



# AFRICAN MOBILITY MONTH

# CAMPAIGN DIGEST 2020



Local Governments  
for Sustainability

AFRICA

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**AFRICAN  
MOBILITY  
MONTH**



## Why ICLEI Africa convenes African Mobility Month

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# WHY ICLEI AFRICA CONVENES AFRICAN MOBILITY MONTH

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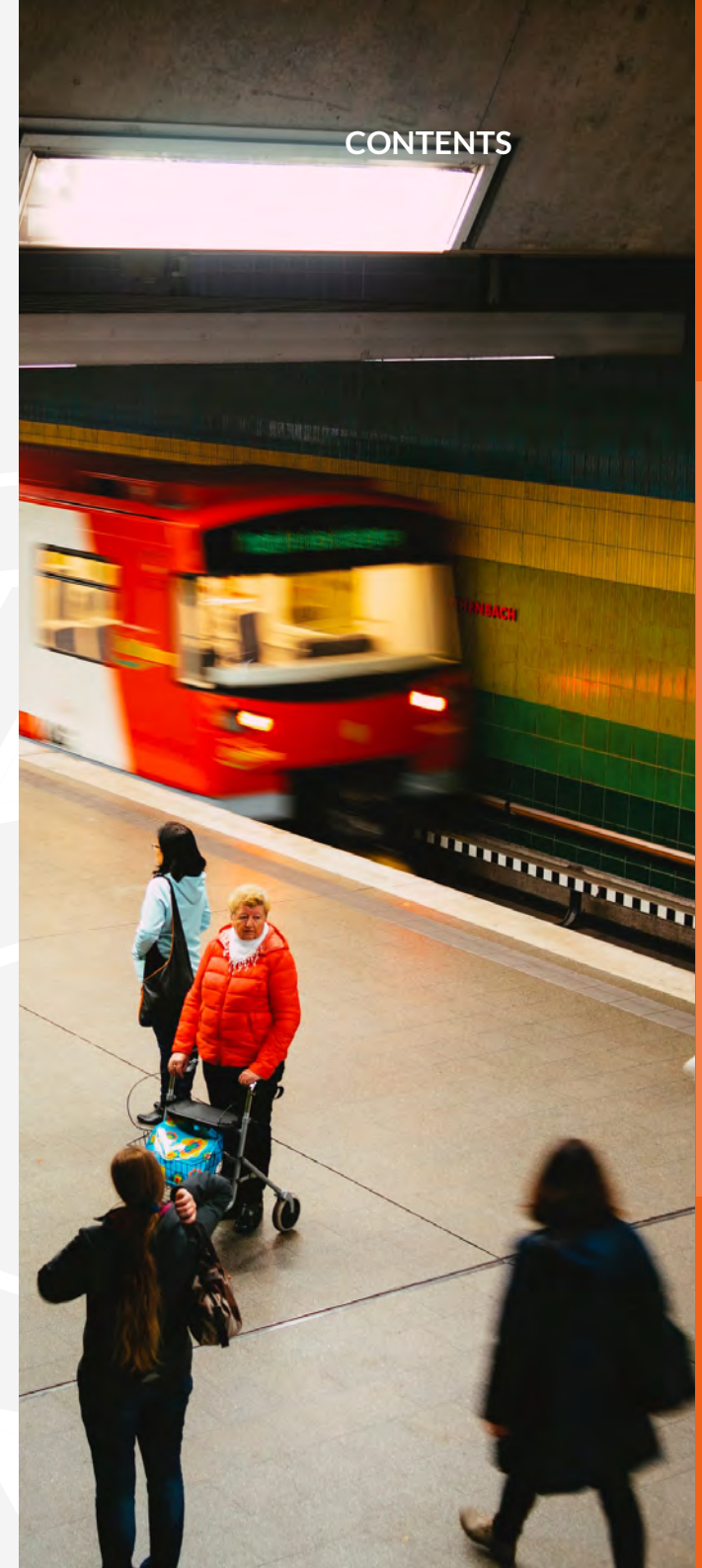
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# ICLEI SUPPORTS SUSTAINABLE MOBILITY IN AFRICAN CITIES

ICLEI - Local Governments for Sustainability is a global network of more than 2500 local and regional governments committed to sustainable development. ICLEI Africa provides regional support to more than 120 local and regional governments to develop sustainability policies and drive local action for low emission, nature-based, equitable, resilient and circular development. Through ICLEI Africa's advocacy work we build momentum with our cities to mainstream sustainable development for systemic change.

ICLEI recognises that we are living in an urban century and that cities represent important arenas for achieving global sustainability outcomes. The recently adopted ICLEI Malmo Commitment and Strategic Vision 2021 - 2027 recognises urban mobility as a key entry point for supporting sustainability transitions and commits to supporting the ICLEI network to decarbonise the transport sector whilst adopting people-centred mobility approaches that prioritise and integrate walking, cycling, public green space, public transport and alternative low to zero emissions mobility options for people and goods. This requires a whole-of-society and whole-of-government approach with strong collective effort.



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As part of efforts to improve urban mobility, ICLEI Africa convened the second AfricanMobilityMonth from 18 September to 18 October 2020. This annual digital campaign brings together a diverse range of urban mobility actors and decision-makers who are passionate about developing mobility systems that sufficiently support the needs of all urban citizens, while responding to pressing development and environmental challenges that our cities are facing. As African cities continue to rapidly urbanise, the transformation of our mobility systems becomes ever more pressing in creating sustainable urban environments that are low-carbon, people-centred and inclusive.

With AfricanMobilityMonth ICLEI Africa aims to grow and strengthen the African mobility network and mobilize a strong collective effort for shifting mobility paradigms in our cities. We invite you all to join this journey with us by supporting this collective movement and participating in AfricanMobilityMonth 2021: Transforming Urban Mobility. This campaign is vital in building momentum around just urban mobility in line with the Decade of Action for Sustainable Development and calls for everyone to take ambitious and urgent action for advancing socially just sustainable mobility in African cities.

[Register Interest in AMM 2021](#)

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# PUT YOUR CITY ON THE MAP FOR SUSTAINABLE MOBILITY ACTIONS

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We encourage your participation and want to see the map of participants, organisations and cities grow, showcasing sustainable mobility actions and sharing resources, policies and mobility plans.

To get involved in AfricanMobilityMonth 2021, please register [here](#) or reach out to us by sending an email to [africanmobilitymonth@iclei.org](mailto:africanmobilitymonth@iclei.org).

We would love to hear from you!





AfricanMobilityMonth forms part of the RISE Africa movement. RISE Africa brings together **thinkers, doers and enablers**, and promotes art, creative expression and other ways of knowing to **Inspire Action for Sustainable Cities**

Join the movement at [riseafrica.iclei.org](http://riseafrica.iclei.org)

**24-28 May 2021**  
**RISE Africa Action Festival 2021**  
**NEXT URBAN CHAMPIONS\***  
 Register **HERE**



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# AFRICAN MOBILITY MONTH 2020



# SHIFTING THE MOBILITY PARADIGM IN YOUR CITY WITH ONE HASHTAG

AfricanMobilityMonth is an annual digital campaign that provides a platform for mobility advocates, researchers, city officials, policy-makers, civil society, and urban citizens to share knowledge, experiences and ideas for people-centred, carbon neutral and resilient mobility, and is a call to action for all relevant actors across the continent to join in, in advocating for sustainable urban mobility.

AfricanMobilityMonth provides the opportunity to challenge existing paradigms, discuss key mobility issues that African cities face, celebrate cities, organisations and individuals who are driving sustainable mobility solutions, establish a community of practice of local governments, civil society, mobility activists and citizens, and in essence bring people together.

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# FOR MORE ON AFRICAN MOBILITY AND AFRICAN MOBILITY MONTH:

[Listen to this podcast](#)

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AfricanMobilityMonth is supported by our partners:



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# WHY WE NEED TO REFRAME URBAN MOBILITY IN AFRICAN CITIES



Imagine our cities are places where all are free to move easily, where all have a choice in the way they wish to move, where work, living and play are close or intertwined, where travelling is safe, convenient, comfortable, and accessible to all.

The year 2020, the year of the COVID-19 pandemic, has cast a much needed spotlight on the important role that mobility plays in providing citizens with equal access to employment, goods and services, and in sustaining and maintaining urban activities and in shaping current and future development. Public modes, the majority of African cities still grapple with providing basic mobility systems that are integrated, affordable and accessible. In addition, they often reinforce unsustainable development pathways that lock cities into inefficient and outdated spatial forms. This means that a large portion of urban populations are without sustainable means to move in their cities and address their needs.

The development trajectory of most African cities still favours a car-centric development pathway, in which urban master plans sprout living areas far removed from employment and places of recreation, premised on the outdated ideals of a modern, clean and ordered city, with central business district and countryside living, and devoid of the intricacies and unique characteristics of African cities. This ideal may also lock cities into unsustainable mobility systems that contribute significantly to climate change, releasing GHGs, and impacts the health of people and urban environments through other pollutants. Cars often clog viable road-based public transport routes, setting back many efforts to increase public transport.

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Despite this development pathway, most African cities have a very low level of car ownership due to unaffordability. The majority of African citizens, many of whom represent low income households, walk, cycle and make use of formal and informal public transport available to them - often with their safety at risk due to ill equipped infrastructure and lack of inclusionary urban policy and regulations which limit public transport's reach and effectiveness significantly. However, public modes of transport fill a significant gap in mobility needs and should be recognised for the vital role they play in the movement of people, support of livelihoods, and the movement of goods and services.



**Car ownership has become an aspiration to many and the car an emblem of success, prosperity and wealth – for many people. But this is not sustainable!**

Current mobility systems, and many long-term mobility plans are far removed from the reality of how urban inhabitants move in their everyday lives- for employment, recreation, sustenance, what they can afford and how they choose to move. However, there is an opportunity to reshape the development trajectory away from private vehicle ownership, to support reliable, safe and efficient public mobility.

2020 provided the opportunity to take stock and work towards changing the paradigm of future mobility systems. Covid-related lockdowns gave a glimpse of how different urban mobility could be. Changing the mobility narrative requires a shift in how cities connect and develop work and living areas, in a way that considers climate action and sustainable development, with the ultimate aim of achieving equitable and socially just cities.

