

**CODATU XV – The role of urban mobility in (re)shaping cities
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MOBILITY AND ACCESS TO THE « CITY » IN SUB-SAHARAN AFRICA

Mobilité et accès à la ville en Afrique subsaharienne

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Purpose of the paper

- Limited literature on urban daily mobility
- Most studies focus on transport supply analysis
- Few comparative analyses of empirical results

Purpose

- To identify common characteristics and differences in daily mobility patterns in French-speaking West and Central Africa
- To show evidence of the key role of mobility issues for urban and social development

Presentation outline

1. The data: household travel surveys and interviews
2. The context of daily mobility
3. Daily mobility patterns
4. Spatial features of mobility
5. Conclusion

1a. Data

Six household travel surveys

Ouagadougou (1992), Bamako (1993), Niamey (1996),
Dakar (2000), Conakry (2003), Douala (2003)

Sampling using a spatial stratification

Various sample sizes

- *the smallest*, Bamako - 251 households
(1 700 individuals + 13 years old)
- *the largest*, Dakar – 2 301 households
(8 658 individuals + 13 years old)

Semi-directive interviews

Daily mobility, livelihood activities, financial resources,
perception of modes of transport

1b. Data

Household travel surveys: similar methodology and a large set of comparable questions

At the home of the households

Household questionnaire: hh residential attributes, demographic composition, access to basic services (Conakry, Dakar, Douala)

Individual questionnaire (+13 years old, except Conakry, Douala: +10 years old):

- socio-demographic characteristics, professional activity, income (except Bamako), transport expenditure
- collection of all trips undertaken the day before, including short distance trips on foot

2a. Context: urbanization

Some common trends:

- ✓ Continuous population growth
- ✓ Continuous expansion of urban areas with low densities
- ✓ Distant unplanned settlements accommodating most of the population growth
- ✓ Lack of public services such as education and healthcare, few job opportunities near the homeplace
- ✓ **Lack in urban planning**

2b. Context: public transport

Large variety of vehicles

| | Bamako | Conakry | Dakar | Douala | Niamey | Ouagadougou |
|--------------------------------|--------|---------|-------|--------|--------|-------------|
| | 1994 | 2003 | 2000 | 2003 | 1996 | 1992 |
| Motorbike-taxi | | | | ● | | |
| Shared taxi | ● | ● | ● | ● | ● | |
| Minibus (18-20 seats) | ● | ● | ● | ○ | ● | |
| Midibus (35-40 seats) | | | ● | ○ | | |
| Large bus (registered company) | ○ | ○ | | ○ | ○ | ○ |

Transport services are...

- ✓ ...insufficient in quantity and quality (especially during peak hours and off the main corridors)
- ✓ ...expensive

2c. Context: private transport

Motorised two wheelers:

Various situations

Dakar & Conakry

VS

Ouagadougou, the city of
motorised two wheelers

Private car:

