Thème: Plan the two wheels for a sustainable urban mobility in Lome in 2030

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The poverty and urban crisis predispose the populations of Lomé to a massive use of two wheels: Private and taxis motorbikes.

Togo want to be an emerging country in 2030.

A city that wants to be modern in 2030 can not plan economic development without public transport and sustainable mobility.

What is the situation of transport in Lomé? How to plan urban mobility to have good articulation between taxis-motorbike and public transport in 2030?
1- Fast urban growth of Lome

- demographic growth from 1897 to 2010
### Projection of the population of Lome in 2030

<table>
<thead>
<tr>
<th>years</th>
<th>2010</th>
<th>2015</th>
<th>2020</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pop (en million)</td>
<td>1,477,1</td>
<td>1,788,1</td>
<td>2,173,1</td>
<td>3,259,1</td>
</tr>
</tbody>
</table>

Source: DGSCN, 2014
Spatial dynamique of Lomé
2- The current situation of urban transport in Lomé

- The anarchistic urbanization did not permit a good allocation of the lands to build urban and transport infrastructure
- Domination of walk and the two wheels but any infrastructures for pedestrians and cyclists
- Narrow and encumbered Street by the motorbikes and paratransit
- There is no urban transport plan (PDU)
- Motorbikes are very implied in the traffic accidents and environmental pollution
- Private motorbikes and bicycles
- Taxis motorbikes
- Walking
- Shared taxis
- SOTRAL (public transport)
- Privates cars
4- Massive use of motorbikes by those who are Excluded from the automobile

> Registration graphic of the motorbikes from 1990 to 2010

*Source: A partir des données de la DTRF*
The importance of two wheels in the traffic

Source: A partir des données de ITI, Ministère de l’Equipement et des Mines, 2011
- Massive use of private motorbikes

- To go daily to work
- To go shopping in the city
- To traverse long distances sometimes (50 or 100 km)

- Workers of public service, officer
  - Law income population
  - Middle class population
  - Junior executive

- Informal activities
  - The tradmen
  - The craftsmen, etc.

Istanbul, du 2 au 5 février 2015
Private motorbikes parking

Istanbul, du 2 au 5 février 2015

Source: Guézéré, 2011
Taxi-motorbike, « Oléyia », a answer to the urban transport crisis in Lomé

- Men
- Students
- Apprentices/Manœuvres
- Wemen
- Middle class populations/sallers

4 means reasons explains the success of taxis motorbike

- Reduction of unemployment
- flexibility of their prices
- Service of enclosed districts
- service door to door

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Importance of taxi motorbike in the urban shared transport in Lomé

Répartition modale TC par liaison

Source: Enquête Usagers des Transports Collectifs à Lomé, LET, 2011
Socio-professional categories and means of displacement used

Source: AG7, DGIEU, 2011

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5- Which planning of transport in Lome for a sustainable urban mobility by 2030?

- Lomé will have 3,2 millions inhabitants in 2030; so motorbike planning is necessary
- it is urgent to start with the Urban Displacements Plan (PDU)
- Three great strategic actions to consider for implementation of this PDU:
planning of the roadway system

- The construction of the road infrastructures must integrate the cycle and pedestrian tracks;
- the planning of the crossroads and spaces of parking;
- To privilege the installation of the tracks pedestrians and the improvement of the conditions of displacement of the pedestrians;
Plan the integration of public transport and paratransit

- Reinforcement of the offer of bus of the SOTRAL by the means of a Private and Public Partnership
- Define public transport corridors
- Necessity to plan the setting of a Fast System of bus in 2030 (BRT)
- The planning of this public transport must integrate the shared taxis and taxis-motorbike
Plan the circulation and road traffic

- To make a good management of the request of transport
- Grant a significant place to the non motorized means of transport
- Reduce the access of the downtown area by the motorcycles to avoid his obstruction;
- plan spaces of parking;
- Have a better management of the regulation and road safety;

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To conclude

Urban Displacements Plan of the town is an urgent tool for Lomé

- It will make it possible to solve the problems of town planning and the urban transport in a prospect of sustainable urban mobility in 2030

- But one needs initially a political good-will; a serious engagement of decision makers for the development of this PDU

- There is great need of a public/private partnership and a call to an international co-operation for the realization of this planning
Thank you for your availability
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