



Phase I: Data collection and Diagnostic

July 2026

SUMP Fundamentals Training

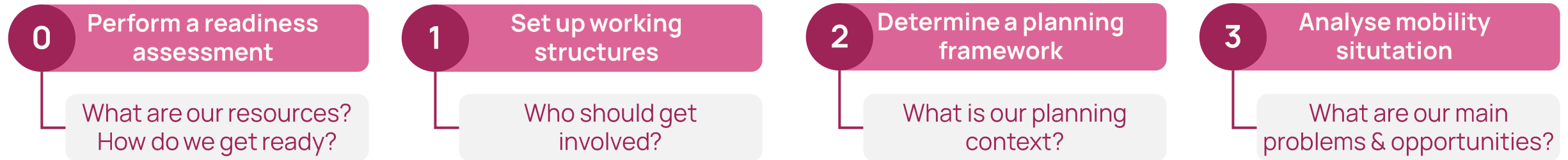




The SUMP Cycle: *4 Phases* and *13 Steps*

Source: own elaboration based on Rupprecht Consult, Guidelines for developing and implementing a sustainable urban mobility plan

Phase I: Inception and diagnostic





Data collection for urban mobility

What do we want to know in a diagnosis?



What's *mobility*?

Needs → Demand (origin – destination, purpose, time)

Individual conditions & subjective experience → Socioeconomic characteristics

Resources → Supply, infrastructure

External factors → Safety, security, weather, climate risk,

leading to a decision to move (or not) in a certain mode, in an itinerary (behaviour)

With some effects – GHG emissions, road safety, space use, happiness,



What do we intend to describe in the *diagnosis*?

Factors impacting urban mobility

Human behaviour!



Urban structure



Socioeconomic or
cultural changes



Individual
way of life



Transport
conditions and
infrastructure



Transport fares
and costs



New technologies,
such as "digital
mobility" 

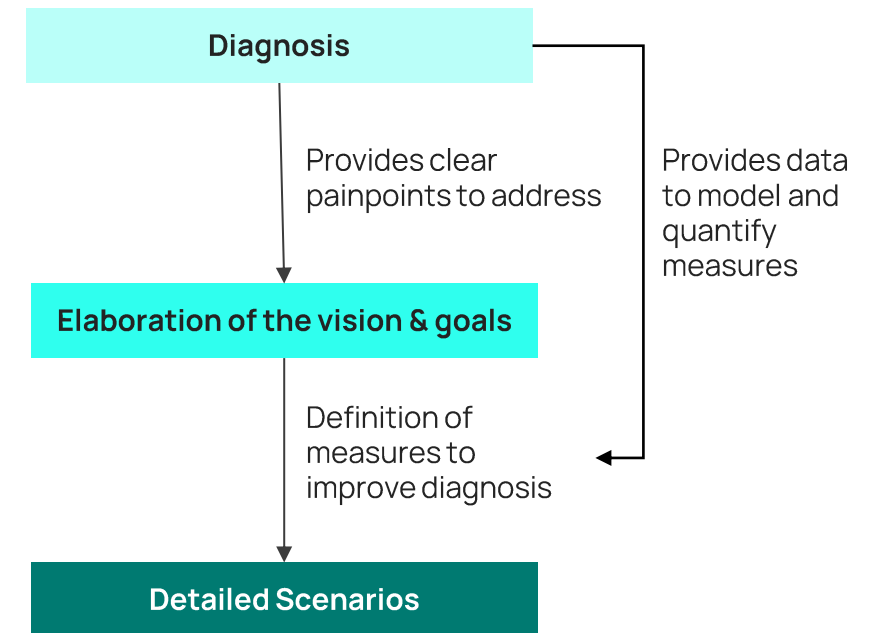


Data is a key element to mobility planning and assessment:

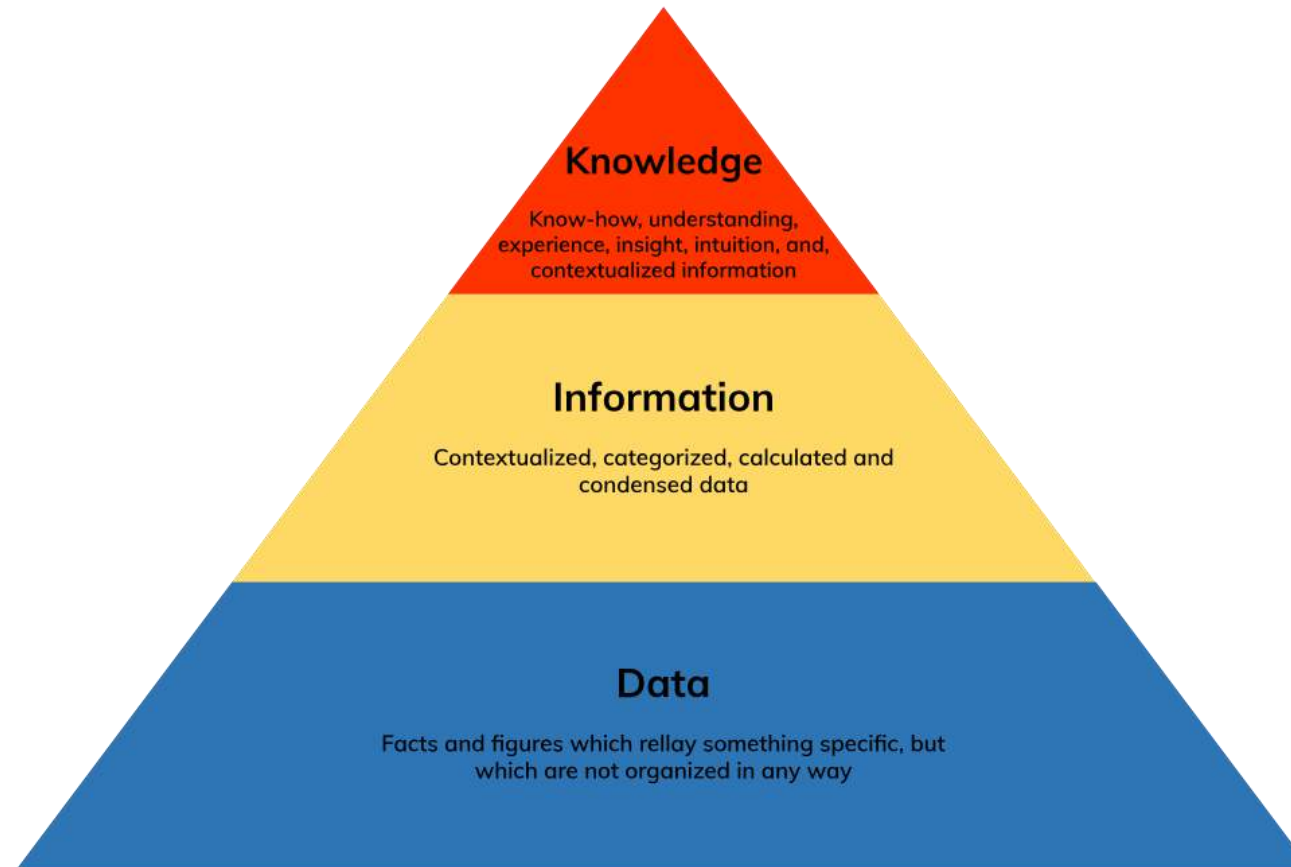
- Proceed to the analysis of the current mobility situation
- Influence scenario definition
- Proceed to forecast for SUMP scenarios assessment

Without data, you can only make *assumptions*, generally biased by your personal background :

- Impact on the accuracy of estimations of mobility patterns
- Impact on the decision made to propose measures/projects (infrastructure sizing)
- Impact on the validity of socioeconomic and financial assessment



***Data* is just the beginning!**



Different types of data necessary to describe a complex system



SECONDARY DATA

INSTITUTIONAL FRAMEWORK: Governance, Financial capacities

URBAN FABRIC AND LAND USE

SOCIO-ECONOMIC CONDITIONS DATA

PRIMARY DATA

TRANSPORT OFFER

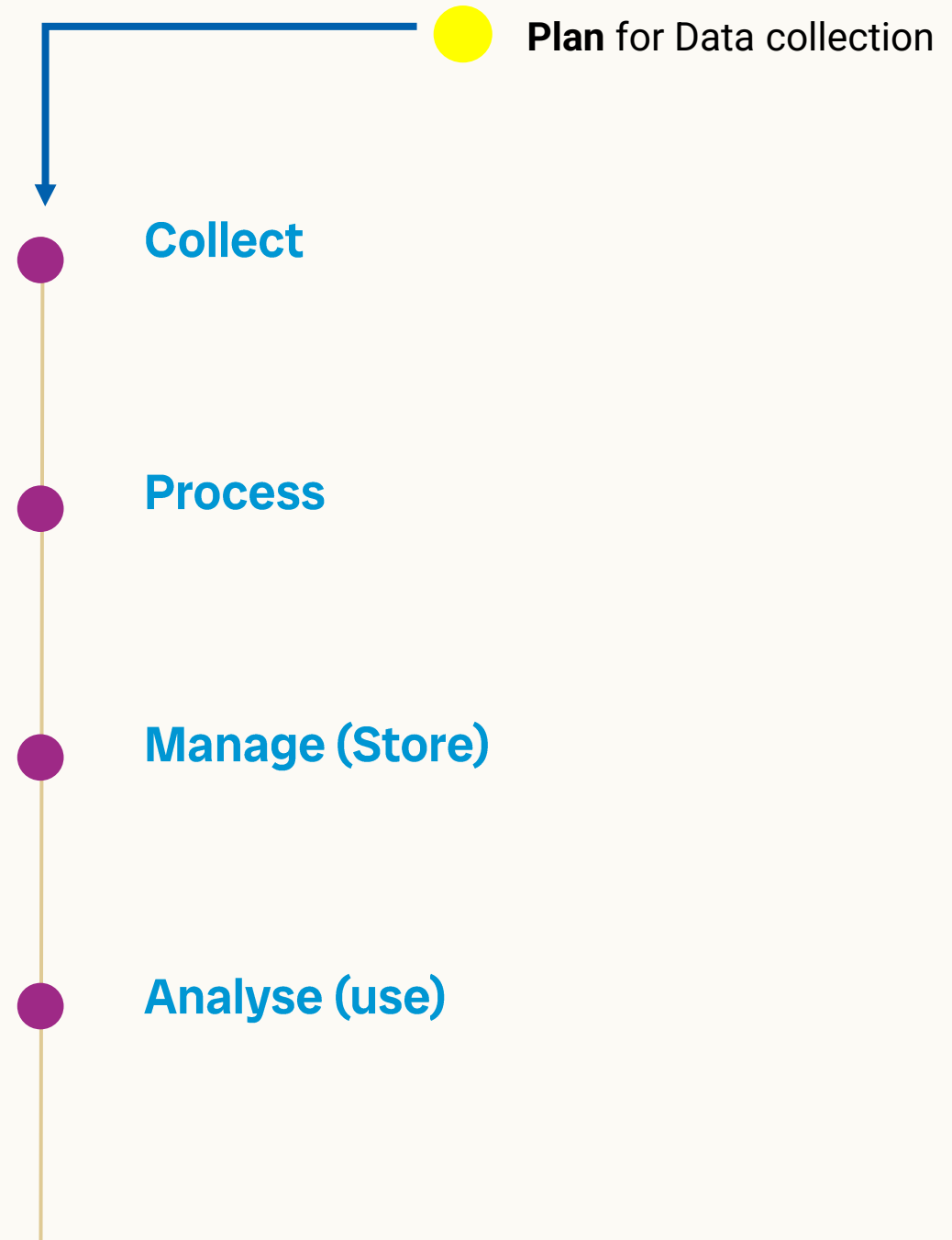
→ Transport modes available and their characteristics