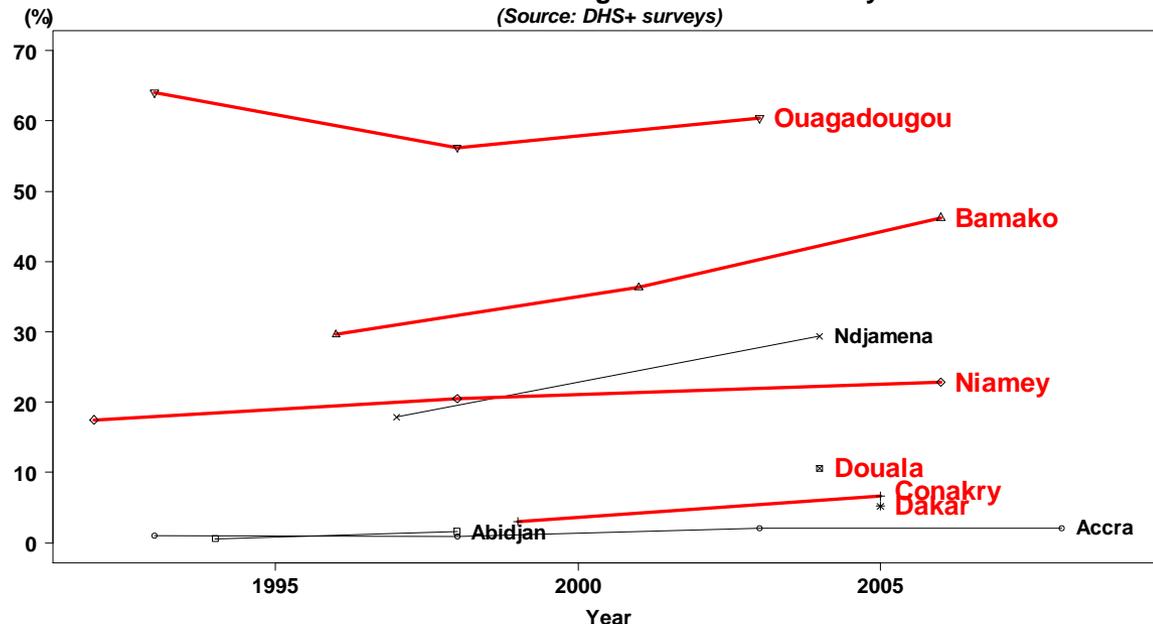
Similar trends

Cars are owned by a
minority of households

⇒ Lack of public and private
alternatives for motorised
mobility

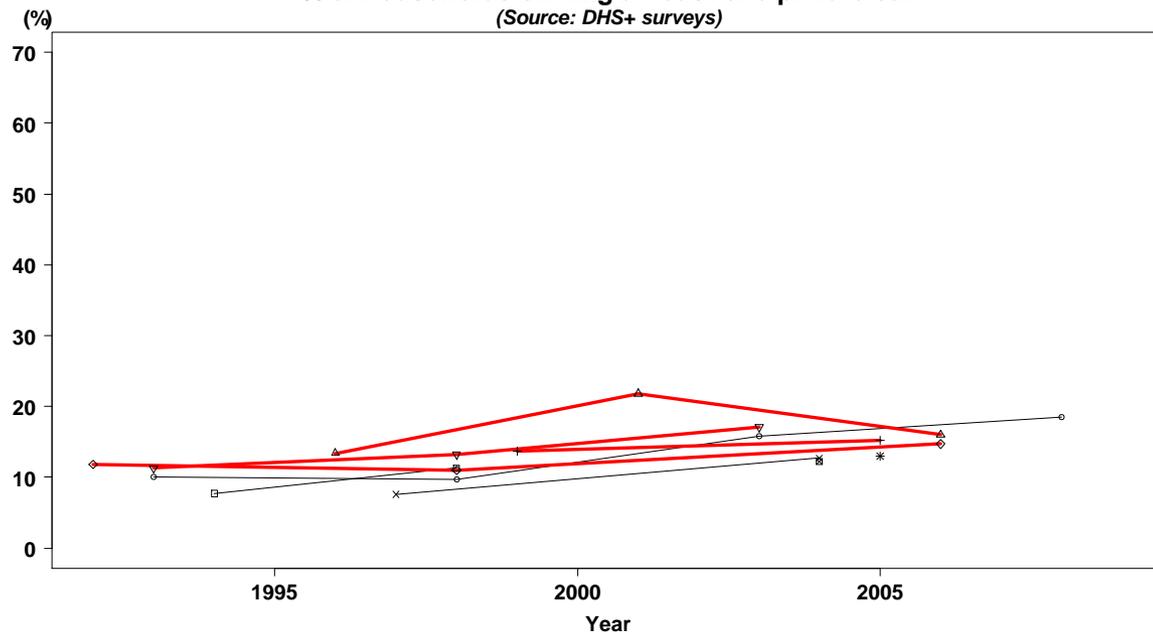
% of households owning at least one motorcycle

(Source: DHS+ surveys)



