

# It's all about the money

Secure the financing for walking and cycling in your city

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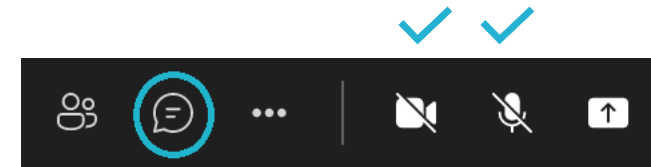


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# Some General Notes on this Session



Make sure you are muted and your camera is turned off



This session will be recorded. You will not appear in the recording if your camera is kept off

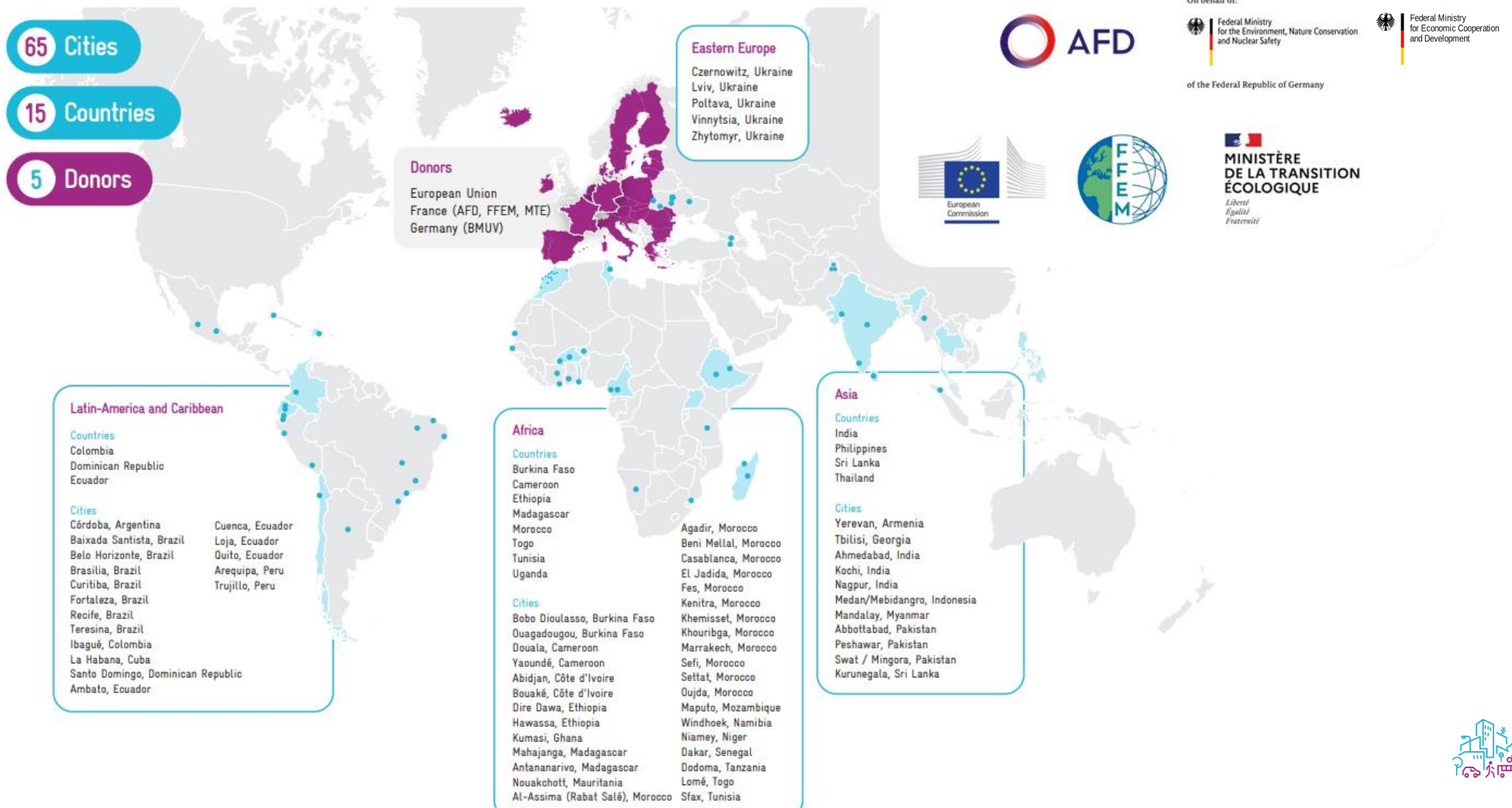


Include your questions in the chat, we will pose them in the Q&A at the end of the session



Please introduce yourself in the chat (Name, organization, city)

# MobiliseYourCity - a truly global Partnership with members on 4 continents





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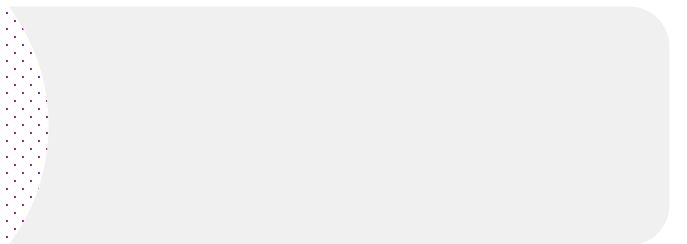
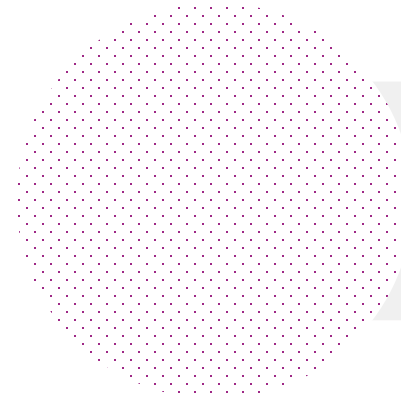
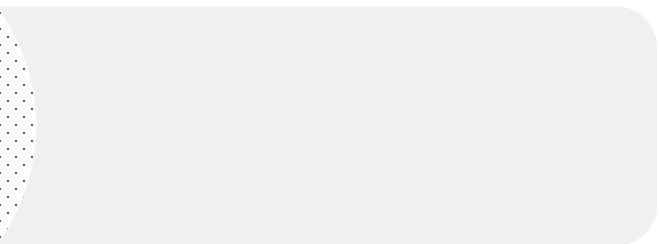
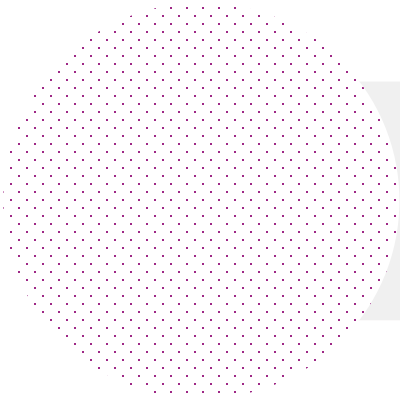
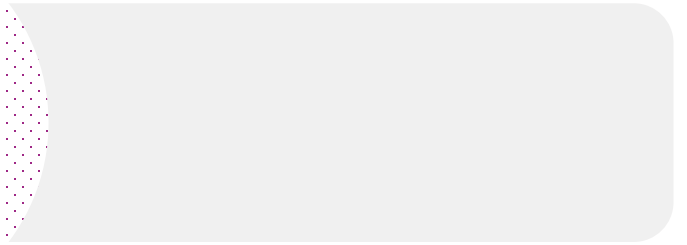
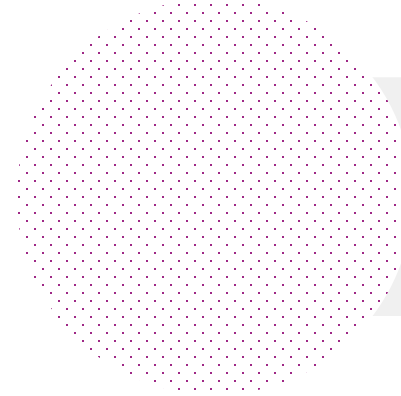
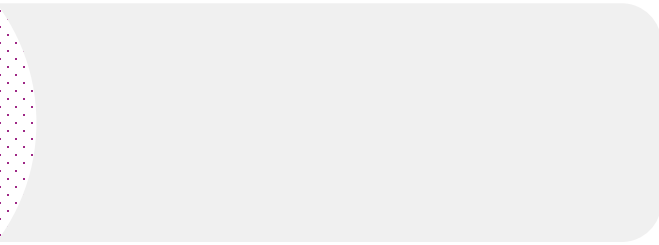
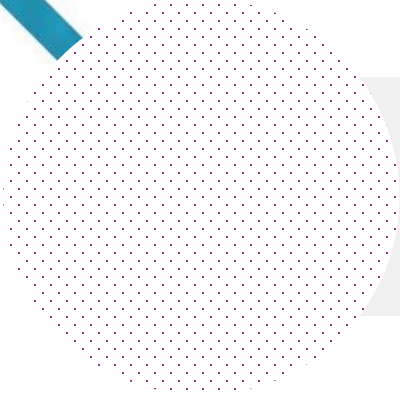
## Objectives of the session

**After participating in this webinar, you should be able to:**

- Understand the importance of funding and finance for active transport as part of sustainable mobility planning
- Identify common and innovative funding sources of active transport (including local, national, international, and climate-based sources)
- Understand the actions needs to leverage different funding and finance sources for active transport.

# Speakers

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# Introduction

Why are funding and finance important for active transport, and how do they relate to SUMP?

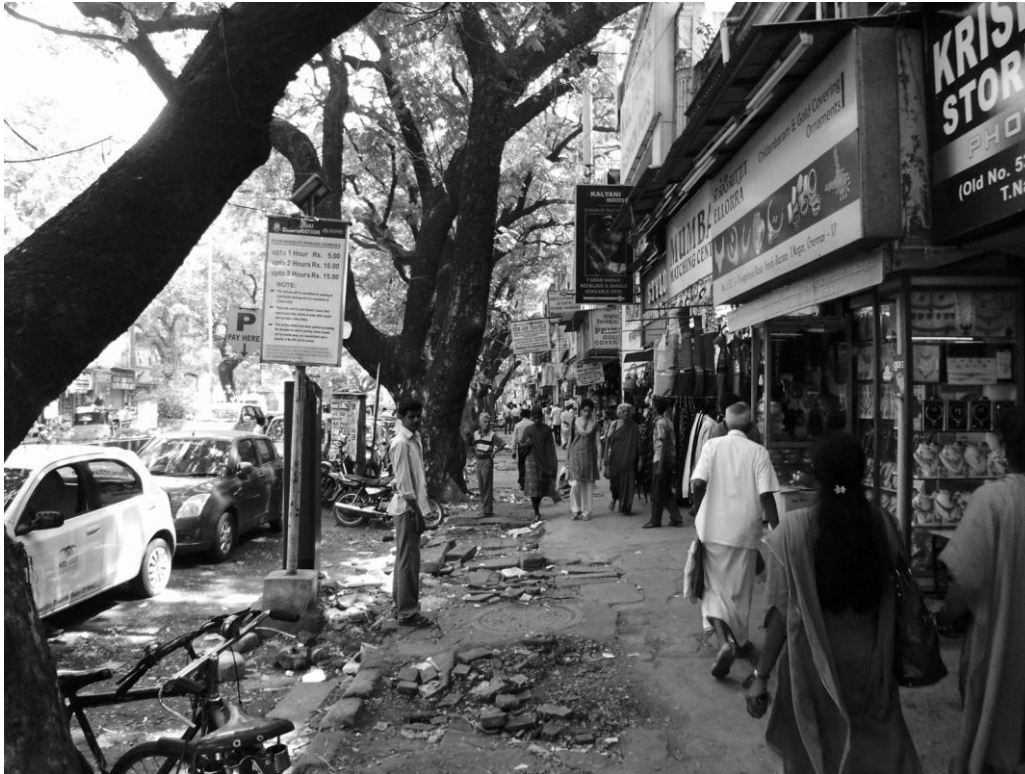
Importance of active transport

Financial investment

Benefits of investing in active mobility



# Walking & cycling are vital to the transport system



Old footpaths in Pune.