TRANSPORT DEMAND

→ Traffic observed and Mobility patterns

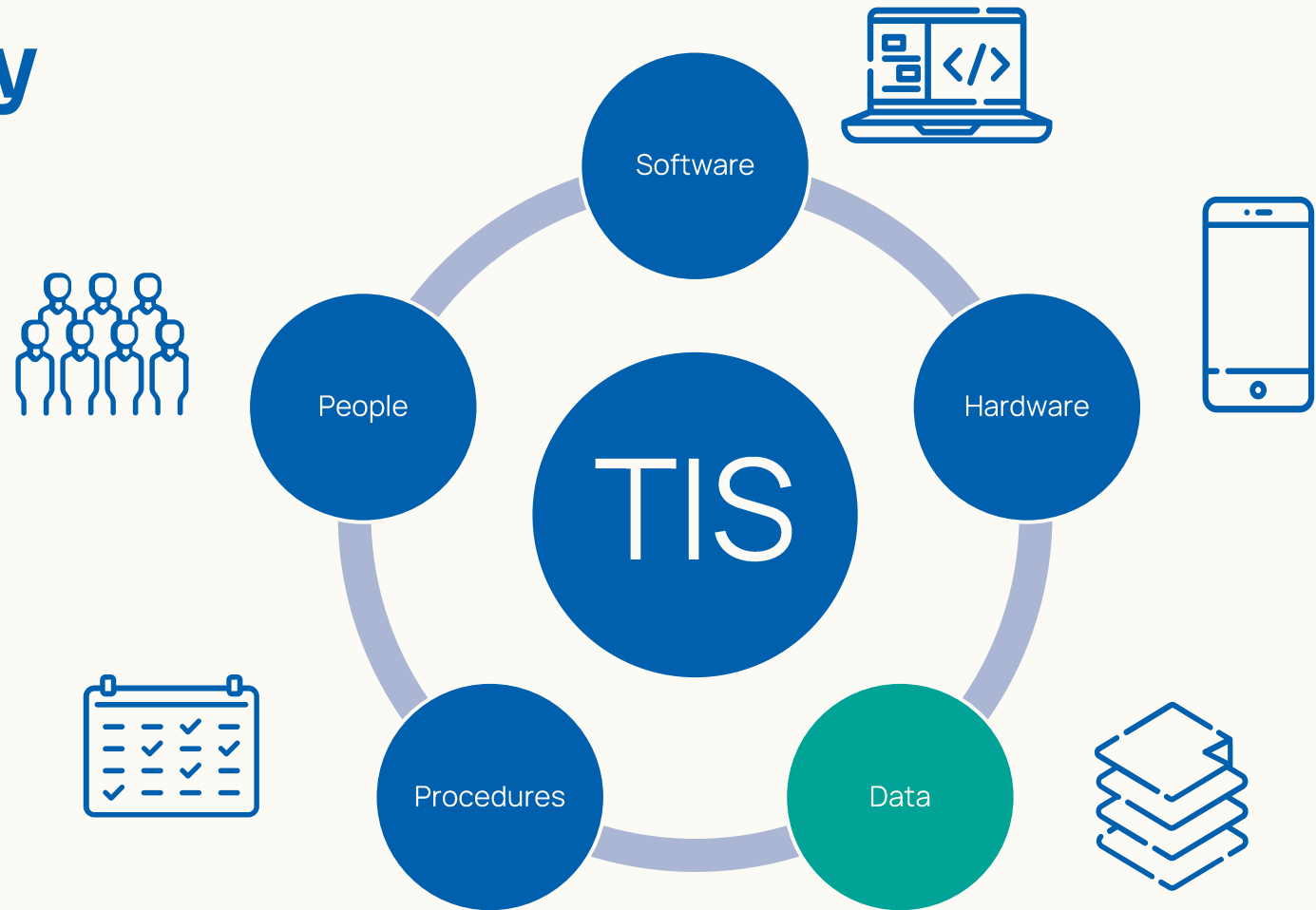
The Data Lifecycle

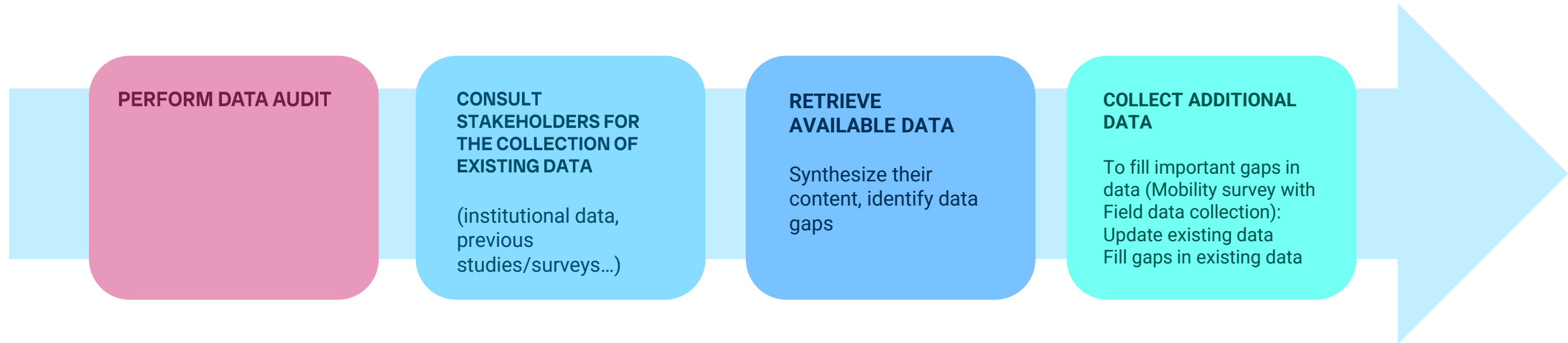
We should employ Software tools to enable every step



Data in mobility

TIS: Transport
System Information





Make sure you map all available data before collecting new data sets

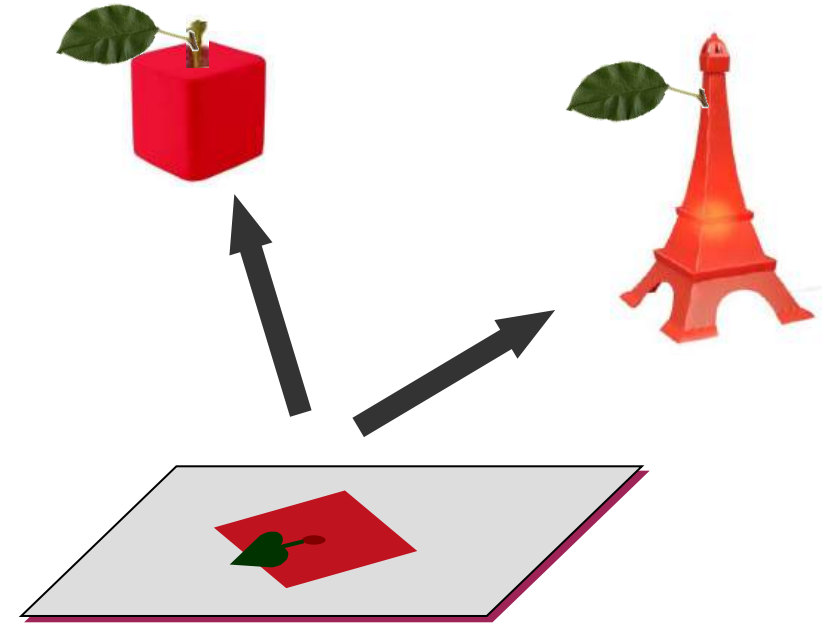
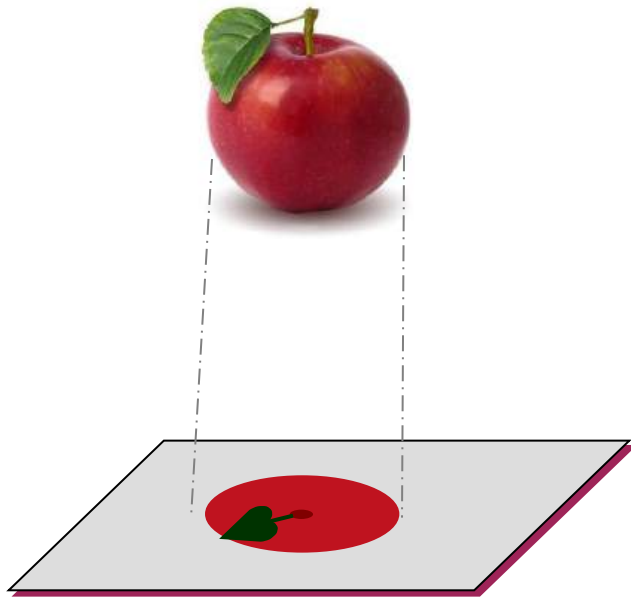
Inventory of Dakar's available information / data bases



Tableau 1 - Liste des bases de données existantes

	Type de données	Autorité commanditaire	Contexte de la collecte (campagne)	Date de réalisation	Prestataire	Périmètre	Format	Fréquence de collecte	Temporalité des séries disponibles	Remarque
Transport collectif	Statistiques d'exploitation de DDD et des Car Rapides	SSATP	Etude sur le renouvellement du parc d'autobus à Dakar - Avant/Après (2010) (étude PAMU)	Statistiques 2001-2008	-	Dakar	Rapport	ponctuel	-	-
	Mesures d'indicateurs : part de marché (volumes de voyageurs aux écrans), vitesses commerciales et temps perdus liés à la congestion de DDD, des Cars Rapides et des Ndiaga Ndiaye (7h-9h, 12h-14h et 17h-19h)	CETUD	Mesure des indicateurs de performance du PAMU - Campagne 2008 (2008) (étude PAMU)	2008	GMAT	Dakar	Rapport	Récurrent	2000, 2005, 2007 et 2008	-
	Enquêtes sur la formation des agents AFTU	CETUD	Etude sur l'Etat des lieux sur la part des agents formés en service sur les lignes des minibus urbains (2011) (étude PAMU)	février 2011	-	Dakar	Rapport	ponctuel	-	-
	Mesures d'indicateurs : taux de charge, ligne et heure de passage aux arrêts, temps de parcours embarqués, couverture du service de DDD, AFTU et PTB	CETUD	Mesure des indicateurs de performance du transport public PATMUR - Campagne 2013 (2013) (étude PATMUR)	2013	CUREM	Dakar	Rapport	Récurrent	2012 et 2013	Demande de disponibilité d'autres formats de données (Excel)
	Enquêtes embarquées sur DDD, AFTU et PTB : relevés des montées-descentes, origine-destination, correspondances, Comptages du nombre de véhicules et de voyageurs sur 35 gares structurantes de transports informels Comptages du nombre de véhicules et de voyageurs sur 11 stations de transports formels et informels en périphérie de Dakar	CETUD	Préparation d'une expérience pilote d'un système de BRSP à Dakar, et de son programme d'investissement (2014)	2013	SCE et Safège	Dakar	Rapport	ponctuel	-	-
	Enquêtes sur la demande DDD et AFTU dans le cadre des études BRT : fréquentation et occupation visuelle (6h-22h), Montées-Descentes (6h-12h), Origine-Destination et correspondances (6h-12h), temps de parcours	CETUD	Projet BRT à Dakar - Audit de l'Etude de la Demande (2016)	2016	-	Dakar	Rapport et données brutes (Excel)	ponctuel	-	-

Data is only a representation of reality and needs interpretation (together with stakeholders)



Assumptions

Sometimes you won't have the info, but can guess a good proxy, and make interpretations

Practical exercise

Exercise 1:

How would you collect the following data in Harare?

