Urban mobility and poverty, lessons from Western Africa experience

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Ten years research approach

- Exploratory approach in Dakar (1996-2000)
- ► HH Travel survey in Dakar (Cetud, 2000)
- ► HH travel surveys in Conakry and Douala (Sitrass for WB, 2004)
- ► Phd direction on Abidjan (2007) and Antananarivo (2008)

Why urban mobility of the urban poor is important?

- ► High share of urban poor in (western) African cities: 30% (Douala 2004) to 40% (Dakar 2000)
- Mobility as a mean to access to the city opportunities
- Mobility as a mean to maintain and to develop a social network
- Possible debate on the distinction Poverty Destitution (French Misère)
- ► In short mobility is a condition to escape from destitution and poverty

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Some results from surveys on travel conditions

- The same mobility rate (not low) but a higher share of walking for the poor
- Extreme cases of motorised mobility (poverty and gender influence), Conakry, Douala (2004):
 - poor woman (0.7; O.8)
 - Non poor man (1.4; 2.1)
- ▶ Daily travel time budget more important for the non poor (more 100 minutes, against 80 minutes) because they are more active
- ▶ Transport cost in poor family budget can be around 20% to 25%

Orientations for Action

- A combination of actions
- ► Actions are not specific to the urban poor
 - * Facilitating low cost means of transport
 - Walking: sidewalks, foot paths, traffic slow down
 - Bicycling:safety measures
 - * Improving public transport productivity (aiming at decreasing fares)
 - Roads building and maintenance (to adapt)
 - Priority measures to mitigate congestion effects
 - Combining artisanat (informal?) and companies
 - Promoting BRT solutions when appliable

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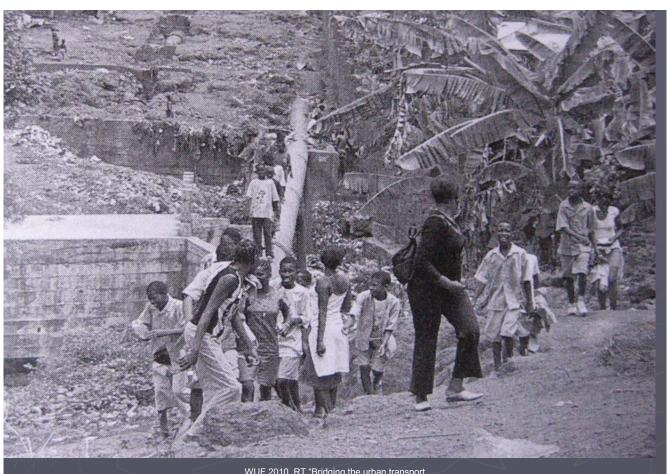
Obstacles

- Negative image of bicycle: poverty image has to be modified
- Reluctance of decision makers to focus on « pro-poor » actions, why?
- Productivity improvement is difficult to achieve: internal and external responsabilities
- Example of Pamu in Dakar (2001-2008)

Conclusion: Needs of renewed research

- ▶ Updating surveys and data
- ► Identifying the process of dwelling location choice in reference to the accessibility and to the transport costs in the urban growth context
- Designing walking and bicyling facilities inside large mass transport projects (like BRT)
- ➤ Consistency between poverty reduction actions and GHG emissions reduction programmes: what kind of mobility, motorised or not, to promote?

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