



SSATP
Africa Transport
Policy Program

Africa Transport Policy Program (SSATP) -

URBAN TRANSPORT AND MOBILITY
(PILLAR B)

SSATP AGM, Marrakech,
February 22, 2017

- **UTM development for cities in Africa :**
 - **Sustainable Urban Transport – Integrated approach**
 - **Knowledge based awareness creation and dissemination**
 - **Opportunities : EASI Concept Framework: Enable, Avoid, Shift, Improve**
- **SSATP DP3 UTM pillar Results Framework**
 - **UTM DP3 Results Framework**
 - **UTM Pillar RF based Implementation Plan**
 - **UTM pillar activities and related outcomes**
- **TOR for Integrated UTM approach for cities**

SSATP
DP3

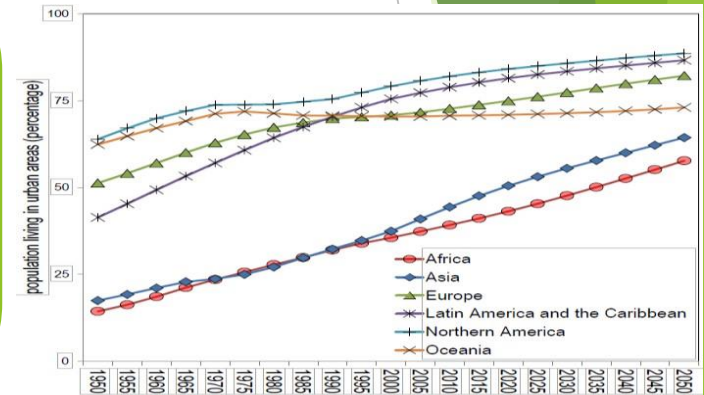
- **DEVELOPMENT PROGRAM 3**
- Goals / Objectives
- Pillar based Results Framework

“to support Sustainable Development Goal 11 : Make cities and human settlements inclusive, safe, resilient and sustainable”.
Long-term goal of the urban mobility pillar : *“secure universal access by sustainable transport for urban populations by 2030*

SSATP
UTM PILLAR

UTM development for cities in Africa :

- UTM Issues : Trends, emerging issues and challenges
- Opportunities : EASI Concept Framework: (Enable, Avoid, Shift, Improve)



