

Ouagadougou

Institutional challenges tied to the creation of mobility policy



CODATU CONFERENCE - ISTANBUL
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GRAND LYON
la métropole



The City of Ouagadougou



- ✦ **Department of Road and Mobility Infrastructures:** in charge of traffic, construction and road maintenance in the city
 - Gradual development of a section for mobility, urban transport and road safety
- ✦ **Department of Engineering, Planning and Investments**
- ✦ **Department of Municipal Police:** in charge of the public space and urban traffic. Monitors safety in the City of Ouagadougou
- ✦ **Department of Construction and Town Planning:** planning and implementation of city policy in the area of town planning and urban development.

Cooperation with Lyon



The Lyon Town Planning Agency is a resource for public sector players in the Lyon metropolitan area.
(urban policies, urban planning, coordination & partnerships and observation).

Greater Lyon - Métropole and SYTRAL are building partnerships with several cities of the Global South.
The aim is to strengthen local authorities as leaders in their territory by developing exchanges and technical partnerships.

The agency is working for 9 cities of the Global South: Addis Ababa, Bamako, Ouagadougou, Porto-Novo, Rabat (Flap), Sétif, São-Paulo, Yerevan, Ho Chi Minh City, Vientiane and Curitiba.

In Ouagadougou, the Town Planning has been active for 8 years

Agenda 21, support in developing the Land Use Plan (POS), Support for the Mobility of Ouagadougou (PAMO)
Funding from Greater Lyon / AFD

On the PAMO, for 3 years the technical work has relied on various players

A team of 10 to 20 Ouagalais or Lyon technicians involved

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Ouagadougou

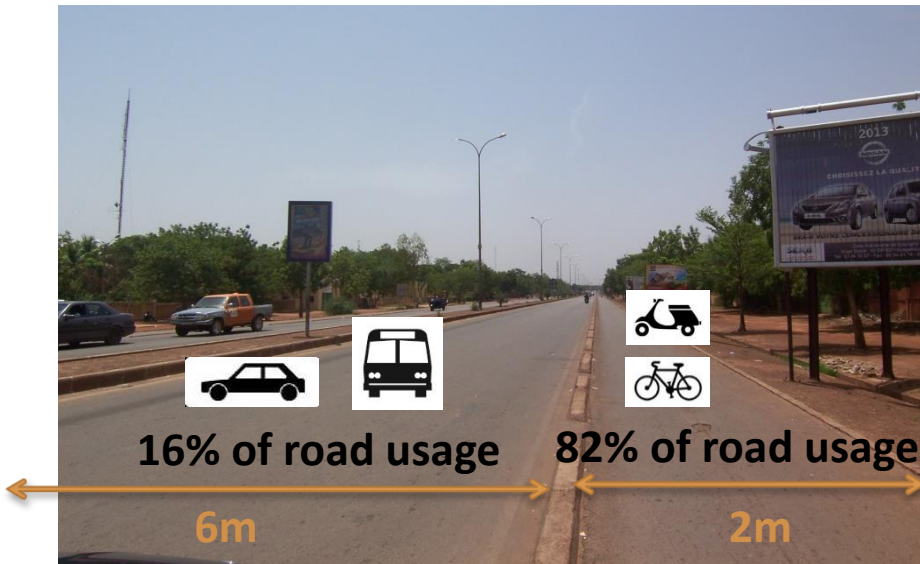


- Demographic growth amongst the highest in the region (4.4% annually between 2006 and 2012):
 - Less than 500,000 inhabitants in 1985 // 1.9 million in 2012
 - High rate of sprawl and low density (39 inhabitants/hectare)
 - Increased need for mobility due to greater travel distances
 - Hyper-concentration of economic activities in the city-centre and congestion
 - Huge increase in flows between 2011 and 2014 (20 to 100% growth, depending on the road)
- Specific aspect of the local situation: dominant present of two-wheelers
 - Two-wheelers represent over 80% of modal share (gradual disappearance of bicycles in favour of motorcycles), cars 15%, PT 5%
 - High impact on air pollution

Ouagadougou



Fast rise of motorcycles in Ouagadougou requires a rethink of road design



Institutional framework: actors of the transport sector



- **National level**

- 5 ministries involved (Infrastructure, Urban planning, Territorial administration, Finance, Justice)

- **Private actors**

- SOTRACO, a mixed public-private organisation for public transport in Ouagadougou (capital divided amongst private companies, the City of Ouagadougou and the Burkina Faso Fund for Economic and Social Development)
 - ✦ Continued operational difficulties for this company, following earlier experience with city-run operations and a concessionary operator.
 - Automobile Inspection Centre, associations and unions, driving schools...

Regulatory framework for urban transport



- Scattered organisation and chronic instability of transport policy in the different ministries
- Numerous provisions in legal texts which are sometimes outdated, covered in laws and regulations
- LOTT – framework law on land transport (2008)
 - Legal reference framework for land transport
 - Assigns broad range of action for the city
 - Many pertinent provisions but a lack of implementing decrees

Institutional framework: on the way to reform



- The City has shown commitment to taking leadership on issues of mobility within its territory
- 2012: Revival of the project to create a Public Transport Authority of Ouagadougou
 - Flexible structure (Municipal Establishment)
 - Framework for a concerted organisational strategy for the PTA, instituted in March 2014 by the City of Ouagadougou
 - Project to create an Urban Transport Development Fund to partly finance the PTA

Decentralized cooperation Lyon / Ouaga



The Lyon Town Planning Agency supports 3 core work areas:

- 1-Building a strategic vision
- 2-Developing knowledge and observation tools
- 3-Setting up pilot construction sites

Interim assessment:

Many difficulties ...