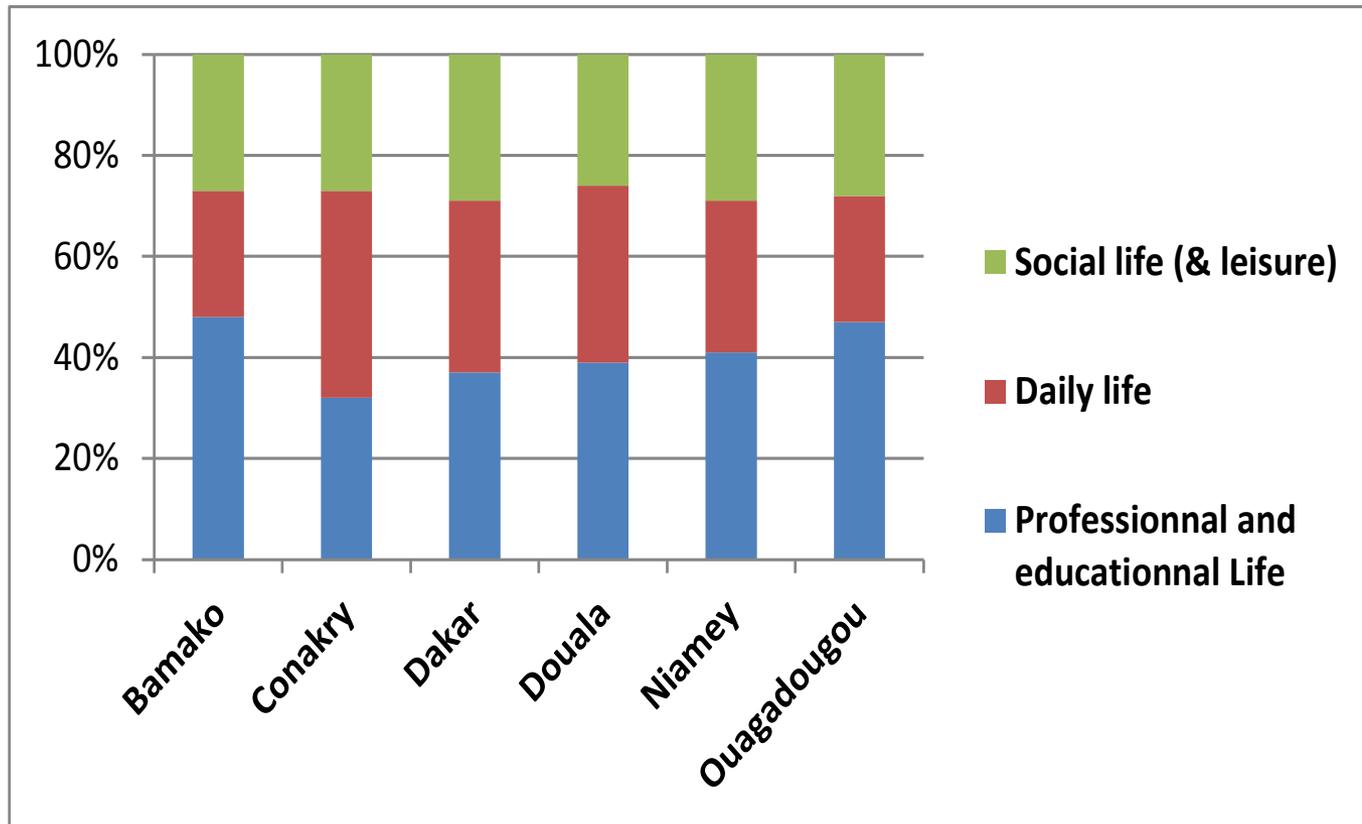
% of households owning at least one private car

(Source: DHS+ surveys)



