evans's and Gina Porter's presentations have highlighted some ways forward. They include: the ability of being able to openly discussing with other researchers and the participants ethical issues, using reflexivity; the possibility of building an extensive relation of trust with the co-researchers, with long time in the field, as Gina Porter and her team have shown; the adoption of an humble and respectful approach to knowledge production that acknowledges positions of privilege but also the limits to our capabilities as academics.

4. **Evidence and big data**: big data collected using mobile phones, sensors on vehicles, and so forth can make a major contribution to better understanding mobility, accessibility and the life chances of people living in low income communities in the global south. However, big data are no panacea, and they have many shortcomings. They need to be seen as one element in the arsenal of data and methods that are available for research, alongside ethnography, mobile methods, participatory methods and arts-based methods. By combining big data with other kinds of data questions can be raised about what counts as and constitutes evidence. At the same time, it is clear that often more data on mobility, accessibility and life chances exist than one might think. More attention needs to be paid to making existing data available more widely.

5. **Dialogue with scholars beyond transport and mobility**: the workshops made clear that many of the challenges regarding mobility, accessibility and the life chances of people living in low income communities in the global south are not (only) caused by factors relating to transport and mobility systems. It is therefore important to link transport and mobility to broader process and structures relating, for instance, to gender, housing markets and employment markets. Dialogue and collaboration with scholars whose expertise relates to those broader processes and structures is therefore important.

6. **Funding opportunities**: The workshop and the concluding session have shown the importance of sharing knowledge about potential funding opportunities and on the culture and politics of funding amongst different universities and with other organizations. This has the potential to enhance our ability to attract resources for further research in the field.

7. **Accessible knowledge**: In building dialogues with different actors and countries, we must ensure that the knowledge produced in academia and within networks like INTALInC is widely accessible. Availability of publications and outputs in open access format on functional websites, availability

of such publications and outputs in different languages, and writing styles that appeal to different audiences are all important factors that need to be borne in mind.

8. **Dialogue among different policy actors:** The presented case studies and the panel discussions have again highlighted that dialogues and communication across different policy actors in low-income countries are often limited or even absent. Research on mobility, accessibility and the life chances of people living in low income communities has the potential to bring together actors from different policy domains (transport, housing, health, social care, etc.), levels (local, regional, national, international) and institutional backgrounds (state, NGO/charity, community, private sector).

The workshops have also suggested the need to unpack and be reflexive about words like 'inclusive' and 'vulnerable' and the concept of the 'city': What do they mean? Who/what is in or excluded? As far as 'city' is concerned, it is important to appreciate the fluidity of city boundaries, particularly in Sub-Saharan Africa, where many people maintain strong links to their, or their parents', place of birth and frequently move between their city residence and their own or relatives' dwelling. The workshops also showed the importance of paying attention to second-, and lower-order cities in addition to capitals and other major cities.

Finally, the workshops have highlighted the importance of concentrating our future research efforts on the theme walking. Walking has emerged overall as the crucial component of low-income mobilities and a field in which there is a dramatic North/South divide. In contrast to trends in the North, walking is the main mode of transport for large parts of the population in the South. Most people reliant on walking have very limited access to safe walking environments and to other transport options, with very strong effects in terms of social justice. Although (policy) interventions that promote better walking environments are often cost effective, there is a dearth of interest in walking and walking policies among both policy makers and academic researchers. INTALinC is committed to support future research and policy efforts in the area.

5. Proceedings: Day 1, Early Career Researchers' workshop

5.1 Introduction

Karen Lucas, University of Leeds

INTALInC has brought a group of postgraduate students and early career researchers (ECR) together to discuss a mutual interest in transport and social inclusion. The group has examined how transport poverty affects people in their daily lives, and stops them from participating in society because it is difficult to work, attend school or college, access healthcare and so on. The event was unique as it was the first time that postgraduate students focusing on transport and from many nationalities interfaced with social policy on the scale of this workshop.

5.2 Pecha Kucha presentations (Session 1)

Chair: Karen Lucas, University of Leeds (KL)

Presentation [slides](#) are available to view on the INTALInC website.

