

# Collaboration for Active Mobility in Africa (CAMA)



## Partnerships for sustainable solutions in Sub-Saharan Africa



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## The CAMA Project



**CAMA – Collaboration for Active Mobility in Africa**  
 ("kama twende" Swahili "let's go")

**Program:** Partnerships for sustainable solutions with sub-Saharan Africa

**Funding agencies:** Federal Ministry of Education and Research Germany and  
German Academic Exchange Service

**Duration:** June 2021 – May 2025

**Consortium:**



MAKERERE UNIVERSITY



University of Nairobi



Hochschule Karlsruhe  
University of  
Applied Sciences



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## Project Goals

### Overall goal: Promote walking and cycling

- Better understand of walking and cycling needs in an African context
- Foster the exchange of knowledge between local communities in Africa and Germany

### Goal 1: Data collection

- Better capture the requirements of the pedestrians and cyclists and to illustrate their needs using digital surveys, qualitative interviews and crowd mapping approaches
- Consider the needs of special population groups including women, persons with disability, children, and the elderly

### Goal 2: Development and uptake of tailor-made solutions

- Develop solutions to promote pedestrians and cyclists, by building learning alliances including all local stakeholders
- Local learning alliances to ensure research is steered by everyday challenges
- Help to speed up the implementation of innovative solutions on the ground

### Goal 3: Real-life experiments (living labs)

- Focus on small, tangible and innovative solutions at community level
- Solutions serve as first step towards the promotion of active mobility

### Goal 4: Continuing education for active mobility

- Capacity building in universities to educate additional experts to promote active mobility
- Combining formal and informal learning approaches

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## Two pillars of CAMA project

### 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 of 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 & challenges of 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

- Documenting findings from research
- Fact sheets with key results
- Training material on walking and cycling

### Continuing education

#### WP 1 Train the trainers

- Training course for young researchers
- Academic peer program in 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 cycling

#### WP 2 Learning alliances

- Providing formal & informal learning opportunities
- Project oriented learning for students
- Briefing workshops for policy makers

#### WP 3 Virtual library on training material

- Providing teaching and training material
- Curricula for courses on active mobility
- Open web based platform

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## Role of the project

- Availability of resources for research & engagement of stakeholders
- Linking knowledge and practice through stakeholder engagement
  - Mapping and convening of stakeholders
  - Sharing & exchange of knowledge with transport policy & practice
- Strengthening capacity, skills and exchange among students & faculties
  - Review and discussion of student dissertation proposals on transport
  - Online and physical interaction and knowledge sharing among students and faculties
- Testing workable solutions to walking and cycling through living lab

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## Sustainability of Large Research Consortia (LRC) Approach

- LRC have life span that the southern partners leverage on to advance local agenda, through three main frames:
  - (i) Collaborative conceptualization of research agenda
  - (ii) Contribution to an already set agenda
  - (iii) Conceptualisation of southern research agenda by southerners
- Centrality of southern states in ensuring sustainable funding strategy
  - Emerging initiatives through local state funding in collaboration with other funding agencies
- Funding agencies initiating funding streams with southern leadership or full team of southern researchers
- Expanding networks
- Capacity Building

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## Tensions in Translating Global North Frameworks into African Context

- Contextual differences call for understanding of local context and assessment of global frameworks
  - Minimal assessment of global frameworks
  - Differences in institutions (values, norms)
  - Difference in compliance culture which is critical for transport studies
- Assumptions on capacity building, skill development & experiential and exchange learning
  - Limited collaboration with government & state agencies during research
- Preference to work with government agencies, & northern partners

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## Walking and Cycling

- Increased focus on walking and cycling
- Policies embedded in integrated transport policy and stand-alone NMT policies across the continent
  - Policies responding to SDGs, Paris Agreement, New Urban Agenda, 2063 Vision for Africa & road safety global commitments
- Walking & Cycling as a response to reduction of GHG emissions
  - High modal share of walking in Africa (78%), car ownership increasing
  - Transport largest source of air pollution, health complications & deaths
  - Africa has lowest level of access to public transport (1 in 3)

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## Survey on Walking & Cycling What does it entail?



