To cycle or not to cycle? Understanding the barriers to using bicycle for commuting in Sub-Saharan Africa
TO CYCLE OR NOT TO CYCLE?
UNDERSTANDING THE BARRIERS TO USING THE BICYCLE FOR COMMUTING IN SUB-SAHARIAN AFRICA
PART OF CAMA, COLLABORATION FOR ACTIVE MOBILITY IN AFRICA, RESEARCH PROJECT

Funded by:

Pre-Summit Research Day, ITF 2022, Leipzig
17.05.2022
Agenda

1. Background

2. CAMA, Collaboration for Active Mobility in Africa

3. Methodology

4. Results
   1. Quotes
   2. Tendencies

5. Policy Implications
   1. Short-term
   2. Mid-term
1. Background

- **One-third** of the population of the African continent uses active mobility as a daily means of transport.
- There is a potential of using cycling as a daily mode of travel in Africa.
- **Cycling** as one of sustainable transport mode could adequately address most of the mobility challenges in the urban centers.
- However, the poor quality of infrastructure for cycling sends a message that cyclists are not welcome in the urban environment.
- African region has **26.6 deaths** per 100,000 populations, the highest among all regions (Kenya 27.8, Uganda 29, Ethiopia 26.7 vs. Morocco 19.6, Germany 4.1, France 5.5).
- The victims of traffic casualties are primarily **pedestrians and cyclists** (e.g. Kenya 37% pedestrians / 2.4% cyclists; Uganda 40% pedestrians / 6% cyclists, Ethiopia 36.7% pedestrians; Morocco 26.3% pedestrians / 6% cyclists; Germany 15.3% / cyclists 12.3%).
- Much of that is linked to the neglect of the infrastructure needs for pedestrians’ and cyclists’ safety.
2. CAMA - Collaboration for Active Mobility

**Applied research**
- WP 1 Survey on walking and cycling behaviour
  - Design and pre-test survey
  - Conducting online survey in Kampala, Nairobi, Mekelle
  - Results: motivation and obstacles active mobility
- WP 2 Digital crowd mapping tool
  - Design web App and data platform for active mobility
  - Crowd mapping in Kampala, Nairobi, Mekelle
  - Results: typology of existing infrastructure active mobility
- WP 3 Learning alliances active mobility
  - Establishing learning alliances with local stakeholders
  - Expert workshops on active mobility
  - Real-life experiments on promoting active mobility
- WP 4 Documentation and outreach
  - Documentation findings from research
  - Fact sheets with key results
  - Teaching and training material on walking and cycling

**Continuing education**
- WP 1 Train the trainers
  - Training course young researchers
  - Academic peer program Germany and Africa
  - Exchange activities for stakeholders from Africa and Germany with alternating visits
  - Capacity building for academics and stakeholders on the promotion of walking and biking
- WP 2 Learning alliances
  - Providing formal and informal learning opportunities
  - Project oriented learning for students on active mobility
  - Briefing workshops for policy makers on active mobility
- WP 3 Virtual library on training material
  - Providing teaching and training material on active mobility
  - Curricula for courses on active mobility
  - Open web based platform
3. Methodology

- **Structured expert interviews**
- Representatives of Cycling groups, local NGOs, international NGOs, academia, activists
- Kenya, Uganda, Liberia
4.1. Quotes

- „Let’s build a red carpet for pedestrians and cyclists“
- „It should not be a luxury to walk to school“
- „The moment we put a place where kids could ride, we didn’t even know where they got their bikes instantly from“
- „Let’s not build anymore roads, Nairobi is a walking city“
- „Pedestrians are so brainwashed that they think they are the problem“
- „We need to move forward from Car-users in mind (Engineering thinking) to Human Perspective“
- „It is more difficult to build footpaths than carriage-ways“
- „car pride“ – if you are riding a bicycle – you are poor, nobody wants to be seen as poor
- „society wants „a good woman“, your reputation as a woman mean who you are going to marry to...“ (in the context of „a cycling woman“)
4.2. Tendencies

- Lack of safety
- Lack of infrastructure
- Lack of connectivity (separate pilot projects)
- Misappropriation of the pedestrian and cycling infrastructure (e.g. street vendors) – lack of enforcement, competing for space
- Gender aspect
- Bicycle as entertainment for kids, but not any more for adults
To Cycle or Not to Cycle | Cycling and Sustainable Mobility | Yana Tumakova | 17.05.2022
3. RESULTS
5. Policy Implications

Short-Term:

- Bicycle share & bicycle parkings - visibility
- High-Level Bike Rides
- Data collection (numbers of pedestrians/cyclists, road fatalities, attitudes)
- Public awareness of positive aspects of cycling (health, economy)
- Open Street Days
5. Policy Implications

Mid-term:

- Prioritise cycling infrastructure in public spending (e.g. 27 km express way costs 83 billion KES (714 million USD), approx. 27-31 million USD/km)
- Build a cycling network
- Safe appropriate infrastructure (Manual on Street Design)
- Address gender bias and cultural believes
- Capacity building of the new generation of civil engineers
- Data collection
Thank You!

Yana Tumakova

Yana.Tumakova@uni-kassel.de
To cycle or not to cycle?
Understanding the barriers to using the bicycle for commuting in Sub-Saharan Africa
Part of CAMA, Collaboration for Active Mobility in Africa, research project

Pre-Summit Research Day, ITF 2022, Leipzig
17.05.2022