Source:ITDP



Improved footpaths in Pune.

Source:ITDP



You can't figure out where to go, if you don't know where you are.



Street scene near the CBD Nairobi, Kenya  
Source: ITDP

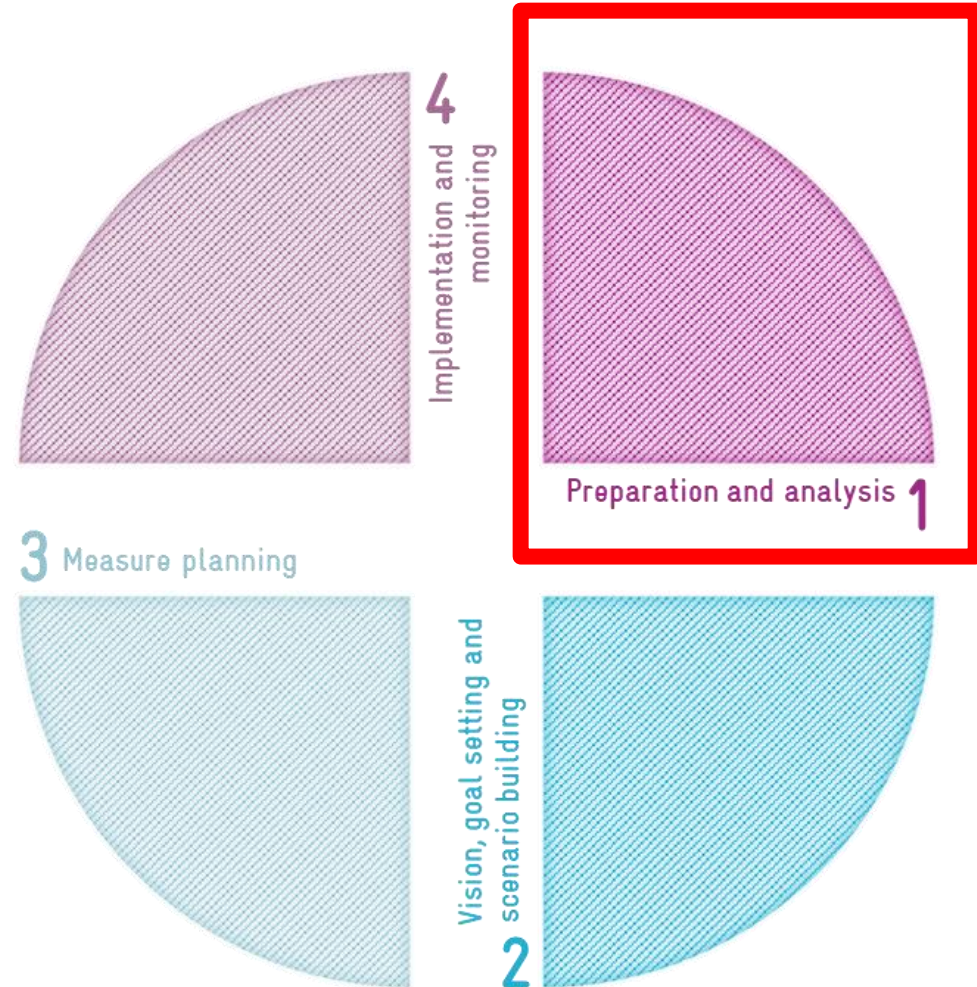
# Funding & Finance is critical to creating a SUMP



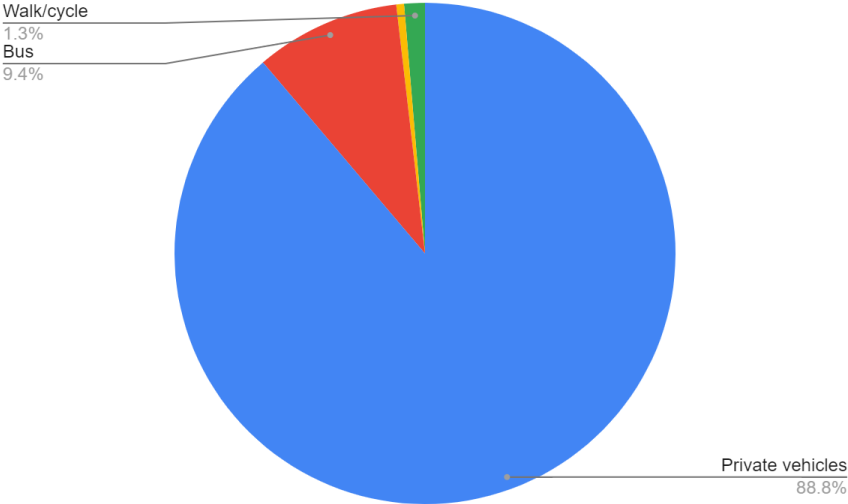
## SUMP Toolkit

### Annotated Outline for Sustainable Urban Mobility Plans (SUMP)

SUMP development guidance resources for developing and transition countries

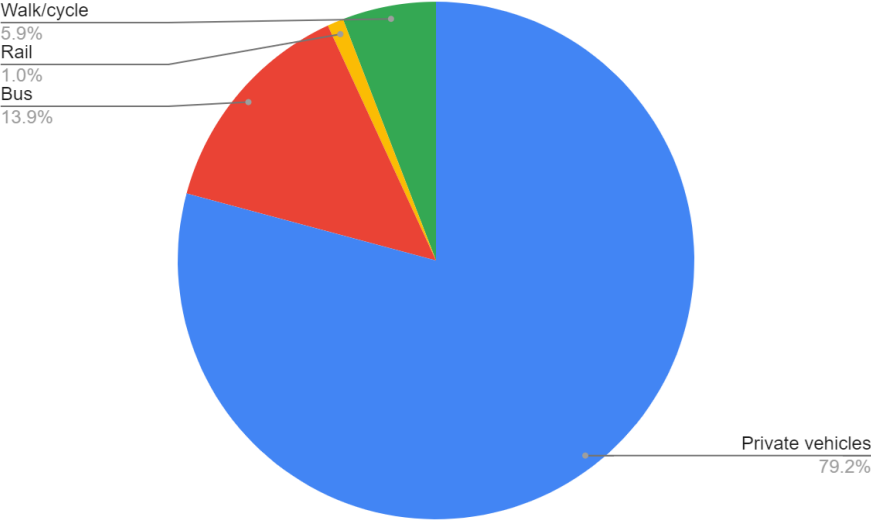


# Sustainable transport requires more investing in active transport



**2015 Spending on Urban Passenger Transport**

Source: ITDP & UC Davis

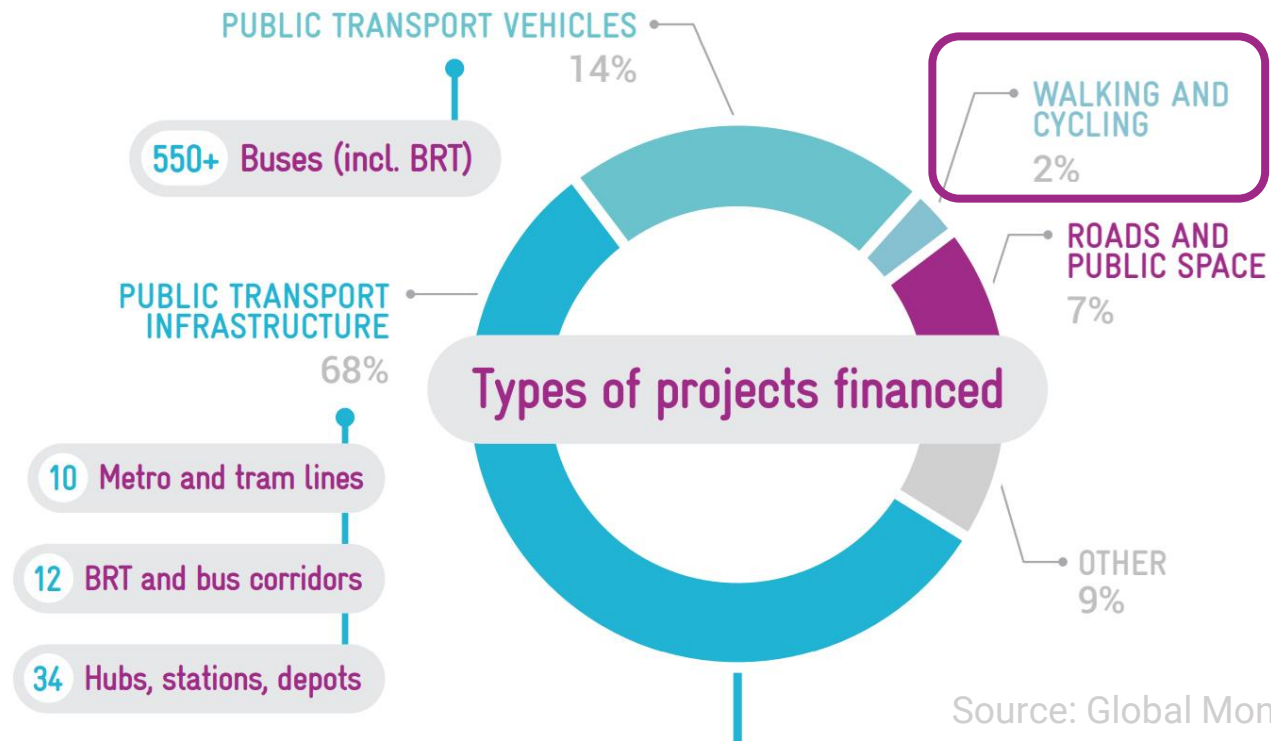


**2050 1.5° Spending on Urban Passenger Transport**

Source: ITDP & UC Davis



# MobiliseYourCity - financed investments



What percentage of transport spending in your city goes to walking and cycling?