- Infrastructure inventory
- Congestion
- Modal share
- Service supply
- Road safety
- Fleet

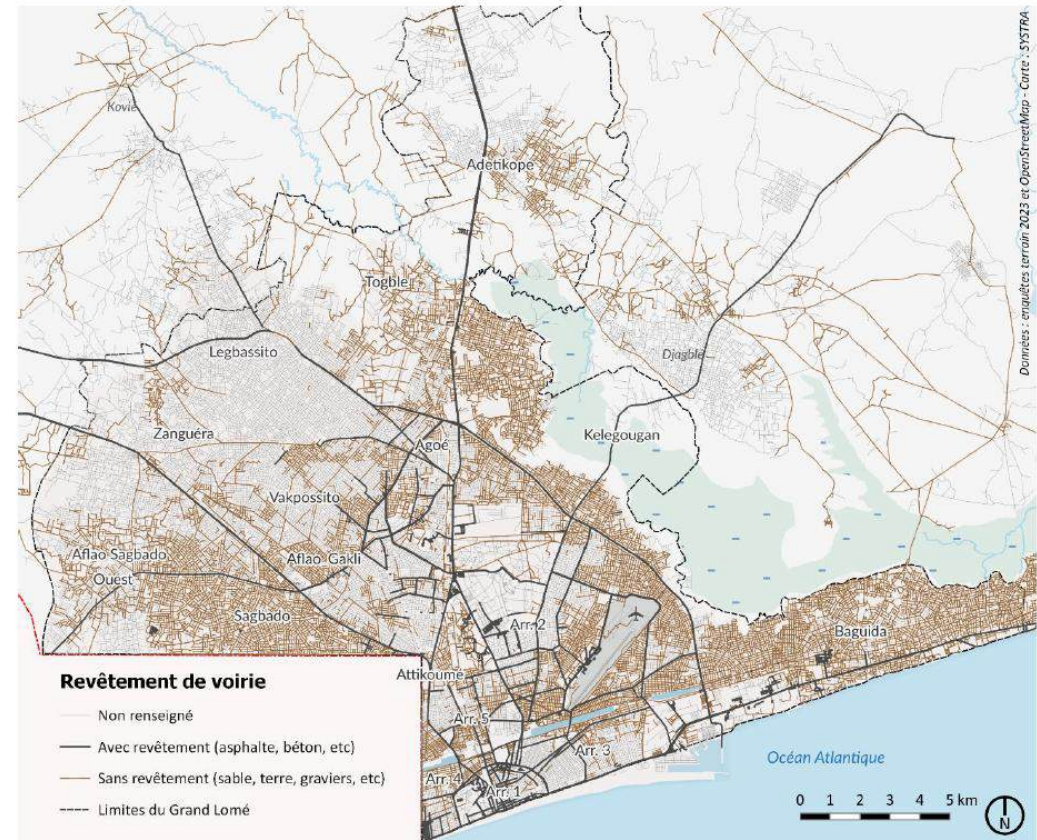
How would you make this for Harare?

Infrastructure (road) inventory



Figure 50 : Hiérarchie du réseau routier

Lomé, Togo



Lomé, Togo



How would you make this for Harare?

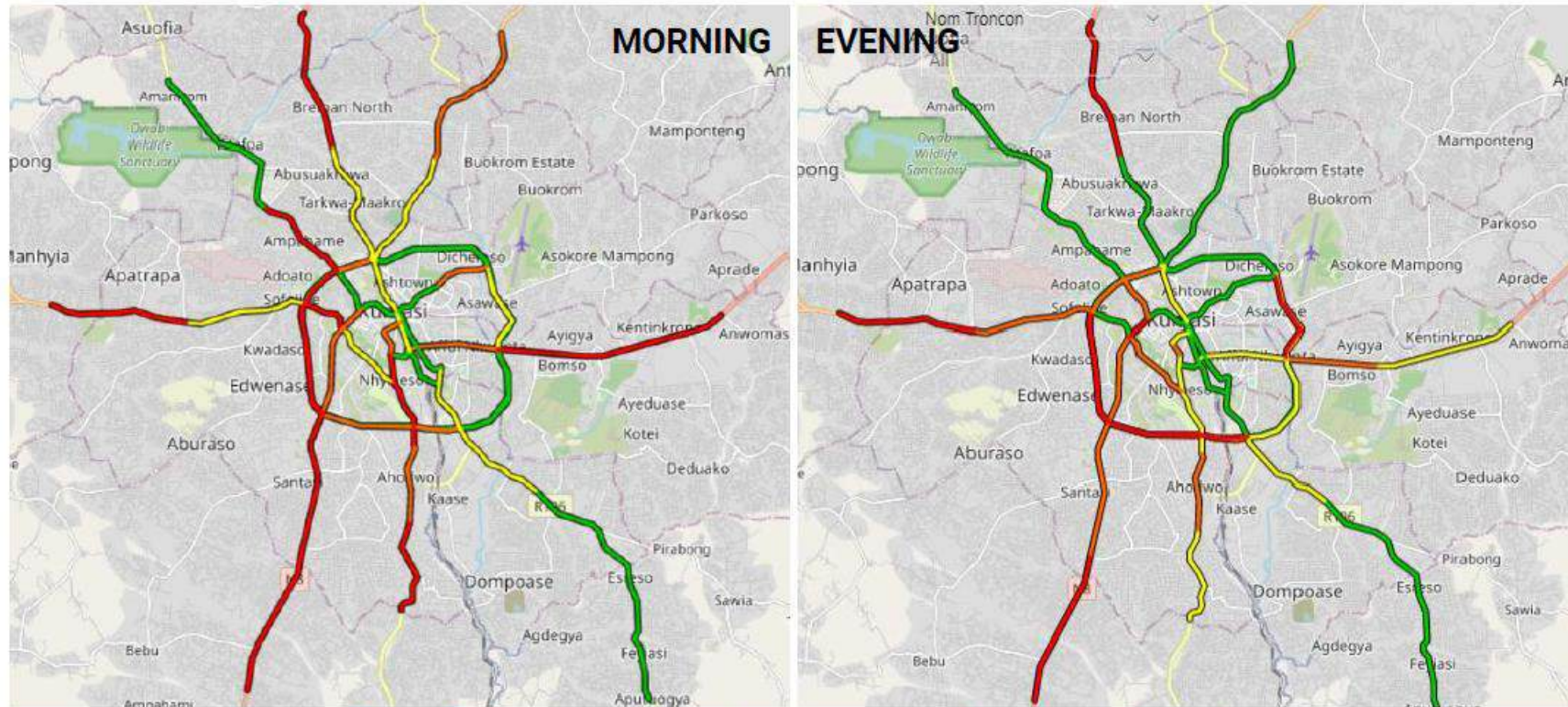


Figure 32: Congestion levels during morning and evening peak periods

Created from 2022 travel time survey, extract of 08:15-08:30 and 16h45-17h time slots on weekdays (Friday excluded)

Green: fluid, yellow: disturbed, orange: busy, red: saturated



How would you make this for Harare? What is your guess for Harare's modal split?

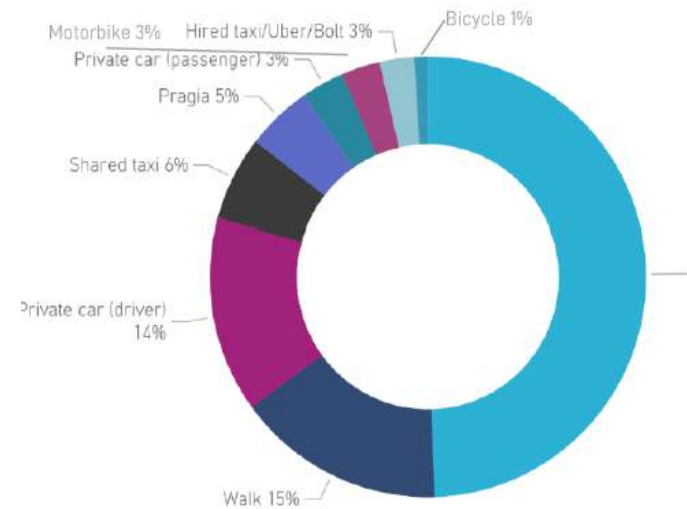
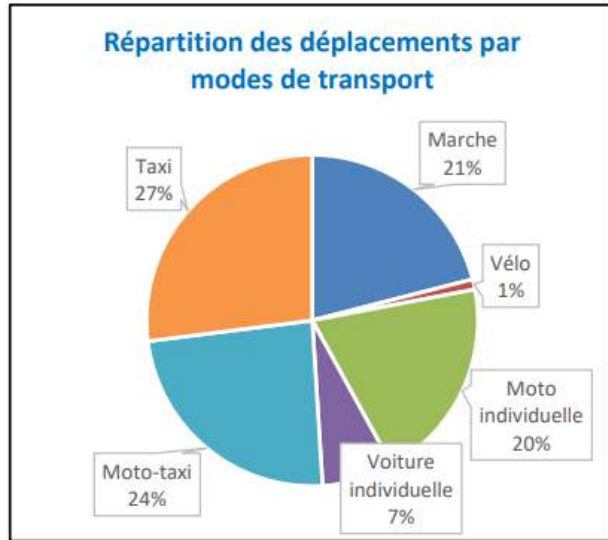


Figure 47: Modal share (in number of travels)
Created from Household survey, 2022

