



# Chapter 5

## Promote and celebrate walking and cycling

People walking and cycling are often perceived to have a low value of time resulting in a general sense of irrelevance to their role in future planning.

There are two common misconceptions about walking and cycling in African cities. The first is that active mobility is a recreational activity rather than an integral part of transport networks.<sup>92</sup> The second is that people walk or cycle only because they are poor.

**People walking and cycling are often perceived as having a lower value of time compared with car users, resulting in a general lack of respect, and sense of irrelevance to the 'aspired for' transport system of the future.**

### Executive Summary

Evidence and good practice to inspire action

### Chapter 1

Walking and cycling, the predominant mode

### Chapter 2

Safer streets, safer spaces

### Chapter 3:

Access to safe and affordable transport

### Chapter 4:

What is it like to walk and cycle in Africa?

### Chapter 5:

Promote and celebrate walking and cycling

### Chapter 6

Embed commitment in policy

Infrastructure focused on the comfort of drivers rather than people walking and cycling is a missed opportunity to take advantage of all of the health, environmental and accessibility benefits. An important consideration in land use planning and transport decision making is that walking and cycling is not temporary. Although the numbers may fluctuate, people will continue to walk and cycle for many decades to come, no matter what other transport options are built and improved upon. People that walk and cycle are a linchpin in resilient and sustainable mobility futures and their experiences and needs should be ascribed the appropriate value to ensure direct and indirect benefits are realized.

The premise of a level of service—a contract between those walking and cycling and those with the budget and decision making authority to impact on the quality of the experience—can be understood by examining

the definition of ‘walkability’ which has comparable relevance to cycling too:

**“Walkability is the extent to which the built environment supports and encourages walking by providing for pedestrian comfort and safety, connecting people with varied destinations within a reasonable time and effort, and offering visual interest in journeys throughout the network.”**

*Michael Southworth, Professor Emeritus of City and Regional Planning at UC Berkeley*

The best way to evaluate the ‘*extent of support and encouragement*’ and how ‘*reasonable the time and effort required*’ is to ask people walking and cycling what they think. A simple question asking them to value the quality of the walking/cycling experience into a rank of satisfaction provides a snapshot of the experience.



## 5

**Action 5:** Improve the experience

Effective engagement and direct participation of communities in planning and policy development is a good way to value the experience.<sup>93</sup> Africa 2063, the blueprint to the aspired future of the continent calls for citizens to be actively involved in decision making in all aspects of development, including social, economic, political and environmental.<sup>94</sup>

New tools are emerging, both qualitative and quantitative, that are proving accessible and affordable ways for communities to share and report on their mobility experiences. Such models reduce the burden on governments to collect detailed local data, which can otherwise be costly and time consuming. The tools also improve the efficiency and effectiveness of authorities by providing a feedback loop, post delivery of an intervention, so that the benefits of a project can be quantified and qualified.

Ethiopia has 2 newly developed online platforms for inclusive citizen participation in future urban mobility planning processes several other local authorities have taken active steps to improve citizen engagement.<sup>95</sup> Figure 11 illustrates a map of walkability report data provided by citizens visiting Lagos Island. It was produced by Lagos Metropolitan

Area Transport Authority in partnership with Lagos State University using the walkability.app and was used to justify the location of new footpaths and safer crossings.

Unless citizens are included and the value of walking and cycling emphasized the consequence of people motorising - giving up walking and cycling or not choosing it for short journeys – will have a significant negative impact on Africa's social, environmental and economic future.

