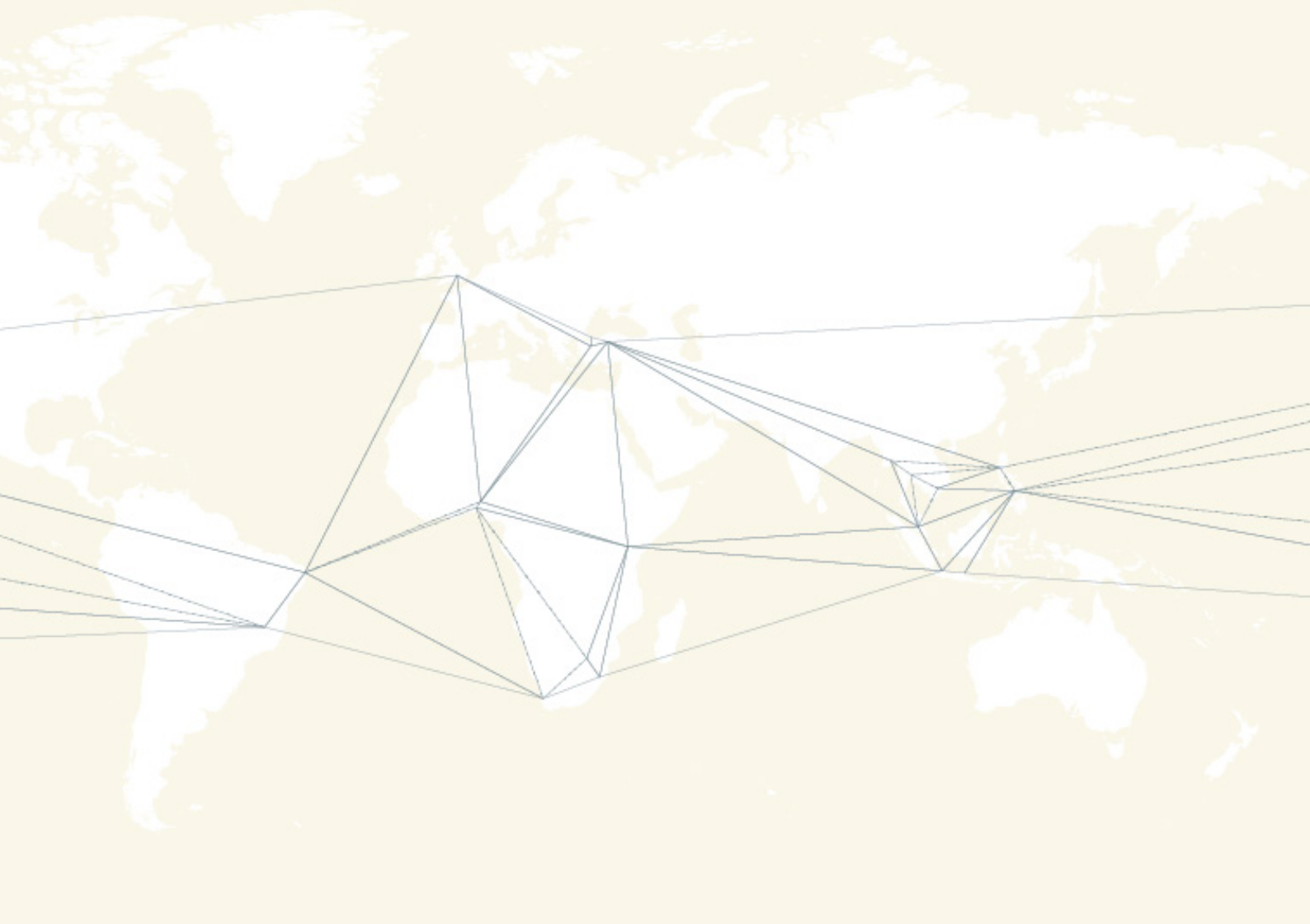


# *Evaluation Report 4/2019*



## **Case Study Report for the Evaluation of the Strategic Development Phase for the Global Future Cities Programme**

*May 2019*



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Phase for the Global Future Cities Programme

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# 1. INTRODUCTION

A sample of eight interventions has been selected for in-depth assessments. The criteria for the selection of the sample intervention relate to: country/region, pillars, success rates, and market maturity and professional capacity.

**Table A10.1: Proposed sample for case studies**

City	Country	Region	Pillar	Success Rate	Maturity/capacity
Belo Horizonte	Brazil	Latin America	Transport	71%	Medium
Durban	South Africa	Africa	Planning	74%	High
Abeokuta	Nigeria	Africa	Transport	34%	Medium
Ankara	Turkey	Asia	Planning	71%	Medium
Yangon	Myanmar	Asia	Resilience	42	Low
Bandung	Indonesia	Asia	Transport	58%	Medium
New Clark City	Philippines	Asia	Planning	47%	Medium
Ho Chi Minh	Vietnam	Asia	Resilience	42%	Medium to High

The sample's coverage is as follows:

- 80% of the countries
- 42% of the cities
- 27% of the interventions
- 21% of planning interventions
- 25% of transport intervention
- 50% of resilience interventions