<https://www.menti.com/7ay5otqsxc>



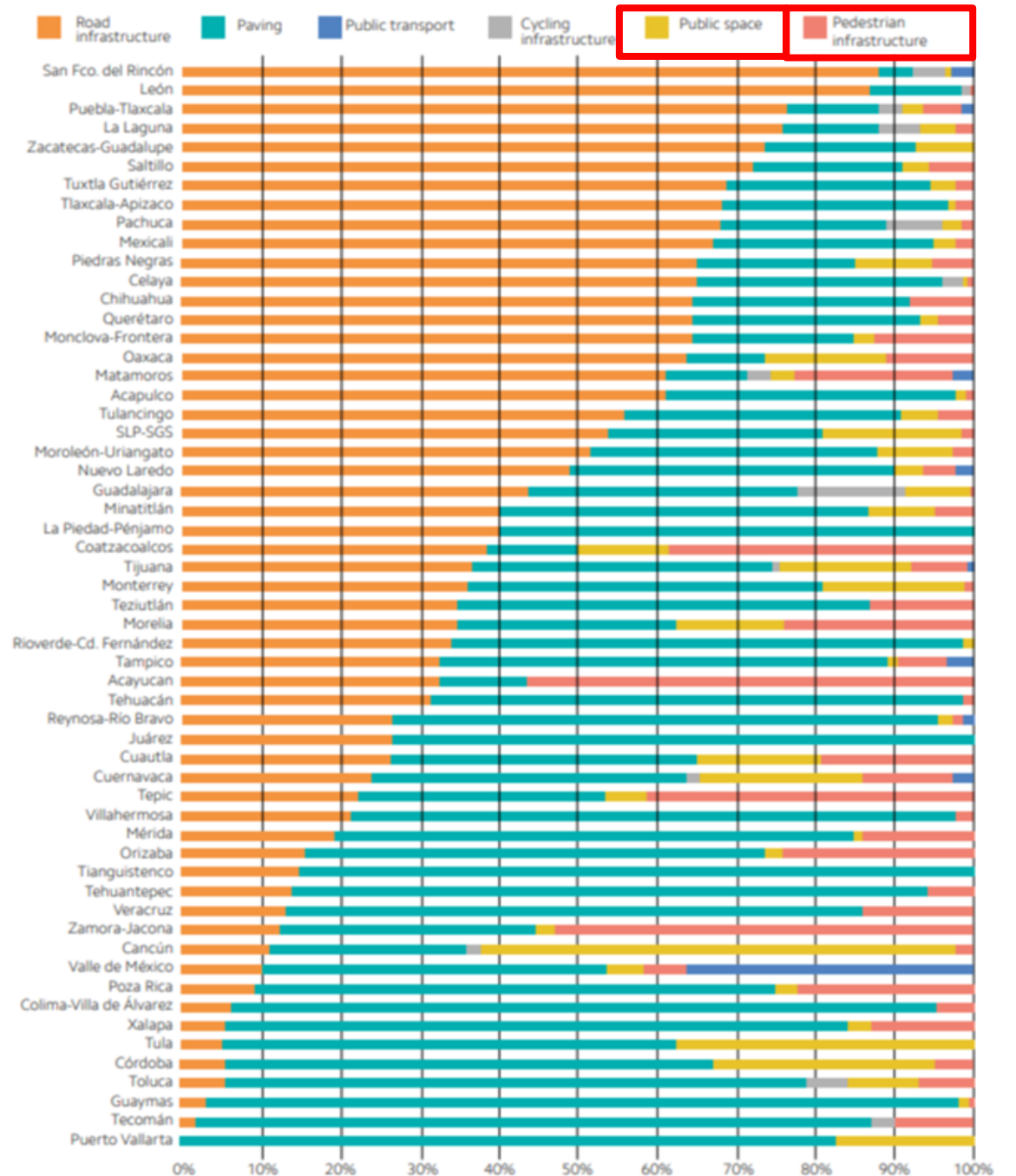


In cities in Mexico,  
the percentage is  
quite small

Spending by Mode. Source: ITDP

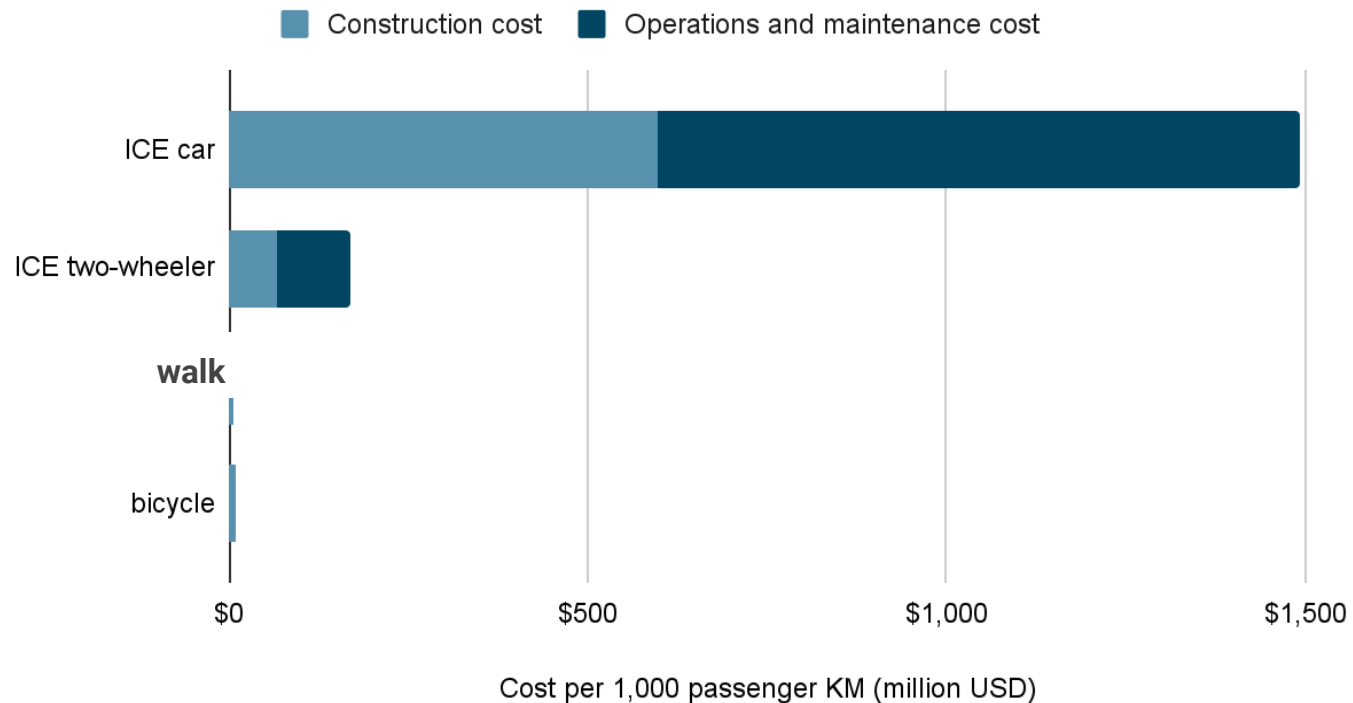
[http://mexico.itdp.org/wp-content/uploads/Investing\\_for\\_Mobility.pdf](http://mexico.itdp.org/wp-content/uploads/Investing_for_Mobility.pdf)

CHART 12. PERCENTAGE DISTRIBUTION BY TYPE OF MOBILITY IN METROPOLITAN AREAS, 2015



# Walking and Cycling costs are very low

Infrastructure construction and maintenance costs by mode



## Walk and Bicycle costs per km

Source: ITDP

# Infrastructure costs can vary significantly



**Paint and temporary materials**

Source: Twitter user @mason\_transport

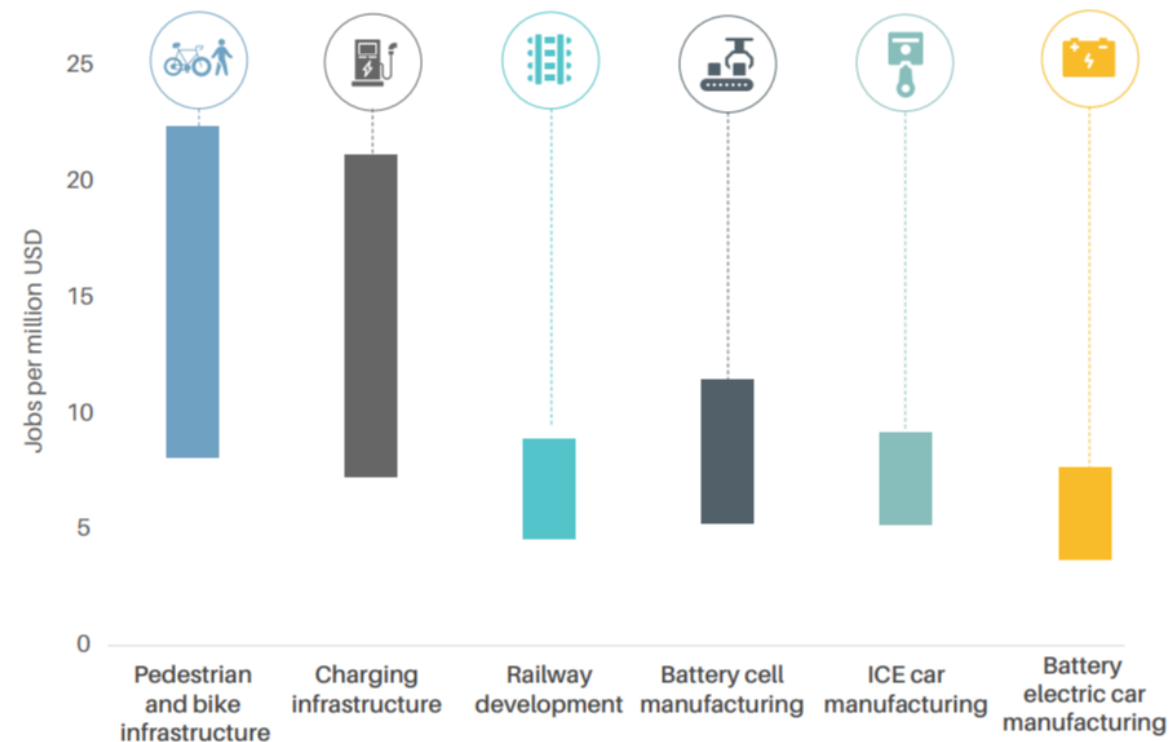


**Complete street redesign and utility overhaul**

Source: ITDP India

Walking and  
Cycling  
Investment  
leads to high  
rate of return

Figure 3. Potential jobs created through transport investments



Source: SLOCAT

Transport and Climate Change Global Status Report - 2nd ed



## Health

Physical inactivity costs the NHS up to **£1bn per annum**, with further indirect costs calculated at **£8.2bn**



## Wellbeing

20 minutes of exercise per day cuts risk of developing depression by 31% and increases productivity of workers



## Congestion

The new east-west and north-south cycle routes in London are moving 46 per cent of the people in only 30 per cent of the road space



## Local businesses

Up to 40% increase in shopping footfall by well planned improvements in the walking environment



## Air quality

Meeting the targets to double cycling and increase walking



would lead to savings of **£567 million annually** from air quality alone and prevent 8,300 premature deaths each year



## Climate change

Mode shift to active transport is one of the most cost effective ways of reducing transport emissions



## Economy

Cycling contributes **£5.4bn** to the economy per year and supports 64,000 jobs



Source: United Kingdom Department of Transport

Keeping active can reduce your risk of...



depression  
by 30%

type 2  
diabetes  
by 40%

coronary  
heart disease  
by 20%

breast  
cancer  
by 20%

colon  
cancer  
by 40%

alzheimer's  
disease  
by 40%



Source: Active Halton

Walking and cycling investment leads to many other benefits

# What all requires funding?



Source: ITDP Indonesia



Source: ITDP India



Source: ITDP Africa



Source: ITDP India



Source: ITDP India



POLL: How many staff in your city (full time or equivalent) is dedicated to walking and cycling?

<https://www.menti.com/7ay5otqsxc>



# Funding and Finance Tools

Typical and Innovative Funding Sources for walking and cycling

Local funding sources

National funding sources

International funding sources

# Local funding sources

## CONSIDERATIONS

- **Source** can include new sources or reallocated from other sources
- of tying new funding sources to improvements can help
- **Authority** to raise local revenue may not exist
- **Politics** of raising revenue - taxing things formerly free is always hard
- **Visibility**

## POLITICAL SOURCES:

- 1 - General budget
- 2 - Use fees
- 3 - Sponsorship
- 4 - Land Value Capture
- 5 - Business Improvement Districts

# Local funding sources

## 1- GENERAL BUDGET

→ **CONCEPT:** money from general budget dedicated to walking & cycling.

