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SUSTRAN PROMOTING SUSTAINABLE TRANSPORT SOLUTIONS FOR EAST AFRICAN CITIES



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THE URBAN MOBILITY CHALLENGE

- **Mobility flows** is one of the key dynamics of urbanisation, with the associated infrastructure constituting the backbone of urban form.
- Urban planners have largely focused on facilitating urban mobility by investing in **new and expanded infrastructure for private cars**.
- The **costs** of car-dependent development include:
 - urban sprawl;
 - air and noise pollution;
 - climate change;
 - road traffic accidents;
 - community severance.

Shibuya Crossing, Tokyo © Shutterstock

NEED FOR A PARADIGM SHIFT

- Access is the ultimate objective of all transportation.
- Focus on the human right to equitable access to destinations and opportunities.
- Strengthen enabling and developmental role of transportation within cities.
- Review the relationship between urban form and mobility.
- Support sustainable modes of transportation, i.e. public and non-motorized transport.
- Efficient and high-capacity public-transport systems are the backbone of sustainable urban mobility.

Building wider roads is not the solution to congestion.

NEED FOR A PARADIGM SHIFT

- Public and non motorized transport are the most **effective** mode of urban passenger transport.
- Investments required for urban public transport services can be **prohibitive**.
- Spending on roads remains higher than on dedicated public transport infrastructure.
- **Urban planning and land use policies – together with transport demand and fiscal measures –** can encourage a shift in transport behaviour towards public transport.

EAST AFRICA'S MOBILITY CHALLENGES

- Deteriorating air quality
- Increasing Road fatalities
- Environmental degradation
- Increasing congestion-loss of productive time

Unprecedented urban population growth

Private motorization rates increasing

Increasing competition for road space

Kampala © Regina Orvananos

PROMOTING SUSTAINABLE TRANSPORT SOLUTIONS FOR EAST AFRICAN COUNTRIES

- **Goal:** Create the technical and institutional basis for implementing metropolitan sustainable transport networks.
- **Technical basis:** Establish a demonstration corridor for sustainable urban mobility.
- **Institutional basis:** Building Awareness, understanding, skills in public institutions, civil society and other stakeholders.

Upgrade transport systems

Non motorised transport infrastructure

Apply travel demand management

PROJECT COMPONENTS

1. **Technical assistance** and institutional support for the development of a comprehensive sustainable metropolitan transport system

2. **Planning and detailed design** for implementation of a demonstration sustainable transport corridor featuring BRT, NMT and TDM measures