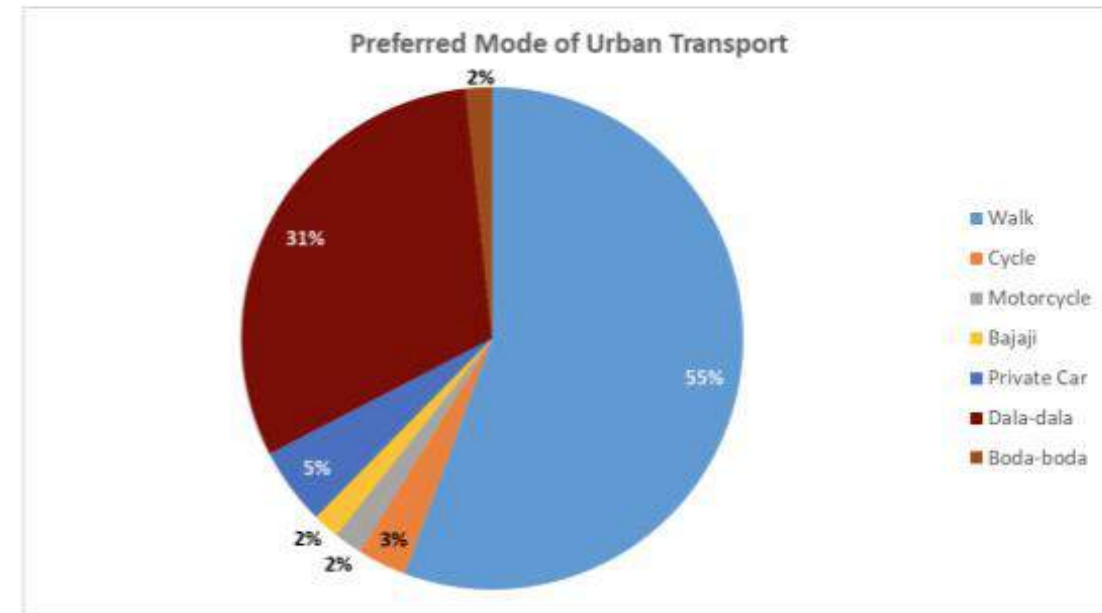
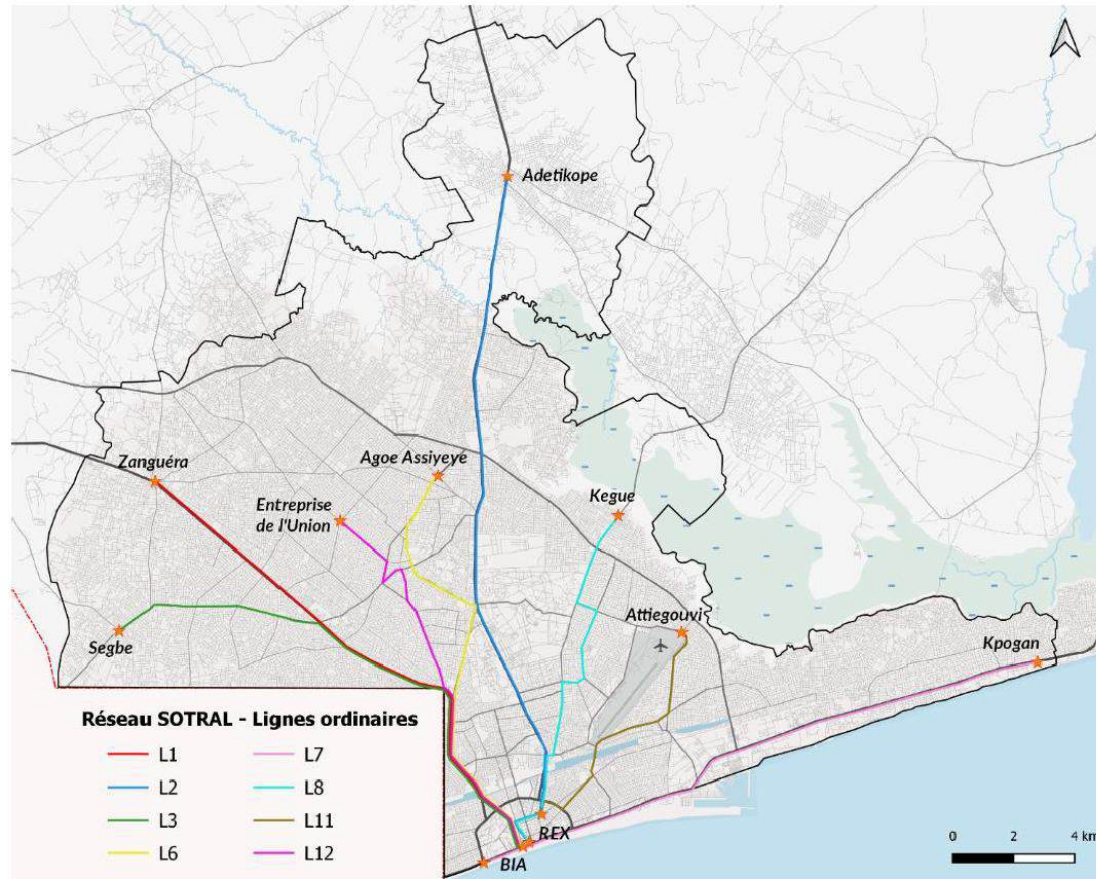


Figure 46: Preferred mode of urban transport

Public transport supply

How would you make this for Harare?



ignes ordinaires opérées par la SOTRAL en juin 2023

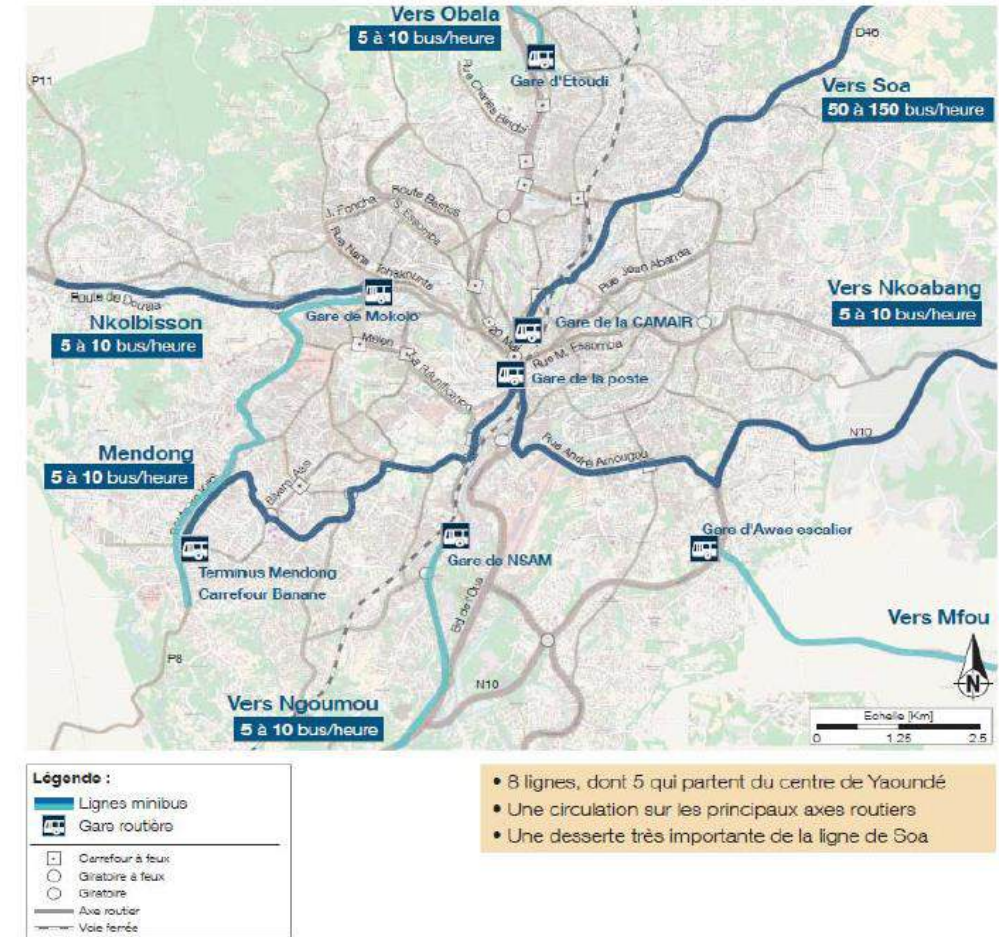


Figure 5 : Réseau de minibus actuel

Paratransit

How would you make this for Harare?

Locataires (frais journaliers estimatifs)			Propriétaires (frais journaliers estimatifs)		
	CFA	€		CFA	€
Location du véhicule	3700		Capital de départ	1400	
Frais de carburant	5500		Frais de carburant	5500	
Frais de maintenance	350		Frais de maintenance	300	
Assurance / syndicat	290		Assurance / syndicat	550	
Revenu moyen	12000		Revenu moyen	10100	
BILAN journalier	2200	3,4	BILAN journalier	2400	3,7
BILAN mensuel	57400	88	BILAN mensuel	65400	101

Analyse des revenus des taxis-tricycles

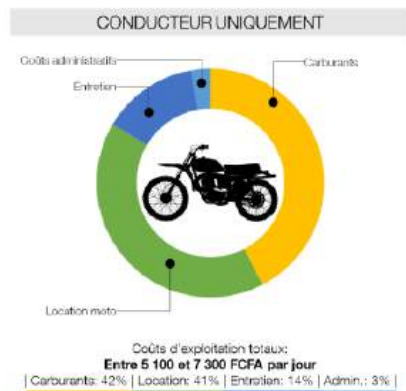


Illustration 165. Structure approximative des coûts pour les moto-taxis de Douala, Source : Transitec, 2018



How would you make this for Harare?