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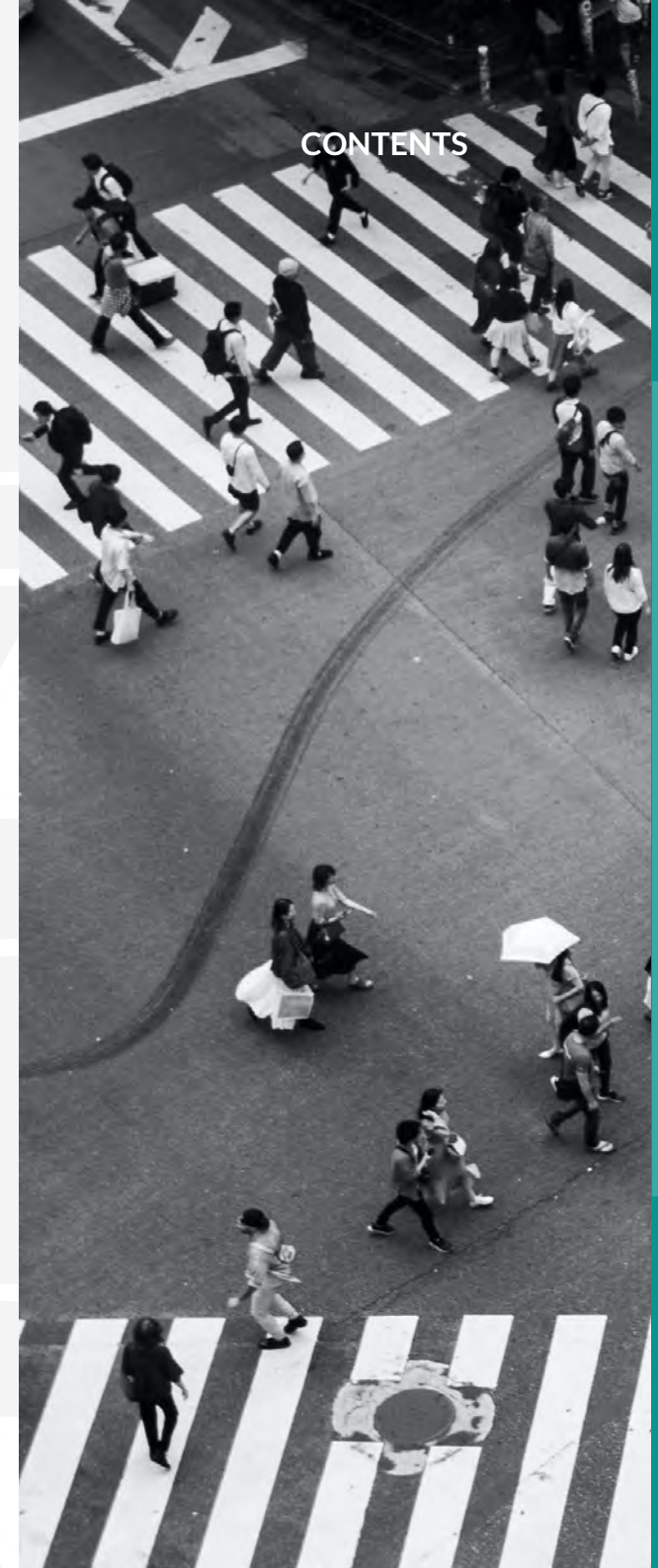


# PUTTING PEOPLE FIRST

There remains a tension in how we connect planning for, and implementation of, mobility and people. Successful mobility systems and the implementation of mobility action plans are often simplified into the different transport modes available, the amount or length of infrastructure constructed and technical output. While these are necessary components of a mobility system, they do not account for the people who use it, their expectations and behaviours, what they require and what they can afford. In this way, we often lose focus on the people whose lives should be supported by the mobility systems we are examining.

Asking what people want out of life, as noted by Gail Jennings, and understanding the needs and aspirations of people, and how mobility systems can best support these is the first step for promoting equitable development. Given that cities are products of the interactions between people, a focus on people's interests will ensure that mobility systems can support and sustain cities effectively.

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# TOWARDS INTEGRATED URBAN ENVIRONMENTS

An integrated mobility system is part of the urban environment and celebrates the interrelation with so many aspects of urban life, including employment, social interaction and community, cultural expression, environmental and human health and wellbeing, nature and public space. Mobility and transport planning cannot be decoupled from urban policy and planning, including land-use management. The aim is to integrate transport systems as part of the wider urban environment, and consider mobility to include how we co-locate work, homes and amenities in the city. Here, mobility can be understood as urban planning and design, and if it is well integrated, it will enable citizens to live and move in diverse ways, providing a vital component of **choice**.

It's therefore important to interrogate and understand how cities have developed and how they continue to develop systemically. Why do people move the way they do? How has land zoning shaped such movement? How can urban planning and transport planning each influence existing patterns and behaviours in a way that promotes equity and sustainability?



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# ACCELERATING CLIMATE ACTION THROUGH SUSTAINABLE MOBILITY

As cities gear up to set their climate change ambitions and associated targets and actions in the next decade, mobility and transport is a vital component of climate action. Therefore, strongly linking mobility plans to climate action will not only shift the paradigm from car-centric development to integrated cities, but also increase investment for sustainable mobility and transport such as low carbon public transport systems, walking and cycling.



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# BUILDING RESILIENCE INTO MOBILITY SYSTEMS

The COVID-19 pandemic has had disastrous impacts on formal and informal public transport operations with many cities halting operations. In addition, the distribution of vital goods, such as food, was disrupted. This had a significant impact on what people can access, how people are able to move within their cities, and the consistency of livelihoods. This is due both to purposeful closure of systems, as well as the increased fares, in some cases, to accommodate the reduced services.

Therefore, the future of sustainable mobility is dependent on building in resilience for future shocks and stresses that are inevitable. Appropriate funding models, effective data and monitoring systems and policy that is enabling in a crisis are important points to consider going forward.



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# MOVING FORWARD

Mobility is complex in nature and plays a significant role in supporting access to employment and basic goods and services, and in building a sense of belonging in the city.

However, it is a key driver and reinforcer of structural inequalities, and contributes to the climate crisis. This campaign digest provides some reflections that cities can contemplate when moving towards mobility systems that are sustainable, equitable and people-centred.



**AFRICAN MOBILITY MONTH**  
October

**Safe, Accessible, Affordable, Equitable, Low-Carbon, Convenient, Choice**

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"Inclusive mobility should contemplate how we connect people with life enriching opportunities. What can this transport give us, what can it enable us to do?"  
**Gail Jenning, Independent Researcher: Sustainable Mobility**

"The City of Accra's approach is to use data to understand our mobility systems and support our interventions"  
**Alex Johnson, Development and Transport Planner, Accra Metropolitan Department of Transport.**

# AFRICAN MOBILITY MONTH 2020 THEMATIC AREAS



ICLEI Africa convened the second AfricanMobilityMonth from 18 September to 18 October 2020. The month was centred around the theme of **Reimagining the future of urban mobility in African cities**. This theme reflects on the commencement of the Decade of Action for achieving the Sustainable Development Goals, and on strengthening 2030 Action for achieving the Paris Agreement. During the course of AfricanMobilityMonth the following thematic areas were explored through social media, polls, photography, webinars, podcasts and articles, among others.



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# AFRICAN MOBILITY MONTH 2020: REIMAGINING THE FUTURE OF URBAN MOBILITY IN AFRICAN CITIES.

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## SUBTHEMES:

### THEME:

#### Moving in our cities

What does your city's mobility system look like? This theme unpacks the complexity of urban mobility and transport systems and the aspects required to create liveable cities that enhance citizens' quality of life.

### AIMS:

- Provide an overview of the urban mobility ecosystem
- Explore the multifaceted nature of movement and transport in cities.
- Articulate its role in citizen wellbeing and consider its impact on their quality of life.
  - Gender equality
  - Accessibility
  - Road safety
  - Affordability
- Articulate the role(s) of local governments
- Highlight good practice examples from city leaders in urban mobility and transport policy and planning.

### GUIDING QUESTIONS:

- How could we approach mobility and transport systems in African cities?
- What are typical transport patterns and mobility trends?
- How has COVID-19 impacted your city's mobility systems?
- How do cities ensure people-centeredness through mobility planning?
  - Could cities measure the impact of urban mobility on citizen's quality of life, health and wellbeing?
  - What are the capabilities that mobility affords people?
- Who is responsible for urban mobility in our cities? Which stakeholders play a role and how can they influence transformative mobility systems in cities?
- What is the role of local government in shaping sustainable mobility systems and what are your city's future plans?

**THEME:**

**Realising low-carbon mobility futures**

What do cities need to transition to sustainable low carbon mobility options for increased socio-economic prosperity and decreased environmental impact?

**AIMS:**

- Articulate what a low carbon mobility future looks like in the African context
- Explore potential concepts and methodologies that drive low-carbon urban mobility solutions
- Understanding the enablers that promote transitioning to an inclusive low-carbon mobility future

**GUIDING QUESTIONS:**

- What are the options/modes/levers for low-carbon solutions considering, urban greening, nature, spatial planning, NMT, street space, BRT, e-mobility.
- Does low carbon mobility equate to resilient cities?
- What actions has your city taken to transition to promote certain low carbon solutions?
- Which policies, institutions and technologies can enable locally driven design of mobility systems?

**THEME:**

**Active mobility for health and wellbeing**

Non-Motorised transport (NMT) is a primary mode of transport in African cities. This theme unpacks the policy and spatial planning requirements in making walking and cycling attractive while promoting equity, health, wellbeing, social-cohesion and reduced air pollution in African cities.

**AIMS:**

- Promote NMT methods and options in African cities
- Explore the benefits of NMT and what it means for healthy, prosperous and equitable societies
- Understand the enablers that promote and drive holistic implementation of NMT
- Explore strategies, policy and planning for NMT (from an integration perspective)

**GUIDING QUESTIONS:**

- What are the options available to local governments for rolling out NMT?
- How do we make NMT equitable, inclusive and fun?
- What are the infrastructure requirements to integrate NMT in city transport systems?
- What are the good case examples across the continent from cities leading in NMT implementation?
  - What is the process for policy/strategy development and approval?
  - What are the barriers to implementation?
- What policies, institutions and technologies can enable locally driven design of mobility systems to include NMT?

**THEME:**

**The logistics that sustain our cities**

Goods and services move in formal and informal ways in African cities. How do local governments support these different modes? How can they adopt sustainable options such as ecologistics to advance low-carbon urban freight? This theme explores potential regulatory, planning and logistical instruments?

**AIMS:**

- Explore formal and informal mobility options that keeps our cities functioning and sustained
- Explore the linkages between mobility and other sectors (e.g. food, waste and water)
- Understand the levers for improving sustainable movement of goods and services

**GUIDING QUESTIONS:**

- What are the different ways in which goods and services move through our cities?
  - How do these differ on a macro and micro scale? Consider formal and informal modes of transport.
  - What are the eco-logistic options available to cities
- How has COVID-19 impacted the movement of goods and services in your city?
- How has essential goods and services kept moving during disruptive times?

**THEME:**

**Business and innovation for sustainable mobility**

What are the levers required to realise sustainable urban mobility and transport systems. This theme explores new and unique public-private partnerships and business models which promote sustainable urban mobility and transport through business, innovation and technology.

**AIMS:**

- Think through sustainable finance and investment for urban mobility
- Highlight the linkages between mobility and information services
- Enhance partnerships and multi-sectoral collaboration

**GUIDING QUESTIONS:**

- How is technology improving mobility in your city?
- What constitutes innovation for sustainable mobility? Is innovation just technology? What are the low-tech solutions?
- Who is financing urban mobility? What are the financing mechanisms and options to catalyse accessible mobility and transport systems?
- How is your city leveraging partnership and engaging multi-stakeholders in your mobility transformations?
- What are the paths that mobility will take in the future?