3a. Daily mobility patterns: To travel, a necessity

Most out-of-home activities are constrained, economically or socially

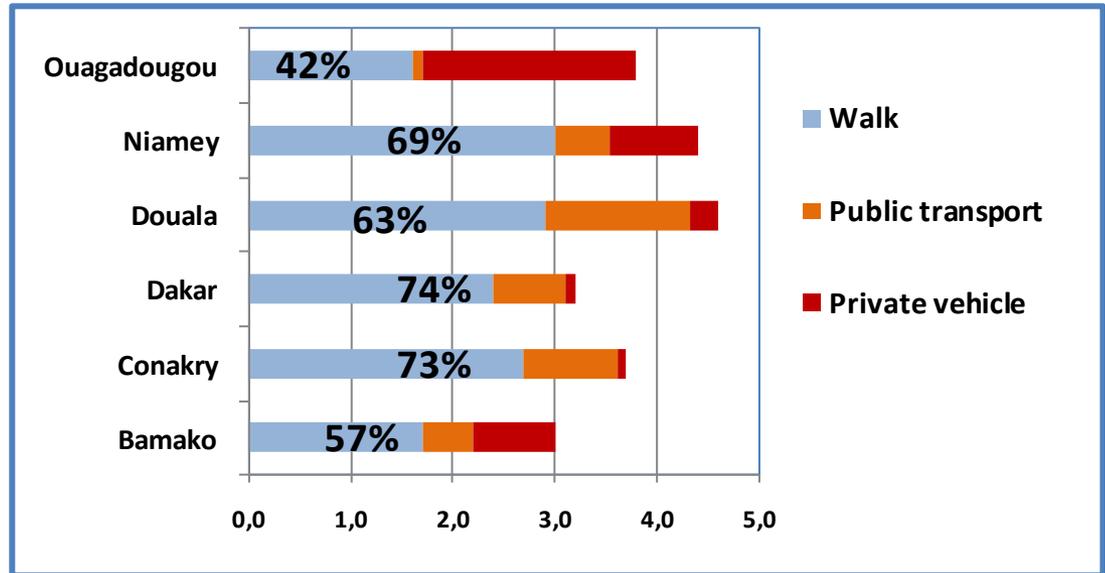


Source: Hh Travel Surveys

3b. Daily mobility patterns: Frequent and constrained trips

- ✓ High levels of mobility
3.0-4.6 trips/day
- ✓ High travel time budget
 - 1 h: Dakar, Bamako, Niamey
 - 1,5 h: Conakry, Douala
- ✓ Lowest level of mechanized trips:
Conakry and Dakar
- ✓ To travel is costly:
Mobility accounts for 15% to 20% of household budget