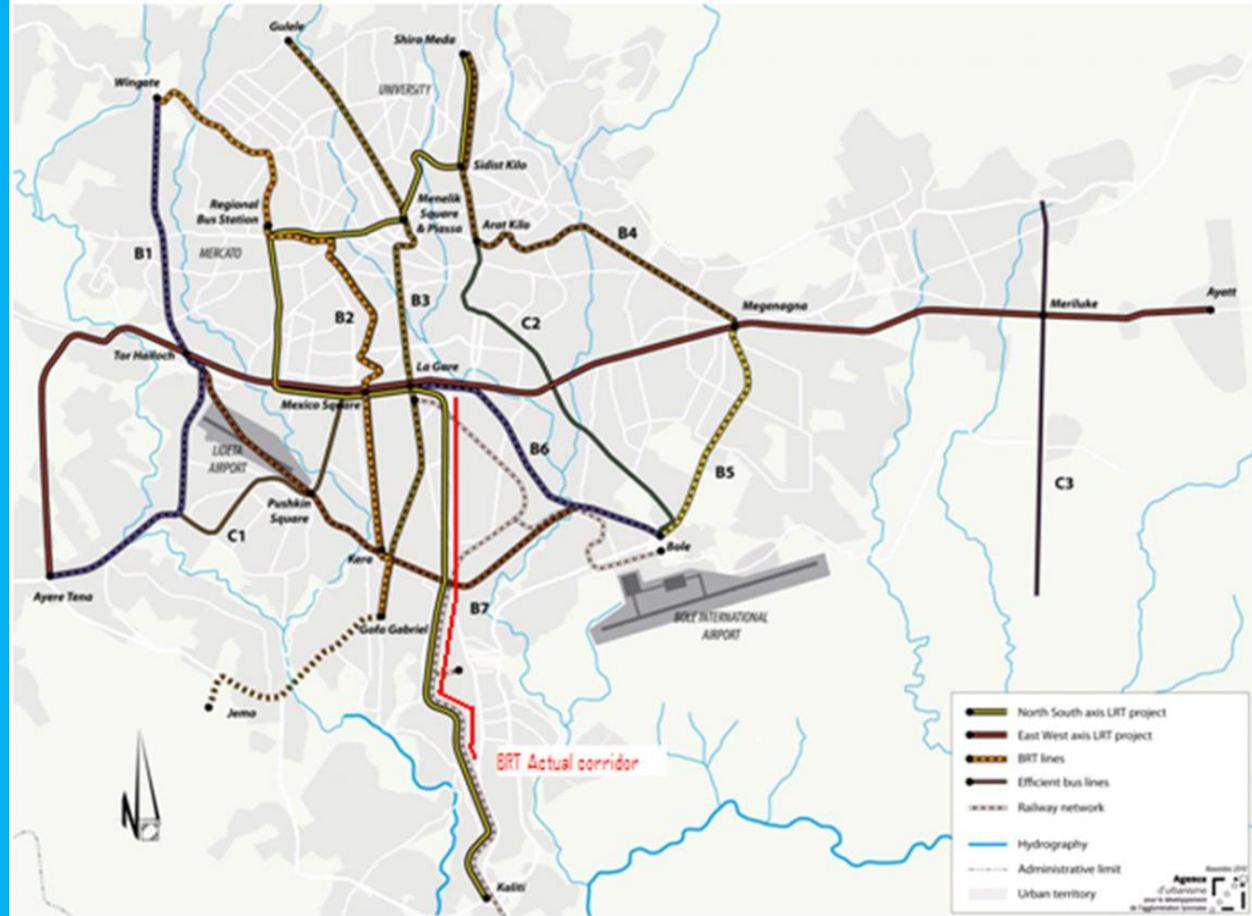
3. **Feasibility** of application of clean vehicles and fuel technology initiatives

4. **Regional capacity building**, awareness raising and networking

ADDIS ABABA

Objectives

- Develop a public transport network
- Prioritise mass rapid transit (BRT/ LRT)
- Implement bus priority/ bus lanes
- Improve level of service and coverage