**Proactively promote walking and cycling**

*Do people feel like their experiences are understood and taken into consideration in implementation?*

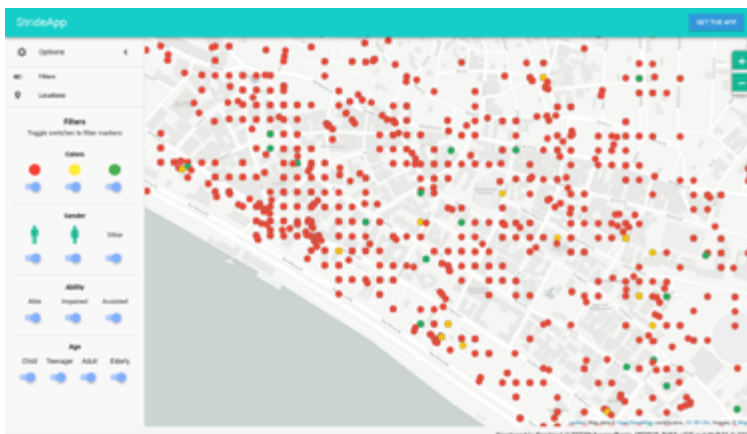
Many of the people who walk and cycle in Africa feel that they are overlooked and undervalued by traditional transport decision makers. **Citizen-centred, inclusive, gender sensitive approaches can enable meaningful reform in urban transport planning policies towards more healthy and equitable cities.**<sup>96</sup>

Data that encapsulates the qualitative experience is invaluable for design and for understanding route choices, mobility patterns and unique challenges. Crowdsourcing data from the people walking,

Yes please to more data, policy and money for walking and cycling in Africa but make sure all of it responds to the needs of pedestrians and cyclists and that they will be able to feel the benefit of your investment

**Bronwen Thornton, CEO at Walk21 Foundation**

**FIGURE 17** Walkability Report for Lagos, Nigeria



The crowdsourced map of reported walkability created by citizens for Lagos Island, Lagos, Nigeria. The smartphone-collected data could be analysed by the authority on a web-map and disaggregated by gender, age and ability, as self-reported by citizens.

and cycling is an affordable and helpful way to collect data that responsible authorities can then analyse and respond to.

Communities who have been invited to co-creative and co-design processes to provide practical solutions to their walking and cycling needs are more likely to provide feedback during and after projects to ensure the benefits are maximised. The same techniques and tools used to engage communities in identifying their needs can be used to measure satisfaction. Reporting apps that utilise a smartphone's inbuilt Global Positioning System (GPS) for example are helpful at locating the exact locations of specific areas where people experience problems, concerns and would like to provide praise for the environment.

Partnering with an independent knowledge body, such as a university, can help with the collection of data and give confidence to a city authority that the data are a valid, representative sample that can be used as a foundation for decision making. Advocacy groups can facilitate an understanding of community needs and local reporting too to help authorities respond to these needs with relevant solutions. Quantitative and qualitative satisfaction reports ensure standard output measures, such as records of the kilometres of footpaths or bike lanes and the number of crossings, are meeting a need or solving a concern (e.g., relating

environmental audits to where a need has been identified) and to quantify the benefits of any investment as outcome measures - e.g., lives saved or reduced risk in a school zone.

Infrastructure investment that responds to a defined and measured need can be evaluated for impact and, if successful, inspire new policy, budget and actions for walking and cycling in the future. This impact is best measured through engaging with multiple government agencies with competencies in health, the environment, land use planning and transport.


**Car-free events are a tried-and-tested intervention that helps re-imagine the way public space is organised, grows awareness of the demand for walking and cycling.**

They illustrate that it can be an enjoyable experience and can convert private car drivers into advocates of walking and cycling. Regular car-free days and car free zones are a celebration of people that walk and cycle as well as being an important part of a city's emission reduction strategy.

**Outcome Indicator**

*Community satisfaction reports on the existing walking and cycling experience (disaggregated by pedestrians and cyclists, gender, disability status, and age)*

**Table 5.1: Satisfaction Tools and Guidance Materials**

Tool 
Walkability App
Safetipin
Open Streets Toolkit
Co-creation tools
Inclusive Community Engagement Playbook
Our City Plans: An incremental and participatory toolbox for urban planning

## Case Study: Car-free days in Kampala, Uganda

The first car free day in Africa was held in 2011 in Kampala, Uganda and organised by advocates of sustainable transport. It aimed to be a celebration of bicycle transport, rewarding current cyclists and raising awareness among the public of the opportunity for a sustainable urban life that coexists with people walking and cycling.