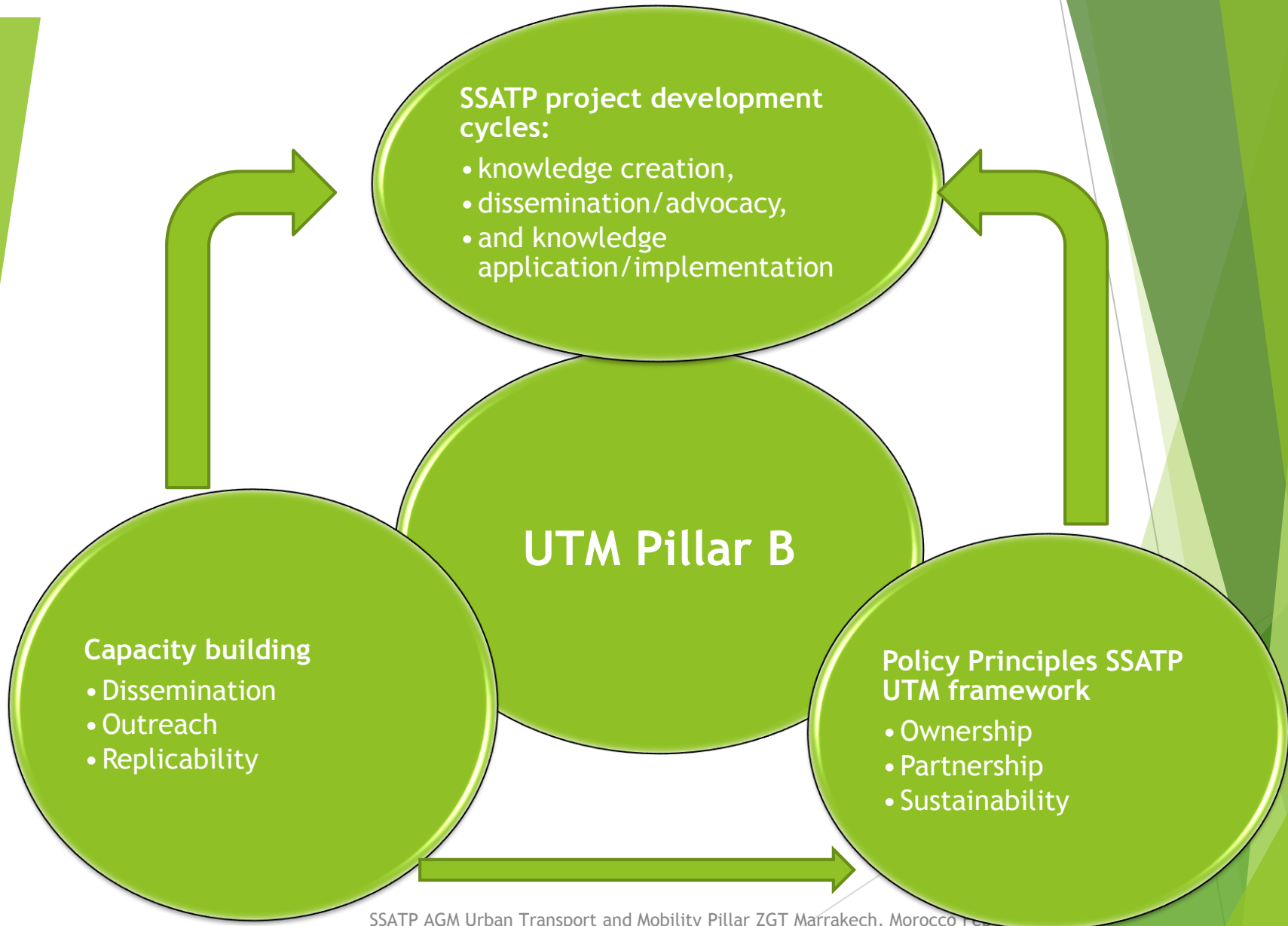
UTM
IMPLIMENTATION
PLAN

SSATP DP3 UTM pillar Results Framework

- UTM DP3 Results Framework
- UTM Pillar RF based Implementation Plan
- UTM pillar activities and related outcomes (Synopsis)

