

Low-Cost Mobility Design Standards for Urban Roads in Sub-Saharan Africa

Tom Opiyo

African LCM Design Guidelines Expert Group

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Order of the presentation

- Introduction.
- Low-Cost Mobility Modes in SSA cities.
- Slides on typical road conditions in SSA cities.
- Why we need African Design Standards.
- What we have done.
- Slides on "What works, and What doesn't"
- Challenges Ahead.
- Way Forward.

Introduction

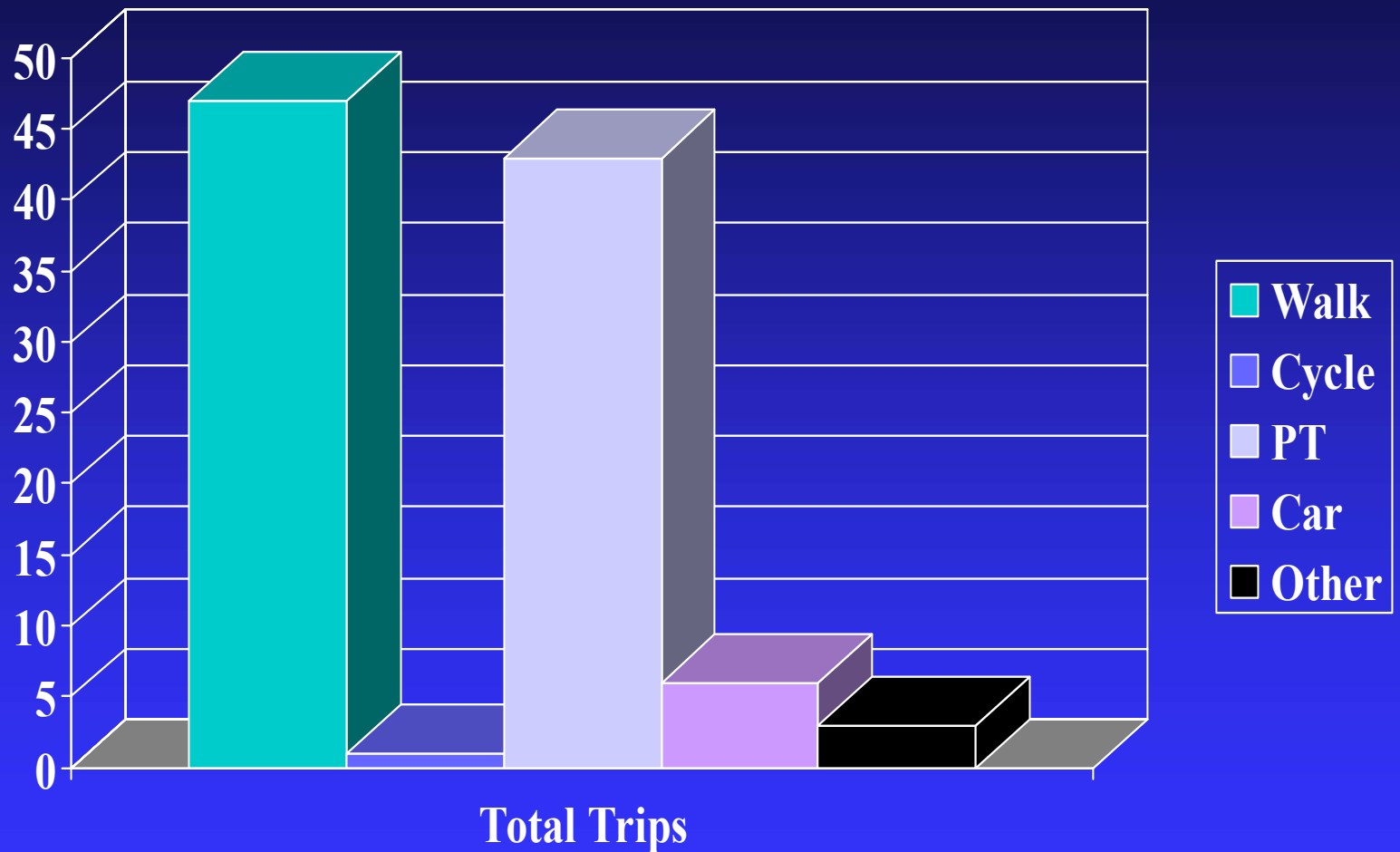
- This initiative was started within the UN-Habitat/UNEP Sustainable Cities Program.
- Members (Champions) are from: Cameroon, Ethiopia, Ghana, Holland, Kenya, Malawi, Nigeria, RSA, Tanzania, Uganda, Zambia, and Zimbabwe.
- The Expert Group Members are mainly Engineers with training and experience in road engineering.
- Active in public service, consultancies and academics.

