

# Urban mobility and poverty, lessons from Western Africa experience

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WUF 2010, RT "Bridging the urban transport divide"

## 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)

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# 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; 0.8)
  - 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%

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# 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 applicable

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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 responsibilities
- ▶ Example of Pamu in Dakar (2001-2008)

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# 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 bicycling 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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