Integrated approach for Sustainable Transport

Knowledge & awareness creation through Capacity Building



Objective/Outcome	Indicators	Means of verification	Risks and Mitigation
<p>Secure universal access by sustainable transport for urban populations by 2030</p>	<ul style="list-style-type: none"> As defined in the SDGs 	<p>United Nations report on progress in achieving the SDGs</p>	
Intermediate outcome	Indicators	Means of verification	Risks and Mitigation
<p>ENABLE - National and urban decision makers and technical staff aim at adopting, and are capable of putting in place sustainable urban transport planning, monitoring, coordination, and financing mechanisms</p> <p>AVOID - Urban decision makers and technical staff have knowledge of and start to apply urban forms that minimize the need for motorized transport and favor public and non-motorized transport</p> <p>SHIFT - Urban decision makers and technical staff have knowledge of and have competently completed preliminary steps towards adopting and implementing sound integrated multimodal urban mobility plans with particular emphasis on the promotion of non-motorized transport modes and the restructuring of informal public transport services</p> <p>IMPROVE - Urban decision makers and technical staff have knowledge of and have competently completed preliminary steps towards adopting and implementing key measures needed to improve traffic conditions in African cities</p>	<ul style="list-style-type: none"> Number of references to SSATP best practice standards in official documents regarding the creation of an urban transport planning, monitoring and coordination agency, the establishment of financing mechanisms for urban transport, the adoption of urban forms that minimize the need for motorized transport, the preparation of integrated multimodal urban mobility plans, the improvement of non-motorized transport modes, the restructuring and modernization of informal public transport operators, and the adoption of sound traffic and parking policies. <i>Baseline: 0; Target: 15 references (one for any of the seven topics of the DP3)</i> Number of urban areas where the preparation of strategies for either the creation of an urban transport planning, monitoring, and coordination agency in a major urban area, or the establishment of financing mechanisms for urban transport, or better integration of land use and transport, or the elaboration of an integrated multimodal urban mobility plan, or the design of a program for improving non-motorized transport modes, or the restructuring and modernization of informal public transport operator, or the improvement of traffic and parking conditions has been initiated and SSATP best practice standards have been used. <i>Baseline: 0; Target: 10 urban areas</i> Number of urban areas where sound programs for either the creation of an urban transport planning, monitoring, and coordination agency, or the establishment of financing mechanisms for urban transport, or the improvement of non-motorized transport modes, or the restructuring and modernization of informal public transport operators have been drafted with support from SSATP best practice standards and submitted to the highest decision making authorities, or where the elaboration of an integrated multimodal urban mobility plan or a traffic and parking management program has started with support from SSATP best practice standards. <i>Baseline: 0; Target: 3 urban areas</i> 	<p>Official documents provided by SSATP coordinators and members of SSATP urban mobility and accessibility working groups</p> <p>Strategy documents provided by SSATP coordinators and members of SSATP urban mobility and accessibility working groups</p> <p>Program documents provided by SSATP coordinators and members of SSATP urban mobility and accessibility working groups</p>	

Outputs	Indicators	Means of verification	Risks Mitiga
Knowledge creation & dissemination			
1. Best practices standards	<ul style="list-style-type: none"> Number of virtual meetings of work groups. <i>Baseline: 0; Target: 20</i> Publication of best practice standards. <i>Baseline: 0; Target: 6</i> Publication of research papers and strategy notes on urban form and land use. <i>Baseline: 0; Target: 4</i> 	<p>Minutes of meetings</p> <p>Best practices documents published by SSATP and made available on SSATP website</p> <p>Research papers and strategy notes published by SSATP and made available on SSATP website</p>	
2. Advocacy and dissemination workshops	Number of decision makers and technical staff that have attended SSATP workshops. <i>Baseline: 0; Target: 400</i>	Proceedings of workshops	
3. SSATP e-platform	Number of entries on urban mobility Cop (community of practices). <i>Baseline: 0; Target: 100</i>	Participants registered in the CoP	
Capacity building			
1. Implementation documents adapted to the specific context, for the establishment of urban transport agencies, the setting up of financial systems, and the restructuring of informal public transport services	Implementation documents completed. <i>Baseline: 0; Target: 5</i>	Implementation documents available on SSATP website	
2. Strategy notes presenting issues related to, and key features of, sound integrated multimodal urban mobility plans and traffic management plans, as well as the terms of reference to prepare these plans	Strategy notes completed. <i>Baseline: 0; Target: 4</i>	Strategy notes available on SSATP website	
3. Increased capability of technical staff on these subjects	Number of decision makers and technical staff that have been actively involved. <i>Baseline: 0; Target: 100</i>	Proceedings of workshops	
4. Training events	Number of decision makers and technical staff that have attended SSATP workshops. <i>Baseline: 0; Target: 150</i>	Proceedings of workshops	

Key Policy issues and Preliminary Intervention Areas



EASI	Policy recommendations
Enable	To set up an entity in charge of urban transport planning and of guiding and coordinating public action aimed at the provision of the multimodal urban transport system.
	To increase available financial resources allocated to urban transport systems and to ensure the availability of long-term funding for urban transport .
Avoid	To plan for urban forms and land use that minimize the need for individual motorized travel and promote public transport and non-motorized transport modes .
Shift	To adopt and systematically introduce, at all levels and scales, a multimodal approach to the development and management of urban transport systems.
	To develop and maintain for each urban area a pedestrian network that is continuous, safe and accessible for all throughout the day; and to develop and maintain bicycle paths with similar characteristics.
	To enhance the level of service provided by paratransit operators by way of full integration in the public transport system, which requires to restructure, modernize and promote paratransit.
Improve	To improve planning, operation and maintenance of urban roads taking into account and balancing the needs of all transport modes , keeping the use of individual motorized vehicles under check.