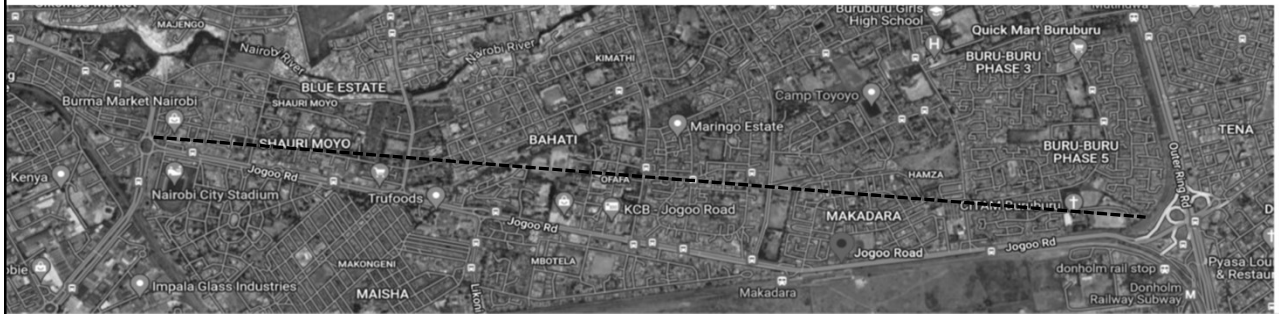
- **Purpose:** Collect data on pedestrians and cyclist **requirements & experiences** (Dec 2022 – January 2023)
- **What information/data?**
  - Preferences and choice of mode of transport (walking & cycling; and others)
  - Infrastructure issues (incl. quality of transport modes)
  - Perspectives towards walking and cycling - users experience (benefits, safety, socialization issues)
  - Understand drivers and obstacles for walking and cycling and solutions & recommendations
  - Focus on socio-demographic aspects – presentation largely covers this component

## Study Area: Nairobi, Kenya



3 corridors

## Study site: Jogoo Road Corridor



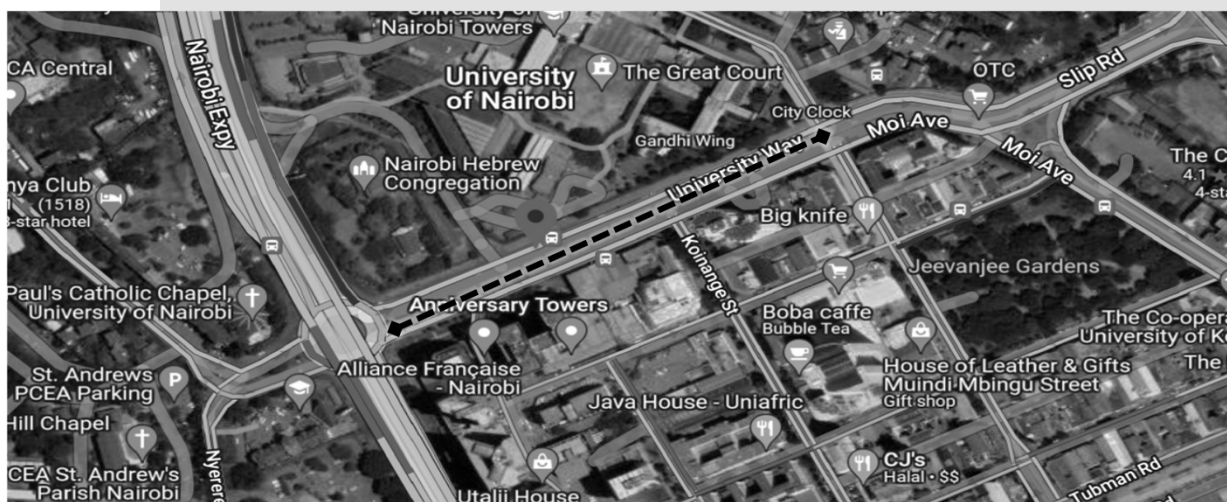
7 Kms long corridor



## Study site: Muindi Mbingu street



## Study site: University Way



University of Nairobi

ISO 9001:2008 13

Certified

<http://www.uonbi.ac.ke>

## Data source

- Survey using questionnaire (463)
- Coverage of Nairobi: University Way (93); Muindi Mbingu Street (137); Jogoo Road (233)
- Study Respondents
  - Pedestrians (243)
  - Cyclists (96)
  - People Living with Disabilities (PLWDs) (38)
  - Entrepreneurs working in businesses & offices located 500 meters from road corridors (86)
- **We share the preliminary findings on Walking & Cycling in Nairobi**