# AFRICAN MOBILITY MONTH IN NUMBERS



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#AfricanMobilityMonth  
hashtag used 1567 times



30 days



20 associated events



4 launches

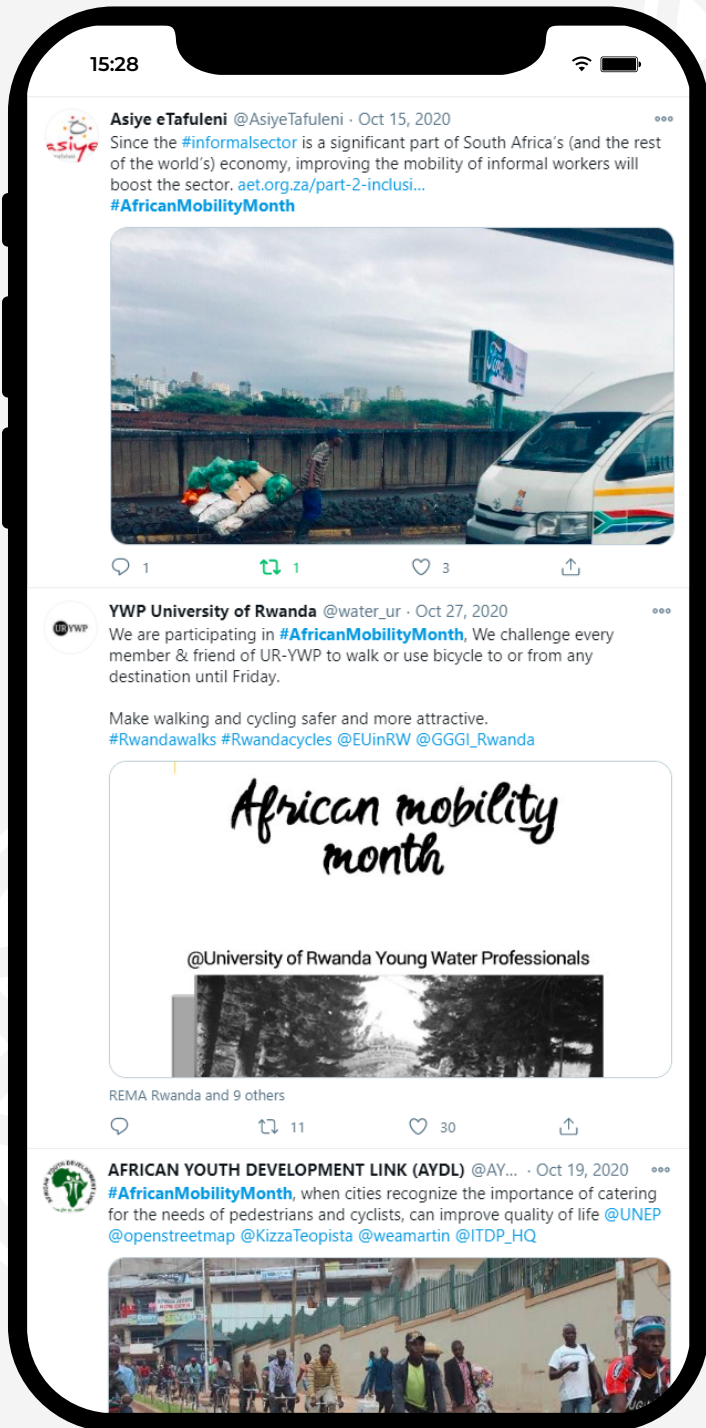


An eventful AfricanMobilityMonth 2020 saw the launch of policies, programmes and projects such as the African Network for Walking and Cycling, the Africa Transformative Mobility Accelerator hosted by African Mobility Initiative and C4DLab, Ethiopia's Strategy for Non-Motorised Transport and ICLEI's Eco-logistics Principles.

A large number of associated digital events and campaigns took place during AfricanMobilityMonth. These include a Rwandan AfricanMobilityMonth campaign, hosted by GGGI Rwanda in partnership with the EU commission in Rwanda, that advocated for the uptake of low carbon mobility, South African Transport Month, numerous mobility webinars and online discussions hosted through ICLEI's Daring Cities conference, World Car-Free Day the Urban Festival in South Africa, and Urban October. Car-free Days were hosted in several cities including Kigali, Rwanda and Addis Ababa, Ethiopia.

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**City of Kigali** @CityofKigali

Kigali #CarFreeDay gives us the opportunity to come out of the comfort of our cars and encourages us to embrace jogging, bicycling and walking for healthy life style #BeatNCDs @beatNCDs

**Dagmawit Moges** @dagmawit\_moges · Sep 14, 2020

Join us as the countdown for the World #CarFreeDay Summit begins!

@carfreedayLDN @mengedlesew

#OpenStreets #AfricanMobilityMonth

Register here! [bigmarker.com/series/WorldCa...](https://bigmarker.com/series/WorldCa...)

**London Car Free Day** @carfreedayLDN · Sep 10, 2020

We have a great line up of speakers from around the world for the World #CarFreeDay Summit 21-22 Sept. Tune in for #openstreets inspiration from HE @dagmawit\_moges of Ethiopia - a future of safer streets & healthier people @grantshapps. Register here: [bigmarker.com/series/WorldCa...](https://bigmarker.com/series/WorldCa...)

**WRIAfrica** @WRIAfrica · Sep 18, 2020

Replying to @OpenStreetsCT

A5: Participate and scale up Ethiopia's #mengedlesew initiative once it restarts. This initiative has been a great tool to reclaim streets so they c...

15:28

**WRIAfrica** @WRIAfrica · Sep 18, 2020

Replying to @OpenStreetsCT

A5: Participate and scale up Ethiopia's #mengedlesew initiative once it restarts. This initiative has been a great tool to reclaim streets so they can be more than just a medium to move cars but rather a place for people too. Photos by @mengedlesew #AfricanMobilityMonth

**Michelle DeFreese** @MDeFreese · Oct 14, 2020

For #AfricanMobilityMonth, how would like to see your city invest in infrastructure to promote #sustainable transport/#greenmobility? @mandyug @JehanBhikoo @GilboCarly @Walk21Network @Sir\_Labz @CriticalMassNbi @GilboCarly @ICLEIAfrica @TUMInitiative @SLoCaOfficial @NUMOalliance

Increase bike lanes	70%
Maintain bike/walkways	10%
More care free zones	20%
More bicycle parking	0%

20 votes · Final results

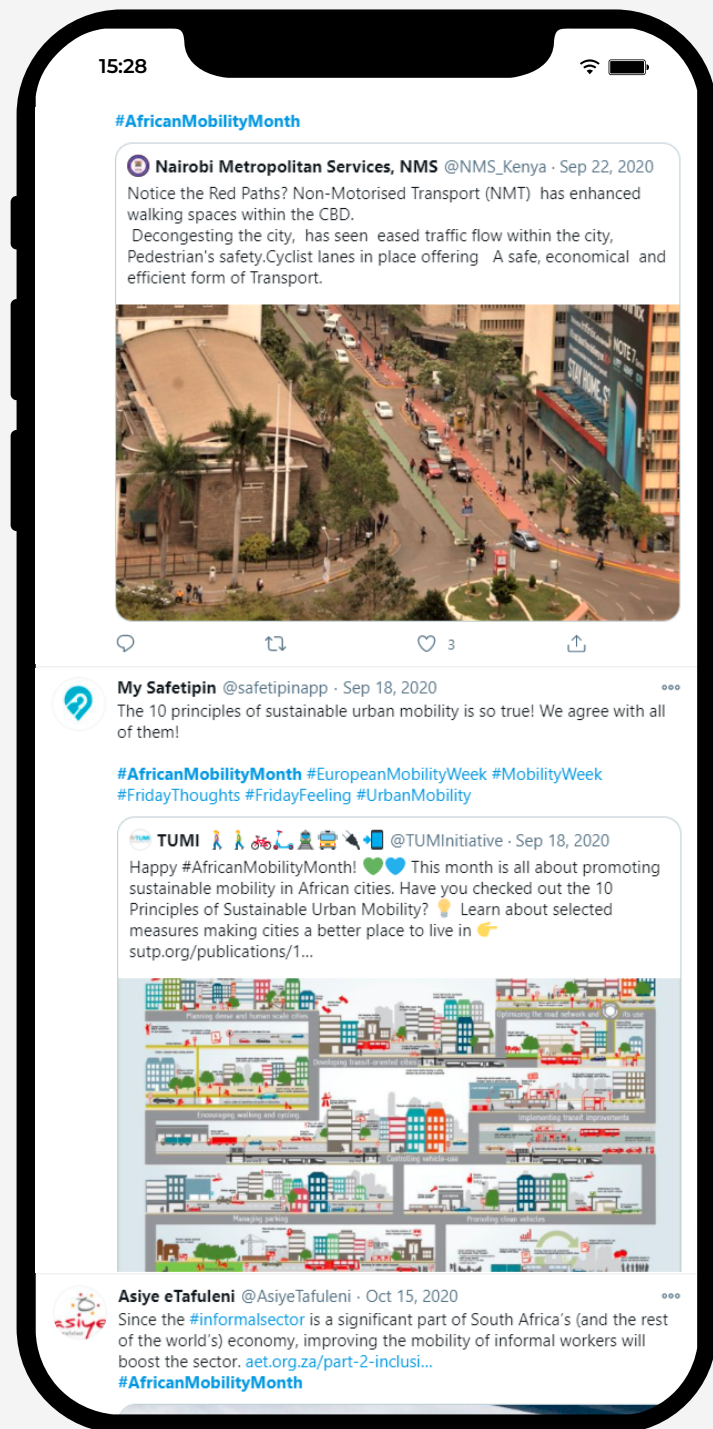
**#AfricanMobilityMonth**

**Nairobi Metropolitan Services, NMS** @NMS\_Kenya · Sep 22, 2020

Notice the Red Paths? Non-Motorised Transport (NMT) has enhanced walking spaces within the CBD. Decongesting the city, has seen eased traffic flow within the city, Pedestrian's safety, Cyclist lanes in place offering A safe, economical and efficient form of Transport.



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It was an exciting month filled with sustainable mobility celebrations, interesting discussions, learning opportunities and presentation of many mobility projects and programmes.

For more information on events and to access these, please visit the AfricanMobilityMonth [webpage](#).

Further, visit our twitter page [here](#).

# DIGITAL ADVOCACY – AN AMM TWITTER CHAT

**Q1** What truth about mobility in your city has the Covid pandemic highlighted?

**Q2** How has Covid impacted the way you move in your city and choice of mode?

**Q3** What individuals and organisations are leading in connecting justice and mobility in your city?

**Q4** What innovation in mobility/transport during 2020 has inspired you?

**Q5** What ways are available to you to be practically involved in improving mobility in your city?

**Q6** If you were mayor for a day in your city, what would you change about mobility?

AfricanMobilityMonth was launched through an interactive chat on Twitter, co-hosted by Open Streets Cape Town and ICLEI Africa. Through thought provoking questions that resonated with the AMM thematic areas, the public and interested parties were able to engage in a live chat, share experiences and mobility resources. The Twitter chat was a great way to kickstart AMM, and connect mobility actors from all walks of life, across the continent.

The fast-paced, 1-hour long session sparked interest and engagement by posing 6 questions, allowing people to reflect at a personal level, and provoking participants to imagine their in a hypothetical situation as Mayor of their city for a day.

With COVID-19 taking centre stage in 2020, mobility actors reflected on the impact of the pandemic on the mobility systems of African cities, emphasising the over-reliance on cars as a massive concern, the need to improve public transport systems and the need for adequate infrastructure to accommodate walking and cycling, which is still a big gap in African cities.