National and urban decision makers and technical staff to aim at adopting, and are capable of putting in place

ENABLE :

- sustainable urban transport planning,
- monitoring and evaluation
- management and coordination,
- and financing mechanisms

AVOID :

- to apply urban forms that minimize the need for motorized transport
- favor public and non-motorized transport.

SHIFT :

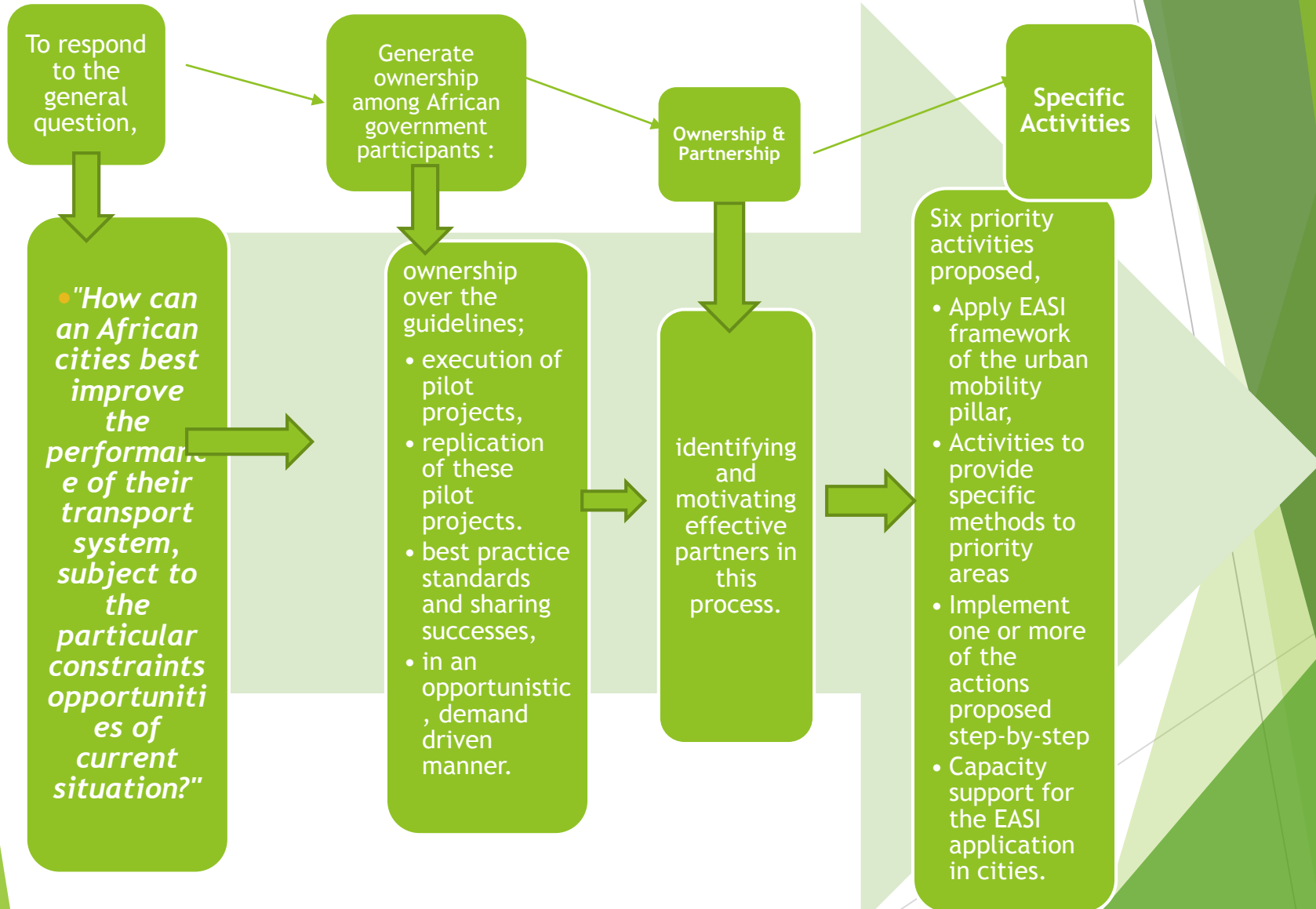
- to apply steps towards adopting and implementing sound integrated multimodal urban mobility plans;
- particular emphasis on the promotion of non-motorized transport modes;
- the restructuring of informal public transport services.