5.2.1 Constructing wellbeing, deconstructing urban (im)mobilities in Abuja, Nigeria

Daniel Oviedo Hernandez (DOH), University College London

Through case studies taken from three cities in Nigeria, the presentation looked at the role of transport mobility in the wellbeing of low income, urban citizens in the Global South. Moving away from traditional measures, the presentation explored the potential role of material, relational and subjective wellbeing as an operational concept in transport planning. The presentation looked at data collected through quantitative instruments tailed to a conceptual framework for understanding personal wellbeing. The theoretical links suggested by the model of wellbeing adopted for the research were mathematically tested, and implications for policy and practice and the limitations of quantitative evidence were discussed. Findings confront objective and subjective measures of well-being suggesting added relevance of transport as either a potential enabler or constraint to personal autonomy and freedom, as well as the relevance of security and personal and collective expectations in defining the influence of transport policy in the lives of lower income citizens.

5.2.2 Informal green infrastructure for urban mobility

Ignacio Loor (IL), University of Manchester

The presentation looked at ways in which green areas surrounding cities in the Andean Region support mobility for inhabitants of informal settlements. This green infrastructure (GI) provides connectivity to roads and public transport, permitting slum dwellers to reach their daily destinations. Walking has

been neglected as a viable means of transport in Latin American cities and so the mobility benefits of GI have not been recognised by policy makers, contributing to the progressive isolation of informal settlements.

The study was based on an ecological rejuvenation programme led by the municipality of Quito and the Andean Corporation for Development. Ethnographic research was conducted in four ravines in different stages of rejuvenation to capture the emerging practices they support. The presentation then looked at the production process of mobility infrastructure over slopes and ravines. Integrated GI for mobility is incremental, since its features and usability are enhanced as users incorporate it into their daily lives. However, the perpetuity of this IGI is vulnerable to the course of urbanisation.

5.2.2 Transport, mobility and child healthcare delivery in Ghana

Samuel Owusu, University of Cape Coast

Ghana has adopted and implemented a number of interventions such as the Safe Motherhood Initiative, the Integrated Management of Childhood Illness and Goal 3.2 of the United Nations Sustainable Development Goals partly with the aim of improving child health and survival. Despite these, infant and under-five mortality rates in 2014 were 41 and 60 deaths per 1,000 live births respectively. The causes of these deaths are due to preventable factors including the transport and mobility difficulties encountered by caregivers and children in their quest to access healthcare services. This presentation examined inferences made from primary data gathered in interviews and focus group discussions which formed part of several different studies conducted in five regions of Ghana. Among the issues identified were limited access to healthcare services dictated by availability or unavailability of transport and mobility infrastructure, access to treatment by skilled or unskilled health professionals, caregivers' attitude to referrals, deliveries of health supplies to health facilities and the inherent health dangers posed by poor or unavailable means of proper transport systems in the study areas. The study suggests that transport, mobility and accessibility needs of people living in low income communities should be urgently attended to by local policy makers.

5.2.3 Key transport issues for working women in Bangladesh: Analysis with respect to acceptance of rapid bus transit

Sharmin Nasrin (SN), University of Asia Pacific

The Government of Bangladesh is planning to implement Bus Rapid Transit (BRT) to combat Dhaka's serious traffic congestion. A project of this type and scale will only be successful if it is accepted by all stakeholders, particularly the commuting population.

The research examined the acceptability of BRT by analysing travel behaviour through exploratory analysis, and mode choice modelling with both Revealed Preference (RP) (i.e., actual travel scenario) and preferred mode selection (PMS) and survey data, focusing on gender issues.

The investigation revealed that female and male commuters' travel patterns are significantly different, and varies significantly between income brackets. Dhaka's female workers are the most under-privileged group of commuters; a situation further compounded by a social structure that restricts their travel choices compared to males within the same income bracket. Results also showed that female commuters' travel behaviour changes after BRT is implemented.

5.2.4 Discussion

Following their presentations, presenters took questions from the floor. Questions were asked by the early career researchers and postgraduate students who attended the workshop. The following is a summarised account of the questions (in italics) and the presenters' responses.

The way in which different disciplines deal with issues of transport and mobility in low income communities is very apparent from the presentations… Can interdisciplinary work be successful, are there 'good' ways for transport academics to interact with other disciplines?

SN: The interaction between modellers and social scientists is very difficult to negotiate on some levels, but it is possible for us to work together.

DOH: I have moved from modelling to qualitative research and define myself as a 'civilised engineer'. I tried to do something different with my PhD, which was my first experience of qualitative research. Reading diagrams does not bring the same type of understanding as visiting different places and speaking to the people affected by issues. All modellers and engineers should visit the informal settlements they are researching from time to time; people are often seen as an obstacle to development by top-down planners but if planners meet the people whose lives are affected by the decisions they make, this perception tends to change.