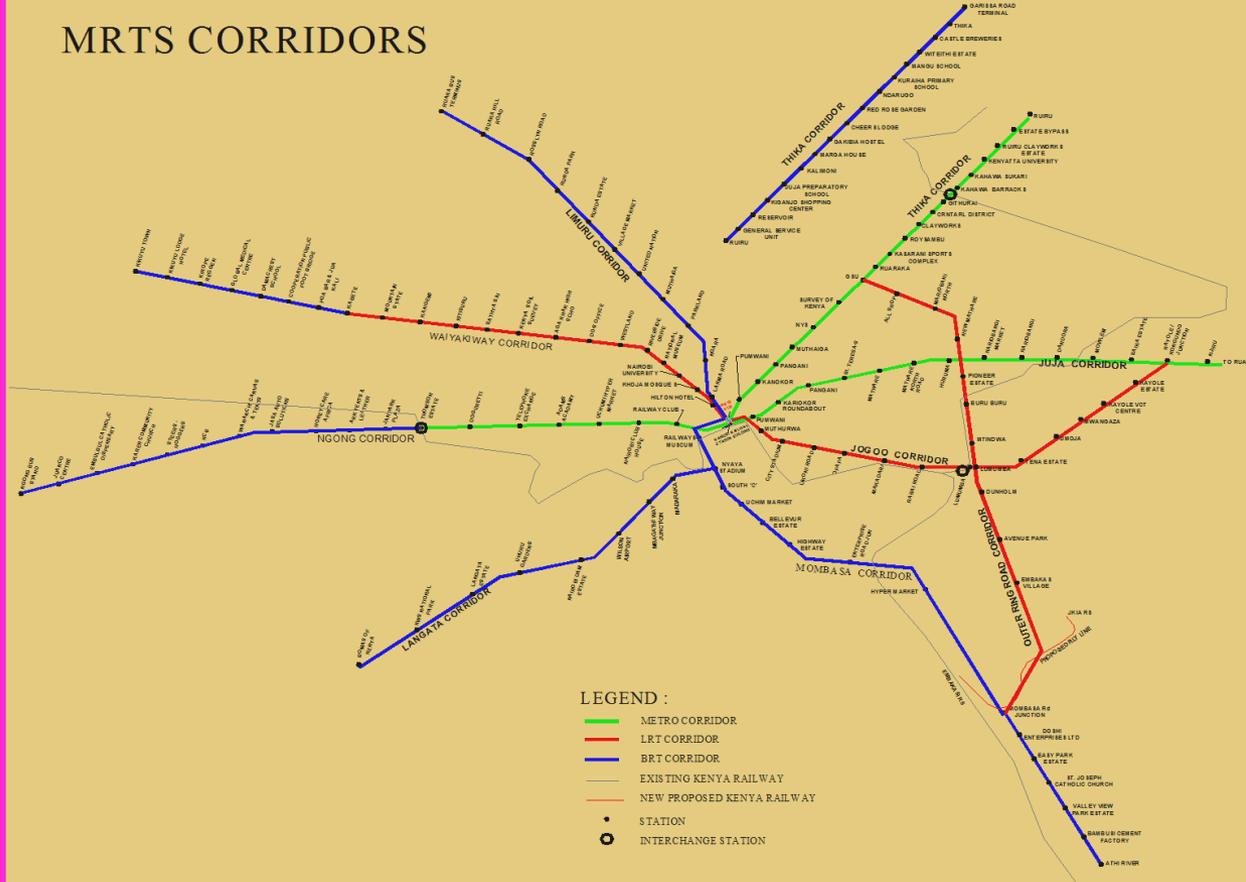


NAIROBI

Process

- Stakeholder consultative workshops/meetings on work plan
- Consensus on work plan and institutional anchoring
- Discussions with development partners on financing and partnering opportunities
- Launch of the MRT's feasibility report
- Value engineering exercise
- Pilot corridor