Incomplete decentralization, too few technicians in Ouagadougou, the cultural and institutional gap between Lyon and Ouagadougou

... but real advances thanks to the quality of the technical partnership:

- The city of Ouagadougou is made up of structured departments
- Decentralized cooperation allows long-term collaboration, mobilization of specialists on identified needs (roadway engineers, lighting managers, mobility experts and town planners) amongst the 10,000 technicians. A young expert at the Ouagadougou Mobility Department for 2 years (funding by AFD).

Major questions remain:

- Development of Public Transportation: what economic model?
- Controlling the boom of motorcycles and scooters (pollution, urban nuisances and safety)

Towards an integrated vision of town planning and transport



Document de travail

URBANISME

POB SECTEUR D'AMÉNAGEMENT URBAIN

— Axes « rouge »

■ Centre principal et secondaire

MOBILITE

PAMO HIERARCHISATION DU RESEAU VIAIRE

→ Niveau 1 (Route Nationale)

→ Niveau 2 (Axe collecteur)

→ Transport Collectif en Site Propre

■ Coeur de ville préservé



Towards an ability to challenge State projects



PROJETS ET POLITIQUES ETAT

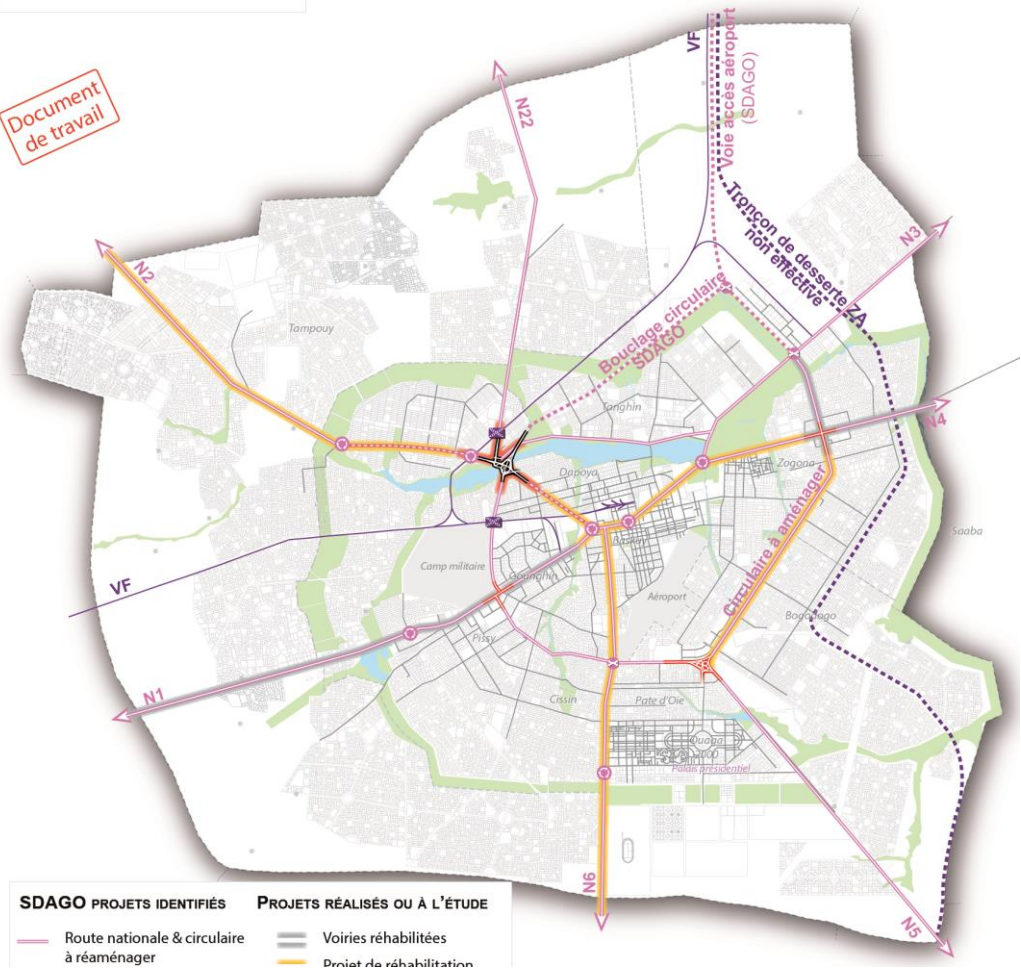
Document de travail

SDAGO PROJETS IDENTIFIÉS

- Route nationale & circulaire à réaménager
- Tronçon circulaire & accès aéroport à créer
- Giratoire (projet ?)
- Echangeur à aménager
- Voie ferrée en projet
- Voie ferrée
- Passage à niveau (projet ?)

PROJETS RÉALISÉS OU À L'ÉTUDE

- Voiries réhabilitées
- Projet de réhabilitation
- Echangeurs réalisés
- Echangeur nord à l'étude
- Amélioration ligne 3
- Kilwin-Place de la Nation (projet transfert modal)
- Voirie bitumée



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- Route nationale & circulaire à réaménager

PROJETS RÉALISÉS OU À L'ÉTUDE

- Voiries réhabilitées
- Projet de réhabilitation

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- **Expected improvements**

- Gradual reform of the institutional and regulatory framework for urban transport in order to improve the allocation of responsibilities and the coordination of the sector
- An effective transfer of responsibilities and resources.
- Improved enforcement of the regulatory framework

- **Progress**

- Project to create a PTA in which the City plays a leading role
- Development of a technical culture shared between the State and the City
- Creation of an agency on urban mobility to boost knowledge and aid decision-making.

Thank you

