

People and Mobility

Promoting non-motorised transport options and compact cities as complements to public transport



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United Nations Human Settlements Programme (UN-HABITAT)

P. O. Box 30030, 00100 Nairobi GPO KENYA

Tel: 254-020-7623120 (Central Office)

www.unhabitat.org

For further information please contact:

Christian Schlosser

Chief, Urban Transport Section

UN-HABITAT

P.O. Box 30030-00100

Nairobi, Kenya

urban.mobility@unhabitat.org

Luuk Eickmans

Executive Director, Cycling out of Poverty

African Bicycle Network (Associate Member)

P.O. Box 44487-00100

Kisumu, Kenya

info@africanbicyclenetwork.org

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Authors: African Bicycle Network: Luuk Eickmans, Imelda Nasei

Reviewers: UN-HABITAT: Christian Schlosser, Daniel Mann, Yvonne Kunz

Editor: Roman Rollnick

Design & Layout: Irene Juma

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Preface

UN-HABITAT, in cooperation with the African Bicycle Network (ABN) and the German International Cooperation (GIZ), organized an Expert Group Meeting on “Sustainable Mobility for African Cities. Promoting non-motorized transport options and compact cities as complements to public transport” on October 7th in Dakar, Senegal. The meeting was

an action oriented forum to share experiences and innovative solutions for addressing policy challenges related to sustainable urban transport systems. The meeting was attended by experts on sustainable mobility matters from International Organizations, Non-Governmental Organizations (NGO), Private Sector and Civil Society.



Separated bicycle lane in Accra, Ghana. Photo © Cycling out of Poverty



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Abbreviations

ABN	African Bicycle Network
BEN	Bicycling Empowerment Network
BSPW	Bicycle Sponsorship Project and Workshop
BRT	Bus Rapid Transit
CAN	Cycling Academic Network
CCE	Centre for Cycling Expertise
CSIR	Council for Scientific and Industrial Research
FABIO	First African Bicycle Information Organization
GIZ	Gesellschaft für Internationale Zusammenarbeit (German International Cooperation)
I-CE	Interface for Cycling Expertise
ITDP	Institute for Transportation and Development Policy
MTA	Monrovia Transport Authority
NGO	Non-Governmental Organizations
NMT	Non-Motorized Transport
PABIN	Pan Africa Bicycle Network
UATP	Union Africaine des Transports Publics (African Union for Public Transport)
UN-HABITAT	United Nations Human Settlements Programme



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Avoid congestion. Photo © C.Schlosser/ UN-HABITAT.



Introduction

Functioning transportation networks are a key element for cities and towns across the globe and are a precondition for economic activity and social participation. In addition to its importance as an urban service in terms of moving people and goods, the transport infrastructure and service sector itself is a significant generator of wealth and employment. However, the economic and social benefits of urban transport are frequently accompanied by negative side effects such as congestion, social exclusion, accidents, air pollution and energy consumption.

Since the mid-20th century, the negative side-effects of urban transportation have become particularly apparent in the metropolitan areas of developed countries. Rising car traffic volumes are increasingly causing loss of economic productivity, environmental degradation and affect overall quality of life in cities. In developing countries, rapid urbanization and motorization in combination with insufficient investment in infrastructure have led to similar problems, often exacerbated by urban poverty and social exclusion. In the face of a rising global population, continuing urbanization and the emergence of meacities. there is heiahtened uraency to

development, the practical work places particular emphasis on promoting effective answers to the challenges of the rapid urbanization process in developing countries and the needs of the urban poor. At the same time, urban transport policy all over the world has to substantially contribute to solutions addressing global warming. The central task is to encourage transport policies and investments that contribute to improved urban productivity, living and working conditions for urban residents by catering for their mobility needs in an economically efficient, environmentally sustainable and socially inclusive manner.

To work towards sustainable urban transport systems, five key thematic areas can be identified (i) Linking transportation to urban planning to reduce motorized trips, (ii) Non-motorized transport infrastructure, (iii) Public transport systems (iv) Car traffic demand management and (v) Vehicle and fuel technologies and efficiency.

The Expert Group Meeting on “Sustainable Mobility for Africa Cities: Promoting non-motorised transport options and compact cities as complements to public transport” brought together representatives from key agencies,

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