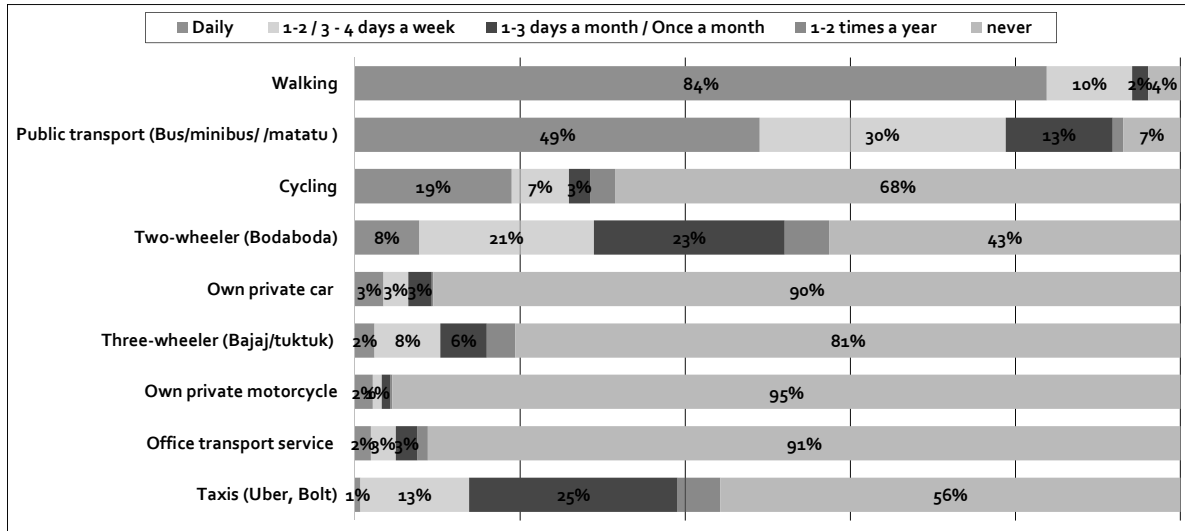
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## Use of Modes of Transport for commuting



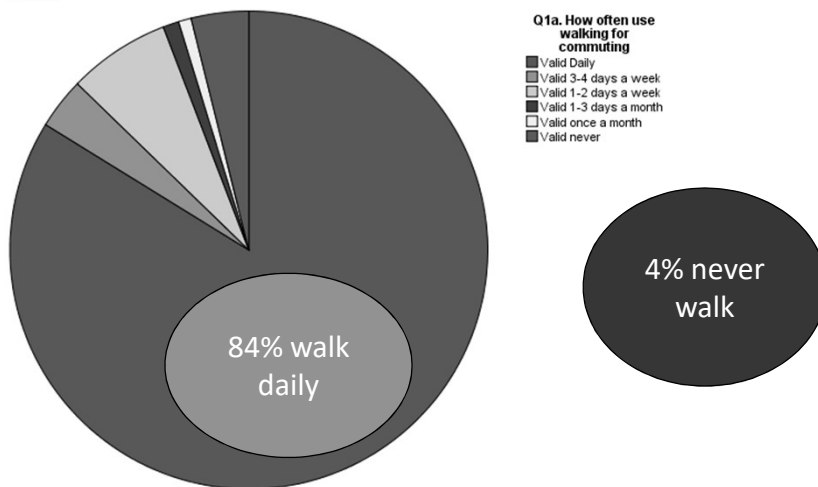
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## Results on Walking

Q1a. How often use walking for commuting  
Percent



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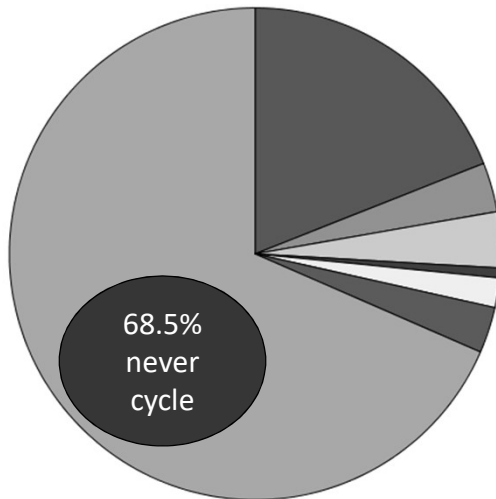
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## Results on Cycling