Number of daily trips per person

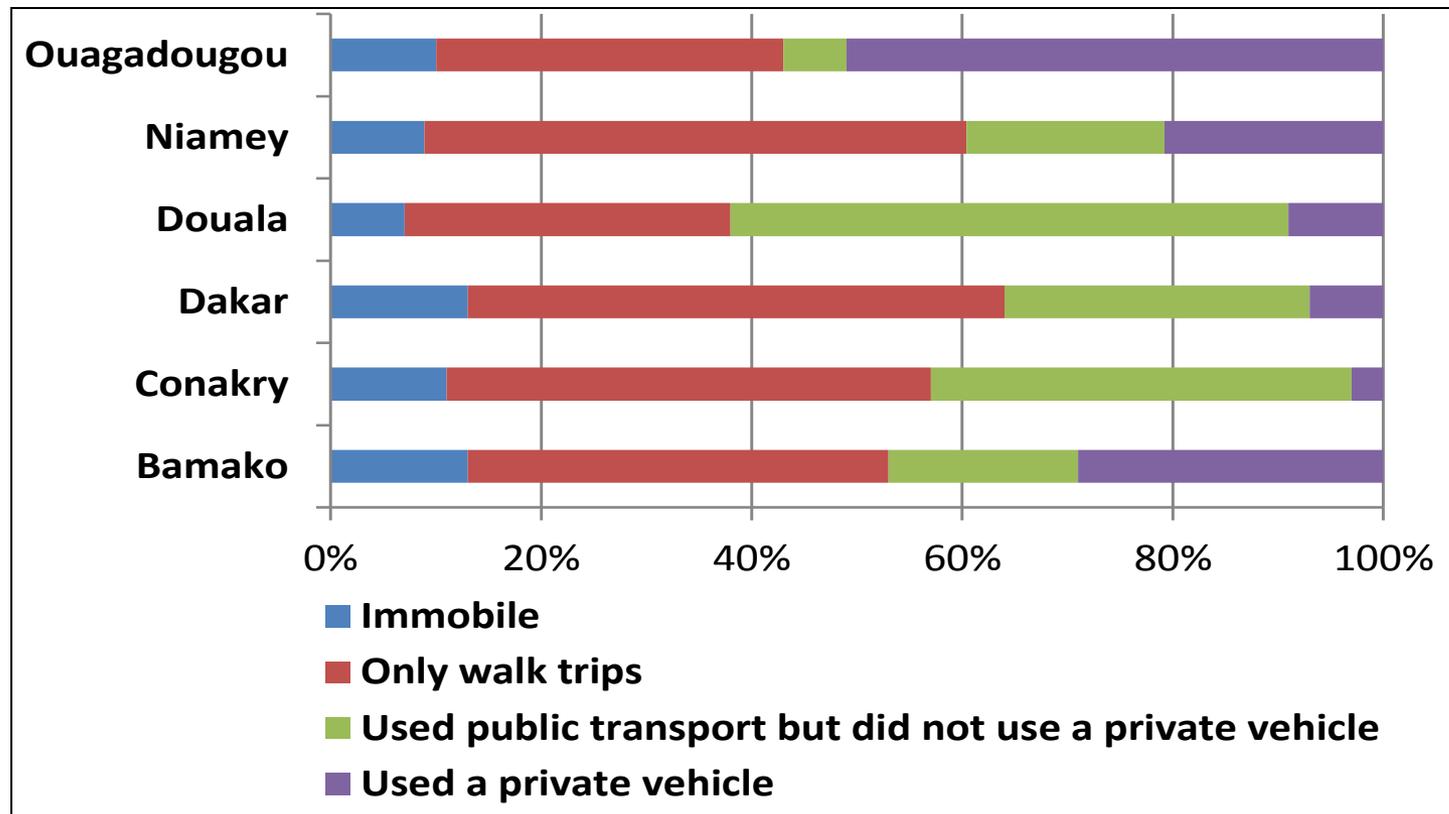


Source: Hh Travel Surveys

3c. Modal features: No other choice than walking

✓ Walking for the majority of people

✓ “Modal profile”: between 38% (Douala) and 62% (Dakar) of city-dwellers do not use any mechanized mode of transport



Source: Hh Travel Surveys

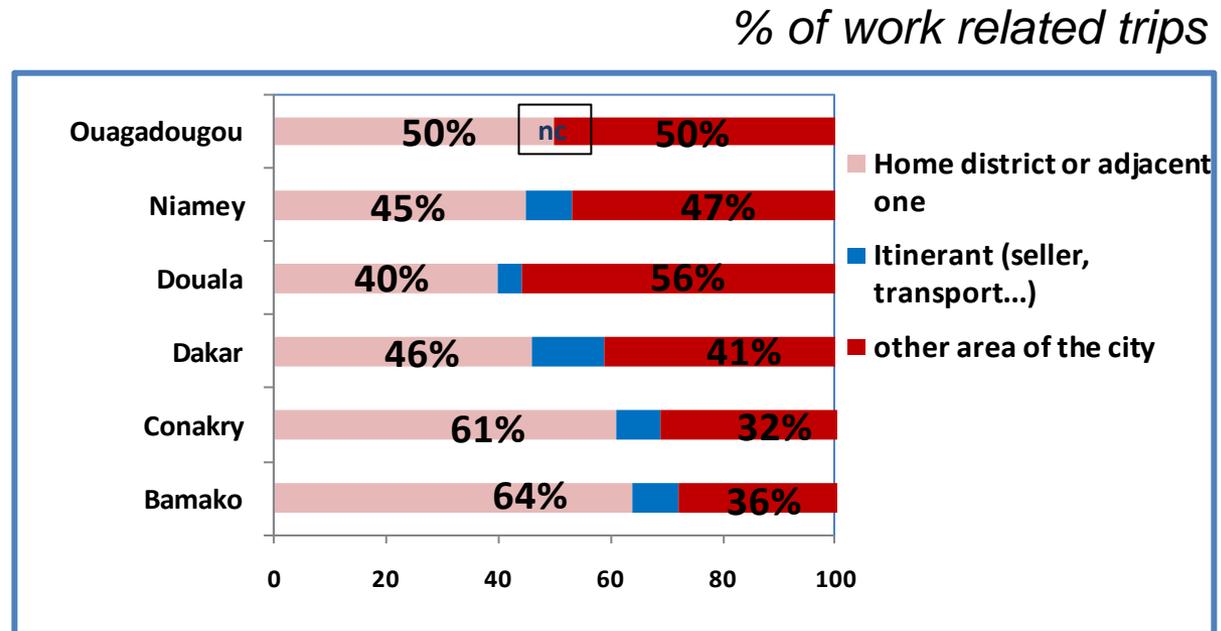
3d. Modal features: No other choice than walking