How can big data be integrated into analysis?

DOH: It is important to think about the context-specific nature of the subject. This is why qualitative research is so important: it should inform quantitative work.

Can you ever recommend expanding road structures?

IL: No, even though all the participants in my research said that the state should provide more roads, this is not actually what they meant. These demands are a reflection of what they think the state is able to do for them, not an expression of what they really need. When we ask people what about their

transport needs, what they say they need is not what they mean, or what is right. We need to collectively reimagine how transport can be different.

5.3 Pecha Kucha presentations (Session 2)

Chair: Karen Lucas, University of Leeds (KL)

Presentation slides are available to view on the INTALInC website.

5.3.1 Disability and Mobility: The limitations of public transport for disabled people in Lagos

Daniel Arubayi, University of Manchester

The presentation looked at the challenges Lagos has faced in procuring accessible, affordable mobility services for the urban poor, and particularly for disabled people who are generally excluded from public transport systems. Using concepts such as a human rights approach, social and medical models of disability, mobility and social exclusion, the research suggests that if a human rights approach based on a social model of disability is not prioritised, distinct policy making for disabled people is hindered, excluding them from mobility services and reducing their chances of participating in society, accessing education, employment and healthcare. According Odufuwa's study in 2007 on the accessibility of disabled people within the transport system, although BRT buses appeared to be more accessible for disabled people than other conventional modes, they were not convenient enough to enable mobility. To ensure an inclusive society the state, in collaboration with disability organisations, must prioritise the mobility needs of disabled people to enable them to participate in society as a whole.

5.3.2 Promoting zero-emission modal choices through urban design: Does it transfer to the context of developing countries?

Maja Rynning (MR), Norwegian Centre for Transport Research

The presentation explored the potential of urban design to promote a zero-emission modal shift for daily mobility, and ways in which interventions upon the neighbourhood-scale built environment, particularly public space, make more people opt for non-motorized modes (NMT), and public transport. The design of public spaces matters for NMT and public transport use: there is a close interaction between travellers and surroundings that can strongly affect travel experience, influencing future modal choices. Urban design can actively promote a zero-emission modal shift, by contributing to a positive and pleasant trip experience. This potential is frequently overlooked in favour of city-scale aspects, as public space is often reduced to singular elements such as trees and sidewalks. However, it is the sum of these that creates the spaces people perceive and interact with while travelling through the city. Exploring the potential of urban design requires a holistic approach, focusing on the kinds of environments that promotes for example walking. Results show that places

people want to walk through correspond to places they want to be present in; places that according to design professionals stimulates encounters and social cohesion. This emphasises the close link between daily mobility and everyday city-life. The presentation explored questions around the ways in which NMTs and public transport are promoted in developing countries

5.3.3 Exploring the relationship between child traffic safety perception and injury outcomes on routes to school

Regina Amoako-Sakyi (RAS), University of Cape Coast

Children in Low and Middle Income countries are likely to walk to school. In doing so, they are often exposed to harzards such as pedestrian crashes and security issues, and face harsh weather conditions. In this presentation, the relationship between children's perception of their safety from pedestrian crashes on various segments of their routes to school and actual injury outcomes on these segments are explored further. The study employed police accident data on pedestrian road crashes recorded in 2013 and data from a road user survey conducted in 2014 among 792 school pupils from 25 schools within the Cape Coast Metropolis. Key findings show that, while rural areas had more exclusive pedestrian paths which protected children from coming into direct contact with motorised vehicles, more than half of all route segments used by urban school pupils form part of larger multi-modal network, some of which include high volume roads. A little over half of the respondents indicated they did not feel safe crossing such roads on their way to school. Ironically, route segments perceived as safe by children were found to be associated with more serious injury outcomes *(r=0.905, P=0.013*). With a total of 50 reported pedestrian crash incidents, 36% of victims were children who sustained various degrees of injuries with 27.8% fatality rate. The presentation concluded with a recommendation that routes identified as used by children walking to school should be integrated with appropriate pedetrian infrastructure to protect them from injuries associated with road traffic crashes.