Low-Cost Mobility Modes

1. Public transport
2. Cycling
3. Walking

Integration is important.

Share of Low-Cost Mobility in Typical Large African Cities



LCM: Modal Share and Infrastructure

- The LCM modes typically cater for at least 90% of the travel demand:
BUT largely not catered for in terms of (dedicated) infrastructure.
- Cycling is marginal in large cities (effectively locked out):
BUT substantial and increasing in Medium and Small cities.
- Car contribution is typically small:
BUT investments are car-biased.

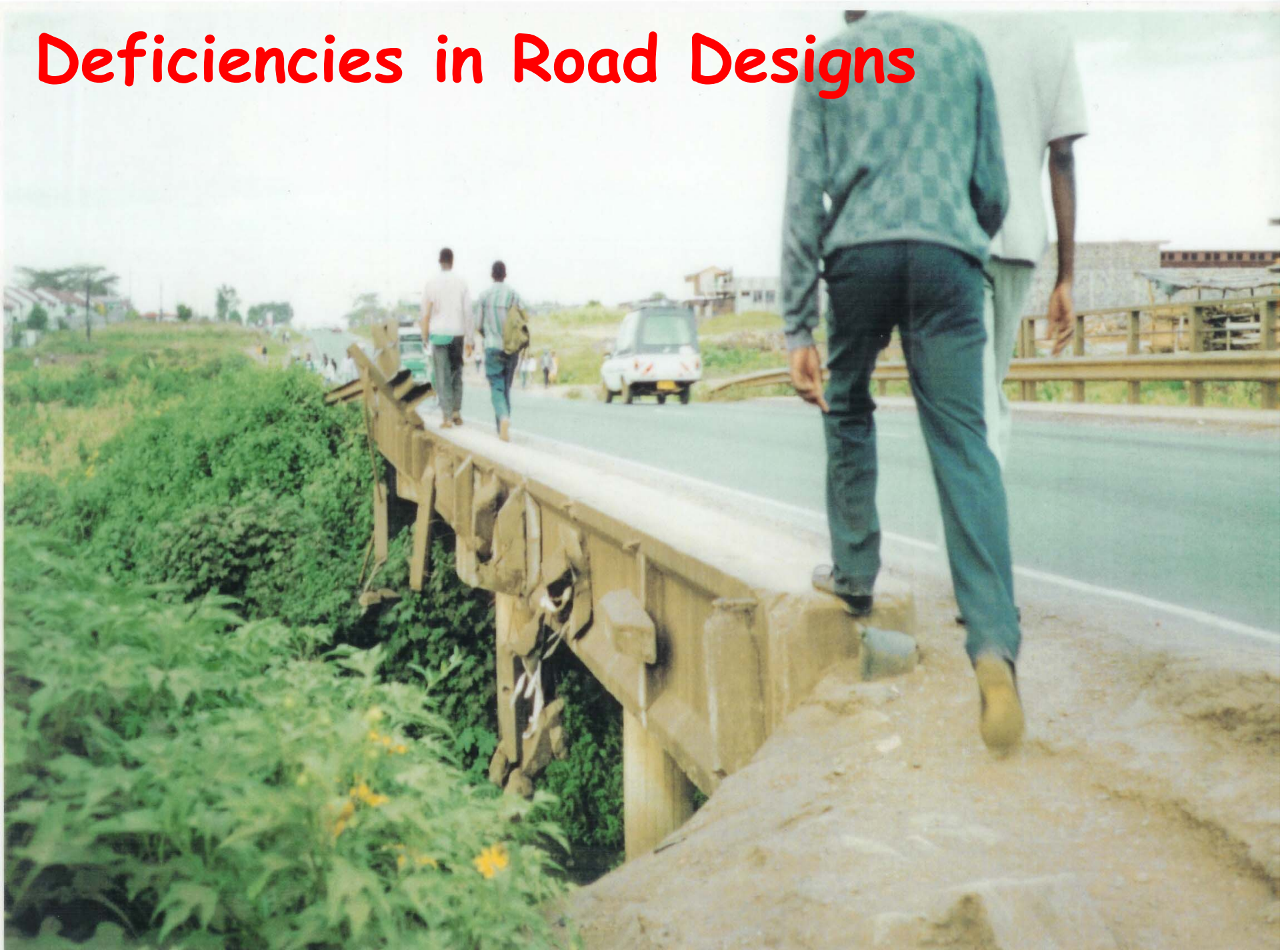
The "Human Train"



Roads are "Full of People"