Des obstacles à l'accessibilité du vélo

85% des Dakarois n'ont pas de vélo

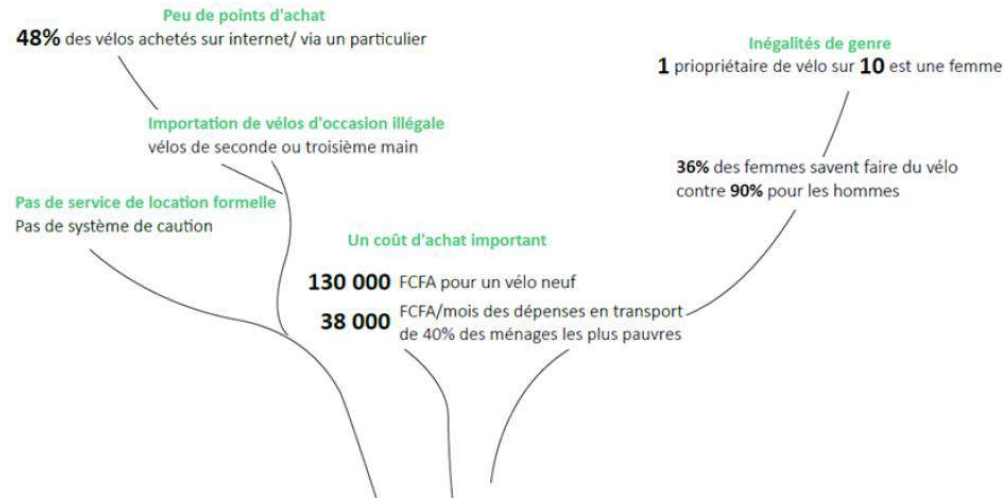


Figure 93 : Interprétation de la situation empêchant le développement du vélo à Dakar (source : Etude exploratoire sur le développement des mobilités vélo à Dakar (janvier 2021))

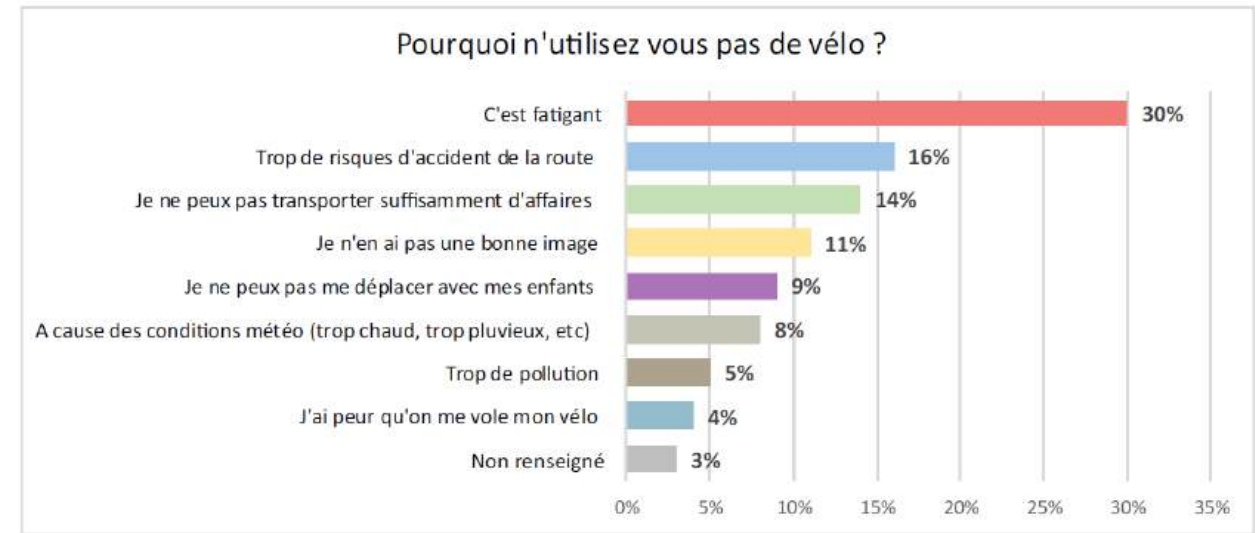


Figure 93 – Opinion de la population sondée quant à l'utilisation du vélo (source : enquête d'opinion Systra – 2023)



How would you make this for Harare?

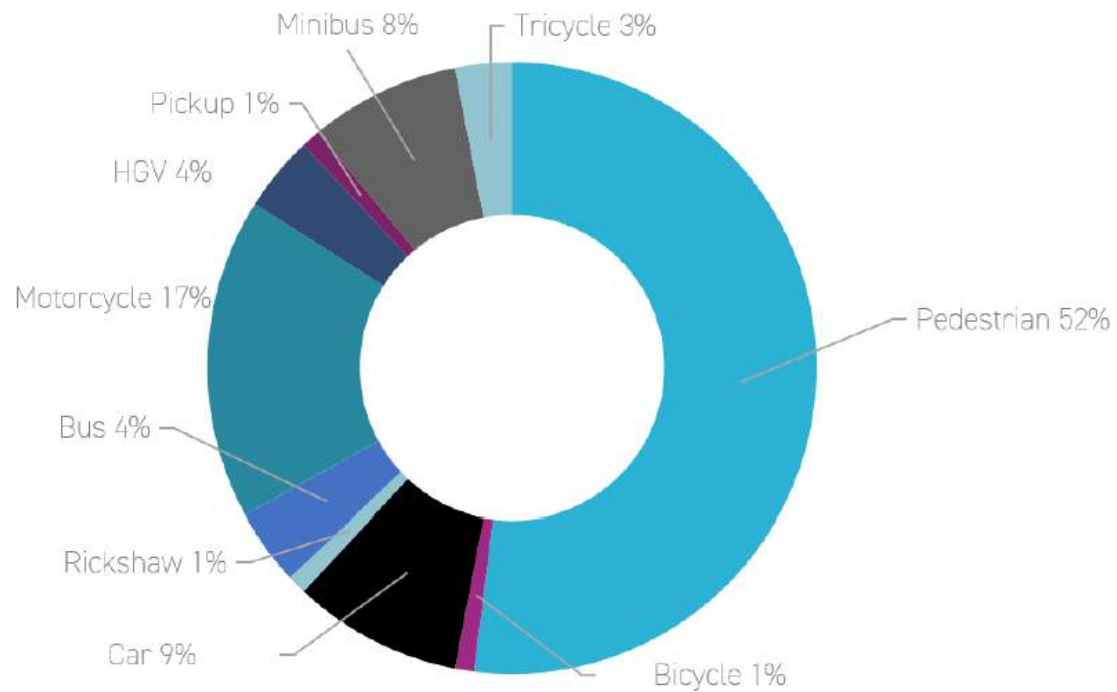


Figure 55: Proportion of fatalities by road user type

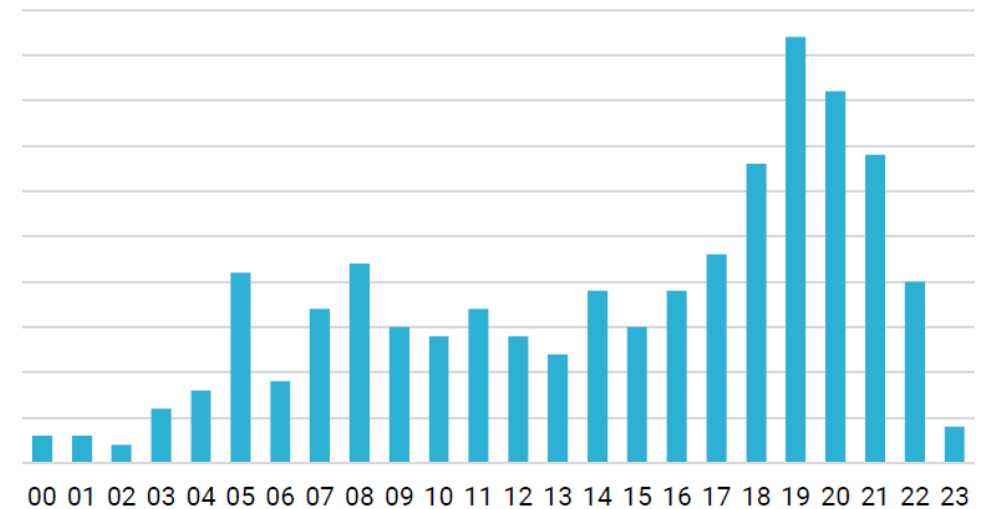
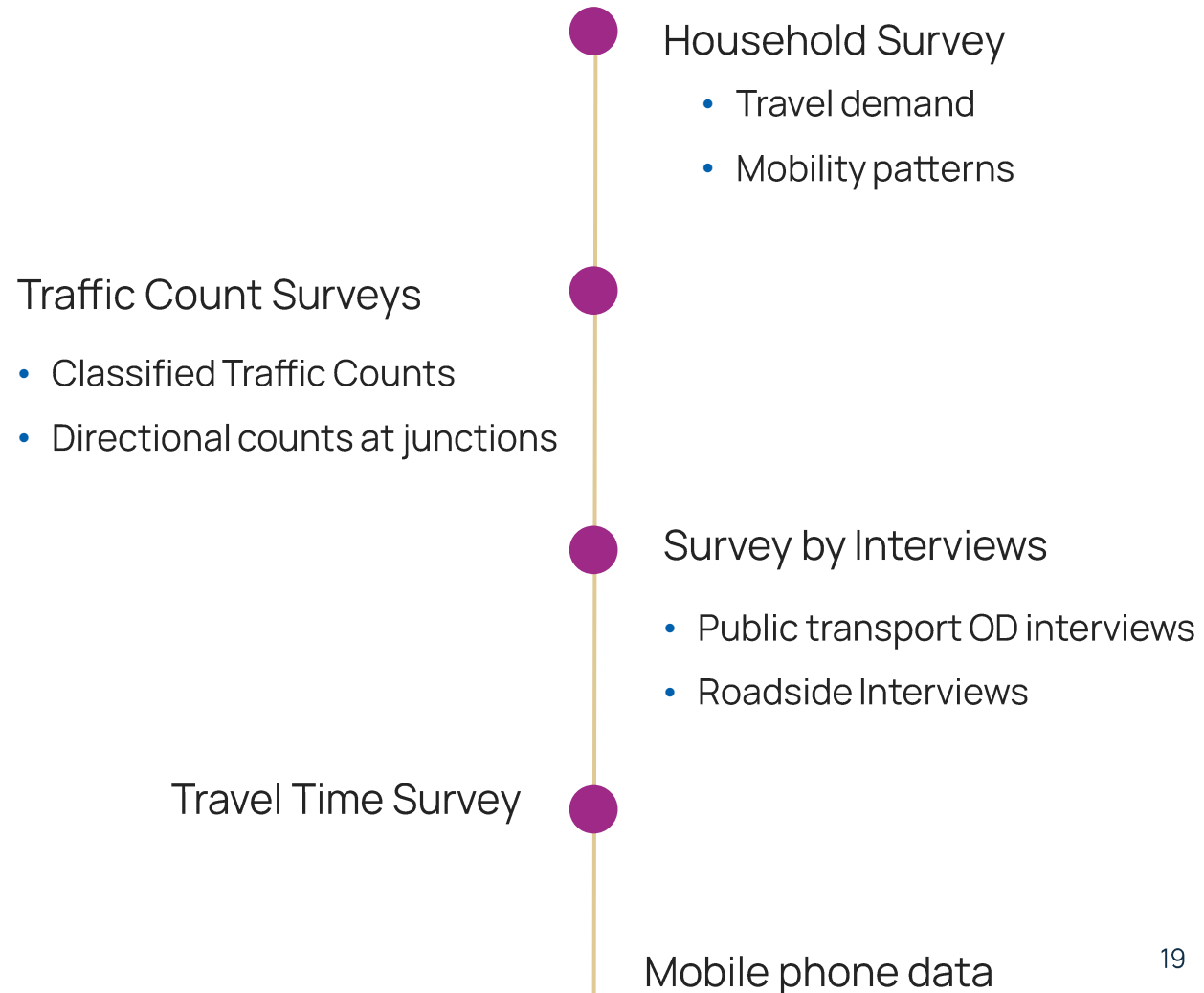