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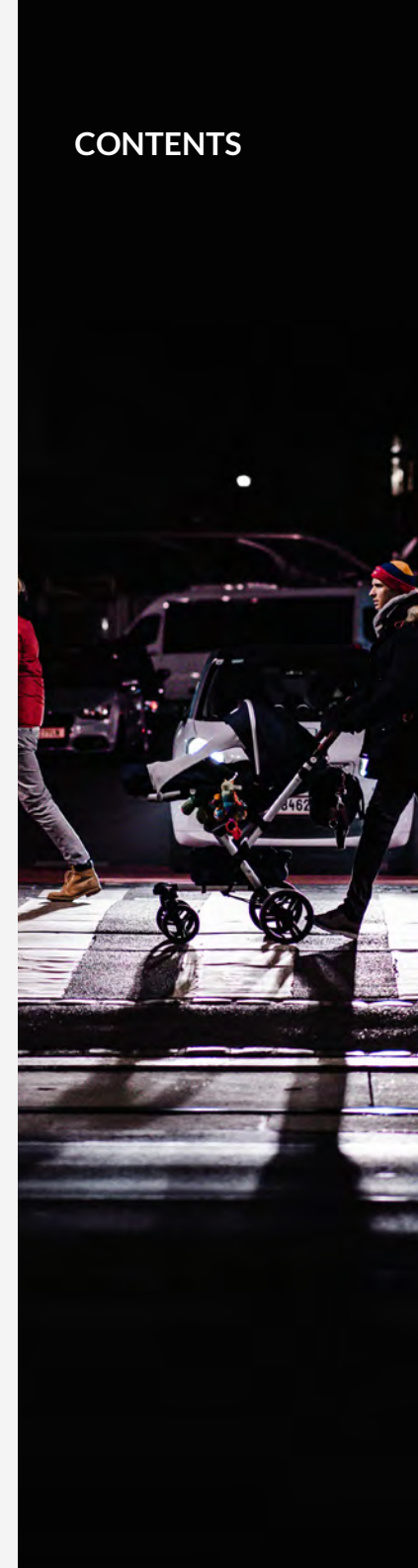
Strong leadership, diverse partnerships and the need for collaborative action was voiced as a key driver of equitable mobility. Individuals or organisations were encouraged to, and commended for, taking leading roles in connecting justice and mobility, with parties such as [@bicyclesbeyond](#), [@CriticalMassNbi](#), [@OpenStreetsCT](#), [@dagmawit\\_moges](#), [@WheelWellZA](#) all receiving credit for the amazing work they continue to do.

2020 was not just a year dominated by a pandemic. Mobility and transport systems evolved as African cities served as incubators of innovation. In the unique African context, innovation takes on various shapes and forms from pop-up bike lanes in Addis Ababa and Nairobi, NMT deliveries of goods in Cape Town and vehicles attaining good passenger safety ratings across the continent, enjoying equal success.

Inclusivity in mobility and transport was emphasised from the start of AMM, and active involvement in the improvement of the related systems are key. Citizen engagement processes have the potential to add effective and positive change; from parents and schools involvement programmes to public participation in planning and strategic forums. Place-making and Open Street events were promoted as low-hanging-fruit in terms of meeting like-minded people, whilst providing opportunity for public-private collaboration and mainstreaming sustainable mobility solutions.

Leading a city as Mayor is by no means an easy job, although this did not stop Twitter Chat participants from thinking big and out of the box. Mayor-for-a-day responses included the implementation of safe school transport programmes, roll out of car free days, hosting place-making events and NMT infrastructure planning and development, traffic speed reductions and ensuring integration.

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**MOBILITY IN  
OUR CITIES:  
EXTRACT FROM  
#HIDDENFLOWS  
PHOTO  
COMPETITION**



Over the course of five months, the RISE Africa photography competition 2020 crowdsourced images through Instagram, which depicted resource flows in African cities under the theme of #hiddenflows. Hidden Flows encapsulates how resources such as food, water, energy, waste, and mobility are accessed, moved and used in African cities, in often unseen or ignored ways. The photography showcase drew attention to these resources and infrastructure systems, showing how people were at their centre.

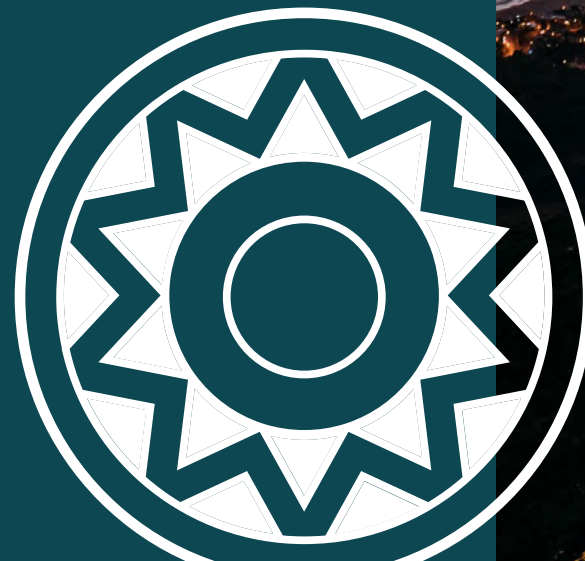
In line with AfricanMobilityMonth, throughout September photographers across Africa submitted images of mobility in their cities that showed the multifaceted nature of mobility across our cities. Shown here are a number of shortlists from the month.

To explore the #hiddenflows themes fully, please visit our Instagram page and the #hiddenflows photo exhibition:

Hidden Flows Photography exhibition



@futureafricancities



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Photo by @ghana.must\_go

Night Life Part One: Major streets in Accra at night are always busy. They are filled with vehicles moving from one place to the other, usually from their places of work to their homes. Most of these vehicles are cars, with a large number being Private Cars and Public Transports (Trotro). Motorbikes, tricycles and bicycles race along with these cars. You may find a few people walking along the road too.

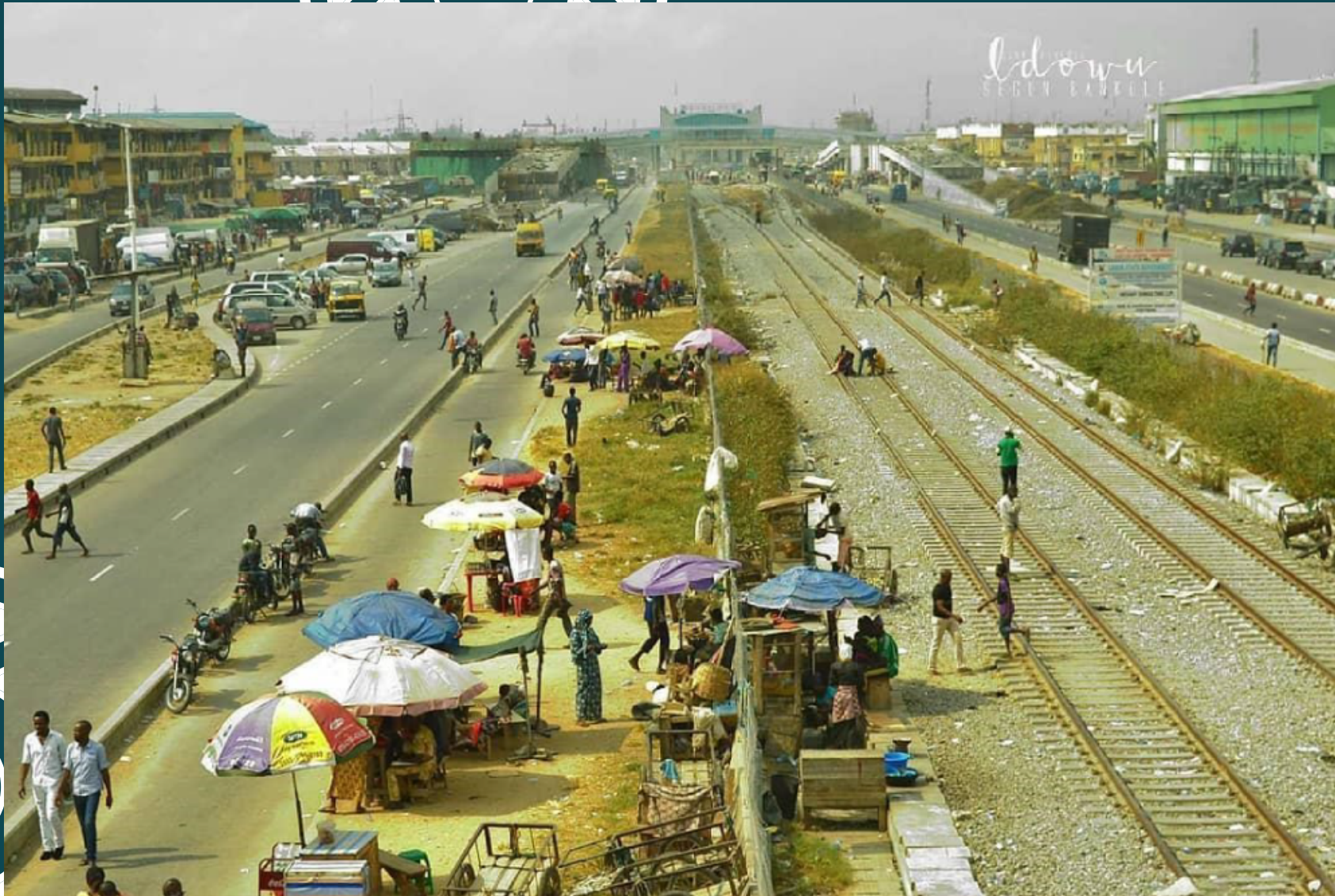


Photo by @idowusegunbankole

Location: Odunade Coker, Lagos, Nigeria

“Life, Market and the Journey”

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Photo by @naibishotit

The endless traffic jam along Jinja highway. This road connects Kampala city to Jinja city. It's also an important commercial link to the outside world for not only Uganda but also the other two landlocked East African countries of Burundi and Rwanda. Almost all vehicles carrying imports from the Kenyan port of Mombasa use this road through Uganda up to the eastern part Democratic Republic of the Congo.

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Photo by @naibishotit  
Boda-boda cyclists waiting in traffic jam along Entebbe road, Kampala.

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Photo by @ghana.must\_go

Location: Accra, Ghana

Accra is a busy town with people bustling up and down. One will be greeted with the tooting of horns from most public cars known as Trotro , the shrill voices of young guys calling for passengers cannot be ruled out , the agitated cart pusher with an oversized most often unwashed clothes is seen with sweat gliding down his face. This is Accra, the Good, the Bad and the Ugly.

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Photo by @mpel7art  
Location: Dakar, Senegal  
Scenes from the road



Photo by @ mohamedali\_nizar\_saleh

This image highlights the connectedness of trade and mobility systems

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Photo by @sharnblum

In a small village, in rural Morocco, the means of transport range from horse-and-cart to a/c regional bus.

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Photos by @gbenro\_e

Ikeja, the capital of Lagos State

Lagos, such a busy place! Everyday movement in Ikeja the capital of the busiest city in Africa.

Got something to deliver? Use the despatch riders. Want to go economical, escape traffic and enjoy a little comfort? Use the BRT. Need total comfort? Hire a taxi or use your private car. Want to save time with a bit of discomfort? Danfo and mini-buses to the rescue. No money or you've got a short trip to make? Take a walk. By all means mobility occurs in Ikeja, Lagos.

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Photo by @championthis

Aboboyaa is what this is called. It's used for transporting goods but when the riders are riding to your destination empty and you ask them for a ride, you will get a free ride.



Photo by @sharnblum

The 'mobility street dance' as pull-cart, bicycle, scooter, pedestrian and mule-and-cart effortlessly find their way through the narrow streets of a Moroccan-medina-market.

