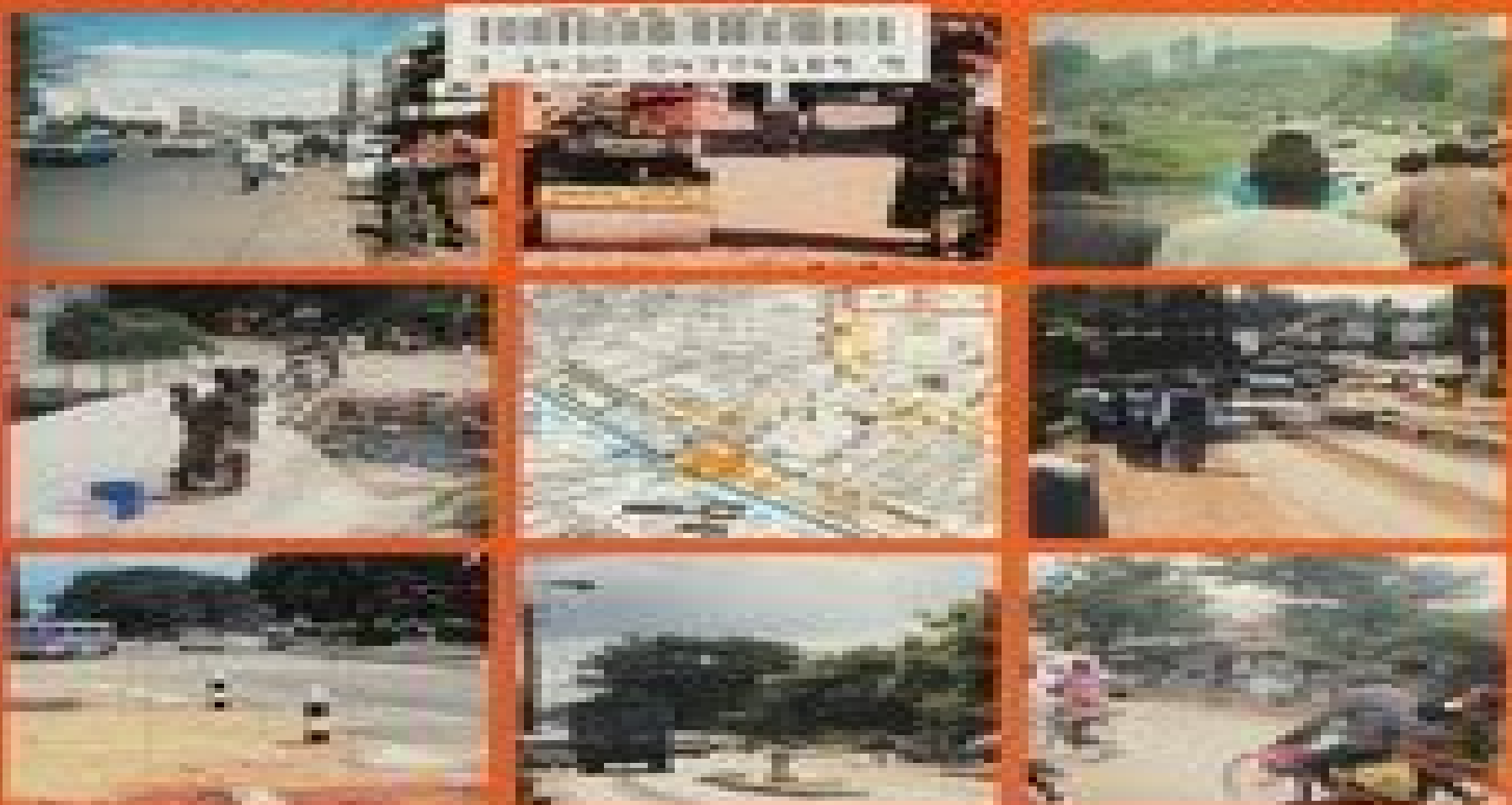


PRODUCTIVE AND LIVEABLE CITIES

GUIDELINES FOR PEDESTRIAN AND BICYCLE TRAFFIC IN AFRICAN CITIES



Prepared as part of the urban component of the
WORLD BANK NORTH AFRICAN AFRICA TRANSPORT PROGRAM

Productive And Liveable Cities Guidelines For Pedestrian And Bicycle Traffic In African Cities

International Transport Forum



Productive And Liveable Cities Guidelines For Pedestrian And Bicycle Traffic In African Cities:

Productive and Liveable Cities Marius de Langen, Rustica Tembele, 2001 This study offers guidelines for pedestrian and bicycle traffic in African cities The text is based on the combination of studies and test findings obtained in pilot projects carried out in Nairobi Dar es Salaam Eldoret and Morogoro between 1995 and 2000 **Productive and Liveable Cities** M. de Langen, R. Tembele, 2001-01-01 This study offers guidelines for pedestrian and bicycle traffic in African cities The text is based on the combination of studies and test findings obtained in pilot projects carried out in Nairobi Dar es Salaam Eldoret and Morogoro between 1995 and 2000 *Pacific Automobility* Gijs Mom, 2022-09-13 The beginning of the 21st century has seen important shifts in mobility cultures around the world as the West's media driven car culture has contrasted with existing local mobilities from rickshaws in India and minibuses in Africa to cycling in China In this expansive volume historian Gijs Mom explores how contemporary mobility has been impacted by social political and economic forces on a global scale as in light of local mobility cultures the car as an adventure machine seems to lose cultural influence in favor of the car's status character Urban Transport in the Developing World Harry T. Dimitriou, Ralph Gakenheimer, 2011-01-01 Policy making for urban transport and planning of economies in the developing world present major challenges for countries facing rapid urbanisation and rampant motorisation alongside growing commitments to sustainability These challenges include coping with financial deficits providing for the poor dealing meaningfully with global warming and energy shortages addressing traffic congestion and related land use issues adopting green technologies and adjusting equitably to the impacts of globalisation This book presents a contemporary analysis of these challenges and new workable responses to the urban transport problems they spawn *Non-Motorized Transport Integration into Urban Transport Planning in Africa* Winnie V. Mitullah, Marianne Vanderschuren, Melekidzedek Khayesi, 2017-07-14 What challenges do pedestrians and cyclists face in cities of the developing world What opportunities do these cities have to provide for walking and cycling Based on in depth research conducted in Cape Town South Africa Dar es Salaam Tanzania and Nairobi Kenya this book explores these questions by presenting work on walking and cycling travel behaviour the status of road safety in these cities as well as an analysis of the infrastructure for walking and cycling and the workings of the institutions responsible for planning for these modes The book also presents case studies relating to particular opportunities and challenges such as the development and evaluation of walking bus interventions and the opportunities micro simulation of pedestrian interventions offers within a data scarce environment Non motorized Transport Integration into Urban Transport Planning in Africa demonstrates that transport and urban planning remains situated in a logic of automobile dependent transport planning and global city development This logic of practice does not pay adequate attention to walking and cycling It argues that a significant shift in both policy as well as political commitment is needed so as to prioritize walking and cycling as strategies for sustainable transport policy in urban Africa This book will be a key text for practitioners and policy makers working in planning transport

policy and urban development in Africa as well as students and scholars of African studies development studies urban geography transport studies and sustainable development *Cities on the Move* World Bank, K. M. Gwilliam, 2002

Developing countries are urbanising rapidly and it is estimated that within a generation more than 50 per cent of the developing world's population will live in cities Public transport policy can contribute to reducing urban poverty both directly by providing access and mobility for the poor as well as by facilitating economic growth This publication examines the nature and magnitude of urban transport problems in developing and transition economies particularly with respect to the needs of the poor It also suggests way the World Bank and other development agencies can best support the development of sustainable urban transport policies **Urban Mobility for All: La Mobilité Urbaine pour Tous** X. Godard, I.

Fatonzoun, 2002-01-01 This title covers topics such as the urban travel mobility of social groups transport urbanism and accessibility mass transport investment regulation integration and financing public transport road safety and strategic approach institution and governance Les transports et la ville en Afrique au sud du Sahara Xavier Godard, 2002-01-01 Les transports dans les villes africaines sont marqués par une crise profonde du modèle import des entreprises de service public au point que presque toutes les entreprises d'autobus ont disparu Mais on observe aussi des manifestations dynamiques basées d'artisanat minibus taxis collectifs taxi motos que l'on pourrait espérer de sortie de crise si de nouvelles organisations pouvaient en merger c'est le temps du désordre inventif Plutôt qu'un schéma d'analyse trop ordonné et simplificateur face une réalité complexe ce livre propose de multiples entrées sous forme alphabétique pour exposer l'état des connaissances sur la mobilité urbaine quotidienne en Afrique subsaharienne Cette option permet au lecteur de cheminer son goût dans les sentiers thématiques qui l'intéressent soit travers la présentation des cas d'une dizaine de villes représentatives telles que Abidjan Dakar Johannesburg Lagos ou Nairobi soit travers des synthèses sur les thèmes transversaux majeurs qui structurent actuellement les débats et les politiques tels que Energie Environnement Informel Mobilité Pauvreté Service public Voiture et Zemidjan ou taxi moto Ce sont au total 36 articles qui sont proposés Des réflexions méthodologiques et critiques sont introduites dans la plupart des articles tant sur les concepts que sur la production de l'information ce qui en fait aussi un ouvrage visé pédagogique Si il ne porte que sur les villes d'Afrique au sud du Sahara il renvoie des questions majeures qui concernent d'autres régions du monde France comprise L'ouvrage rassemble les contributions de 24 auteurs africains et européens en majorité francophones mais aussi quelques anglophones Il témoigne de la capacité d'expertise en construction et en devenir sur ces questions vitales pour l'avenir des villes africaines conformément aux objectifs du réseau Sitrass **Espace, populations, sociétés**, 2005 *Brinkman's cumulatieve catalogus van boeken*, 2002 Voorts een alfabetische lijst van Nederlandsche boeken in België uitgegeven **Road Designs for Bicycle Traffic in African Cities** E. N. M. Kalobelo, 2001 Non-Motorized Transport Integration into Urban Transport Planning in Africa Winnie V. Mitullah, Marianne Vanderschuren, Melekidzedek Khayesi, 2017-07-14 What challenges do pedestrians and cyclists face in cities of the