AVOID :

- competently implementing key measures needed to improve traffic conditions in African cities

UTM Stakeholders consultation :

PILLAR B - URBAN TRANSPORT AND MOBILITY



- ▶ **SSATP Development Program Phase 3 (DP3)**
 - **UTM DP3 Results Framework**
 - **UTM Pillar RF based Implementation Plan**
 - **Urban Transport and Mobility pillar activities and related outcomes (Synopsis)**

Intermediate outcomes ENABLE :- National and urban decision makers and technical staff aim at adopting, and are capable of putting in place sustainable urban transport planning, monitoring, coordination, and financing mechanisms

ENABLE

Activity 1: Institutional

Objective	Focuses on establishing a clearly defined entity in charge of urban transport management and coordination, as well as, ensuring that key responsibilities are properly assigned and carried out;
Task / Activity	Develop and publish guidelines, to serve as roadmap, to support the establishment of an entity in charge of urban transport planning, management and coordination with all stakeholders
Scope of Work	<ul style="list-style-type: none"> - Review of emerging issues and existing country cases situations - Review of experience in Africa and good practice countries for adoption, - Identification and analysis of current good practices - Definition of objectives, results and key success factors for such entities - Preparation of road maps as best practice standards to adopt
Deliverables	Best practice standards for establishment of urban transport agencies (detailed responsibilities of agency, standard decree for creation of agency, organizational chart, job description for key positions, indicative budget and financing options).
Pilot activities (First Phase)	SSATP pilot countries in rolling over the concept for replication
	First phase of Eight pilot countries for the integrated program
Expected Outputs	Establishment of a clearly defined entity in charge of UTM
	Key responsibilities clearly defined and properly assigned
Indicators	Number of countries setting up an entity in charge of UTM,
	Number of countries ensuring UTM responsibilities are clearly assigned and carried out;
Means of verification	References to SSATP best practice standards in official documents
	Official strategy and program documents of members of SSATP
SSATP DP3 period UTM implementation plan	Investigate the specific country cases to identify the critical factors that are necessary to improve institutional coverage and coordination.
	Technical support in bringing institutional knowledge based approach enable
Outcomes	Develop strategic interventions required for sustainable urban transport management approaches to create an enabling institutional arrangement;

Intermediate outcomes ENABLE :- National and urban decision makers and technical staff aim at adopting, and are capable of putting in place sustainable urban transport planning, monitoring, coordination, and financing mechanisms