→ **CONSIDERATIONS:**

- Competing uses of funds
- opposition to raising taxes

→ **EXAMPLES**

- Mexico City - 100% of the capital investment for Ecobici came from CDMX general budget)
- Pune: 50% of budget directed to walking, cycling, & BRT
- Chennai: 60% of budget directed to walking and cycling



Image Source: ITDP

## Local funding sources

- In Pune, 50% of the budget was directed to walking, cycling, & BRT.



# Local funding sources

## 2 - USE FEES / PENALTIES

→ **CONCEPT:** tax things you want less of (congestion, pollution) to fund things you want more of (walking & cycling)

→ **CONSIDERATIONS:**

- Don't create incentives for bad behavior
- Don't want to create a system that defunds itself

→ **EXAMPLES:**

- Fortaleza, Brazil - revenue from on-street parking funds bike lanes
- Barcelona, Spain - 100% of the net parking revenue funds public bike share system
- Westminster, England - 69% of surplus parking revenue goes to environment and city management, the remainder to placemaking, public health, and family services
- Guadalajara, Mexico - Part of the revenue surplus to public space improvement
- Chennai, India - surplus parking revenues go to walk, cycle, and public transportation improvements
- Washington, DC - safety cameras revenue may fund walking and cycling improvements



# Local funding sources



**BEFORE: Torcuato Tasso Street in Mexico City experienced high levels of double parking.**

Source: Google Streetview, via ITDP Mexico



**AFTER: Better managed parking via EcoParq in Mexico City funded pedestrian improvements such as this one on Torcuato Tasso Street**

Source: Paul Buendía, via ITDP Mexico

# Local funding sources

## 3 - SPONSORSHIP

- **CONCEPT:** private companies pay for system costs in exchange for system branding
- **CONSIDERATIONS:**
  - Conflicts of interest
  - Corporate values reflect city values
- **EXAMPLES:**
  - Santander Cycles (London)
  - CitiBike (NYC)
  - Bike Rio (Rio de Janeiro: Bank Itau)
  - Divvy (Chicago: BlueCross BlueShield)



**In NYC, Citibank pays for most operating expenses of the bikeshare program.** Source: Shinya Suzuki (Flickr CC)

# Local funding sources

## 4 - LAND VALUE CAPTURE / TAX INCREMENT FINANCING / PAYMENTS IN LIEU OF TAXES / DISTRICT IMPROVEMENT FUNDS

### → CONCEPT:

- Often used as part of Transit-oriented development
- Development-based Land Value Capture- property debt rights auctioned, proceeds to subsidize housing
- [Taxation-based land value capture] Enhanced property tax - Tax increment financing; betterment charges; revenue bonds or general obligation bonds; green bonds; guarantees and first loss provisions; city challenge fund, etc.

### → CONSIDERATIONS:

- Negative effect on redistribution (i.e., taxes from richer area gets kept within those areas instead of serving the entire city)
- Credit rating of the city

### → EXAMPLE:

- India 2017 METRO RAIL POLICY - Requires metro projects to include value capture financing as part of

# Local funding sources

## 5 - BUSINESS IMPROVEMENT DISTRICT (BID)

### → CONCEPT:

- Businesses and residents of an area decide to tax themselves in addition to the standard tax rate, which can be used to pay for additional public space maintenance and improvements, beyond what is provided by the government. BIDs are sanctioned by the government and additional taxes are mandatory, once established

### → CONSIDERATIONS:

- Wealthy areas get more improvements, leading to less equitable investments
- Once established, all residents and businesses must pay the extra taxes
- Potential displacement of smaller businesses
- Limited public accountability

### → EXAMPLE:

- Washington, DC: Golden Triangle BID uses taxes to make sidewalk improvements and maintenance



# Local funding sources

## 5 - BUSINESS IMPROVEMENT DISTRICT (BID)



Source: Golden Triangle BID



Source: Golden Triangle BID

# National funding sources

## → CONSIDERATIONS:

- **Requirements** to qualify for funding
- **Politics** of obtaining funding
- **Quantity** of funding available

## → POTENTIAL SOURCES:

- 1 - Competitive Grants & Loans
- 2 - Formula grants
- 3 - Targeted funding



# National funding sources

## 1 - COMPETITIVE GRANTS & LOANS

### → CONCEPT

- National government provide funds to local governments based on competitive application and review process

### → CONSIDERATIONS:

- Need well defined criteria and transparent process to avoid corruption and cronyism
- Good goals lead to good projects
- May favor cities with higher capacity to develop strong proposals

### → EXAMPLE:

- UNITED STATES: BUILD grants support walking and cycling

# National funding sources

## 2 - FORMULA GRANTS

### → CONCEPT:

- Money allocated to sub-national entities according to a formula to be used for a specific purpose (walk and cycle)
- Formula might include: population, average income, rate of cycling
- Money is automatically allocated and can fund capacity, as opposed to requiring the capacity to obtain.

### → CONSIDERATIONS:

- Complicated formulas may be hard to understand
- Requires capacity at national level to ensure that funds are used for intended purpose

### → EXAMPLE:

- USA - ISTEA create Urbanized Area Funding Formula

# National funding sources

## 2 - FORMULA GRANTS

- Funds can be used for any mode
- Multiple formulas determine money given



**(1) Bus Basic Funding for urbanized areas over 1,000,000 population: This formula apportions 40.31 percent of the Urbanized Area Formula appropriation. The formula is 50 percent bus revenue vehicle miles, 25 percent urbanized area population, and 25 percent urbanized area population density weighted by population.**

# National funding sources

## 3- TARGETED FUNDING

### → CONCEPT

- Funding from the national government for specific projects.
- May be one-time or continuous
- Typically used for capital projects

### → CONSIDERATIONS:

- May require specific legislation or appropriation
- May be hard to replicate

### → EXAMPLE:

- Ethiopia Non-Motorized Strategy 2020-2029

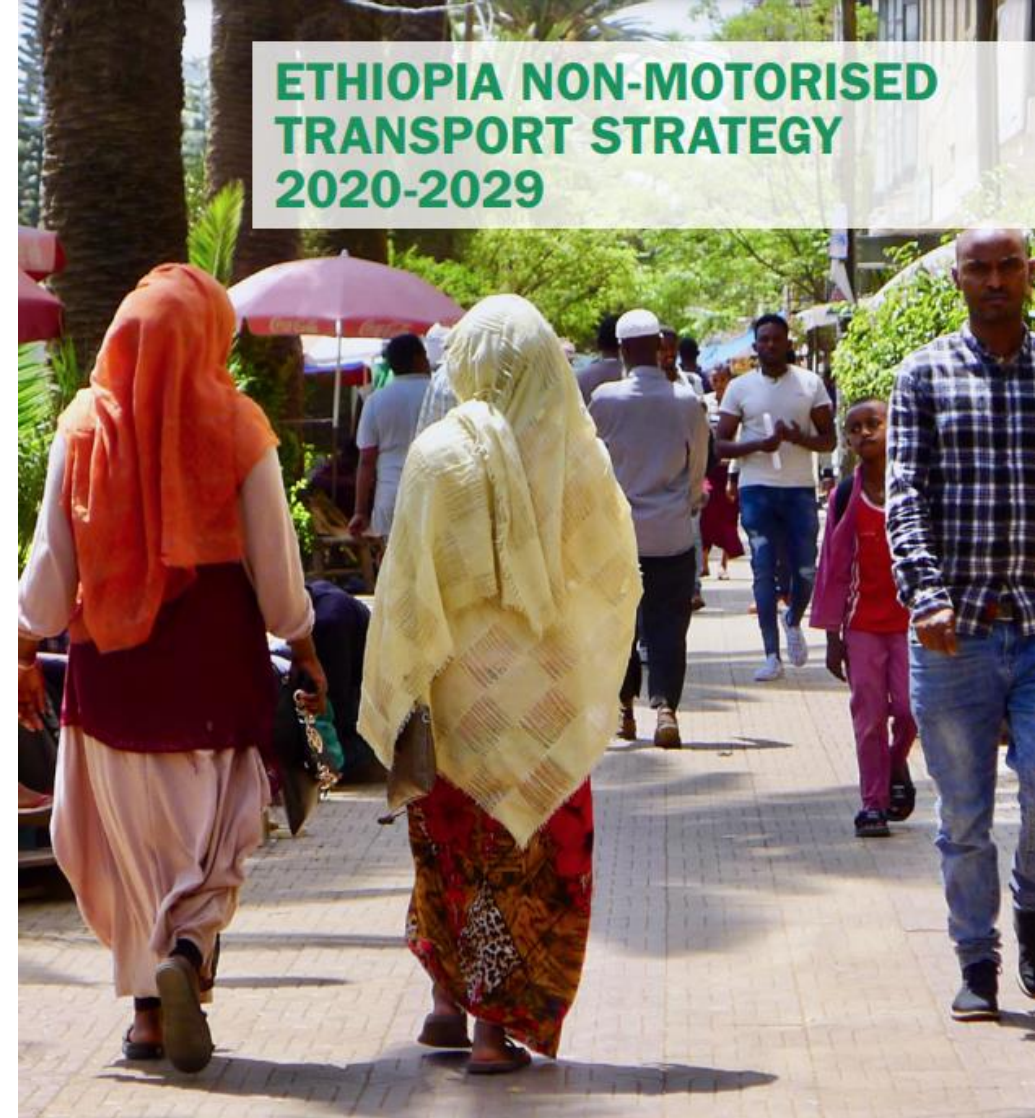
# National funding sources

## 3- TARGETED FUNDING

### → ETHIOPIA NON-MOTORIZED STRATEGY 2020-2029

- National funding for transport in populated areas is provided by the Ethiopian Road Fund, the Government's budget, or other sources
- All projects receiving funds must be designed as complete streets with adequate facilities for pedestrians, cyclists, and public transport users.
- To receive funding, local authority must spend 33% of its capital expenditure on infrastructure for NMT

**ETHIOPIA NON-MOTORISED  
TRANSPORT STRATEGY  
2020-2029**



Source: [UNEP](#)





# International funding and finance sources

## → CONSIDERATIONS:

- Requirements to qualify for financing
- Political support from national government to apply for finance
- Data to support request for financing
- Quantity of financing available

## → POTENTIAL SOURCES:

- 1 - Development Banks
- 2 - Climate Finance

# International funding sources

## 1 - DEVELOPMENT BANKS

### → CONCEPT:

- National-level loans for large projects at below-market rates

### → CONSIDERATIONS:

- must meet bank requirements
- Projects must be big enough to justify investment

### → EXAMPLES:

- Philippines - Manila Bicycle Network Demonstration Pilot - USD 1.3 million from the World Bank
- Chile - Sustainable Transport and Air Quality for Santiago - USD 9.42 million for the World Bank
- China - Wuhan Urban Transport Project - USD 199 million from the World Bank