5.3.4 Assessment of Pedestrian Conflicts in Nigeria Using the Traffic Conflict Technique

Chinebuli Uzondu (CU), University of Leeds

Pedestrian crashes result from a combination of factors related to behaviour and road layout. Most of these crashes happen when pedestrians are crossing the road or are forced to share road spaces with other road users (vehicles and tricycles). The safety of pedestrians is a critical issue because they are not protected in the same way as other road users and are particularly vulnerable to injuries and crashes. This study, undertaken in Nigeria, which has the highest fatality rate in Africa with 33.7 deaths per 100,000 population per year, aimed to understand processes affecting pedestrians using observational non-crash data. The methodology was based on collecting conflict data using manual

observers and video recorders from three different locations in Nigeria during peak and off-peak hours. Data were analysed using the Traffic Conflict Technique. Results showed that about 1-2 pedestrian conflicts were recorded every hour at each location, primarily because there are no segregated pedestrian footpaths, crossing or lights provided at these locations. The study suggests that government at all levels needs to pay more attention to the inclusions of adequate pedestrian facilities in road construction projects in Nigeria.

5.3.5   Discussion

Following their presentations, presenters took questions from the floor. Questions were asked by the early career researchers and postgraduate students who attended the workshop. The following is a summarised account of the questions (in italics) and the presenters' responses..

It is clear that issues of governance are key across all of the presentations, particularly the links between national, local, rural and urban governance.

The importance of scale is also obvious: where do we deal with the legacy of urban sprawl; how do we link transport planning with urban planning?

MR: It was also agreed that there are issues of perception, and the implicit pecking order in terms of road users: car users all over the world have the upper hand, a greater sense of prestige than and other road users. However, in cities where extensive cycle routes are implemented, and are used, cyclists assume an element of this entitlement. European cities particularly have a passion for cycling, but where are the groups championing pedestrians? This role needs to play a part in governance.

How was data collection managed in RAS's study?

RAS: We interviewed 792 children, by walking each of them home and speaking to them en route. We also used an app which tracks the route taken by each child.

There are clearly great new methodologies; can these techniques be adapted to a different context, for example how did the Swedish method be transferred to the Nigerian context?

CU: There were similarities between Nigeria and other countries where the Swedish method had been used before, so there was an element of continuity.

5.4 Panel discussion

Panel members: James Evans, University of Manchester (JE); Charisma Choudhury, University of Leeds (CC); Charles Asenime, Lagos State University (CA); Julio Davila, University College London (JD); Gina Porter, University of Durham (GP)

The panel was composed of senior academics and researchers from INTALInC partner institutions. All five panel members have considerable experience conducting research in low income communities. The panel aimed to share ideas and offer insight into the opportunities and challenges of conducting research in low income countries.

It is clear from the presentations and discussions today that working across disciplines and researching in the field are of key importance. There are opportunities for everyone to learn. However, politics cannot be ignored: politicians control funding and researchers need their leverage, although most politicians have never visited a slum. The middle classed need to buy into research in order to create budgets; it is academic duty to educate the middle class?

Working with activists is potentially very challenging. Researchers need to ensure that they are just in the way research is undertaken and that participants are given a real voice. Civil engineers will build a bridge, but often the needs of the people they believe will use it are not properly investigated. In Nigeria, a new housing development was built but when residents asked where they could keep their goats, they were ejected. Before we visited Makoko in Lagos, INTALInC researchers thought that transport would be an issue for residents, but it became clear that this was not the case. Residents tended to have different priorities.

There are different kinds of positionality and it is important not to given an opinion on an issue until you have experienced it. The Global North can learn from the South but it is important not to influence what is and isn't important to research participants.

In universities we need to be realistic about what is and is not possible, and what people's expectations of universities are. Universities can be viewed as elitist but they are crucial player in change, and we should be working to strengthen that role. Universities have a role to play in engaging with communities, but it is important to have in mind that there are cities around the world where there are no universities, or universities are poor. In some cities, local universities do not engage because they don't wish to antagonise their own communities. This then creates an opportunity for an external voice, but international researchers need to remain aware that they are external.

In the Cape Coast of Ghana, some children had to walk five miles to school and on one walk with the children, the researchers were joined by a local councillor. When researchers returned to the area some months later, a new school had been built more locally. However, it was not the work of the researchers which affected the change, but conversations between the local councillor and the school children. The researchers were agents in creating this conversation, as the councillor would not have spoken to the children if the 'new', external people had not been there.