ENABLE

Activity 2: Financial

Objectives	Strengthening of the financial framework for urban transport management in African cities by developing and publishing guidelines to support the establishment of a sustainable financing mechanisms;
Task / Activity name	Develop and publish guidelines, to serve as roadmap, to support the establishment of sustainable financing mechanisms for urban transport systems in cities
Scope of Work	<ul style="list-style-type: none"> - Review of existing country conditions and case studies for adoption - Review of experience in Africa and in emerging countries urban transport financing mechanisms to adopt, - In-depth analysis of financing mechanisms and opportunities in urban areas in Africa (eight pilot countries) - Identification and analysis of current best practices for replication, - Definition of objectives, results and key success factors for sustainable financing - Preparation of best practice standards and road map for program implementation,
Deliverables	Best practice standards of sustainable financing mechanisms
Stakeholders and role	<p>countries to roll over the financing concept for replication</p> <p>Pilot countries providing designated lead agency for best practice standards applications</p>
Pilot activities	Guidance on setting up sustainable financing mechanisms for urban transport system;
partners / donors	AfDB, PPIAF, ITDP, UN-Habitat
Outputs	<p>establishment of sustainable financial resources for urban transport programs;</p> <p>ensure the availability of long term funding for urban transport.</p>
Indicators	Number of countries setting up a financing mechanism
Means of verification	Number of countries dedicated source of financing for urban transport,

Intermediate outcome 3:

AVOID - Urban decision makers and technical staff have knowledge of and start to apply urban forms that minimize the need for motorized transport and favor public and non-motorized transport

ACTIVITY 3: PUBLIC TRANSPORT ASPECTS

Objectives Presenting guidelines with respect to effective public participation, both for a specific sector initiative (projects/policy) and a general discussion / exploration of the situation in the urban transport, as an initial step towards establishment of a national strategy

Task / Activity name	Develop and publish guidelines to support a multimodal approach for the development and management of urban transport systems and promote non-motorized transport modes
Scope of Work	<ul style="list-style-type: none"> - Review of existing and emerging situation for the development of public transport - Review of experience in Africa and in emerging countries for adopted practices and lessons - Identification and analysis of current best practices - Definition of objectives, results and key success factors for multimodal planning and promotion of non-motorized modes - Preparation of best practice business standards
Deliverables	Best practice standards of integrated multimodal urban transport plans and promotion of non-motorized transport modes
Stakeholders and role	countries with specific role to roll over the concept for replication Pilot countries for the study and best practice case applications
Pilot activities	development of roadmaps for the introduction of integrated public transport approach
Indicators	Number best practice standards of an integrated multimodal urban mobility plan has started
Potential partners / donors	GIZ/SUTP, UNEP's, UN-Habitat, CODATU
Outputs	<p>adoption of urban forms that minimize the need for motorized transport,</p> <p>continued civil society participation in the development of urban transport systems.</p>
Indicators	Number of urban areas where the preparation of strategies for better integration of land use and transport developed,
Means of verification	Number of countries developing integrated urban public transport strategy
SSATP period	<p>DP3</p> <p>UTM</p> <p>Focus on helping cities to best improve public transport from its current situation,</p>

Intermediate outcome 4:

IFT - Urban decision makers and technical staff have knowledge of and have competently completed preliminary steps towards adopting and implementing sound integrated multimodal urban mobility plans with particular emphasis on the promotion of non-motorized transport modes and the restructuring of informal public transport services

Objective: Focuses on multimodal planning and operations in city centers, seeking how to best improve non-motorized transportation and management from their current situation, highlighting the critical need to improve these modes within city centers. As a crucial way to combat sprawl, improve the safety of the movement of both people and goods, and enhance the appropriateness and use of non-motorized transport modes