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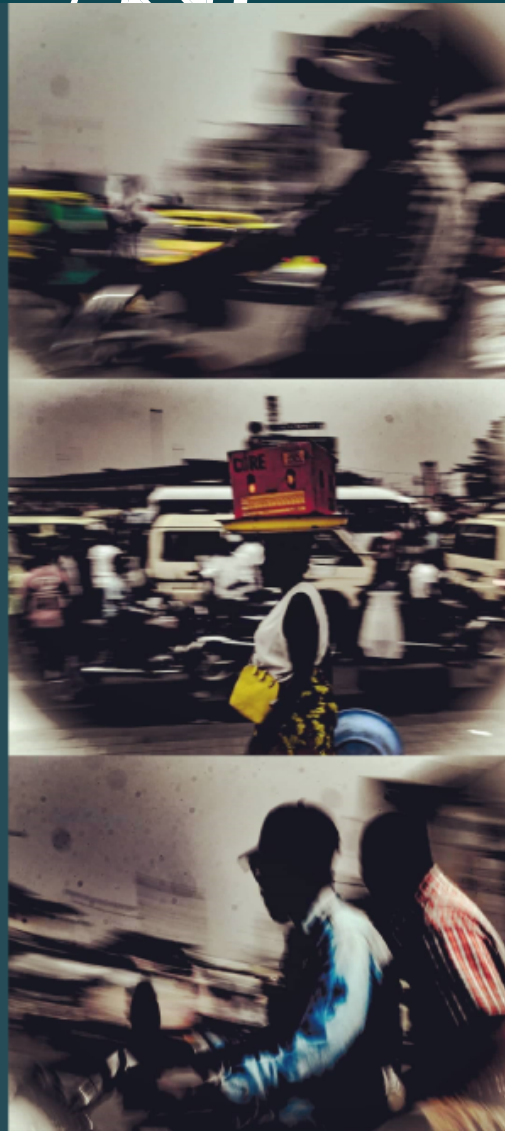


Photo by @mohamedali\_nizar\_saleh  
Kinshasa, DRC

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Photo by @Idowu Segun Bankol

Lagos, Nigeria

When the Street calls me, I have no rule than to obey.



Photo by @ainazo  
Antananarivo, Madagascar  
|outside. Confinement.|

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#HIDDENFLOWS PHOTO COMPETITION

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Photo by @naibishotit  
Kampala, Uganda  
A taxi conductor

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Photo by @mohamedali\_nizar\_saleh  
Kinshasa, DRC



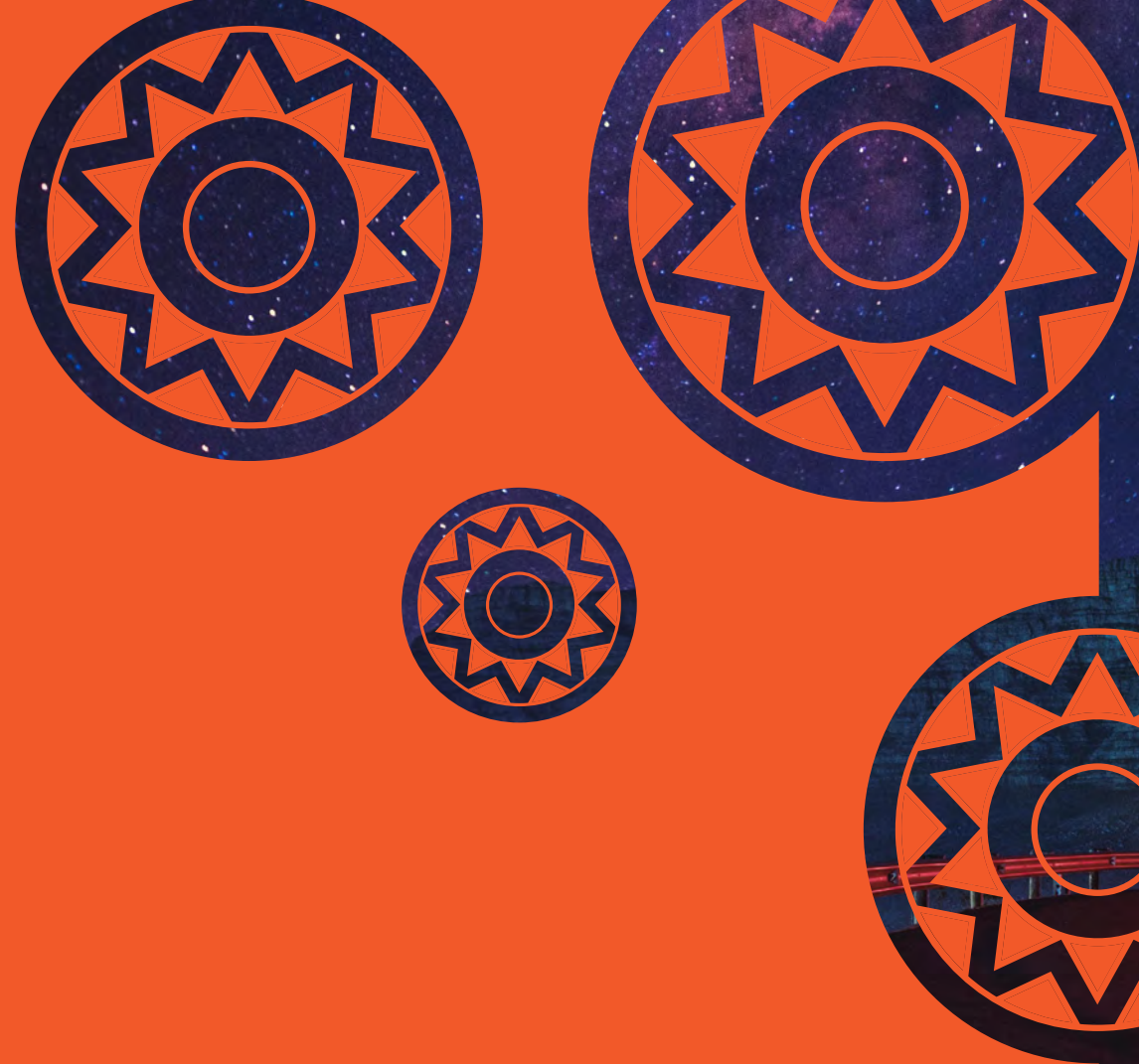
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# PARTNER REFLECTIONS



# COVID-19 MOBILITY SURVEY - UNEP

COVID-19 has prompted a number of strategic agencies to ask: Will the increase in awareness for safe walking, cycling and access to public transport change the perception of value for these modes in policy and decision making; instigate new sustainable transport policies; and accelerate the delivery of more supportive infrastructure in the region?

To help answer this research question, an online survey was sent to national governments, city authorities, NGOs and academics across all 54 African countries. With the support of the burgeoning UNEP Share the Road programme hosted Africa network for walking and cycling (including the Global Alliance of NGOs for Road Safety, FIA Foundation, University of Manchester, University of Cape Town, International Union for Cyclists (UCI), United Nations Development Programme, Walk21 Foundation and UK Aid,

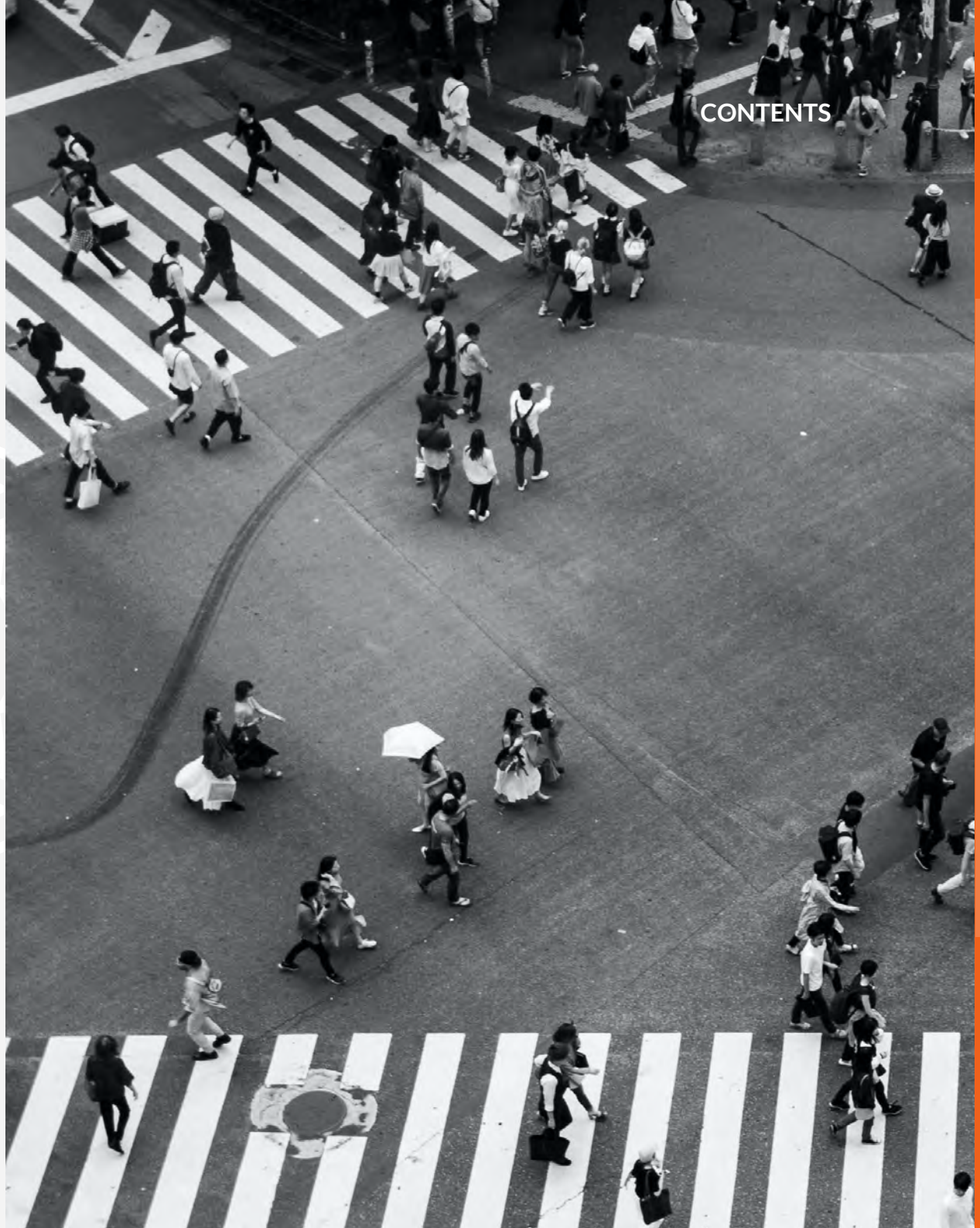
High Volume Transport) the survey was shared widely. Whilst not representative of every African country, responses were received from every region of Africa; from a range of low- and middle-income countries; and from countries at different phases of COVID-19 transmission.

Thanks to AfricanMobilityMonth, the results of the survey and the importance of the findings were shared instantaneously and widely in online webinars, summits and events. The relevance of this cannot be understated specifically since less than 20% of survey respondents reported any actions to make walking or cycling safer during COVID-19 - even though the modal share for walking is more than 70% of all trips in most African countries showing a clear imbalance between need and support and a clear need for immediate action.