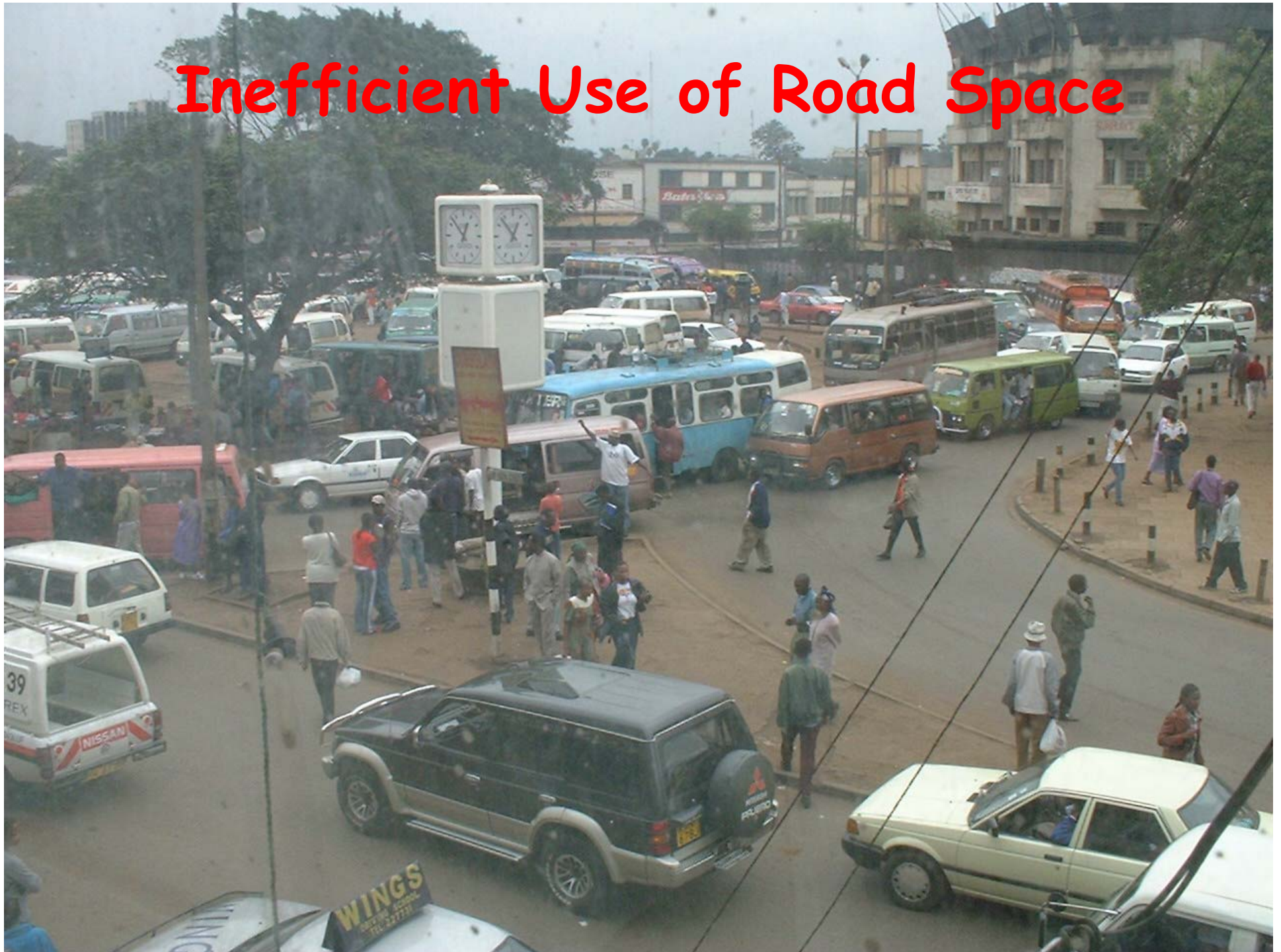
Deficiencies in Road Designs



Un-safe Roads



Inefficient Use of Road Space



Street Trading



Street Trading



Why we need African Design Standards

1. There are no standards which comprehensively address our typical road conditions, nor LCM.
2. There is need for harmonisation of road designs: all sorts of designs exist - confusing designs leading to un-safe conditions.
3. For efficient use of road space: move as many people as possible at affordable cost, reduce congestion, and pollution.
4. To ensure the we get maximum value for money from investments in transport - many "white" elephants around.
5. For use as a quality assurance tool.

What we have done

- Country experiences collected.
- Expert group established,
website: www.scp-mobility
- Preliminary design principles and road layouts discussed (including at Velomondial 2006).