Figure 56: Pedestrian fatalities with the time of day in the Greater Kumasi area

Different Types of Surveys for different purposes





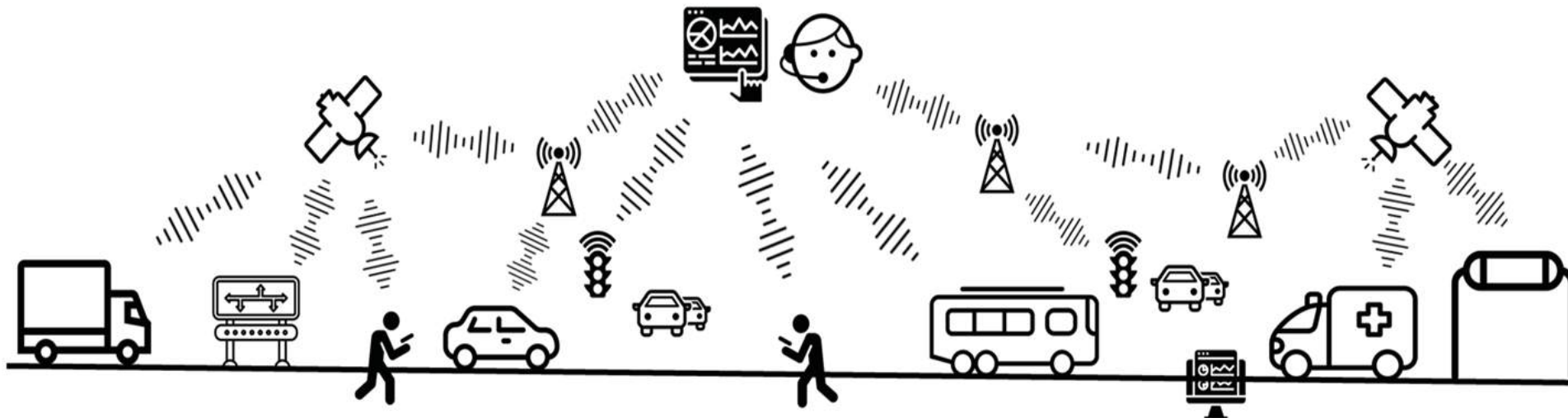
[Cloud / Mobile Phone / GPS / Sensors icons]

Benefits

- Higher detail
- Near real-time
- Long time
- Better accuracy

Challenges

- Data adaptation
- Provider access
- Uneven coverage
- Governance

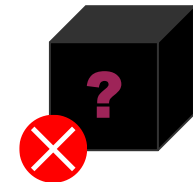




- Data is essential, but it is always a simplified representation of reality.



- Data only becomes useful when combined with local expertise and clear interpretation.



- A strong diagnosis uses multiple data sources to cross-check findings and support action.

[← Back to Trainings & E-Learning](#)[Data](#)[Planning](#)[Transport](#)

Trainings & E-Learning

Transport Data Fundamentals for Sustainable Mobility

The Transport Data Fundamentals for Sustainable Mobility course, developed in collaboration with Cities Forum, is designed specifically for the unique challenges faced by emerging cities. This course aims to equip learners with essential knowledge and skills in transport data. By joining, you'll discover how data-driven decision-making can enhance transport planning, traffic engineering, street design, and operations for both public and private transport systems.

You'll gain hands-on insights into data collection, analysis, visualization, and governance, using both traditional and innovative methods to address real-world mobility challenges.

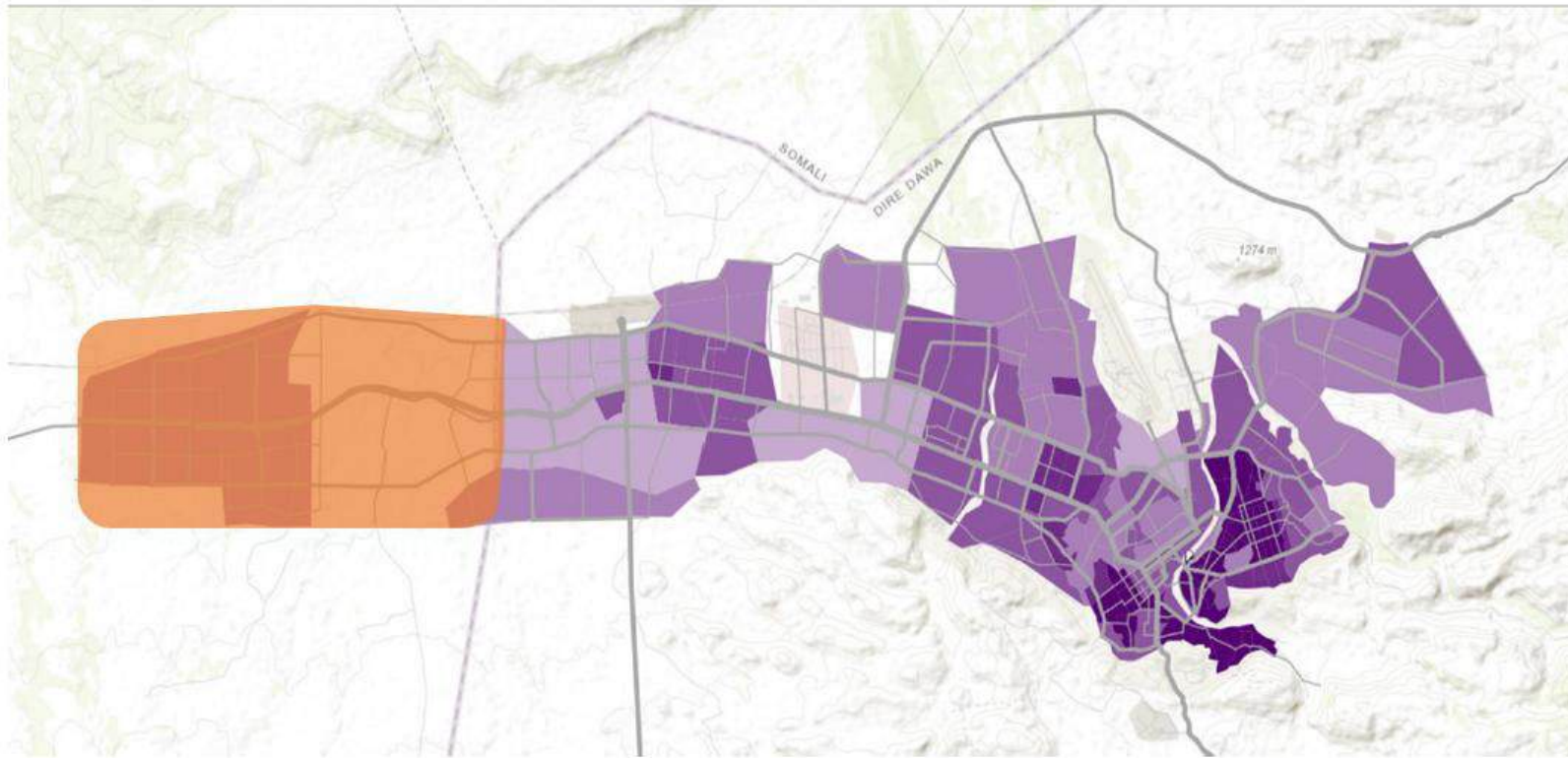




A diagnosis on urban mobility

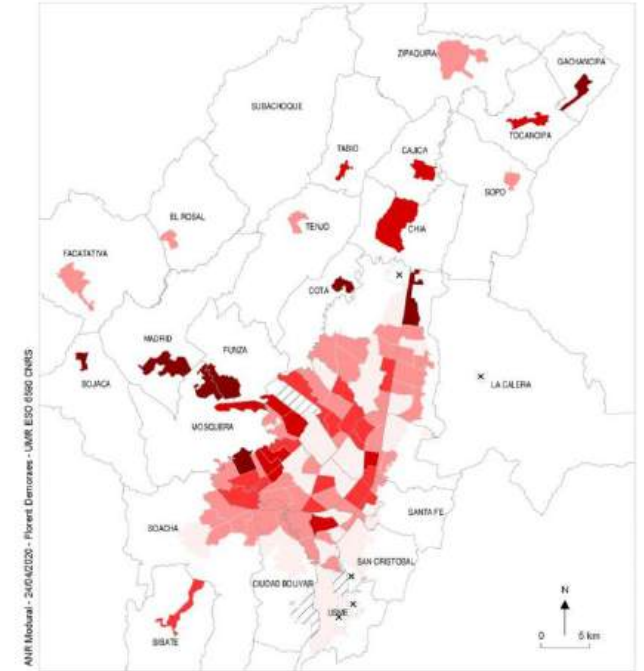
Geographical scope – Functional Urban Area

Basic element 1. Map of the functional urban area.



Operational (purple) and enlarged (purple & orange) SUMP perimeters

Dire Dawa, Ethiopia



Bogota, Colombia

Not only administrative boundaries, but the city
(center of activities and the communiting zone)

Area defined based on data + local expertise

Components of the urban transport system to be analysed



Infrastructure



Vehicles



Users



Operations



Regulations
and policies



Technological
systems

Components of the urban transport system to be analysed



Infrastructure



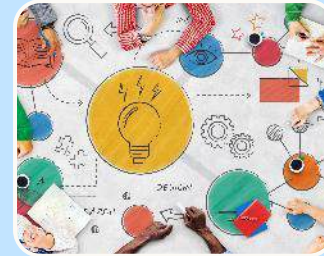
Vehicles



Users



Operations



Regulations
and policies



Technological
systems

Regulatory and institutional framework

Basic element 3. Presentation of institutional and regulatory aspects.