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# A VISION FOR POST-PANDEMIC MOBILITY IN AFRICAN CITIES - YOUNG URBANISTS

The Young Urbanists, a non-profit platform from Cape Town, South Africa, hosted an event to discuss a post-COVID vision for mobility in African cities. The COVID-19 pandemic has shone a very bright light on the unsightly flaws in the way we have designed our systems of mobility in cities across the world. It has called into question a lot of long-held beliefs and assumptions, as well as accelerated a number of existing or emerging trends. The three discussants penned an article for WEF on this topic and were invited to expand on it in conversation with Young Urbanists from across the African continent.



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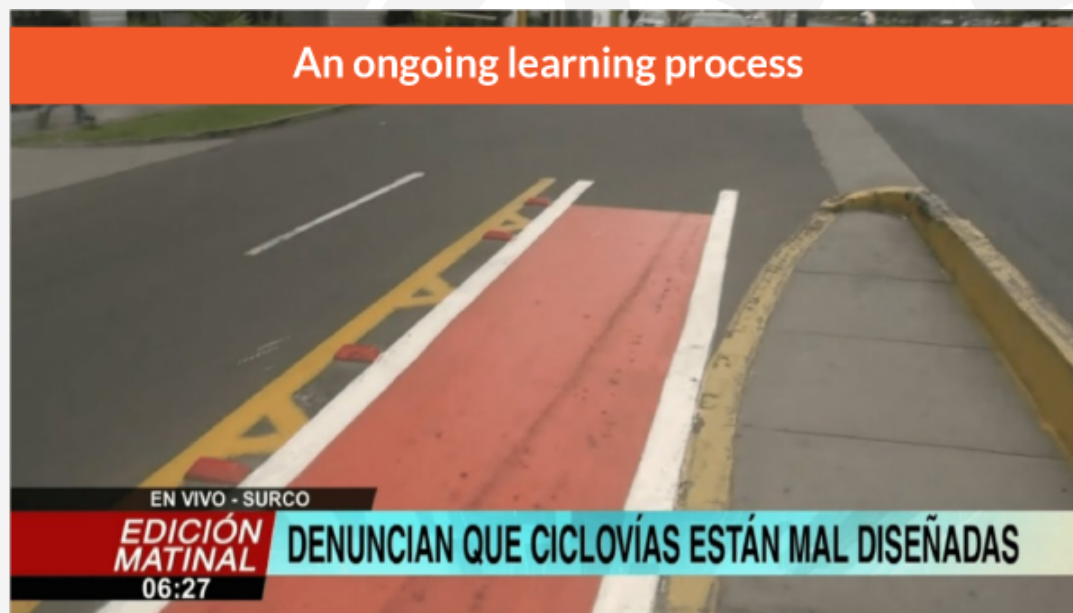
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With public transport branded as a virus vector, walking, cycling and other forms of non-motorised transport rose to fill the mobility need for many urban residents. Cycling lanes and walkways have been popping up in cities across the globe, from Bogotá to Paris to Jakarta, and even in car-centric cities such as Los Angeles and Sydney, as pandemic-calming measures that ensure physically distanced movement.

However, across African cities, where pedestrians and public transit users often occupy the vast majority of urban mobility, such infrastructure continues to be conspicuously absent. COVID-19 provided an opportunity to repurpose streets for higher uses and imagine a different paradigm for our streets, but apart from Kampala, few African cities did.



The speakers identified the immense opportunity that has been presented by COVID-19 to question the established norms and assumptions around street space allocation and functionality.

The City of Bogotá developed a network of pop-up cycling and pedestrian infrastructure across the city by leaning on the existing, local human and institutional structures that have grown up around the successful Ciclovía (Open Streets) days that have been a mainstay in the city for decades. There was a similar response from civil society in the city, as residents created bicycle buses and other initiatives, that the government ended up supporting.

The conversation in the event around why a similar response was not seen in African cities then coalesced around two main points: the top-down nature of planning in our cities and the nascence of the anti-car movement in our countries.

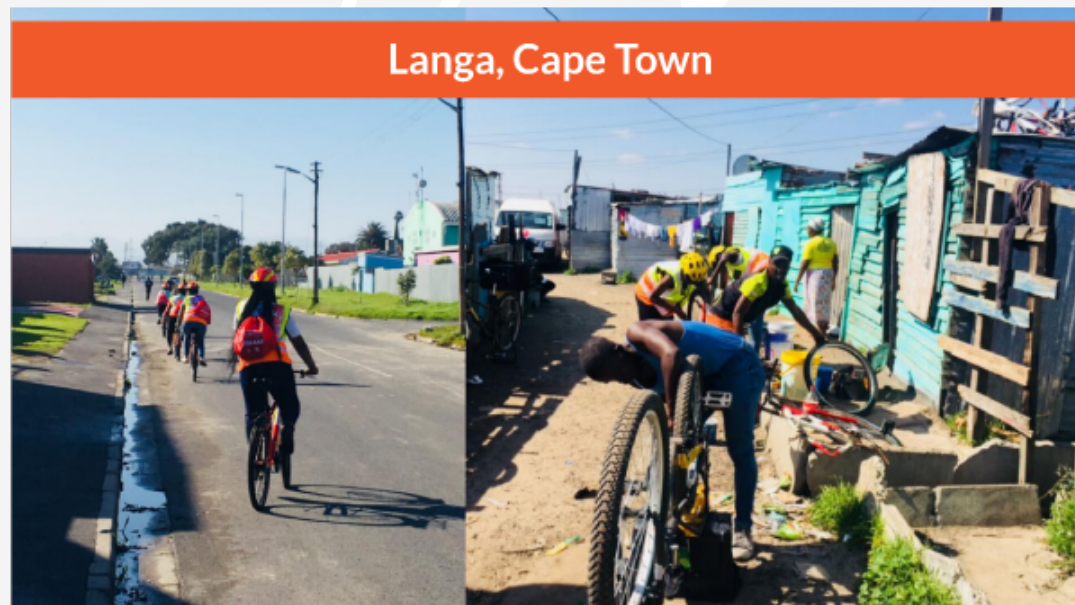


"City officials were saying "there aren't specific plans [for pop-up NMT] but we won't invoke the law if there's that initiative from citizens to do things like bicycle lanes" and...that didn't happen, for many reasons."

It was claimed that, despite some African city governments being open to civic action to reclaim street space from cars during this crisis, few residents took up this opportunity because the culture of bottom-up planning has historically been contained within informal public spaces and has not previously been tolerated in formal spaces, such as roads.

It was highlighted that the top-down nature of our transport planning has meant that the response to COVID-19 has started at the top, with the transport planners, and the silent ways in which they are changing their outlook on post-pandemic transport infrastructure.

However, it was also pointed out that the transition to more sustainable, more equitable, more NMT-focused transport systems was already underway in many African cities.



In fact, some cities used the pandemic as an opportunity to launch NMT projects that were already planned. Such as Addis Ababa's programme to build 1000km of walking infrastructure and 500km of cycling infrastructure in the next decade, which was already committed to in the NMT policy that launched just before the pandemic. Hence, African cities may not have reacted to the pandemic in the same way that other cities did, in part, because so many people already walk and cycle, so the post-pandemic vision for mobility in other cities looks similar to the pre-pandemic visions that many African cities had already committed to.

The examples from Bogotá and Lima and Milan and Paris still raised an important, often over-looked theme, that the conversation focused on; the response to COVID-19, in the form of pop-up infrastructure and other NMT initiatives, was the result of a decades long struggle against car dominance which fostered the socio-cultural environment in which those initiatives were widely supported.

The responses are the pay-off of a long process that is still at a nascent stage in many African cities. There was a consensus that this process may now be easier in our cities due to COVID-19 and our existing levels of NMT usage, but it will be a struggle, nonetheless. Creating our collective vision of post-pandemic mobility in our cities is a work-in-progress, but progress is being made and the fruits of that labour is now starting to be seen in African cities, and around the world.

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-  Article
-  Video
-  YU Group

# UNPACKING INCLUSIVE MOBILITY IN AFRICAN CITIES: MOVING FROM BUZZWORDS TO REALITY – ICLEI AFRICA

CONTENTS



**Jehan Bhikoo:** Professional Officer: Urban Systems



**Gail Jennings:** Independent researcher, Sustainable mobility



**Crystal Asige:** Independent 'Diversity, Equity and Inclusion Consultant' Ability programme, Open Institute



**Naomi Mwaura:** Transport entrepreneur and Founder, Flone Initiative



**Alex Johnson:** Development and Transport Planner: Accra Metropolitan Department of Transport



**Lerato Seakamela:** Transport Planner: Integrated Transport Planning, Roads and Transport Department, City of Tshwane



A dedicated AMM webinar was hosted on 6 October titled: Unpacking inclusive mobility in African cities: Moving from buzzwords to reality. Bringing city officials and private sector actors together to discuss issues of inclusivity offered valuable reflections. Firstly, to understand what inclusivity might mean in the context of planning for, and implementing, sustainable mobility and transport in African cities, the concepts of accessibility and inclusivity were unpacked by Gail Jennings.

## INCLUSIVE PLANNING PROCESSES FOR INCLUSIVE MOBILITY

### 01 PLANNING FOR PEOPLE

Planning for people means creating a town that serves the needs of everyone. People have different needs and priorities – the elderly, children, women, people living with disabilities, and people of different income and education levels, all use spaces and services differently. An inclusive town is one where services, spaces and solutions have been adapted to meet the needs of the entire urban population.

### 02 PLANNING WITH PEOPLE

Planning with people is the most effective way of finding solutions that respond to the needs of different groups and build a sense of ownership among stakeholders. An inclusive town develops from this participatory process, where all stakeholders, particularly those from vulnerable sectors of the community are included in the planning, development, and management.

### 03 INTEGRATED PLANNING

Integrated planning is an approach that involves looking beyond an individual's perspective only, to include a broad range of stakeholders, sectors, and solutions. It means viewing the town from a holistic perspective, working across borders, and leveraging the joint resources of all urban stakeholders to move in a sustainable direction.

Inclusive planning processes for inclusive mobility - image source Gail Jennings

These ideas were further highlighted by Crystal Asige from the Open Institute who reflected that as a person living with a disability, there is a need for universal design of our cities to ensure accessibility, independence and equal opportunities for all people regardless of their ability. Inclusive mobility systems should also consider the safety of both passengers and transport operators, as well as the empowerment of women in the creation of a gender-balance, as reflected by Naomi Mwaura of Flone Initiative. Naomi advocates for and supports women public transport operators in Kenya. She noted that 52% of female public transport operators lost their jobs due to the COVID-19 pandemic many of whom are breadwinners in their families. She reflects that policy and regulations should support and protect women in public transport.

Cities across Africa have already started to plan and implement the integration of inclusivity into the transport processes, with the Accra Metropolitan Assembly (AMA) relying on data to inform and improve its understanding of its mobility system and associated interventions.