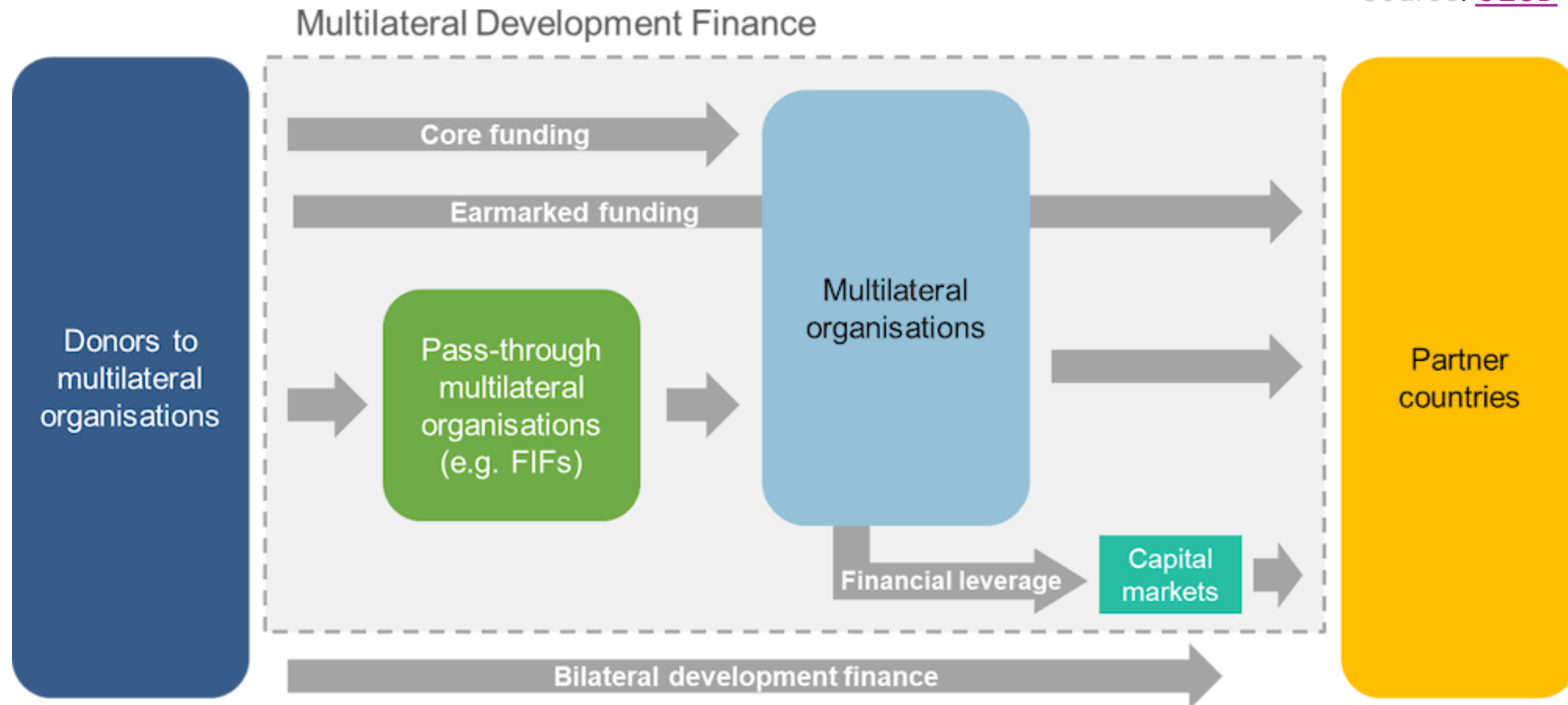
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# International funding sources

## 1 - DEVELOPMENT BANKS

Source: [OECD](#)



# International funding sources

## 2 - CLIMATE FINANCE

### → CONCEPT:

- International funding from high-income countries to low- and middle-income countries to invest in projects that will boost development and reduce greenhouse gas emissions.

### → CONSIDERATIONS:

- must demonstrate an ability to reduce greenhouse gas emissions
- Requires capacity to demonstrate climate impact

### → EXAMPLES:

- Poland - Gdansk Cycling Infrastructure Project - USD 2.5 million from GEF Trust Fund
- Argentina - USD 1.35 million from the World Bank and GEF
- Lima, Peru - USD 4.06 million from GEF

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# LANDSCAPE OF CLIMATE FINANCE IN 2017/2018

Global climate finance flows along their life cycle in 2017/2018. Values are average of two years' data, in USD billions.

579 BN USD ANNUAL AVERAGE



## SOURCES AND INTERMEDIARIES

Which type of organizations are sources or intermediaries of capital for climate finance?

## INSTRUMENTS

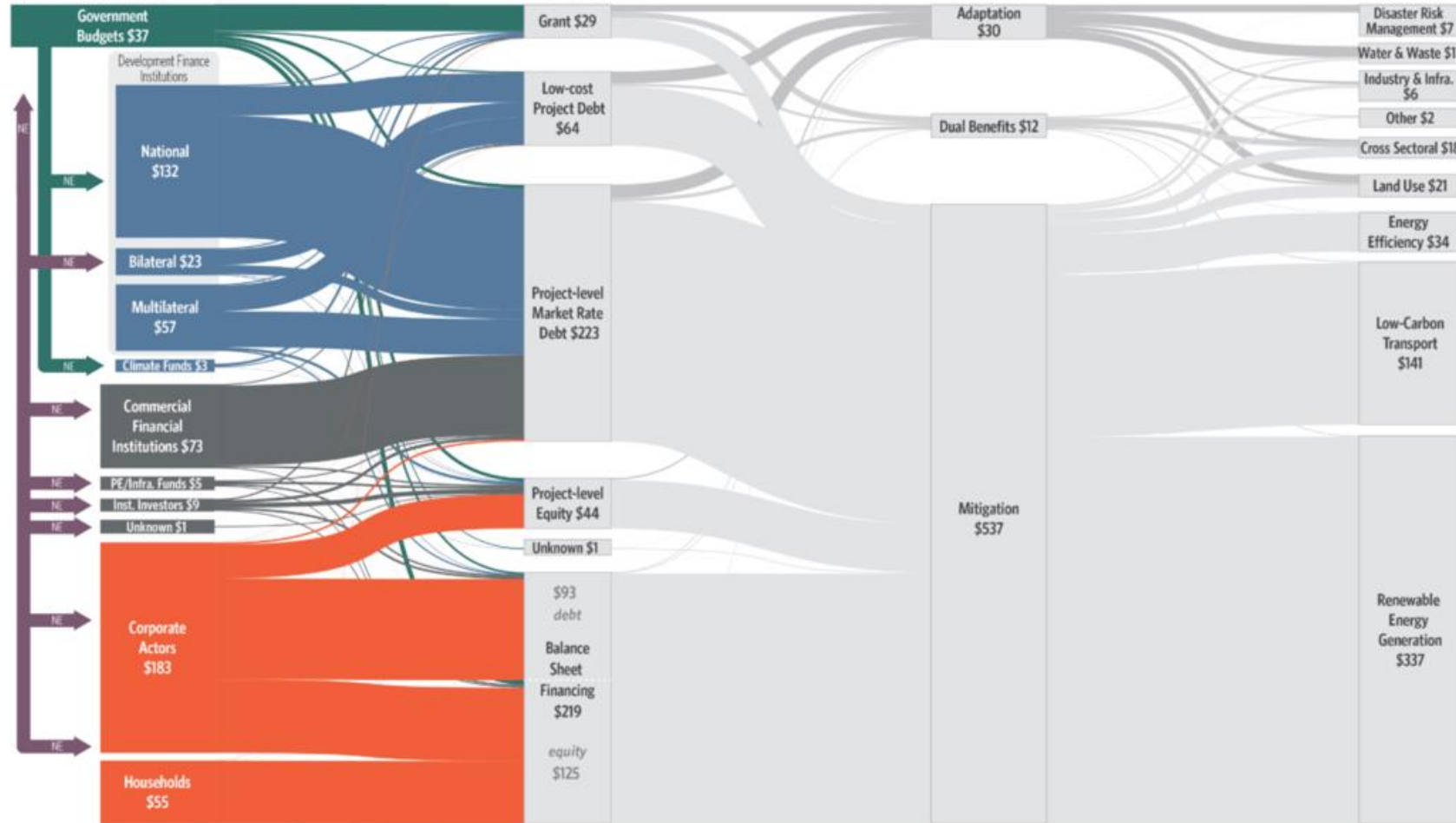
What mix of financial instruments are used?

## USES

What types of activities are financed?

## SECTORS

What is the finance used for?



Source: Climate Policy Initiative



# International funding sources

## 2 - CLIMATE FINANCE

# International funding sources

## 2 - CLIMATE FINANCE

**CHANGING TRANSPORT**  
Facilitating climate actions in mobility

EXPERTISE ▾

RESOURCES ▾

NEWS

EVENTS

PROJECTS

ABOUT



### Climate Finance Toolkit for Low-Carbon Transport

This toolkit is a set of knowledge material intended to give an overview of existing climate finance sources for low-carbon transport. It is based on GIZ's broader definition of **climate finance as all public and private financial flows for climate projects in developing countries and emerging economies.**

The publications listed in this toolkit explore both public and private financing and funding sources at the domestic level as well as international development finance and climate funds that are eligible for sustainable transport. The structure of the toolkit reflects the relative importance of public domestic sources, private sources, international development finance and climate funds in terms of their share in transport spending. Additional training material



Source: [Changing Transport](#)

4

# Exercise

# Breakout Groups

**In groups of 4 or 5, we plan to discuss some key questions on funding and financing**

- Where does your city get funding for walking and cycling?
- What are the main barriers to funding/finance for walking and cycling?
- What is needed to unlock more funding and finance for walking/cycling?

**Afterwards, we will discuss out answers and share our ideas. GOODLUCK!**



# What is needed to unlock more funding and finance for walking/cycling?

- **POLITICAL WILL:** Without political support, nothing happens. Often walking and cycling are not thought of as transport modes that require funding.
- **CAPACITY:** Staff time is needed to develop grant proposals, manage new revenue sources, etc.
- **DATA:** A good understanding of costs is needed to secure the right amount of funding.
- **STANDARDS:** Some engineering standards ignore the role of walking and cycling in transport, shutting them out of funding.
- **RESTRICTIONS:** Some governance-related restrictions may prevent certain funding sources from being unlocked (e.g., taxation power may be limited). International finance institutions often view walking and cycling as too small to be projected on their own.

# Case Studies of Funding and Finance

Examples of using diagnosis in planning and decision making

Chennai, India

Douala, Cameroon

# Case Study of Chennai, India





# Funding Sources

## → National Government Funds

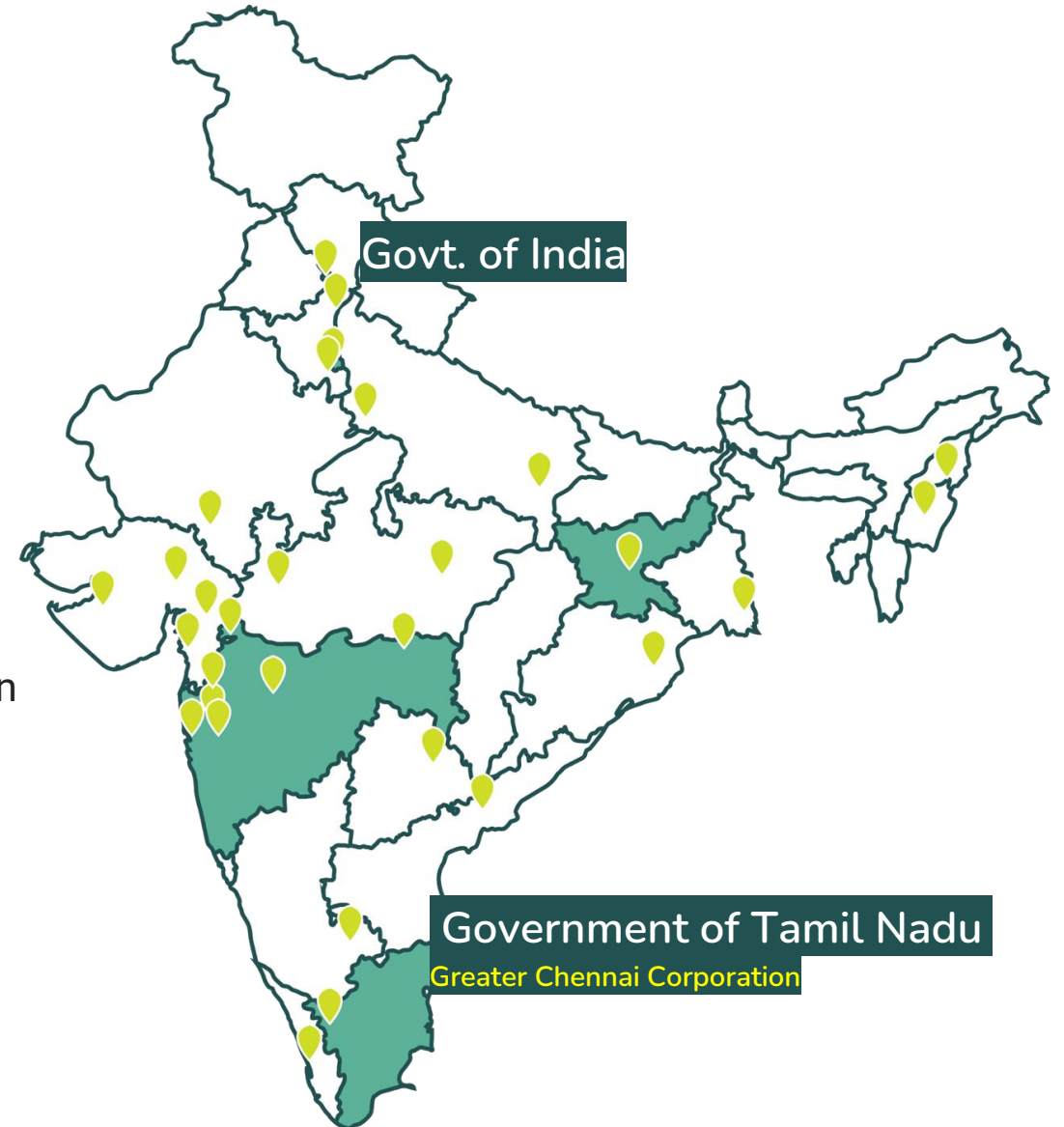
- Ex: Smart City Mission (SCM),
- National Clean Air Program (NCAP)