Q1b. How often use cycling for commuting  
Percent



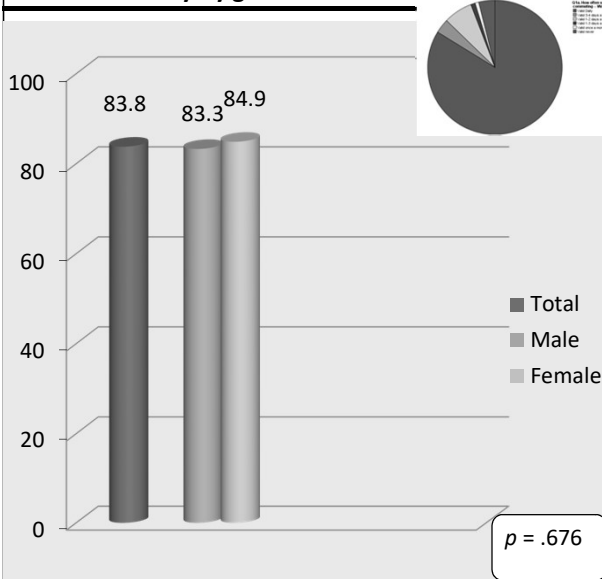
19% cycle daily

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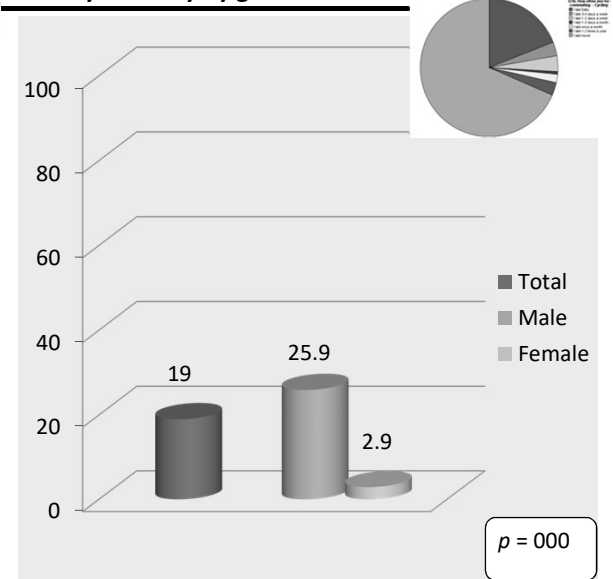
### Who walks daily by gender?