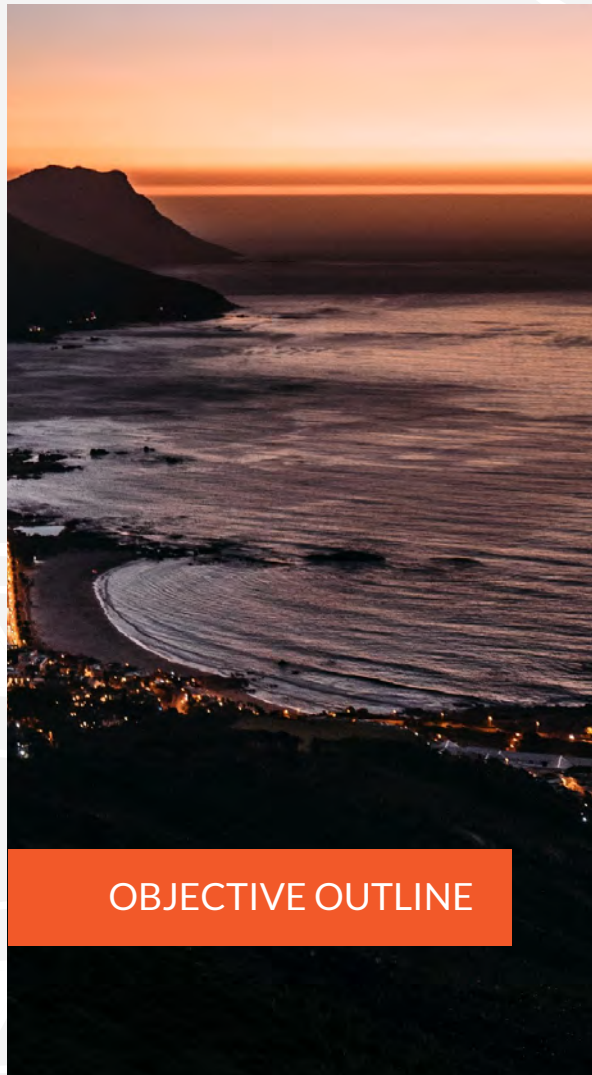
The City of Tshwane are being proactive in their planning by involving stakeholders through comprehensive stakeholder engagement processes in the city's planning process. The emergence of the importance of inclusivity elements in mobility and transport processes is promising and also refreshing to see cities being proactive in their approaches. It is also important to note that contexts and realities across the continent differ, although similarities do exist, cities demands and challenges in our cities are far ranging. With this being the case, a potential angle for cities to reimaging its transport systems is to plan more for people rather than for modes of transport.

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“Our approaches have attempted to use data to understand our mobility system and support our interventions”

- Alex Johnson, Head of Metropolitan Department of Transport, Accra Ghana.



## OBJECTIVE OUTLINE

- 1 Trip production factors –  
Households & origins  
Population filter
- 2 Vulnerable groups – subjects of  
Inclusive mobility  
Income levels
- 3 Mode factors – travel means  
(options or availability)  
Land-use systems
- 4 Trip distribution factors –  
Influencers of special interactions  
Engineering & innovation
- 5 Trip assignment factors –  
Enablers of spatial interaction  
Socio-economic resilience
- 6 Covid-19 global pandemic – potential  
Change agent for urban resilience &  
Inclusive mobility

Six types of data collection and management used in AMA - image source Alex Johnson

# WHY WE NEED AN AFRICAN WALKING AND CYCLING NETWORK - UNEP

The Africa Network for Walking and Cycling was launched during AfricanMobilityMonth with an initial hub of international partners and researchers. The initiative was developed under the leadership of UN Environment's Share the Road Programme, in collaboration with Walk21. The network will serve as a platform to champion best practice and influence research, policy and practice, strengthen partnerships, and share experiences and knowledge. The first meeting was intended to be a starting point for jointly forming the terms of reference and developing a forward plan for this collaborative network.

The goal of the group is to contribute to making the life of people who walk and cycle in Africa safer, healthier and more comfortable.

It provides a great opportunity to change the approach to these essential modes across the continent which are often negated through its core objectives which include strengthening international cooperation, facilitating exchange of knowledge, data and best practice, joint advocacy and communications and building capacity and strengthening Africa response (working with governments and local NGOs).

AfricanMobilityMonth was also the wider banner under which the launch of the Walking and Cycling Network took place. The already heightened awareness and momentum that was created thanks to the AfricanMobilityMonth advocacy work contributed to the excellent attendance and meaningful conversations that were had during the launch.

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# ROADMAP FOR SUSTAINABLE MOBILITY IN CÔTE D'IVOIRE: A REPLICABLE MODEL FOR OTHER AFRICAN COUNTRIES - CLIMATE CHANCE

With a focus on Sustainable Mobility and Transport in Africa, this workshop brought to the panel speakers from different levels of action, for a truly interactive and inclusive session with nearly 300 registrants from over 40 countries. The workshop was based on the Roadmap for Sustainable Mobility in Cote d'Ivoire, which was elaborated based on a [Global Macro-Roadmap](#) developed by the Paris Process on Mobility and Climate ([PPMC](#)), and worked on by Climate Chance and the [Observatory of African Mobilities](#), with support from the Michelin Foundation.

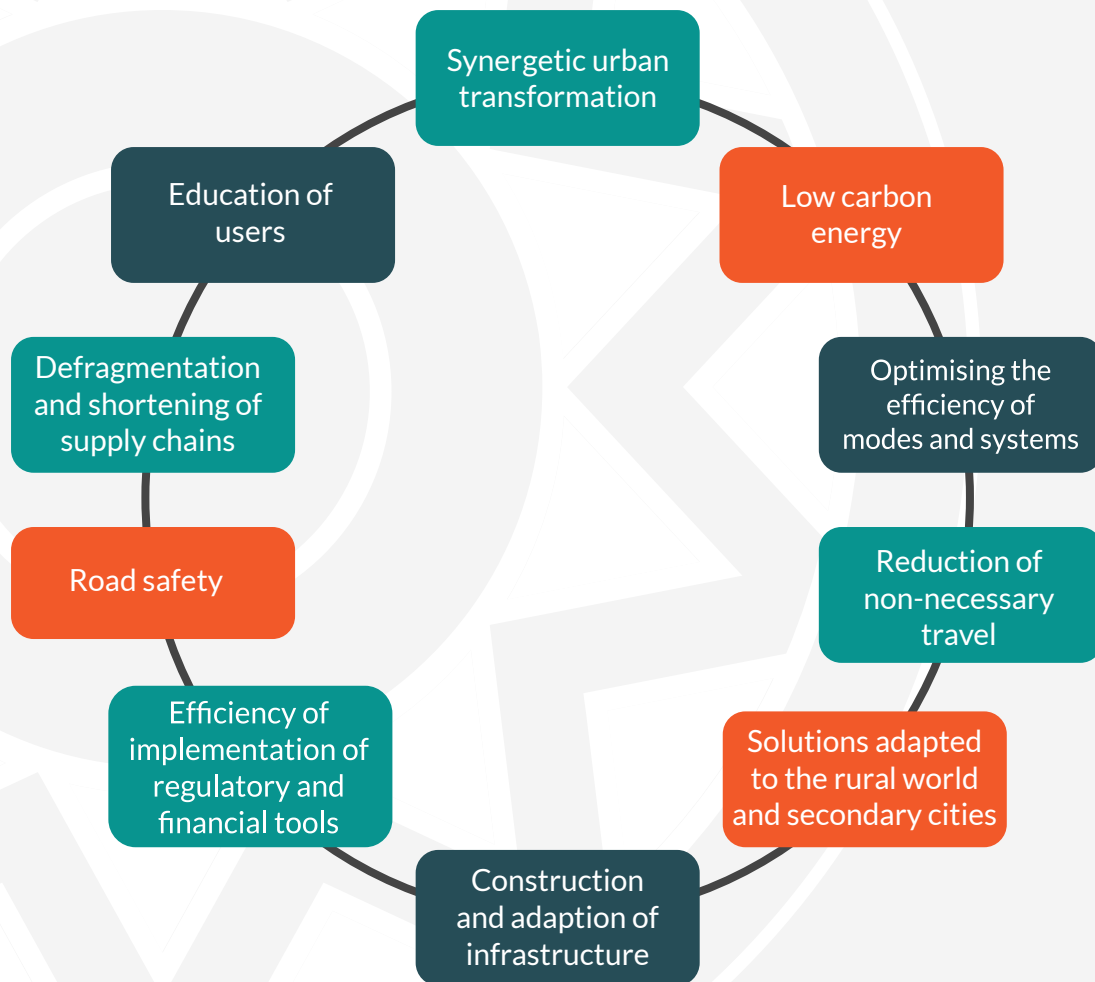
The Ivorian Roadmap was developed using a bottom-up, participatory approach that brought together various stakeholders in the transport sector for a resilient long-term transport strategy. The PPMC roadmap has 8 complementary but differentiated lines of action, and the Ivorian roadmap builds on this, with 2 added lines of action adapted to the local context— road safety, and user-education. The aim is to maximise collaboration between government and non-state actors at all levels of action, to decarbonise and simultaneously develop transportation in Cote d'Ivoire.

The work on this roadmap, which was started at the Climate Chance summit in Abidjan in 2018, has since been enriched with contributions from various on-the-ground actors, most recently through city-level workshops held over the last couple of months in Cote d'Ivoire. Presently, values and figures are being developed on how adopting such a strategy would cut GHGs emissions, with help from the Institute for Sustainable Development and International Relations ([IDDRI](#)). This could potentially help to ensure the inclusion of this transport roadmap into Cote d'Ivoire's NDC.

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# PRINCIPAL AXES OF THE ROADMAP FOR SUSTAINABLE MOBILITY IN CÔTE D'IVOIRE

CONTENTS



“This roadmap gave us the opportunity to plan for the long term, by 2050, for transport and mobility in Côte d'Ivoire through a participative approach focusing on a number of sectors.”

- Sylvestre Kouassi Kouamé,  
Director of the Observatory  
for African Mobility (OMA)

## REPLICABILITY OF THE MODEL

A lot of interest from participants to formulate similar roadmaps for different countries in Africa and elsewhere. The City of Kampala, Uganda, is currently working on urban mobility management and sustainable mobility, and could benefit from a roadmap to streamline these activities and mobilise all the actors involved in the transport sector. In the City of Dakar, Senegal, [CODATU](#) and [CETUD](#) are working within the framework of the city's Climate and Energy plan towards sustainable transport.



“We could definitely replicate this roadmap and complete it would work that has already been carried out in Dakar, we could make it specific to Senegal”

- Ndeye Rokhaya Sarr, Coordinator of the Territorial Energy and Climate Plan of the City of Dakar, PCET Dakar / Covenant of Mayors for Sub-Saharan Africa (CoMSSA)

There is scope to merge these actions with a transport roadmap tailored for Senegal— the city of Dakar and CETUD expressed great interest in formulating such a roadmap for Senegal, which is now already in the pipeline.

Considering the rapid urbanization and fast-growing transport networks across African countries, there is an evident need as well as mounting interest to organise all the stakeholders in the transport sector for a sustainable, resilient system of mobility and transport. This would tie in with climate action and sustainable development in these countries. In this context, the Ivorian Roadmap provides a replicable and adaptable model, which can be realised with the cooperation of governments and non-state actors. Climate Chance is currently looking for countries in which to replicate this process, and welcomes discussions with interested organisations. The second round of Climate Chance's Virtual Workshops will also be space to advance on this, and find out more about the roadmap.