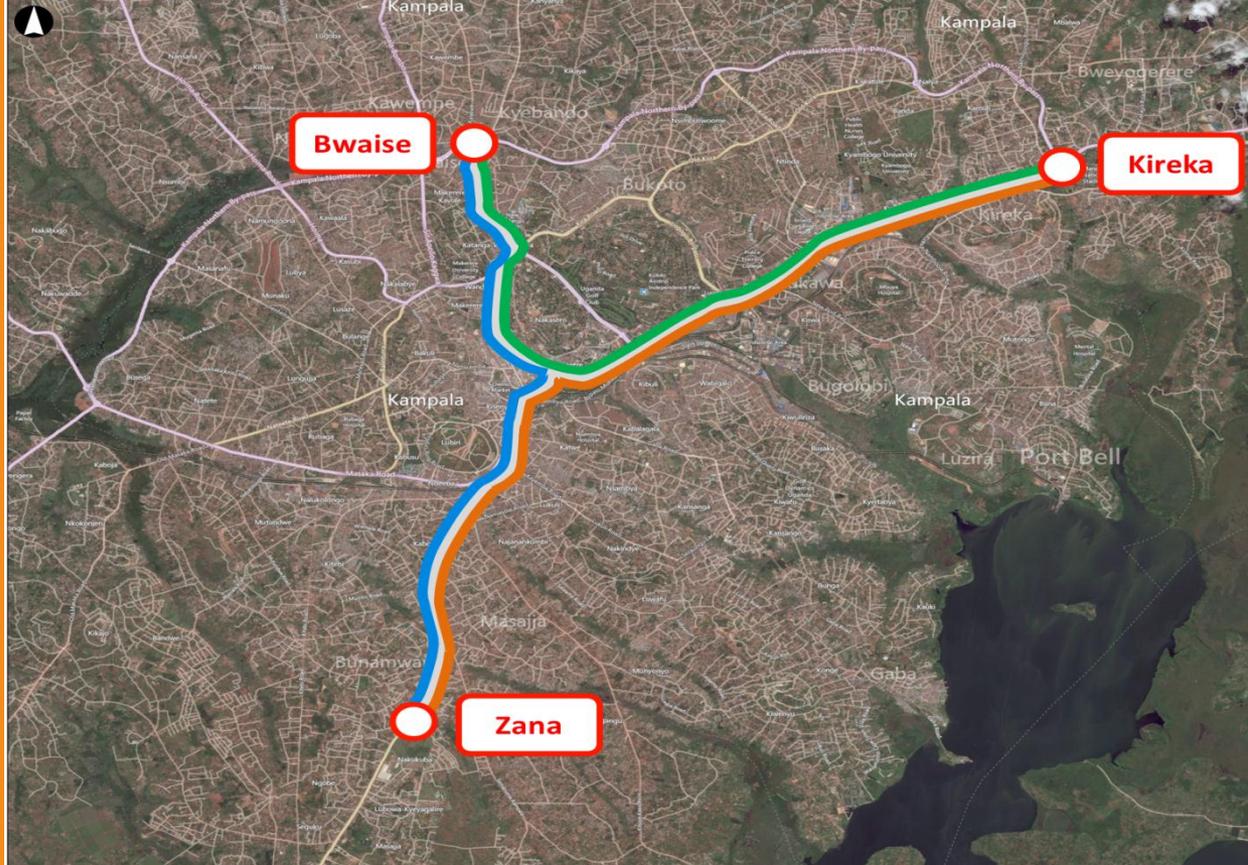
MRTS CORRIDORS



KAMPALA

Improve traffic Management

- Complete redesign of the right-of-way
- Separate bays for parking, loading & unloading
- Key junctions: traffic lights and separate lane for right-turns
- Introduce one-way traffic in the city centre
- Key to success: a Transport Authority or BRT Agency for realising the project and managing the operation.



BROAD ROAD MAP FOR SUSTRAN PLANNING PROCESS

2011-12
Corridor selection;
Design process

2012-2013:
Designing and institutional structures

2013-14:
Marketing & Communication plans;
Operators engagement;
Business planning

2015-2016:
Execution of various contracts

2015
Construction

ACCOMPLISHMENTS

Building local capacities

- Future **Transport Authority** in Addis Ababa building capacity through ongoing technical support in **BRT, NMT, TDM** and supporting policies
- **Technical review** of existing dedicated lane is nurturing the planning of the future BRT corridor in Addis Ababa
- In Kampala, local authorities are currently developing own NMT proposals and requesting more support and **capacity building**
- **Feasibility study** reviews and value-engineering exercises by SUSTRAN are orienting the path for MRTs interventions in Nairobi

Community outreach and Participation

- Continuous promotion of **community participation**, started with initial consultation meetings and is progressively **building awareness**

Holistic approach to urban mobility

- **Integrating** transport planning with **City Master plans** and urban development initiatives UN-Habitat supporting transport planning with urban planning and related expertise
- Initiatives by other donors are aligned to SUSTRAN recommendations

谢谢

Thank You!

For further information: rahab.mundara@unhabitat.org (Urban mobility unit)