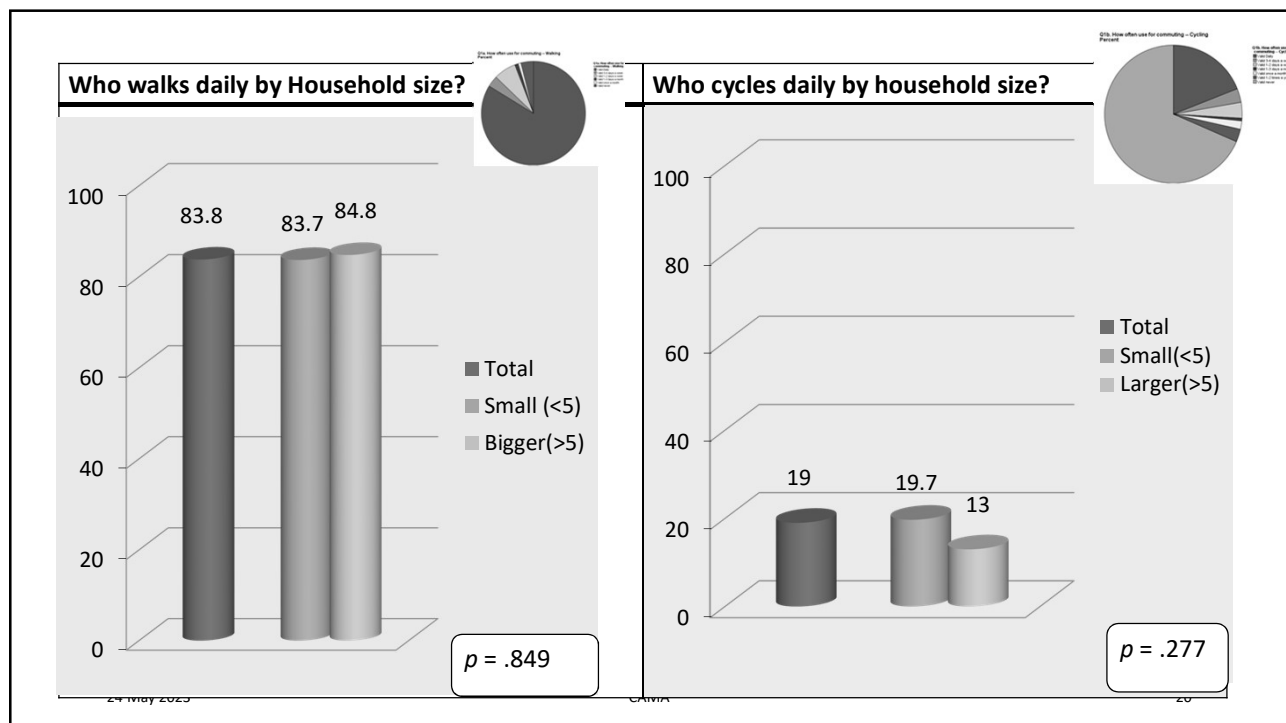
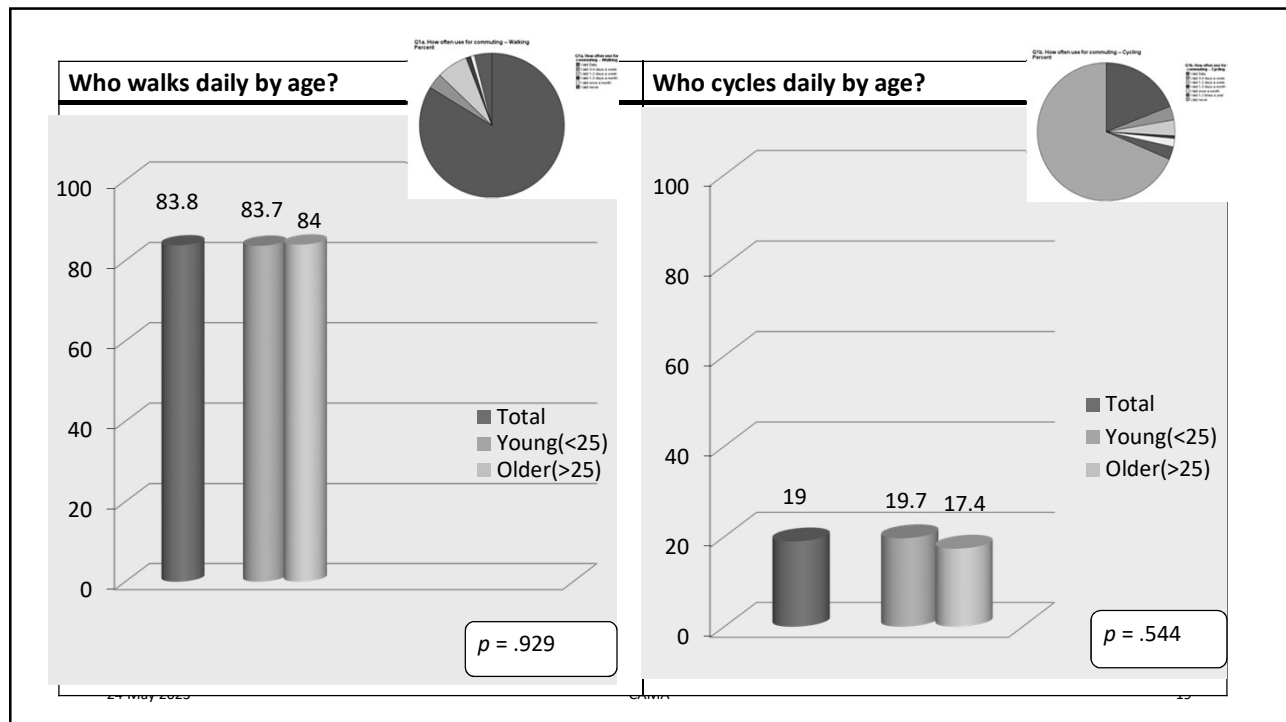
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