## → State Government Funds

- Ex: Tamil Nadu Road Infrastructure Project (TURIP), Chennai Mega City Development Mission (CMDCM)

## → Urban Local Body Funds

- Tax and non-tax revenues, using government grants, Loans





# STATE: Tamil Nadu Road Infrastructure Project

## Funded by Govt. of Tamil Nadu

- Set up in 2008 to repair and re-lay roads damaged due to implementation of underground utilities such as water supply and sewerage lines
- Has a dedicated fund - **Tamil Nadu Road Infrastructure Fund (TURIF)** - to execute projects
- Given as way of grants to ULBs, annually.
- **Did not** include provisions for Footpaths / Cycle Tracks originally. Was only used for re-laying roads.



Source: ITDP-India

# TEST-LEARN-SCALE' Approach

Inspire Leaders



Create pilots



Embed Policies & Practices



Scale Up!



Listen to citizens



Evaluate Regularly





# LOCAL: Chennai NMT Policy Adopted

2014

- Chennai becomes the first city in India to adopt a Non-Motorised Transport Policy prioritizing its pedestrians
- With the aim of
- Allocating at least 60% of the transport budget towards improving NMT
- Ensuring at least 80% of the streets have continuous footpaths.
- Scope of Footpaths were included under TURIF, so **existing state funding would also be applied to walking and cycling.**

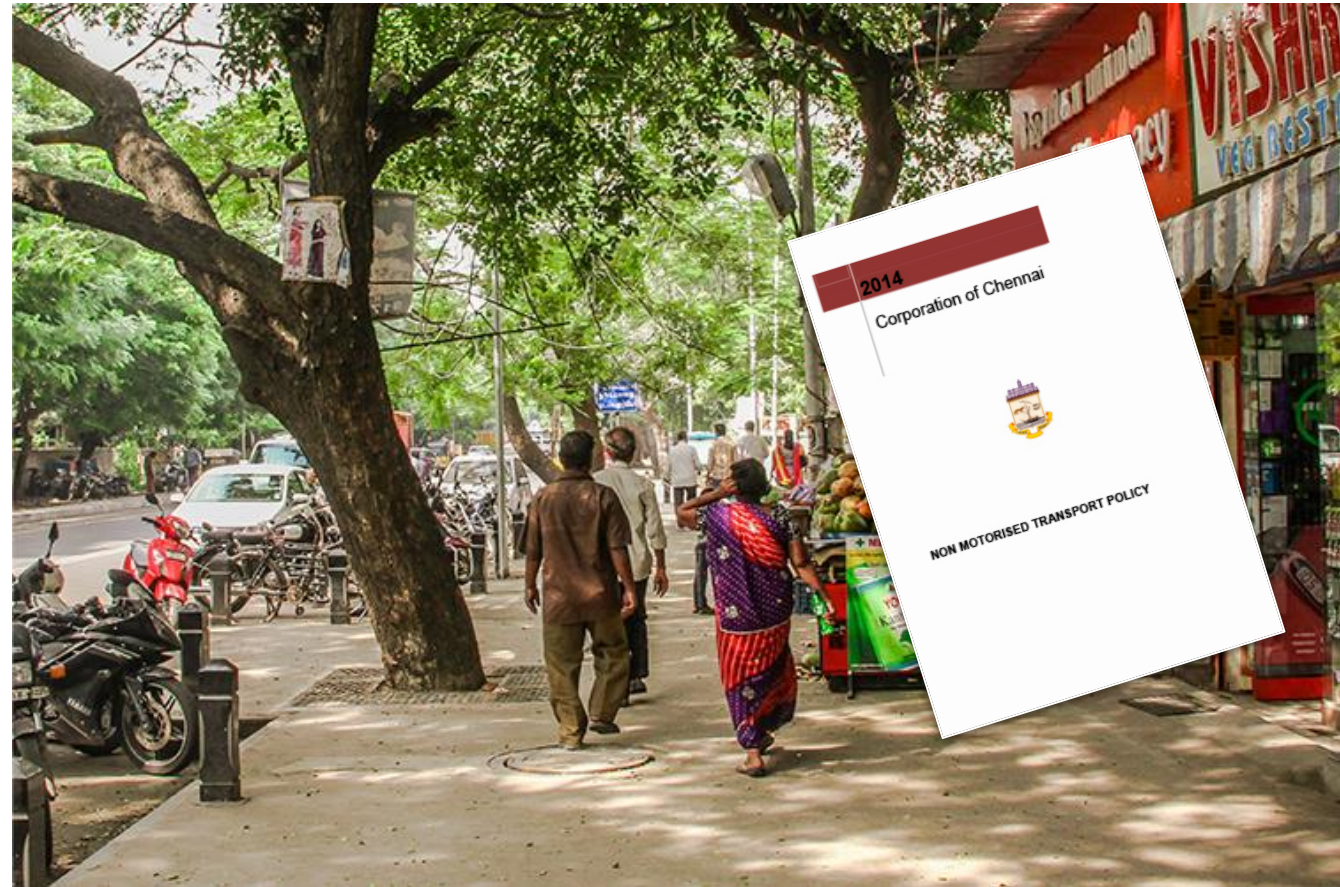


Photo: Besant Nagar 2nd Avenue - 2014

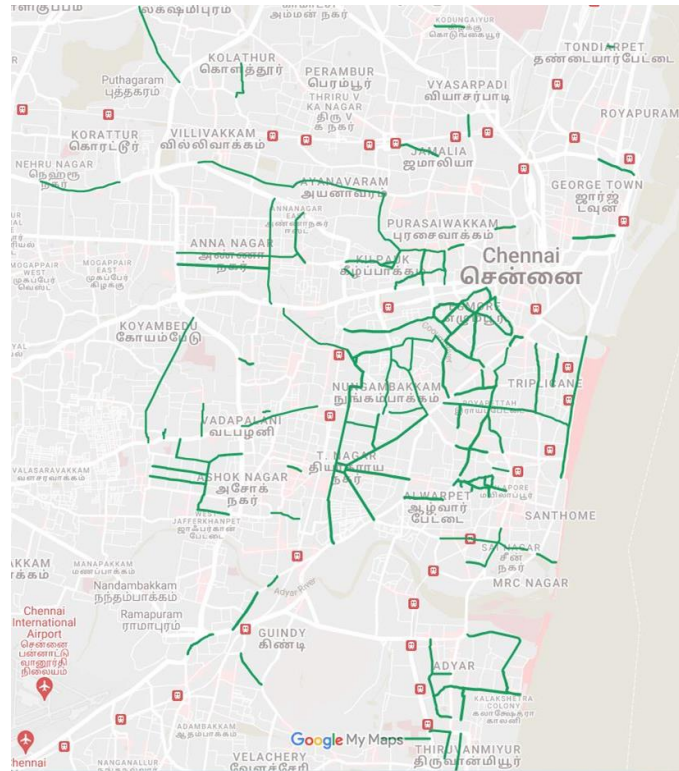
Source: ITDP

# Inspired and Informed Action

2014 - 2022

→ Since the adoption of an NMT Policy,

**Over 170 kms** of streets have been transformed into complete streets



Map: Transformed roads in phase 1 & 2



Photos: Before & After Transformation- Pantheon Road, Egmore (2015)



# Challenges

2013



Photos: Pantheon Road, Egmore  
Source: ITDP India





**Photos: Pantheon Road, Egmore**  
Source: ITDP India

# Challenges

2014



# Challenges

2021



Photos: Pantheon Road, Egmore, Dug up for upgrading electricity lines

Source: ITDP India



# Lesson learnt: how Thiruvanmiyur beat back flooding



R Srikanth

CHENNAI, NOVEMBER 07, 2017 01:05 IST

UPDATED: NOVEMBER 07, 2017 01:05 IST

SHARE ARTICLE



4



PRINT

A

A

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Residents of the area, among the worst-hit during the December 2015 deluge, strove to make stormwater drain functional

## Opportunities

### 2017 – In the news

<https://www.thehindu.com/news/cities/chennai/lesson-learnt-how-thiruvanmiyur-beat-back-flooding/article19994581.ece>

“Dr. S. Radhakrishnan Nagar Main Road, which was one of the worst affected areas during the December floods in 2015, remained spick and span despite the heavy spell. The road showed that a proper stormwater drain can prevent water logging, becoming a model for Chennai Corporation and the rest of the city.

A share in the success for creating the storm water drain network goes to the members of the residents welfare association who coordinated with the officials of the civic body to modify and improve the ‘once’ defunct stormwater drain network.”



# NATIONAL: National Smart City Mission

## 100 Cities Selected across the country

- Rs.1000 Crores (USD 128 Million) fund for each city
- Cities were given a mandate to adopt an Area-based Development model with focus on street redevelopment with walking/cycling infrastructure.
- Cities were strictly mandated to not use the funds for grade separators or land acquisition.
- Chennai was selected as Smart City in 2015





Map: T-Nagar, indicating the streets identified for redevelopment, at various stages of implementation.