Urban Equity in Development -
Cities for Life



Save the date

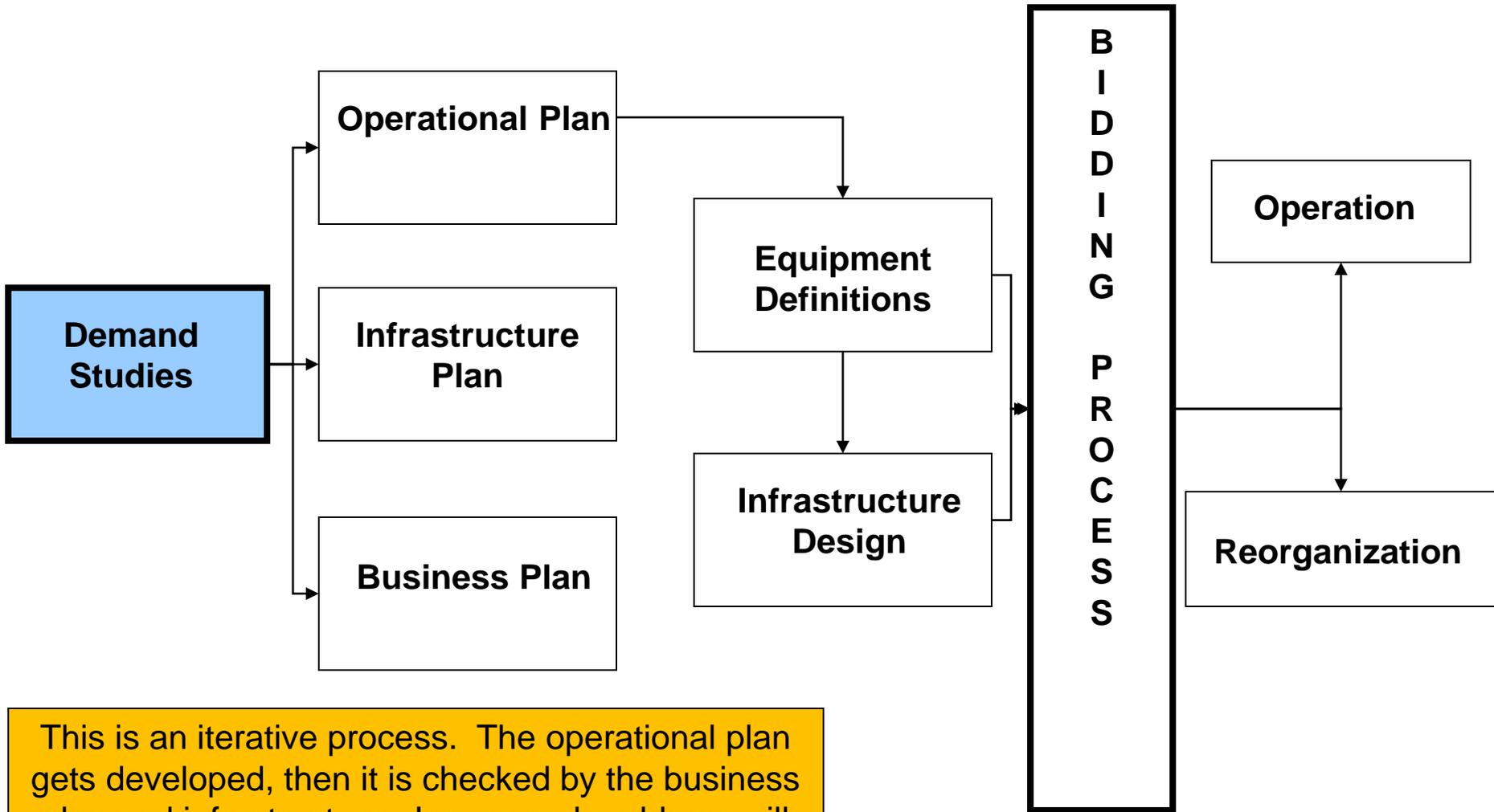
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This is an iterative process. The operational plan gets developed, then it is checked by the business plan and infrastructure. Issues and problems will arise and they will be taken back to the operational plan to modify.

Implementing partners

- First African Bicycle Information Organisation (FABIO)

German International Cooperation Agency (GIZ)
Institute For Transportation and Policy Development (ITDP)
Transport Research Laboratory (TRL)

Project partners

- Kenyan Ministry of Transport
- Kenya Urban Roads Authority
- Kenya National Highways Authority
- Nairobi County
- Kenya Railways Corporation
- Kenya Bus Service
- KIPPRA
- Kampala Capital City Authority
- Ugandan Ministry of Finance
- Uganda National Police
- Ethiopian Ministry of Transport
- Addis Ababa Transport Authority
- Anbessa City Bus Service Enterprise
- Addis Ababa Municipality
- UNECA
- Planning & Economic Development (GEF Focal Point)

Addis Ababa Transport Bureau (focal point for government in Ethiopia)
Kenyan Urban Roads Authority (focal point for government in Kenya)
Ministry of Works and Transport, Uganda (focal point for government in Uganda)

Funding partners

- French Development Agency; World Bank
- JICA
- EU
- Ethio-French Cooperation

African Development Bank (AfDB)