Task / Activity name	Foster research works on urban forms for reducing travel needs in urban areas
Scope of Work	<ul style="list-style-type: none"> - Analysis of urban forms and impacts on accessibility and mobility - Development of policy driven scenarios of urban planning and urban transport development over a 30 to 40 year time horizon in cities - Identification of effective action levers in land use management for short, middle and long term orientations - General recommendations to decision-makers and stakeholders for more sustainable urban forms and land use - Specific recommendations to decision-makers and stakeholders for more sustainable urban forms and land use in cities pilot countries
Deliverables	Recommendations for urban forms and land use plans in Africa that promote accessibility and ways to overcome barriers to land use and transport integration.
Stakeholders and role	SSATP countries and Regional institutions working on Urban forms
Activities	pilot countries (champions) for the development
Potential partnership / donors	National research institutes in different countries, Urbanization Review, UN Habitat, UNEP
Outputs	develop and publish guidelines to support a multimodal approach for the management of urban transport systems and promote non-motorized transport modes,
Indicators	<p>Number of urban areas improvement of non-motorized transport modes, or the restructuring and modernization of informal public transport operators have been drafted</p> <p>Number of countries with elaboration of an integrated multimodal urban mobility plan or a traffic and parking management program has started</p>
Means of verification	Reports and reference documents using guidelines developed with support from SSATP best practice standards.
SSATP DP3 period UTM Pillar implementation plan	Study to improve non-motorized transportation and traffic management city centers. improve safety on the movement of people and goods to enhance appropriate use of non-motorized transport modes.
Outcomes	develop and publish guidelines to support a multimodal approach to promote non-motorized transport modes, foster research works about urban forms in cities as a potential main lever for reducing travel needs in urban areas,
EASI Multi-modal DP3 UTM Deliverable:	<p>Best practice standards, in the form of guidelines to serve as road map for the development of Multi-modal planning and operations for city centers (execution of non-motorized transport and traffic management improvement programs).</p> <p>provide the road map to address issues related to promoting urban forms that minimize the demand for private motor vehicle use,</p> <p>to introduce a multimodal approach to transport system management, and to develop networks of pedestrian infrastructure</p>

Intermediate outcome 5 & 6:

IMPROVE - Urban decision makers and technical staff have knowledge, and have competently completed preliminary steps, towards adopting and implementing key measures needed to improve traffic conditions in African cities

OBJECTIVES : Activity 5: Focuses on helping cities determine how to best improve public transport from its current situation, towards developing environmentally friendly mass transport that can address the climate change agenda, primarily addressing paratransit due to its significant role in providing basic mobility, offering options ranging from incremental improvements to ambitious initiatives, based on African experience. Activity 6: Focus on activities mainly related to secondary cities on urban transport challenges physically exist in their solution. National government practitioners must be made more aware of the importance of the problems occurring in secondary cities. Secondary cities are taken into account as cross cutting cases to the other activities of the urban transport pillar.

TRAFFIC MANAGEMENT AND URBAN FORMS IN CITIES & SECONDARY CITIES	Task / Activity name	Develop and publish guidelines to support restructuring and modernization of informal public transport operators and implementation of efficient traffic and parking management and their full integration in the transport system			
	Scope of Work	<ul style="list-style-type: none"> - Review of existing literature on this topic - Review of country existing and emerging experience countries - Identification and analysis of current best practices for adoption - Definition of objectives, results and key success factors for restructuring, modernization and integration of paratransit in formal public transport systems - Preparation of best practice standards and roadmap to serve as action plan 			
	Deliverables	Best practice standards for restructuring and modernizing informal public transport operators			
	Stakeholders and pilot activities	member countries to roll over the concept as for replication Pilot countries providing championship support for the study and best practice case analysis Guidance on the restructuring and modernization of informal public transport operators;			
	Outputs	develop and publish guidelines for restructuring and modernization of informal public transport operators and their full integration to the transport system,			
		To develop and publish guidelines to support planning and implementation of efficient traffic and parking management.			
		programs supporting secondary cities in urban transport,			
	Indicator	Number of countries with integrated multimodal urban mobility plan,			
		Number of countries focusing on addressing the situation of secondary cities in their diagnostic and guidelines			
	Means of verification	Reports and reference documents using guidelines developed with support from SSATP best practice standards.			
SSATP DP3 UTM Pillar implementation plan	focus on Non-Motorized Transport/Traffic Management and Public Transport,				
Outcomes	broader focus to secondary cities if corrective actions are not taken in a timely manner.				
EASI Multi-modal DP3 UTM Deliverable:	Best practice standards, in the form of guidelines, for the development of National urban transport strategy (to serve mainly secondary cities).				
Activity schedule	2016/17	SSATP AGM Urban	Transport and Mo	2017/18 ZGT Malawi	March 2018/19