developing world What opportunities do these cities have to provide for walking and cycling Based on in depth research conducted in Cape Town South Africa Dar es Salaam Tanzania and Nairobi Kenya this book explores these questions by presenting work on walking and cycling travel behaviour the status of road safety in these cities as well as an analysis of the infrastructure for walking and cycling and the workings of the institutions responsible for planning for these modes The book also presents case studies relating to particular opportunities and challenges such as the development and evaluation of walking bus interventions and the opportunities micro simulation of pedestrian interventions offers within a data scarce environment Non motorized Transport Integration into Urban Transport Planning in Africa demonstrates that transport and urban planning remains situated in a logic of automobile dependent transport planning and global city development This logic of practice does not pay adequate attention to walking and cycling It argues that a significant shift in both policy as well as political commitment is needed so as to prioritize walking and cycling as strategies for sustainable transport policy in urban Africa This book will be a key text for practitioners and policy makers working in planning transport policy and urban development in Africa as well as students and scholars of African studies development studies urban geography transport studies and sustainable development

Pedestrian Mobility for Urban Growth Weltbankgruppe, 2019 African cities are growing faster than cities on any other continent With populations growing at such an enormous rate it is often difficult for infrastructure to keep pace with urban growth Rising automobile traffic on the continent has posed a great challenge Increasingly African cities struggle to handle the volume of motor vehicle traffic on their roadways African urban dwellers spend much of their time stuck in traffic and away from their work and families Public transport systems and pedestrian facilities must be improved so that African cities may continue to grow without suffering the consequences of runaway growth in private vehicle traffic This report includes case studies of the institutional structures financing practices and regulations that have been adopted by cities and have been successful at achieving dramatic improvements in the design and implementation of the pedestrian environment The report draws on international best practice and pilot projects in Africa to provide guidance on the key elements that should be considered in the design and maintenance of high quality walking environments

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environment The report draws on international best practice and pilot projects in Africa to provide guidance on the key elements that should be considered in the design and maintenance of high quality walking environments *Pedestrian Safety, Urban Space and Health* International Transport Forum,2012-09-26 This report presents decision makers with hard evidence on the important place of walking in transport policies and provide guidelines for developing a safe environment conducive to walking **Current Planning Guidelines and Design Standards Being Used by State and Local**

Agencies for Bicycle and Pedestrian Facilities ,1992 ITF Research Reports Pedestrian Safety, Urban Space and Health International Transport Forum,2012-08-13 This report presents decision makers with hard evidence on the important place of walking in transport policies and provide guidelines for developing a safe environment conducive to walking

Accommodating the Pedestrian Richard K. Untermann,Lynn Lewicki,1984 *Measures to Overcome Impediments to Bicycling and Walking* Gary H. Zehnpfenning,1993 *Traffic Management in African Cities* Fatima Arroyo Arroyo,2022 This report explores how to establish important priorities in traffic management It is neither a toolkit nor a quick fix rather it focuses on realistic options for traffic management policies and measures that can be used by local transport officials international and national transport agencies universities and local entrepreneurs Each theme explored in this report provides a roadmap and guidelines for traffic authorities to follow The implementation of a Functional Road Hierarchy FRH for example is an important factor for determining the predominant function of a road within mixed functions and achieving safe efficient road use This report also presents five separate and complementary themes that provide African policymakers with tools to develop a stronger institutional foundation for sustainable safe and affordable urban traffic management in Sub Saharan African cities Known as the EASI Enable Avoid Shift Improve Framework these themes emphasize a more people centric approach to adopting non motorized modes of transport and addressing parking challenges while embracing Intelligent Transport Systems ITS and technology to improve safety and efficiency across the board See a comprehensive outline of the EASI principles below The five themes are influenced by successful outcomes in European South American and Asian cities These cities evolved in similar circumstances to Sub Saharan African cities and crafted their own roadmaps to traffic management success Moreover these themes are entirely consistent with the United Nations Sustainable Development Goal 11 Making cities and human settlements inclusive safe resilient and sustainable The proposals also build on some measures that are currently evolving in a few Sub Saharan African cities

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