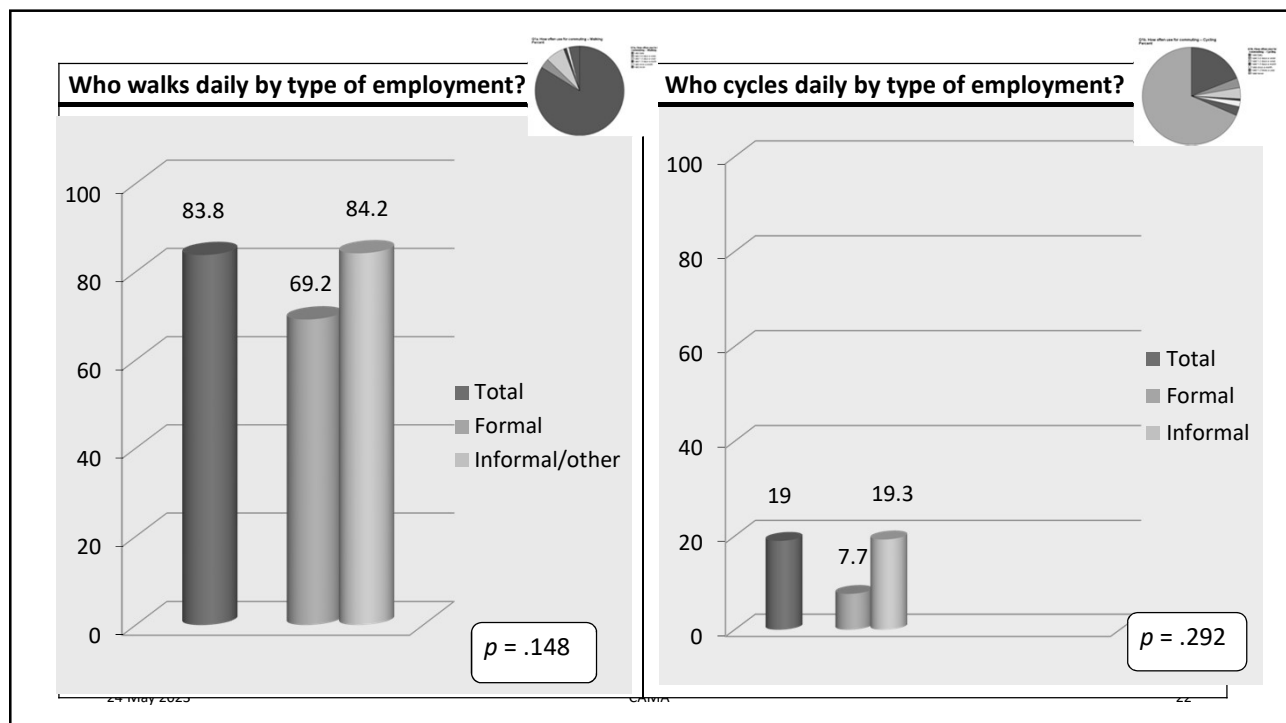
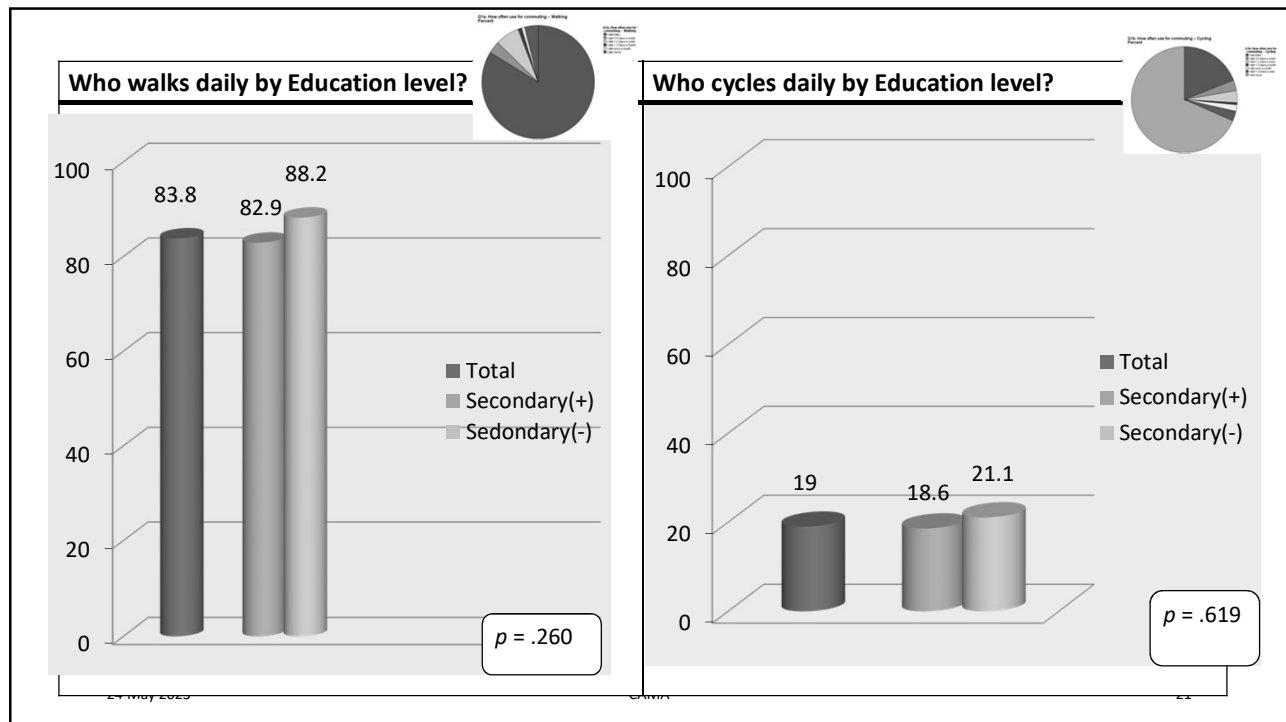
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