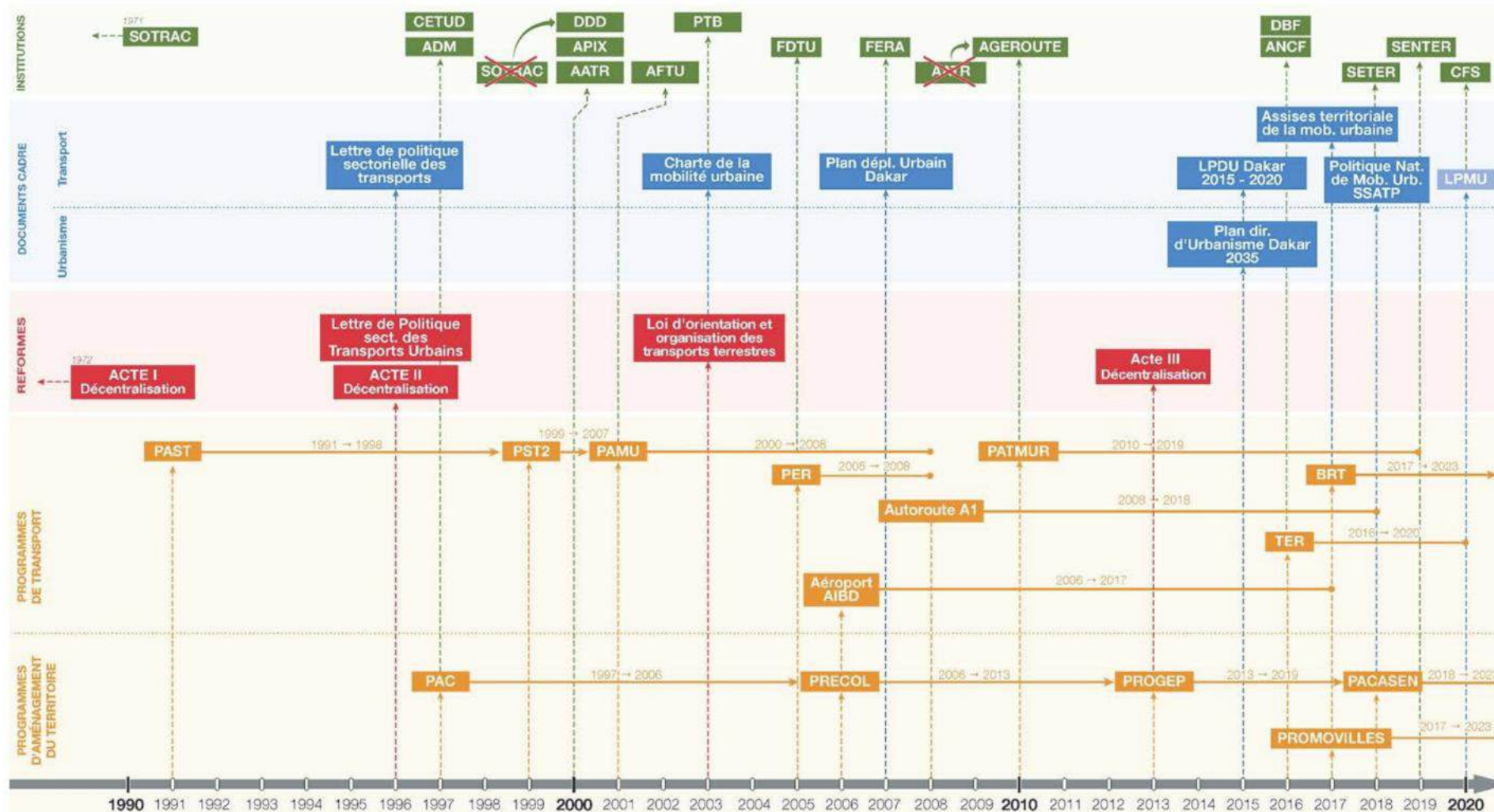


Figure 5 : Evolutions dans le cadre de gouvernance de la mobilité dakaroise

Institutional and governance structure



Figure 18: Matrice de la gouvernance de la mobilité urbaine à Dakar
(Rapport SSATP, 2018)

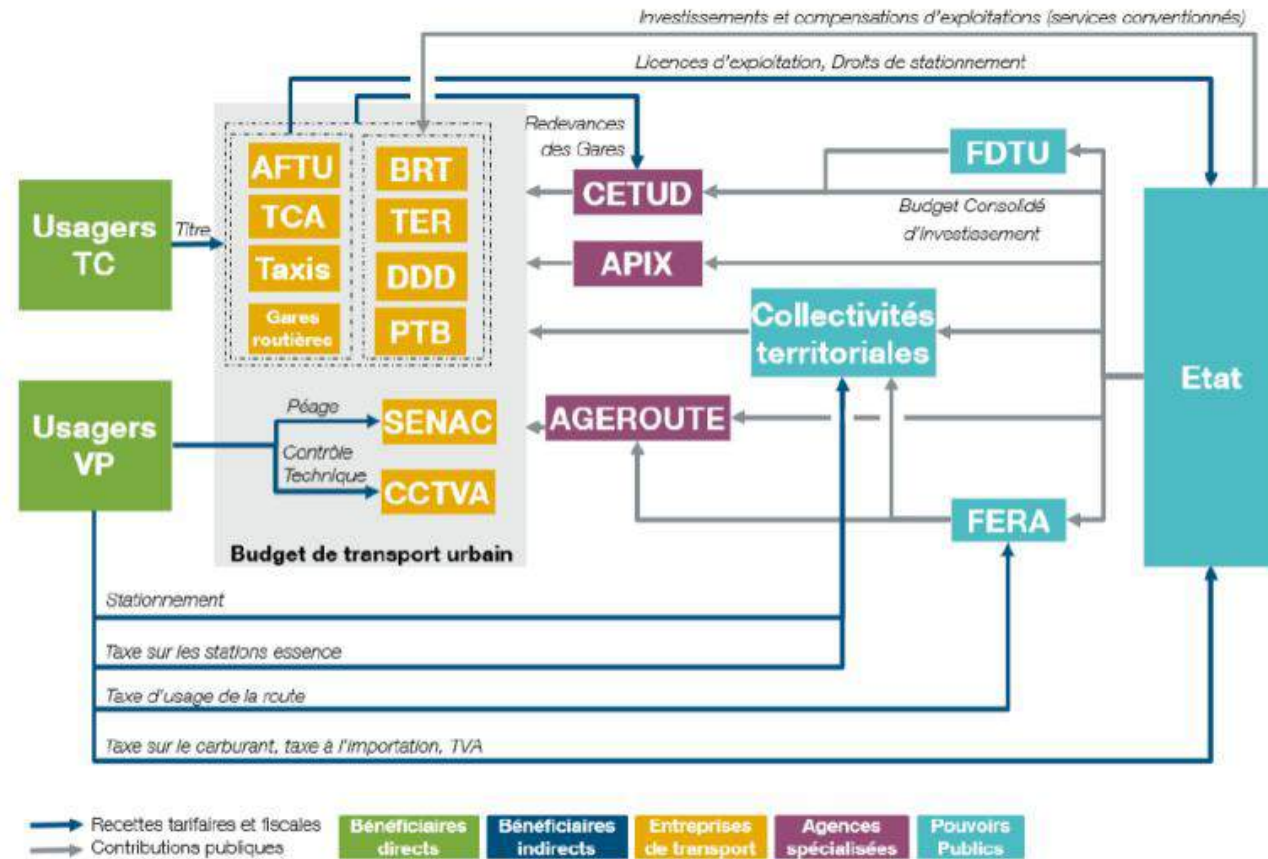


Figure 19: Représentation des flux financiers liés à la mobilité urbaine
(Rapport SSATP, 2018))



Components of the urban transport system to be analysed



Infrastructure



Vehicles



Users



Operations



Regulations
and policies



Technological
systems



Household size

Population

Type of housing

Location

Employment

Jobs

Major traffic generator

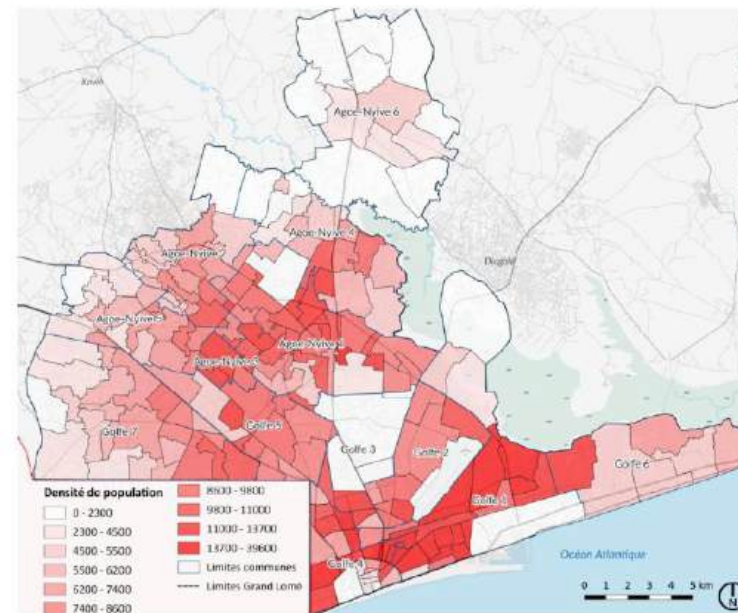
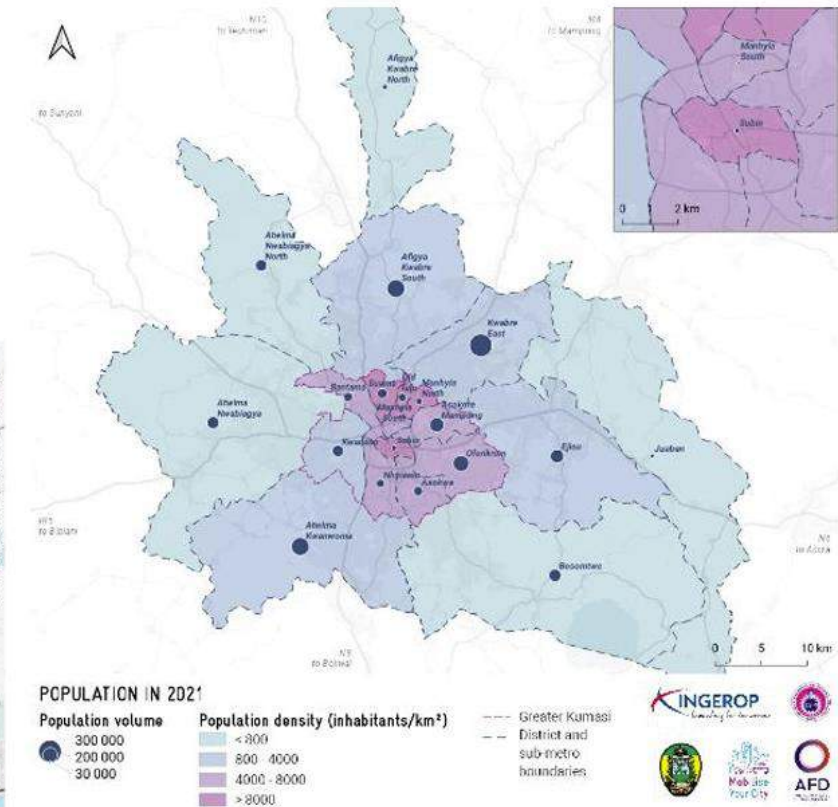