# NATIONAL: Model Neighbourhood: T-Nagar

## T-Nagar

- Area: ~4.3 sq km
- Bus stops: 11; Bus Terminal: 1
- Metro Stations: 3
- Suburban Railway Stations: 2
- Streets with access to transit ~ 12 Kms
- Schools: 9
- Parks: 6
- Streets with access to schools and parks: ~8.5 Kms
- Pedestrian Plaza: ~1.4 Kms
- Waterfront development: ~5.8 Kms
- PBS Stations: 12
- On-street parking management: along ~20 Kms



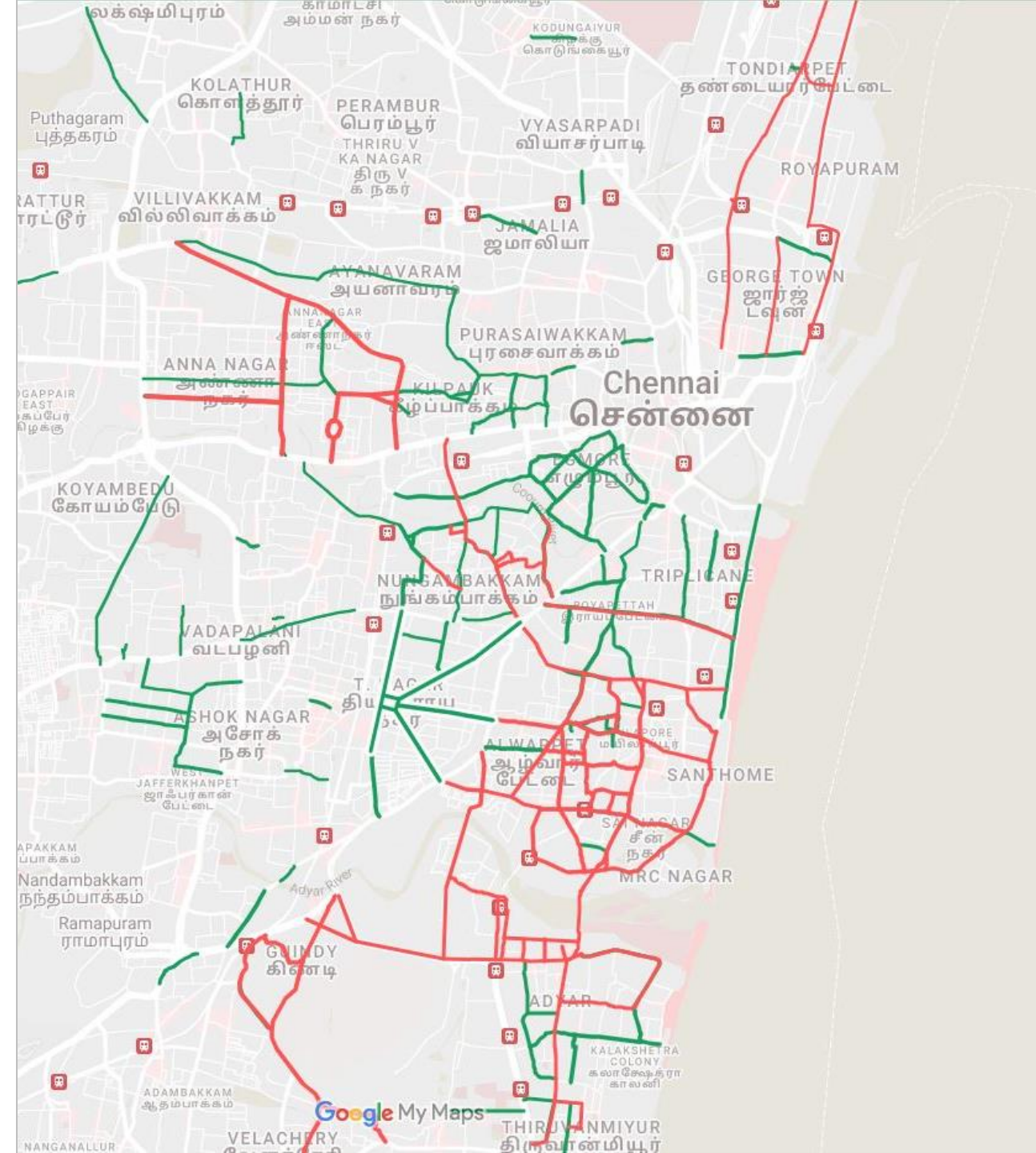




# Scaling Up

**110 Kms streets across six neighborhoods identified for redevelopment including utilities**

- Funded through grants from **National Clean Air Program**, grants from **Govt. of Tamil Nadu**, and **Capital Funds**.
- 11 Kms to be tendered out in 2022.
- Further funding by the **World Bank** and **Asian Infrastructure Investment Bank** as part of the Chennai City Partnership





# INTERNATIONAL: Getting Development Banks' Interest

**Scale and Packaging**  
**Make an Economic Case for Street**  
**Improvements, calculate IRR factoring**

- Socio-Economic cost of Road Crashes
- Economic and Environmental Cost of Road Digging / Unorganised Utility Lines
- Climate-Resilience
- Revenue potential through Track Rent, On-street parking management, Advertisements, Land Value Capture, etc.
- Benefits of better access to Public Transport

## Economic Evaluation: Velachery Quick-win

### Direct Benefits (Quantitative)

#### Road Safety

**Package:** Velachery [P50] | **Length of Quickwin:** 1100 m | **Estimated Cost:** Rs. 25.7 Crores



Map: 1100m segment of Velachery Main Road selected to be implemented as Quick-win with traffic hotspots and transit stations marked

# Economic Evaluation Example

## Socio-Economic Cost of Road Crashes

- Current trends indicate an annual Socio-economic cost of Rs.1.93 Crores **(USD 0.25 M)**
- Projected cost after project implementation is estimated to be Rs. 3.9 Lakhs **(USD 5k)**
- **A reduction of nearly 400% in socio-economic cost associated with Road Crashes**

Class of Road Crash	Socio-Economic Cost per Victim	Estimated No of Victims					Estimated Annual Cost
		2023	2024	2025	2026	2027	
<i>Data based on Greater Chennai Traffic Police Road Accident Data for 2018 and 2019</i>		<i>Values based on a 2020 research commissioned by MoRTH: "Socio-Economic Cost of Road Accidents in</i>					
Fatality	9,116,363	0	0	0	0	0	0
Severe Injury	364,398	0	0	0	0	0	0
Minor Injury	77,938	5	5	5	5	5	389690
Property Damage (No Injury)	88,463	NA	NA	NA	NA	NA	NA
							<b>389,690</b>

Table 2: Projection of the impact on the socio-economic cost due to road accidents

## Socio-Economic Cost of Road Accidents in Velachery Main Road (0-1100m)

Class of Road Crash	Socio-Economic Cost per Victim	No of Victims		Annual Cost	
		2018	2019	2018	2019
<i>Data based on Greater Chennai Traffic Police Road Accident Data for 2018 and 2019</i>		<i>Values based on a 2020 research commissioned by MoRTH: "Socio-Economic Cost of Road Accidents in</i>			
Fatality	9,116,363	2	2	18232726	18,232,726
Severe Injury	364,398	0	1	0	364,398
Minor Injury	77,938	4	9	311752	701,442
Property Damage (No Injury)	88,463	Data unavailable	Data unavailable	Data unavailable	Data unavailable
				<b>18,544,478</b>	<b>19,298,566</b>

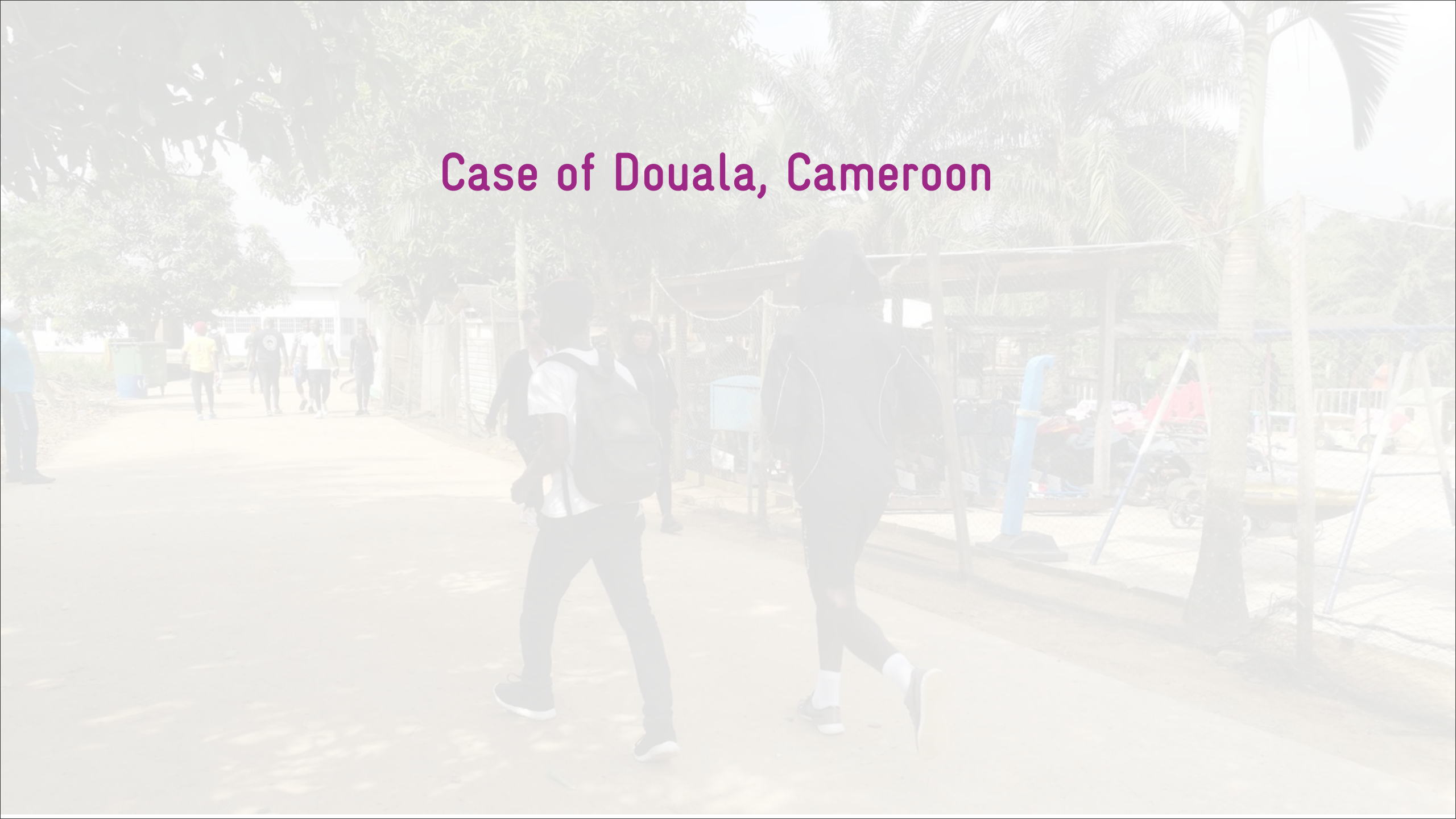
Table 1: Socio-economic cost due to road accidents in the selected segment

# Projects across Smart Cities of India through the National Challenges

- Completed Walking Infrastructure - **1905 Kms**
- Completed Cycling Infrastructure - **255 Kms**
- Over **1500 Kms** to be improved by 2023