Knowledge creation and capacity building

(I) Knowledge creation & dissemination

Objectives : This cross-cutting activity contributes towards all outcomes of the Urban Transport and Mobility pillar activities.
Development of a professional community at continental level

Task / Activity name: Organize a conference and workshop cycle to build ownership of policy measures and support the dissemination of the guidelines and the results of research projects :

Scope of Work :

- Definition and organization of a conference cycle to disseminate the SSATP documents and increase the knowledge of decision makers and key technical staff regarding urban mobility issues and policy driven development
- Creation and animation of an e-platform to share among all concerned all documents of SSATP and of other partners
- Establishment and moderation of a professional network on urban mobility in Africa

<i>Best practices standards</i>	<i>Indicators</i>	<i>Number of virtual meetings of work groups.</i>
	<i>Means of verification . Minutes of meetings, Publication of best practice standards.</i>	<i>. Publication of research papers (attached to MOU with specialized Universities and centres of excellence) on Urban transport studies and strategy notes on urban form and land use. . Research papers and strategy notes published by SSATP and made available on SSATP website</i>
<i>Advocacy and dissemination workshops</i>	<i>Number of decision makers and technical staff that have attended SSATP workshops. Proceedings of workshops</i>	
<i>SSATP e-platform</i>	<i>Number of entries on urban mobility CoP (community of practices). Participants registered in the CoP</i>	

(ii) Capacity building

<i>Increased capability of technical staff on these subjects</i>	<i>Number of decision makers and technical staff that have been actively involved. Proceedings of workshops</i>
<i>Training events</i>	<i>Number of decision makers and technical staff that have attended specialized trainings and tailor made programs organized by SSATP in partnership to such as LUTP, UNITAR etc. with MOU for partnership and series of training undertakings. with. Proceedings reports of training sessions and certification / accreditation of participation.</i>

<i>Activity schedule</i>	<i>2016/17</i>				<i>2017/18</i>				<i>2018/19</i>			
	<i>Q1</i>	<i>Q2</i>	<i>Q3</i>	<i>Q4</i>	<i>Q1</i>	<i>Q2</i>	<i>Q3</i>	<i>Q4</i>	<i>Q1</i>	<i>Q2</i>	<i>Q3</i>	<i>Q4</i>

Outcome	Objective	Outcome of Activities	Outputs	2016	2017	2018	Long term activities (after DP3 Period)
IMPROVE	Urban decision makers and technical staff have knowledge of and have competently completed preliminary steps towards adopting and implementing key measures needed to improve traffic conditions in African cities.	Develop and publish guidelines to support planning and implementation of efficient traffic and parking management					
		Guidance on the planning and implementation of efficient traffic and parking management	Lot 1 countries:				
			CoteDivoire				
			Guinee				
			Senegal				
			Lot 2				
			Ethiopia				
			Kenya				
			Rwanda				
			Lot 3				
Ghana							
Nigeria							
		Phase two pilot countries integrated UTM study					
A & K, T	Advocacy, knowledge dissemination and training	Organize a conference and workshop for ownership of policy measures and support the dissemination of the guidelines and the results of research projects	Training on selected UTM components to pilot contries:				
		Practical training to support knowledge application in selected cities on planning and practical issues	UTM - LUTP training to client countries.				



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THANK YOU

- ▶ UTM EASI concept framework approach: Is it:
 - Realistic?
 - Practical?
 - Relevant?
 - Address main issues?
- ▶ Are there any other ways, or thoughts, to address the UTM situation of cities in Africa?

- ▶ Overall understanding on the applicability of :
 - The EASI concept framework
 - the Results Framework
 - the UTM Implementation plan
 - Other suggestion, inputs, opinions for further consideration.

- ▶ Way forward – What need to be considered by SSATP and partners for further improvement?