It is not always clear where impact will be created, and the messages people take from academic research are not always what the researcher anticipates. It is important to engage in productive exchange with non-academics and build up strong relationships with institutions so that there is already trust when collaborative opportunities arise. Academics need to make conscious decision to reach out to people, and therefore academic work needs to be accessible, in the right language and freely available. In order to facilitate this, academics need to sacrifice our paths to promotion to communicate more widely, for example by publishing open source material rather than through prestigious publishers. However, this approach is recognised by the Research Excellence Framework impact case studies which look at academic influence outside academia, and how research has resulted in change or benefited culture, environment, public policy, quality of life or society using qualitative and quantitative evidence.

Once policies are in place, researchers need to work with communities on the ground. However, this comes back to the theme of academics being realistic about what universities can and can't achieve: universities are set up to provide education and research, not impact. It is therefore vital that researchers find others who can take up their work. Developing personal networks over the long term is vital and academics must make a commitment to the communities they work with.

6. Proceedings: Day 2, Dissemination workshop

6.1 Panel Session: Meeting the needs of local stakeholders

Panel members: Jim Walker (Walk21); Heather Allen; Steve Cinderby (Stockholm Environmental Institute)

Jim Walker (JW) represents Walk21, an organisation promoting the right to walk. Large populations walk and have little or no access to a walkable environment; populations in walkable environment often choose not to walk. There is a global north/global south divide. When we make an analysis of walking populations, it is often only to count fatalities.

Heather Allen has completed a research project in three South American cities looking at women's use of public transport. Her work has been developed into a tool for cities, transport operators, and development and funding agencies. If a city does not have inclusive transport, it is not an inclusive city. Women shape cities but are not maximising their role as agents of change; there can be no true sustainable development without addressing these issues.

Steve Cinderby manages a British Academy Cities Infrastructure programme, *Implementing Creative Methodological Innovations for Inclusive Sustainable Transport Planning (I-CMIIST),* which implements creative methods for inclusive, sustainable transport planning. The programme encourages interaction between UK and African expertise.

The panel members have all undertaken significant projects in low income countries, where they worked with local groups, conducting research with local populations. The panel aimed to offer ideas and share insight into the complexities of conducting research that meets the needs of local groups as well as European funders. The following is a summary of questions (in italics) from the floor, and panel members' responses.

There are significant differences in the degree of gender gaps in the three cities where HA undertook research. Why is this?

In Quito, many actions have already been put in place around sexual harassment on public transport, yet in other cities no such measures have been taken. Sexual harassment differs according to cultural context: in Quito an action may be seen as 'harassment' but in other cities, it is labelled as petty crime.

How do we address the visibility factor of pedestrians?

What gets counted counts! Walk21 has spent a significant amount of time looking at ways in which cities can record information. As well as policy, we need to look at walking environments, and people's perceptions of these. This is difficult because people do not feel comfortable measuring feelings and perceptions. We need to help explain the importance of our relationship with the walking environment.

Stockholm Environment Institute York is conducting a study where pedestrians will carry sensors measuring their stress reactions when they are walking.

When we look at issues of gender and transport, it is very important to mix methodologies. Harassment on public transport is under-reported, as a statistic it does not exist, but when you talk to people, it is clear that it happens all the time.

What can women do to secure their safety on public transport?

There are many things that can be done – but no one-shot solution. Understanding context is very important however, segregation of women on public transport is flawed and creates tension between men and women, further marginalising female passengers. Men and women occupy the same space, and need to respect each other. Women use similar strategies worldwide, and there a lot of work could be done around these.

Gender is a complex issue. We talk about women as a vulnerable group, but there is also an additional grey area where people with physical vulnerabilities, or who do not identify with the gender they were born with, lie. The reactions of women in these groups are almost a proxy.

Has work on I-CMIIST started yet?

We are working with groups in Nairobi and Kampala to develop a draft of ideas before the autumn. We hope to will work beyond the plan, to include monitoring and evaluation later.

What are Walk21's priorities?

It is lazy to use the joint label of non-motorized transport: walking is very different to cycling. Around 70 – 80 per cent of passengers require good walkability to use public transport successfully. However, Walk21 has no links with public transport agencies. Cycling groups are better engaged and know what they want, but we have very different priorities and these groups are entirely focused on cycling, with little interest in the walking environment. Walk21 needs to make links with public transport operators

and we are now planning for our first project with Lagos Area Metropolitan Transport Authority, in Lagos.