Here are the recordings of the sessions, up on our YouTube channel in [English](#) and [French](#)

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# OPERATIONALISING GENDER IN MOBILITY: THE DAUNTING TASK OF ACHIEVING CAREER DEVELOPMENT FOR WOMEN IN PUBLIC TRANSPORT - FLONE INITIATIVE

Women use public transport more than men. Their travel patterns also differ since women travel a longer distance than men and thus spend more time commuting using public transportation means. Despite these realities, transport is a traditionally male-dominated sector, both from an employment point of view and from the values it embodies. Our recent Gender Assessment of the Public Transportation Sector in Nairobi, Kenya, revealed that women make up roughly 7% of workers in the public transport sector.

85% of them are employed as conductors/touts, one of the lowest ranking positions available in the industry. The women have continuously expressed their desire and need to take Public Service Vehicle (PSV) driving courses to enable them to work as drivers in the sector. They though cited financial constraints as the main hindrance for not enrolling for the courses.

In June 2020, we secured funding from the French Embassy in Kenya to facilitate 40 women to undertake a PSV driving course and gain some first aid and customer care training in September to November 2020. We were to pay 90% of the driving course fees while the women were to foot 10% of the balance. The 10% fee was to give them ownership of the project. Our immediate assumption was that we would not face many challenges in recruiting the women to take the course, but reality proved us wrong. Stringent government policies, financial constraints and societal demands of the women proved a hindrance to the women interested in taking the course.

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Within the first month of issuing the call for recruits, we received 65 applications. Unfortunately, more than half of the applicants were not eligible to take the training. First, there was the legal requirement that one should have held a valid class A driving license for at least four years. Majority of the applicants driving licenses had expired, necessitating them to find funds to renew the licenses before taking the course.

The women also lacked the funds to renew their driving licenses. Beyond this, the women anticipated getting the license to drive 1-33 seater PSVs after the training.

Unfortunately, the women can only legally drive 1-14 seater PSVs after the training and for a period of three years before they can enrol for the 1-33 seater driving class. The Government has in the recent past pushed to phase-out 14 seater PSVs. In 2014, the National Transport Safety Authority (NTSA) through Legal Notice No. 179, indicated that all public service vehicles below the capacity of 25 passengers will not receive licences.

As noted earlier, financial constraint was another challenge faced by most of the women. Some of the women had lost their jobs due to restrictions imposed by the Government to contain COVID-19 infections and they were thus unable to pay the 10%, KES 2,100 (20 USD) of the driving course fee. [According to our survey on the Impact of COVID-19 on Women in Public Transport](#), 52% of women in this sector had lost their jobs during the pandemic.

Lastly, the caregiving responsibilities of the women bared them to taking the course. Most of the women working in public transport in Kenya living in informal settlements and have an average family size of three. 83% of them are single parents. It's been a struggle for those with small children since they either come with the children to class or leave them with a family member or a neighbour. The training takes place for three hours between 8am and 5pm on weekdays and 9am to 3pm on weekends over a period of one month. The schedule requires the women to take some time off their work thus losing income. To counter this, we provide a weekly stipend.

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Women in the transport sector often find themselves stuck in lower-paid and lower-status jobs with few, if any, opportunities for career development. While this is a positive initiative aimed at creating meaningful spaces for women in public transport, women face many hurdles in their stride to rise through the ladder in this sector. As an institution, we remain committed to supporting the recruitment, retention and advancement of women professionals in the public transport industry and creating spaces where women in public transport advocate for their collective interests.

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# KNOWING YOUR CARBON EMISSIONS - GLOBAL GREEN GROWTH INITIATIVE (GGGI)

Rwanda is one of many countries that is rapidly increasing motorization rates across the continent. The total number of vehicles has increased by a staggering 300% from 2006 to 2015. GHG emissions from transport account for an estimated 13% of Rwanda's total emissions. GHG emissions from the transport sector have risen the fastest compared to any other sector. Even more critically, vehicular emissions account for the largest contributor of air pollution in Rwanda's cities. For these reasons, the Government of Rwanda is pursuing an ambitious agenda of increasing the electric vehicle penetration rate across all types of vehicles starting with motorcycles, then cars, buses, and lastly freight vehicles. However, these efforts are expected to reduce GHG emissions from the transport sector by 18% by 2030. Additional interventions are needed to further reduce emission as well as improve air quality.

Walking and cycling are modes of transport that are commonly used in the City of Kigali and other secondary cities.



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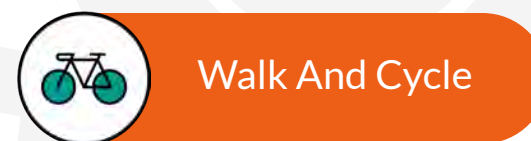
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However, as incomes rise and Rwanda becomes a middle-income country, walking and cycling are decreasing as a percentage of the transport modal share. Nevertheless, increasing the share of people walking reduces GHG by 6.9% at a cost of 17 USD per tCO<sub>2</sub>e. Increasing cycling modal share has the capacity to reduce GHG by 8.4% at a cost of 14 USD per tCO<sub>2</sub>e. These are some of the most cost-effective interventions when it comes to addressing GHG emissions from the transport sector.

For these reasons, the EU, GGGI, We Do Green, ITDP, and GuraRide collaborated this year for AfricanMobilityMonth to organize a Walk to Work and Bike to Work Challenge. The competition aimed to encourage participants to compete as individuals or as teams to reduce their carbon footprint by opting to walk or cycle for the daily commute during the month of October. Participants entered the kilometres walked or cycled to calculate the GHG emissions avoided by replacing their usual mode of travel (motorcycle, car, bus, etc.) and choosing to take active transport instead.

During the first week of the campaign, over 70 individual participants and 13 institutions participated. Their efforts avoided a total of 75,590.9 grams CO<sub>2</sub>e emissions. The cumulative total of GHG emission avoided will be shared during the award ceremony for participants. The winners will be finalized on 30 October 2020 and presented with a certificate provided by corporate sponsors during a ceremony during the week of 9-13 November.



# LAUNCHING THE ECOLOGISTICS PRINCIPLES INFOGRAPHIC - ICLEI

A city is an ever changing organism that requires essential resources to function and provide for its citizens. The COVID-19 pandemic has cast a lens on the frailties in urban logistics, prompting local governments to really consider the flow of goods and services in their cities that includes the formal and informal ways in which goods and services are accessed, moved and delivered In African cities.

Ecologistics as a concert provides cities with sustainable options to advance effective regulatory, planning and logistical instruments that support low-carbon urban freight.

ICLEI launched the Ecologistics principals during AfricanMobilityMonth.

To learn more see the video and podcast.



Video

Listen to this podcast

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# EcoLogistics Principles

Low-emission urban freight  
for sustainable cities



**2** Commit to safer urban delivery vehicles for safer streets



**1** Shift to alternative delivery options



**3** Integrate land use planning for freight delivery



**5** Optimize the efficiency of delivery operations



**4** Support consolidation strategies for urban deliveries



**6** Promote multi-stakeholder decision making structures



**7** Create frameworks for climate-friendly business models



**8** Embrace the future of sustainable logistics

**EcoLogistics**  
Low carbon freight for sustainable cities

Supported by:  
United Nations  
World Urbanization Review  
World Economic Forum  
World Economic Forum

**ICLEI**  
Local Governments  
for Sustainability

# TWITTER THREADS TO ENGAGE CONVERSATION - TUMI

The AfricanMobilityMonth 2020 campaign took place in a time where the COVID-19 Pandemic has already shown a huge impact on economic growth and mobility patterns on the African continent. No time has been so important to change the status quo of air pollution, traffic fatalities and congestion for the well-being of people in our cities.

Through the social media engagement of the partners of AfricanMobilityMonth 2020 we were able to capture debates and challenges faced in our cities and produce a strong response from citizens. Looking back on the comments and posts by the community a number of topics were identified to be of particular relevance:

- To avoid the risk of exposure to COVID-19 through public transport demand for individual mobility has spiked in cities. This results in cities grappling with finding ways to encourage the safe use of non-motorized transport as an alternative to crowded buses. However, it becomes clear from social media engagement that existing infrastructure for walking and cycling in African cities are usually unsafe, inaccessible, and disconnected. Road safety is another concern that many cities in Africa are grappling with.
- The pandemic raises awareness for opportunities and risks. Strengths and weaknesses surface in these rapidly changing times. This is the time where cities call for localized and contextualized mobility solutions to create resilient mobility in the pandemic and in the future. Transport infrastructure built with non-motorised mobility in mind could transform cities for the better post COVID-19.

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- During AfricanMobilityMonth 2020, TUMI proudly highlighted its 2018 Open Streets Challenge in Cape Town with over 40.000 participants on 5 Open Streets Days. And it could be witnessed around the continent, that many stakeholders identified the topic to be more relevant in 2020 than ever.

Just to point out a few extremely well performed activities we'd like to emphasize two examples from African governments who contributed to the AfricanMobilityMonth 2020 on Twitter. The Ministry of Kigali established a bi-monthly Car Free Day as a crucial determination to give space to people from across the City and beyond to engage in physical exercises in car restricted areas in Kigali. At the same time there is space to comply with preventive measures against Covid-19 for all participants.



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- Menged Le Sew' ('Streets for People') is another great success story from Ethiopia. The Government has launched a monthly car-free day which originally started in the capital, Addis Ababa, and is extending to other cities following public demand.



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# AFRICAN MOBILITY MONTH 2021

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# AMM 2021: JOIN US IN MOVING FORWARD

A key enabler for sustainable mobility in African cities is collaboration and partnership between diverse stakeholders. Although cities are at the forefront of strategizing and planning for the implementation of mobility and transport, there is a need for the involvement of many organisations and individual's to play a critical and leading role in shaping and informing the sustainable mobility trajectory. Partnerships take on many forms, and are important for ensuring ownership and buy-in from all parties involved. There are inefficiencies in the movement of goods and people, particularly related to questions of choice and inflated cost, emphasising the need for integrated transport networks and systems.

Cities and their stakeholders are already taking steps towards building partnerships and working together.

A great example is the City of Tshwane's approach to involving active participation of the public in the development and the role of the city's NMT strategy in pushing a wider mobility agenda. The Accra Metropolitan Assembly relies on up-to-date information and data to inform its planning processes, partnering with institutions like universities to assist in supporting evidence-based decision making and impactful mobility interventions.

AMM, as a campaign, shows the value in working together toward the realisation of a common goal. We appreciate the efforts of ICLEI, Open Streets Cape Town, ITDP, UNEP, UNHABITAT, GIZ, TUMI, WRI, Young Urbanists, UCT and others, together with their respective networks, to extend the reach and insight of AfricanMobilityMonth 2020. This is the approach and ethos needed to realise a sustainable urban mobility future for Africa, with the need for cities and partners to work together, exchange knowledge and share innovative practices.

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Through exploring the multitude of important and relevant themes, AMM 2020 focused on repositioning mobility to create liveable spaces that ensure the health and well-being of citizens. It is one of many efforts to move towards equitable, accessible and sustainable mobility systems in African cities, and takes place as an annual campaign. We invite you to join us in 2021, to broaden the conversation.

We call on all advocates, practitioners, researchers, city officials and citizens and passionate about sustainable mobility, people and cities who want to influence the future of moving in African cities to join us for AfricanMobilityMonth 2021 running from 17 September – 17 October 2021!

To get involved in, or partner with, AfricanMobilityMonth 2021, please register your interest [here](#) or reach out to us by sending an email to [africanmobilitymonth@iclei.org](mailto:africanmobilitymonth@iclei.org). We look forward to hearing from you!



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# REPORT CREDITS

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Local Governments for Sustainability

AFRICA