

People and Mobility

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



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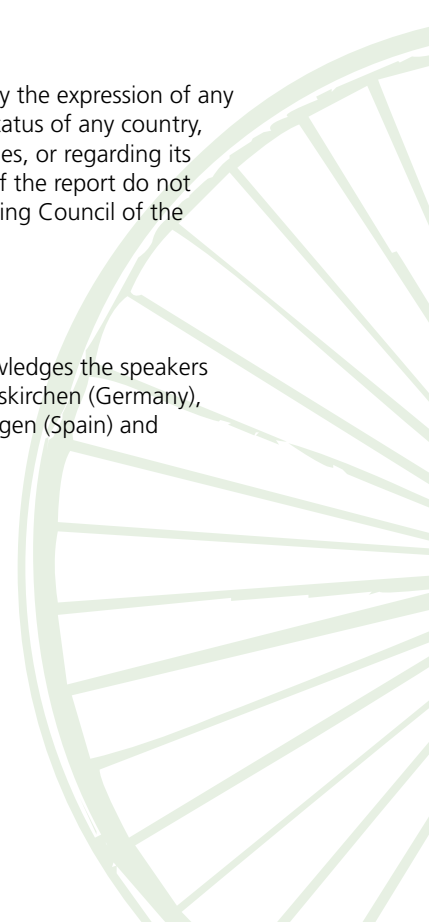
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Preface

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

| | |
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| 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 |



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 megacities, there is heightened urgency 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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