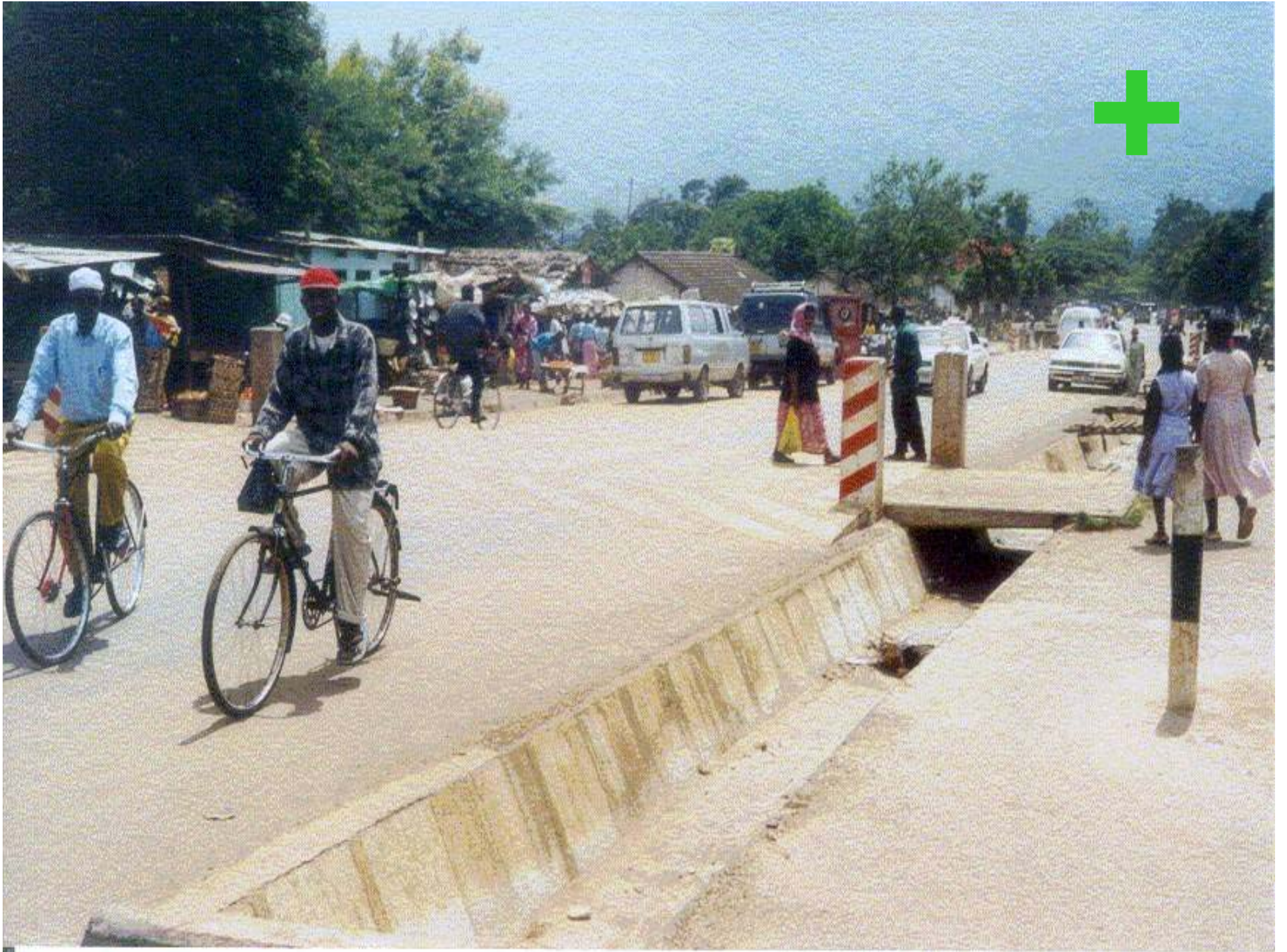




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Kwesi Kwenda











Challenges Ahead

1. Acceptance and Adoption of the Standards.
 - Stakeholders
 - Demo projects
2. Support: Personnel; Knowledge; Institutional; and Financial.
 - Networking
 - Collaboration.
3. Coordination of the Expert Group.
 - e-group discussions and web site
 - Periodic meetings

Way Forward

1. Consultations and engagement with
 - National Governments and Regional Economic Communities
 - Other key stakeholders
2. Collation and dissemination of experiences and good practices, including demo projects.
3. Mobilization of resources.
4. Organization of National and Regional meetings.

THANK YOU FOR YOUR
ATTENTION