6.2 Funder Responses: Opportunities and programmes

Panel members: Sheila Watson, FIA Foundation; Henrik Nolmark, Volvo Research and Education Foundations

Sheila Watson (SW) is the deputy director of the FIA Foundation. The Foundation seeks to promote safe and sustainable mobility around the world. The Foundation works with experts and local partners and prefers to co-fund projects with other organisations, where funding acts as a catalyst for future action. FIA Foundation's work is entirely evidence based – the organisation has worked to build a one million-observation dataset of real vehicle emission on our roads. FIA Foundation supports local practical action and capacity building, by supporting the development of toolkits and good and best practice. It is cross-cutting, joining together issues relating road safety, the environment, clean air and active travel for example, FIA Foundation's child health initiative looks at children's journeys to school taking into account all of these factors.

Henrik Nolmark (HN) represents the Volvo Education and Research Foundations (VREF), four foundations operating as one organisation as part of the bigger Volvo family. VREF is based in Sweden but has a global outlook. VREF is interested in building networks and primarily works in cooperation with partner organisations. VREF sees itself as an investor rather than a funder, it supports research and educational activities and the dividend is the public benefit of these projects. VREF does not undertake work on the ground but invests in capacity and knowledge building in universities and the dissemination of results. The organisation's focus is transport programmes, and it has supported a number of projects and the programme is now in transition between phases two and three of its work. The first phase looked at dealing with the complexity of urban transportation. The second phase followed after a review of the programme which called for a more specific focus, with defined themes. The next step will be to develop an action plan for work over the next ten years. Most of the organisation's proposed initiatives are highly relevant to the focus of this workshop.

Both panel members represent funding bodies who provide significant levels of support to transport researchers working in low income countries. The panel aimed to share insight into ways in which funding can be accessed, what funding providers are looking for in research proposals, and the processes involved in applying for funding from organisations working in this field. Questions (in italics) were from the floor.

If INTALInC was to take one action with the aim of becoming involved in larger funding initiatives, how should this be shaped? We have identified the need to address entire complexity of mobility issues in low income communities, how can this be framed for funders?

Funding organisations prefer to be part of a discussion. It is important to look at what funders are interested in and then start a conversation about how resources can be matched to INTALInC priorities. When VREF formulates programmes, it is not prescriptive, preferring to leave a high degree of flexibility for researchers. However, behind this there is always a lot of discussion as to what outcomes we are looking for. Sometimes VREF feels like a parent providing financial support to children to take part in fun activities – researchers need to address this by seeking to form partnerships with funders. As a small organisation, VREF does not have massive resources, and so there needs to be co-funding from another organisation to pay for aspects of a project such as dissemination. Researchers need to use and mobilise networks to secure mixed funding.

There is no magic way to secure funding, it is really difficult. Researchers are well advised to approach funders with a degree of flexibility, to initiate a conversation which doesn't involve completing large volumes of work before funding is guaranteed.

Do organisations need to have a UK partner to apply for funding from VREF and the FIA Foundation?

Anyone can apply to the FIA Foundation for funding; there is concrete applications process and we prefer to make connections and build partnerships. The FIA Foundation is more interested in where researchers are working and the value they are adding, not where they are from.

VREF works through open calls for proposals, and there is no point in approaching the organisation on an ad hoc basis. Funding applicants can ask questions relating to their proposals but VREF responses will always be made openly and publicly.

One of the challenges with funding is creating longevity of research. How do you approach that?

VREF is very interested in dissemination and visibility and ensure that there is funding available for this aspect of any funded project. We have developed a network of researchers and so there is some continuity between projects, although the organisation is very aware of risks associated with becoming a 'club'.

FIA Foundation has some partners who are funded over a longer timeframe. There is a Board of Trustees and the Foundation so although there is no front loaded application process, strict governance is maintained. FIA does not fund projects which it cannot support until their conclusion.

The reality is that money comes from cars, and we are representing so many other aspects of the transport sector. Walk21 wrestles with partners to find a balance, although the organisation is not anti-car. Interested in how you think the car industry responds to this.

Some of the money the FIA derives from motor sport is ring-fenced for the Foundation's research. Look at what FIA Foundation does, we have exposed the levels of diesel emissions. We do our very best to look at a spread of sustainable mobility options without any cypher. The interesting thing about pedestrians is that they serve no commercial purpose: there is nothing around commercialisation of aspects of the transport system which affects what we do.

Very few people working on Volvo's commercial side know what VREF does. They have their own separate R&D company on the vehicle development side of things. VREF is more interested in public transportation than in private car use. Although there is still much to be learned by the commercial side of Volvo, they would not dislike the focus of today's discussions.