## 2. BELO HORIZONTE

City: **Belo Horizonte**

Project/intervention: **Intelligent Mobility in Expresso Amazonas (IMEA)**

### Extracts from intervention documents

a.	<p><b>Context*</b></p> <p>The metropolitan region of Belo Horizonte (RMBH) consists of 34 municipalities and hosts more than five million people. While most towns are small- or medium-sized, 69 per cent of the total population is concentrated in the municipalities of Betim (pop. 427,904), Contagem (pop. 652,660) and Belo Horizonte, which is the main city with a population of 2.36 million. More than 600,000 people live in the Metropolitan Belt of 16 municipalities surrounding the central municipalities. Belo Horizonte is also the physical core of the region and the main destination and point of transit for any means of transportation. However, the State aims to develop a system to make the Metropolitan Region into a polycentric area and integrate the existing railways, railroads and metro lines for the integrated development of RMBH. Urbanisation processes are leading to significant pressures on infrastructure, housing and basic services. Despite a good system of urban economy, governance, planning and delivery capabilities, current urbanisation trends could lead to wide-ranging detriments to many sectors, including food and water systems, human health, buildings, transport, energy and ecosystems.</p> <p>The city has already promoted significant public transport infrastructural investments. The municipality of Belo Horizonte was the first in Brazil to enact an Urban Mobility Plan (PlanMob-BH) in 2013. The city's mobility plans are ambitious and the implementation rate of PlanMob-BH has struggled to meet the provisions. Belo Horizonte is becoming a smart city through the Smart City Programme. Intelligent Mobility, Intelligent Transportation Systems (ITS) and Big Data play a key role. However, realising the potential of ITS and big data depends on improvements in assessment practices to find what works best. It also highlights the data capabilities of domestic institutions to integrate data systems. Significant improvements in these areas are critical to the success of ITS. Some of the challenges include:</p> <ul style="list-style-type: none"> <li>• Inter-operability: the various stakeholders, such as client agencies in a multi-agency project may not have the mandate to share data, and the data to be exchanged may not conform to standardised formats;</li> <li>• Data Analysis: data sets can be so large and complex that they become difficult to process using traditional data processing applications and existing data management tools. Therefore, to yield useful results often challenges the capacity of agencies to interpret it, especially in developing countries;</li> <li>• Documenting Effectiveness: lack of case studies to highlight the technological and institutional conditions required for success on the implementation and results of ITS; and</li> <li>• Public Acceptance around Privacy: There is growing recognition of the risk and challenge around data privacy. Anonymity of data is essential for using big data for transport planning.</li> </ul> <p>The latest mode share analysis from 2012 showed that 37% of trips are made by car or motorcycle. This is expected to increase to 45% in 2030. At the same time, the mode share of pedestrians and cyclists is expected to increase slightly to 37%, while public transport is predicted to decrease to 18%. The growth of private motorised vehicles is one of the major reasons contributing to a decline in public transport. This calls for strong investments to improve public transport, making it more efficient and attractive to users. Between 2016 and 2017, public transport in Belo Horizonte lost approximately 10% of total passengers, who considered the service expensive and of poor quality. The latest Public Transport Customer Satisfaction Survey from 2016, showed that 76% of the interviewees evaluated the public transport as 'fair' (39.6%) or 'poor' (36%), whilst only 24% rated it as 'good'. The main problems raised were unprecedented waiting time and crowded buses. Women, who represent 70% of public transport users, cited a lack of safety inside the bus as a primary concern.**</p>
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	<p>The current challenges that BHTRANS faces have to do with identifying appropriate tools. These include: smart mobility technologies to undertake digital surveys, thus simplifying the process of Origin and Destination surveys. This reduces survey costs and conduct them regularly for effective monitoring. This is in addition to obtaining public transportation operational data, such as vehicle occupancy, GPS tracking of vehicles, and data on the accessibility of different population groups. There would be a focus on those in vulnerable situations, such as passenger boarding/alighting statistics, in order to provide a more gender-sensitive service.**</p> <p>As the New Master Plan of Belo Horizonte foresees mechanisms that make Transit-Oriented Development (TOD) viable along Amazonas Corridor, the intervention will play an essential role to enhance the adoption of such mechanisms. The TOD planning strategy aligns transport and the use of land to implement a 3C city model. That is, compact, connected and coordinated cities. As the 3C city model focuses on a higher concentration of people living closer to collective transport, with more jobs located closer to stations. Therefore, this makes it easier for all citizens to reach parks, schools and work.</p>
<p>b.</p>	<p><b>The intervention*</b></p> <p>To narrow the geographical scope, the intervention aims at the integration of the proposed Intelligent Mobility System within the Amazonas Corridor, the main transport corridor of the metropolitan region, in the South-West part of the municipality. The corridor is the object of many project proposals for expanding and optimising its capacity. However, one of the main challenges is to optimise the public transport service: currently Avenida Amazonas, the principal route of the corridor, has the highest volume of buses in Belo Horizonte. The Amazonas Corridor represents one of the most important axes for the city of Belo Horizonte (BH). The importance of this corridor for the city stems first and foremost from the strategic role it plays in connecting the regions of Barreiro and Oeste and the municipalities of Betim and Contagem to the city centre, where most of the formal jobs are located. The south-west areas of BH are defined by the lowest Human Development Index (HDI) in the city, with both formal and informal low-income neighbourhoods. The residents of these areas represent the main users of public transport and they are the most affected by the system's inefficiency and lack of accessibility. This issue represents a challenge at the municipal scale as approximately 20 per cent of citizens live in informal settlements, public social housing or on irregular land subdivisions.</p> <p>Specific components of the Intervention are:</p> <ul style="list-style-type: none"> <li>• Baseline Assessment to contextualise the capacity of Belo Horizonte to implement an Intelligent Mobility Solution (IMS) and set goals to be achieved with the intervention;</li> <li>• Mapping and evaluating technological alternatives for the Intelligent Mobility in the Expresso Amazonas (IMEA);</li> <li>• Viability Assessment to recommend an Intelligent Mobility System (IMS) for the Expresso Amazonas, including Pilot monitoring and evaluation of technologies alternatives;</li> </ul>

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