- ✓ Most trips on foot are short-distance trips in the neighbourhood
- ✓ But long distance trips on foot may be frequent
 - 9% (Dakar) - 19% (Bamako) of pedestrian trips take at least 30 min.
 - 6% (Ouaga) - 23% (Dakar) walk to go to work “in the city”

“I walk along the Conakry-Niger railway tracks to get to work [5 km from home] and to get back home every day. I have no constraints except that my salary means that I can’t afford to pay for a ride to work” (45-years-old watchman, Conakry)

4a. Spatial features of mobility: Attractivity of the city centre

Spatial organisation of cities: concentration of administrative and commercial activities, specific services, job opportunities in the central area

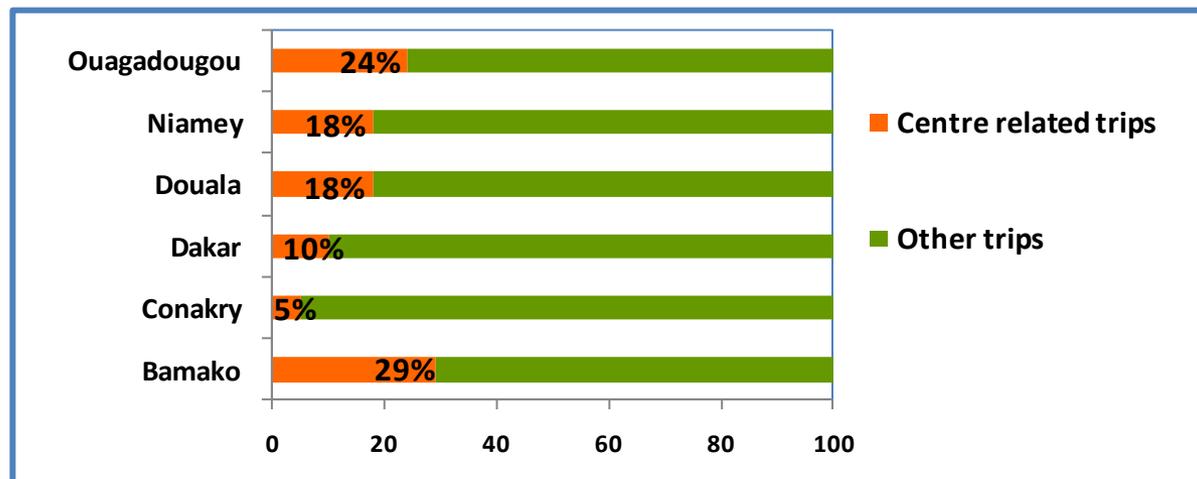


Some activities generate more benefits when located in the city centre even once deduced the cost of transport

“You can always sell in your own district, but you can’t be sure of finding as many customers as at the large markets” (rice vendor, Conakry)

4b. Spatial features of mobility: Restricted access to urban resources

Many urban residents rarely access to the central parts of the city...



...especially the poor, as a consequence of personal constraints (e.g. child care for working women) and transport barriers (cost of transport, traffic jams)

“It was clear to me that I could sell doughnuts in the city, but transportation is expensive, so it’s not easy to get around, and that would cut into my income...”
(unemployed mason’s assistant who is currently “getting by” by making doughnuts at the local market, Douala)

“If not for the problem of transportation, I’d go to the central market like everyone else to sell my fabrics to customers” (30-year-old seamstress, Douala)

Conclusion: The role of transport issues in urban and social development

Vicious circles: survival behaviours

- ✓ Low productivity
- ✓ Weakening of social bonds
- ✓ Persistence of spatial poverty traps

Virtuous circles: and yet they move!

- ✓ Resourceful daily mobilities
- ✓ Inventive usage of vehicles

Squaring the circles: the unsustainability of *laissez-faire*