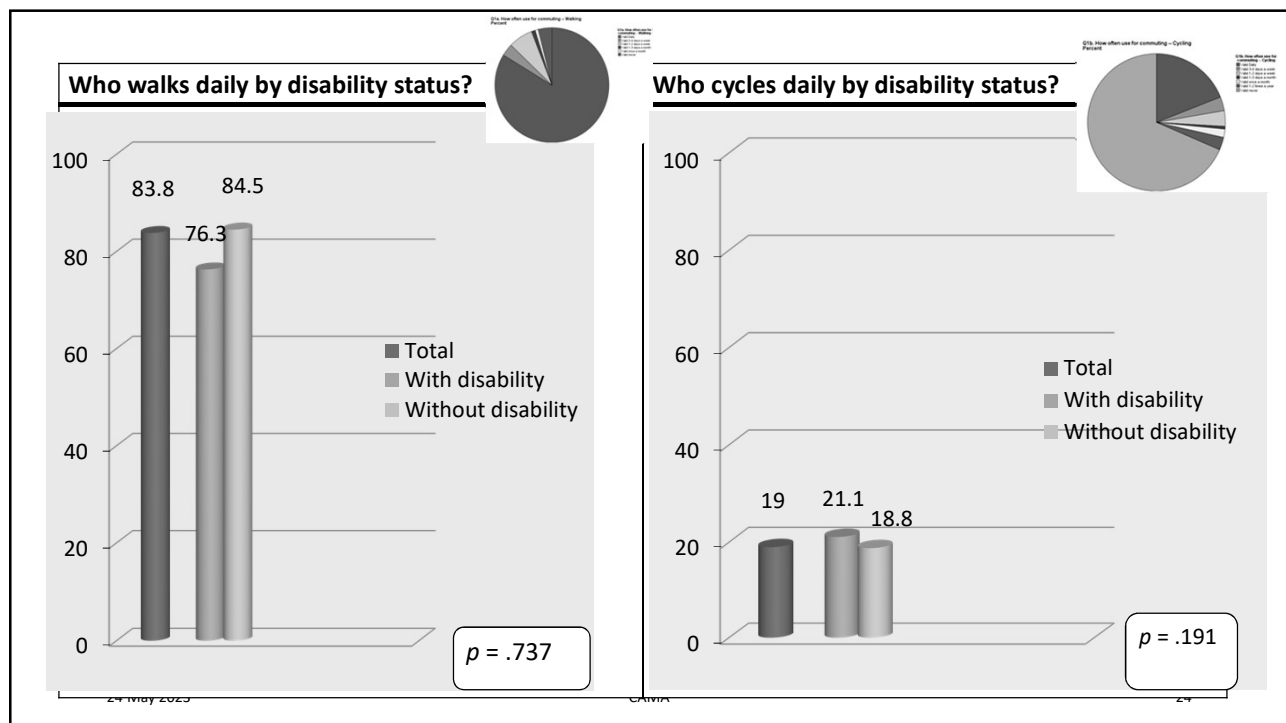
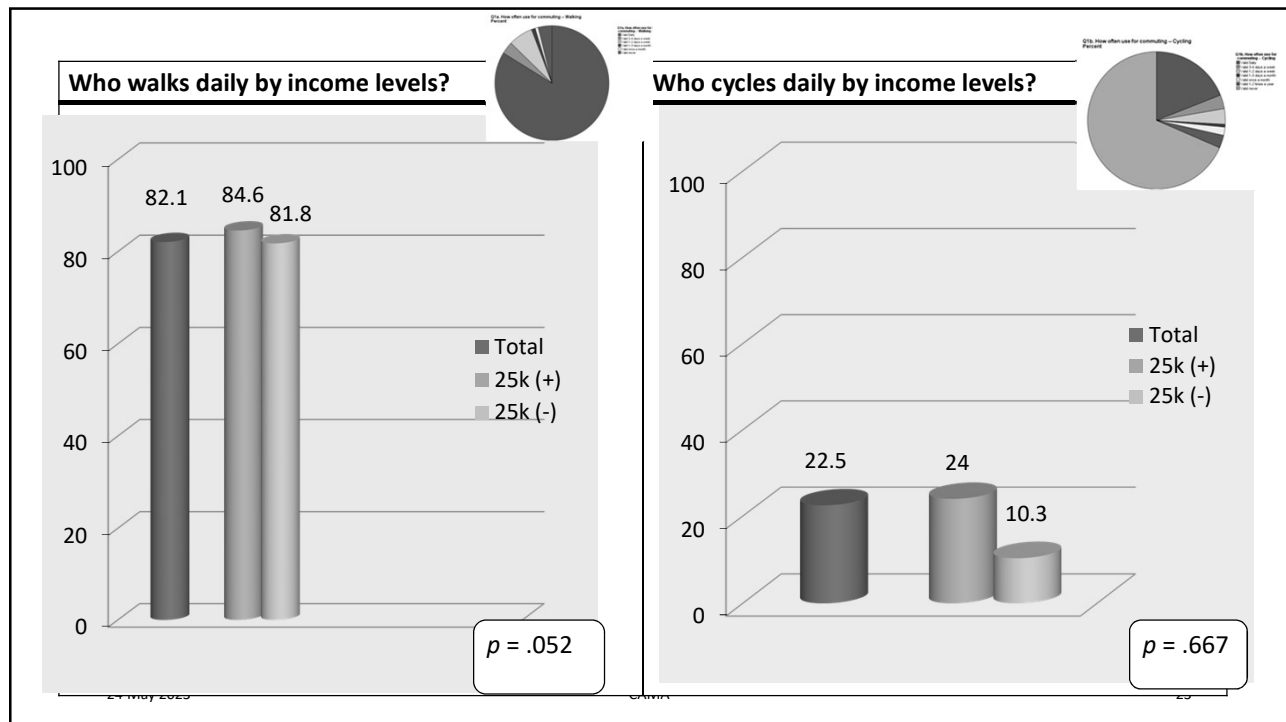
### Who cycles daily by gender?