In collaboration with the Ugandan Police, streets were designated where pedestrians and cyclists were given right of way for a period of four hours to walk and cycle without fear from vehicles. Five implementing organizations (NGO's and a University) worked together to deliver the event and it was attended by politicians and reported positively by the press.

The event demonstrated to all road users the need for safer cycling and walking, better air quality and a healthier environment in Kampala City. It was also a catalyst for political commitment towards a walking and cycling policy. Uganda was the first country in

Africa to agree to a Non-Motorised Transport (NMT) policy in 2012.

Monthly events are organised in Kigali, Rwanda, every two weeks in Addis Ababa, Ethiopia and more recently in Lusaka, Zambia. The momentum is growing across the continent for a regular programme in capital and intermediary cities like Kisumu, Kenya. A celebration of walking and cycling continues to be the focus with more recent events also including aerobics, dance, painting and art activities - recognising that walking and cycling can be a choice, not always a necessity. Enjoyable and not only a hardship.



### Case Study: Crowdsourcing data in Lagos, Nigeria

**In Nigeria, over 80% of all journeys are made by foot. Many of the city's key destinations are situated on Lagos Island. The main cathedral, hospital, several schools, the museum, sports stadium, law courts and market are all within a 15-minute walk from the central bus terminal where thousands of people commute every day.**

The quality of the walking experience was anecdotally considered to be 'problematic', but it had not been quantified until 2019, when Lagos State University interviewed 2,000 bus passengers about their experiences by walking with them from the terminal to their destination.<sup>97</sup> Using a prototype crowdsourcing reporting tool which had been developed by CEDEUS, at the Catholic University of Santiago de Chile, participants were able to record their perception of the existing level of pedestrian service.

Those surveyed were asked to self-register their age, gender and ability status before walking to their destination and using the traffic light tool to annotate on a map where they encountered problems (red), concerns (amber) or praise (green) as an overall assessment of the walkability.

The Lagos Metropolitan Area Transport Authority (LAMATA) analysed the data and responded by building a new footpath, installing a safe crossing and restricting traffic speed in an area that connected a school and hospital (Catholic Mission Street) within a few minutes' walk of the bus station. The design standards,<sup>98</sup> which had been drafted in 2015 as part of a proposed new policy that gave more priority to the needs of people walking and cycling, were used to steer the choice of new infrastructure.

The same tool was used to evaluate the change in perceptions, post works, to give a quantified measure of impact. In 2020, following widespread praise for the project process, outputs and outcomes, LAMATA formally adopted the draft policy and design guidance marking a new policy direction for the city.

### Case Study: Mediating citizens in Cape Town, South Africa

**In 2013, the newly established South African advocacy organisation 'Open Streets Cape Town' initiated a programme of 'walk & talk' events which brokered a conversation between citizens and authorities with responsibility for the infrastructure. Politicians, resident association representatives and the press also attended the events.**

At each walk & talk event, usually coinciding with an Open Streets day, participants were asked to share their vision for a particular neighbourhood, reflecting their own experiences, desires and fears in relation to mobility. One of the ways in which their ideas were used was to contribute to the MyCiTi Bus Rapid Transit (BRT) development process. The events changed some previous assumptions of policymakers about what citizens wanted and particularly promoted the spatial context and need for connecting safe corridors for pedestrians moving to and from the stations, as well as accessible stations.

In 2018, Open Streets Cape Town was awarded funding by the Transformative Urban Mobility Initiative (TUMI) to bring together streets activists across Africa for an Open Streets Learning Exchange for African Cities. The five-day on-site exchange catalysed Open Streets events in an ever-growing number of cities in Africa.