# Case of Douala, Cameroon

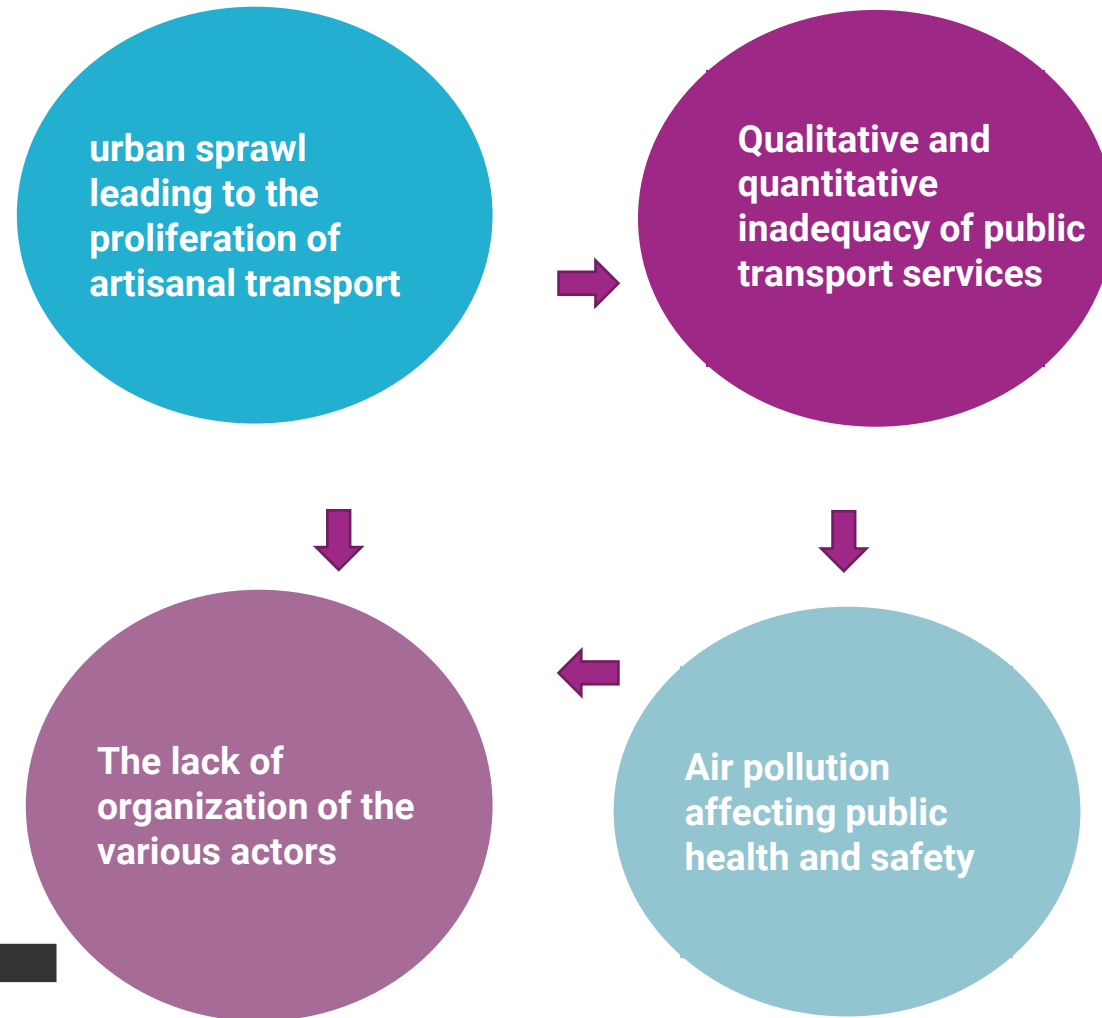




# Challenges of urban mobility and active mobility in particular

Challenges of Urban Mobility

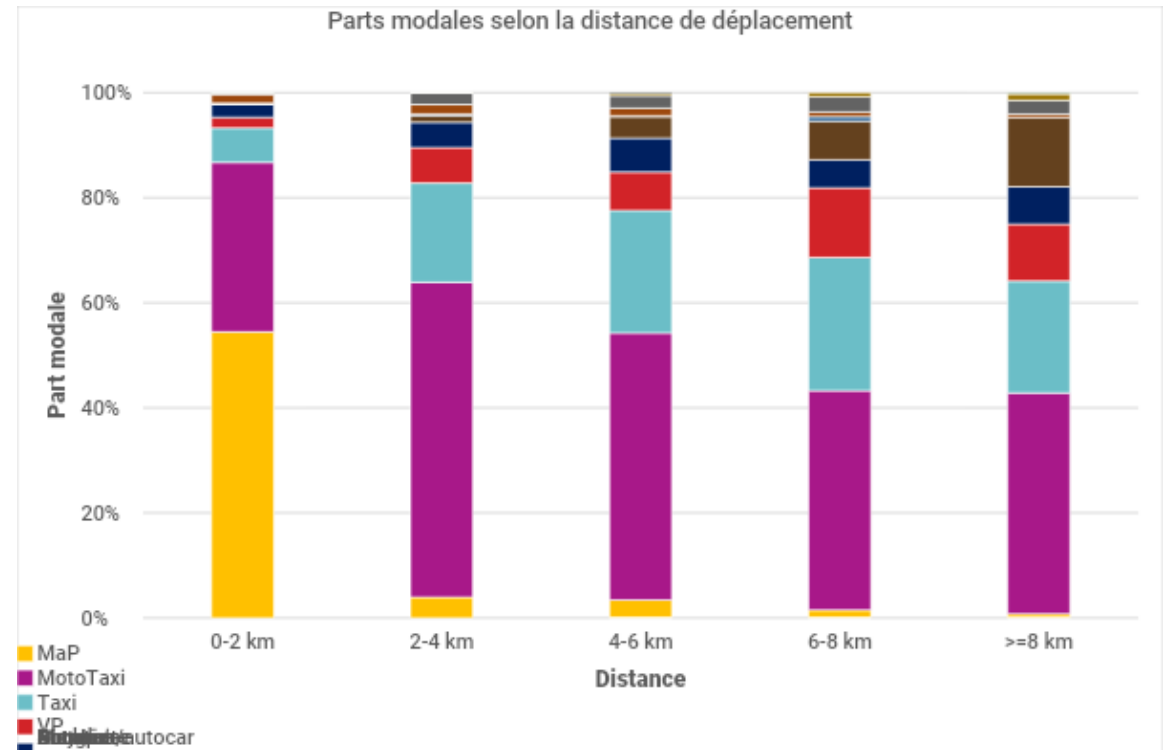
**Traffic Congestion**



# Challenges of urban mobility and active mobility in particular

## Challenges of Active Mobility

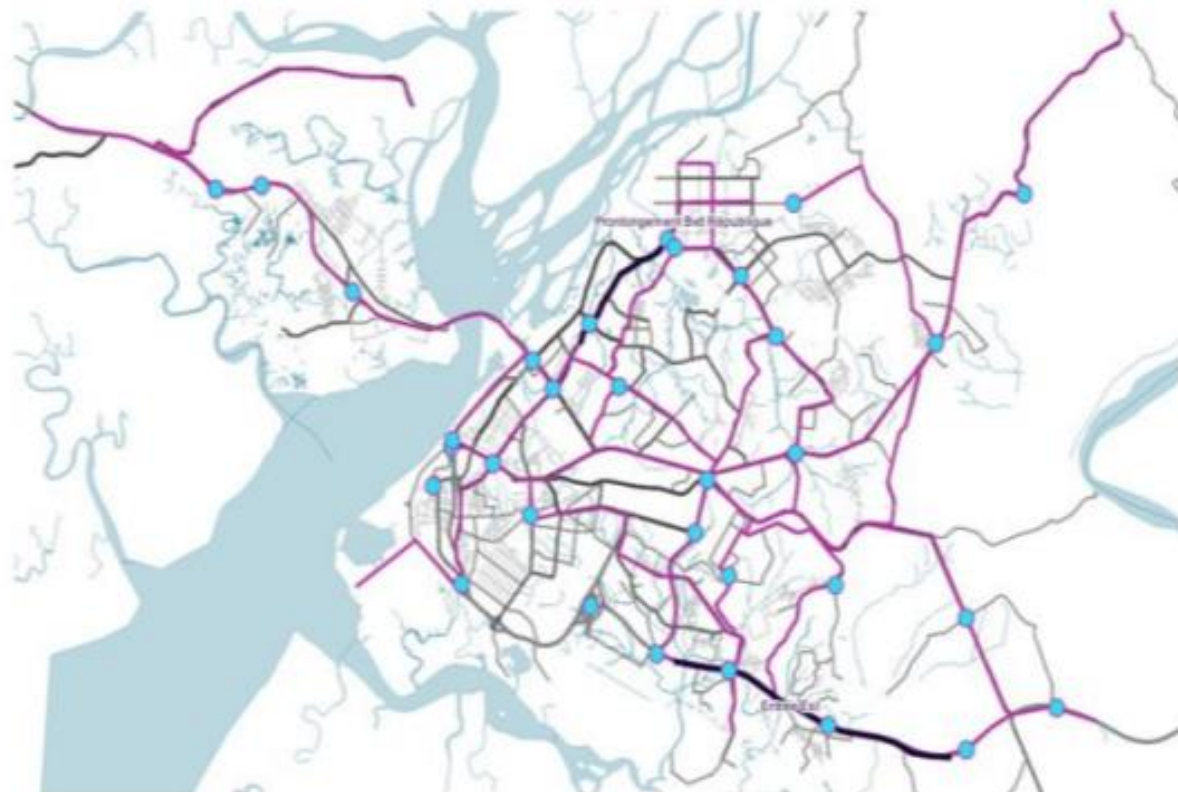
- **Walking currently represents 33% of trips in Douala.**
- In addition, the average travel distance (all reasons combined) is 2.3 km as the crow flies, with 44% of trips connecting two points located less than one kilometer from each other. Finally, the poorest populations carry out many of their journeys on foot. Pedestrian trips are mostly intra-zonal trips
- Finally, bicycle use is marginal in Douala (0.1% of trips). The main reasons mentioned to explain this fact in the EMD are road safety risks (28%), fatigue (26%), and the climate (13%).



# Provisions of the Douala Urban Mobility Plan

Preparation of the DUMP using a participatory approach

- Development of sidewalks and pedestrian crossings,
- The covering of gutters now open to the sky,
- The ban on bendskiers riding on the sidewalk,
- Greater controls on the use of public space



PMUS – Volet Routier

- Projets routiers planifiés, financés et intégrés au PMUS de Douala
- Routes principales
- Requalification de la voirie support du futur réseau TC
- Intersections améliorées

## Reconquérir le fleuve

en renforçant les liaisons fluviale pour:

- Jouer un rôle mixte urbain et touristique ;
- Faciliter l'ouverture du port à la ville et l'aménagements des berges du Wouri en quartiers de ville linéaires et continus.



# Types of funding available for active mobility in the City of Douala

## Budget of Douala City Council

- Program to restore the sidewalk to pedestrians:
- it consisted in raising the awareness of informal actors to respect public space and then in the repression and development of said spaces according to the recommendations of the DUMP
- Action plan for the professionalization of transport operators by motorbike:

Considering that motorcycle taxis use public spaces (crossroads, sidewalks, etc.) to park, the city of Douala has drawn up the said plan based on the recommendations of the PMUS. It advocates raising awareness among transporters, it promotes the wearing of chasubles and helmets and finally it suggests the development of loading points in the City

these two programs being supported by the planning document, they are included in the budget of the Urban Community of Douala as quick impact and reduced cost activities (quick wins)



# Types of funding available for active mobility in the City of Douala

## Projects financed externally by technical and financial partners: case of the Douala Urban Mobility Project

- Component 1: Support for institutional strengthening and professionalization of existing public transport operators,
- Component 2: BRT infrastructure, fleet, and systems,
- Component 3: Transit-oriented development around the BRT system Greater controls on the use of public space,

This project is global because it takes into account all modes of transport. Regarding the **active modes**, this project will finance: a) Rehabilitation of road infrastructure along selected feeder routes, including public lighting, sanitation, drinking water network, drainage, and traffic management; b) Identification of a key pedestrian thoroughfare to complete a sidewalk network on selected feeder roads; c) The improvement and creation of spaces reserved for pedestrians and bicycles as a mode of transport, paying particular attention to safety, quality of life, accessibility and enjoyment along certain feeder roads; and d) Improvement and provision of street furniture for public transport (including bus stops, etc.) along certain feeder routes.

# Questions, Feedback and Farewell

## Questions





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