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## Key observations

Characteristic	Observation/Conclusion
Gender	<ul style="list-style-type: none"> <li>• Key consideration for cycling (men likely to cycle compared to women)</li> <li>• Need to promote cycling as a mode of transport for women in urban settings, and address barriers that women face.</li> </ul>
Age	<ul style="list-style-type: none"> <li>• Not much variation in walking and cycling.</li> <li>• Small margin that young people cycle more than older persons. An opportunity that should be exploited to encourage them people to cycle – within safety limits.</li> </ul>
Household size	<ul style="list-style-type: none"> <li>• The effect of household size on cycling require more attention – why do larger households cycle less? Is it about cost or preference to used alternative shared modes?</li> </ul>
Education levels	<ul style="list-style-type: none"> <li>• There isn't much difference (among the studied population) with regard to education levels.</li> </ul>
Occupation	<ul style="list-style-type: none"> <li>• Its important to focus on promoting walking and cycling among the formally employed.</li> </ul>
Income levels	<ul style="list-style-type: none"> <li>• Small margin that persons with higher incomes cycle more? perhaps due to their ability to afford bicycles.</li> </ul>
Disability status	<ul style="list-style-type: none"> <li>• Small margin that persons with disability cycle more compared to walking. Hence, the need for greater focus on PWDs friendly cycling infrastructure.</li> </ul>