Figure 40 – Densité de population dans les quartiers du Grand Lomé



Trip generator hubs



And where people want to go

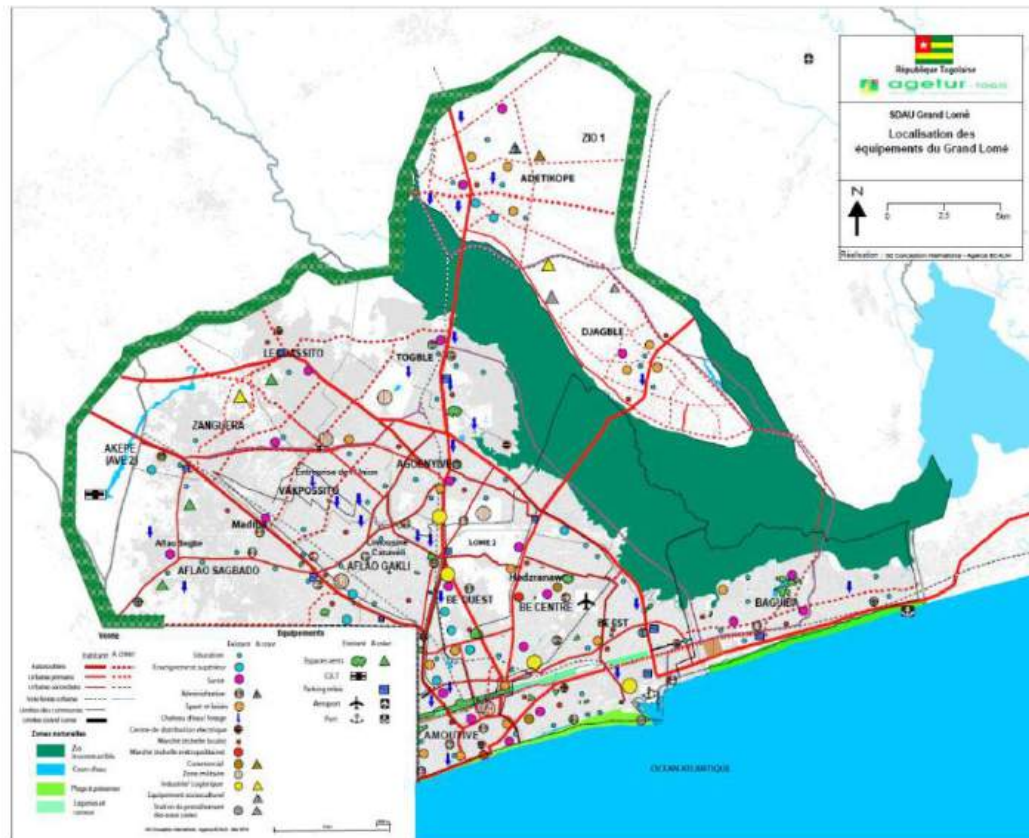
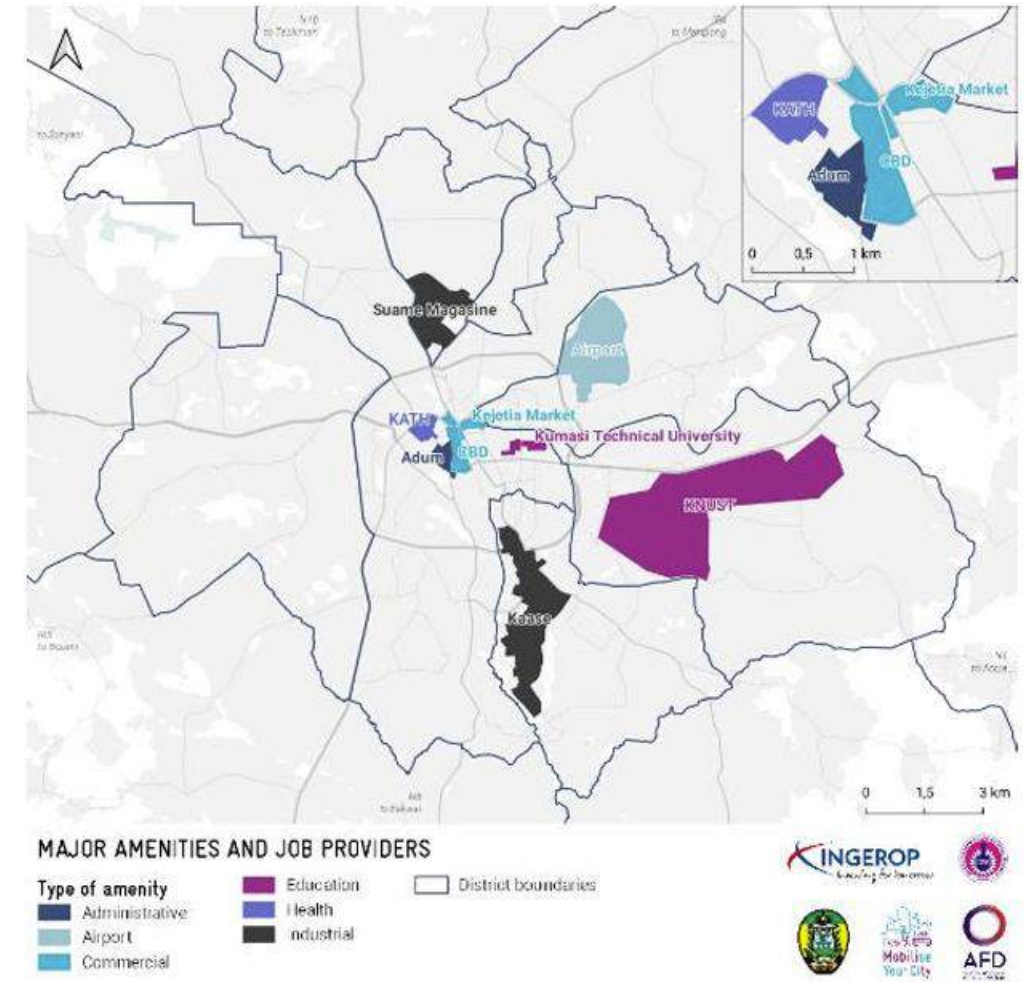
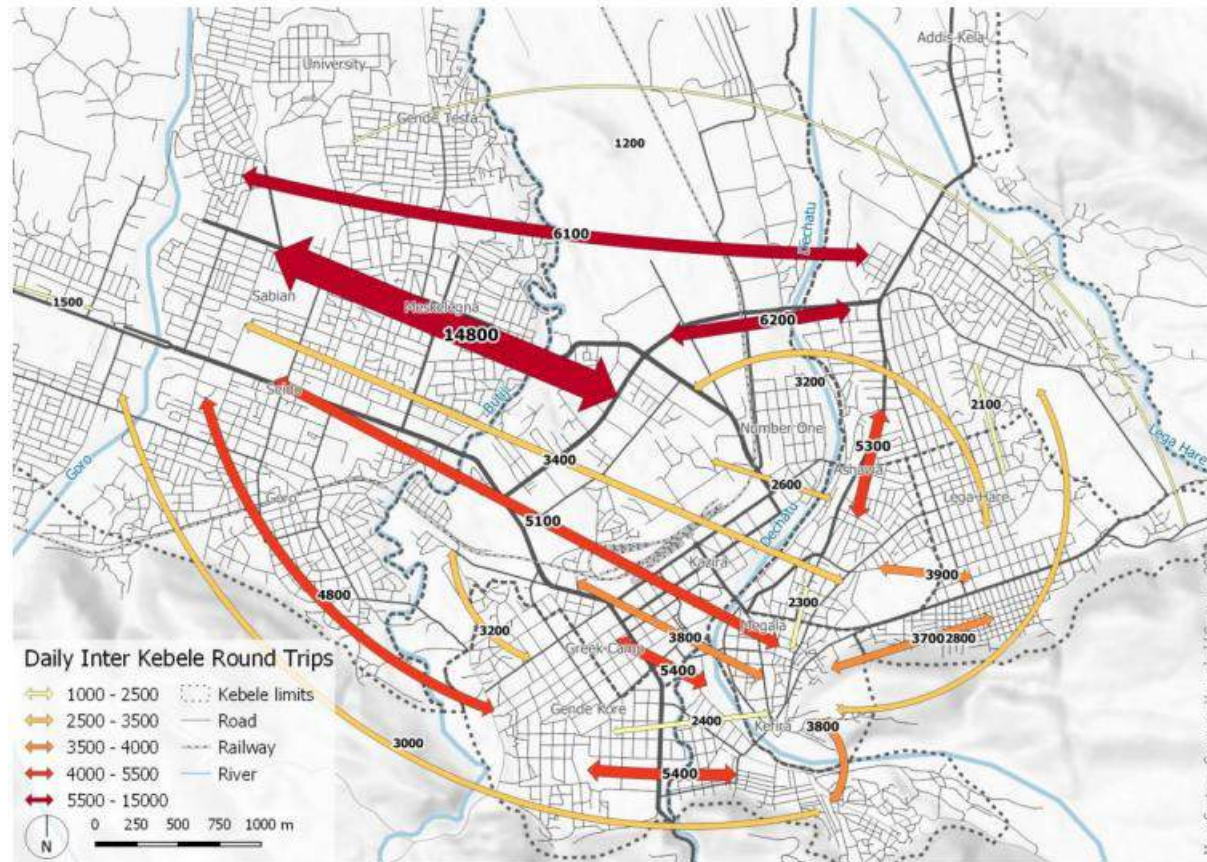


Figure 39 -Pôles générateurs de déplacements du Grand Lomé (source : SDAU)



Desire lines – over infrastructure in place



Daily flows between Kebeles – source: Household survey, SYSTRA, 2020

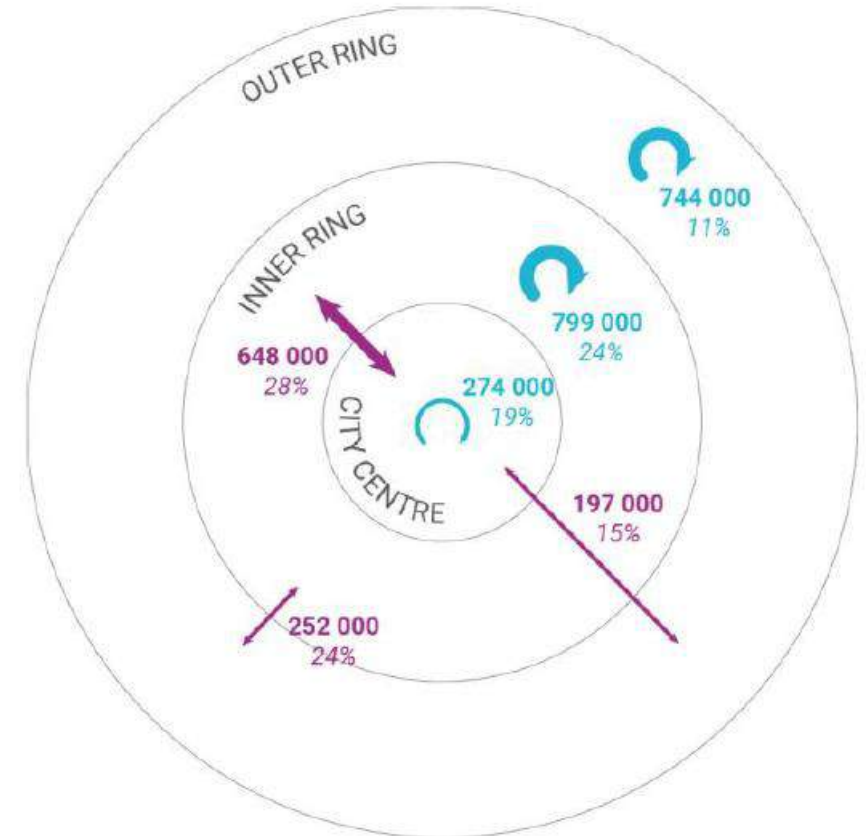
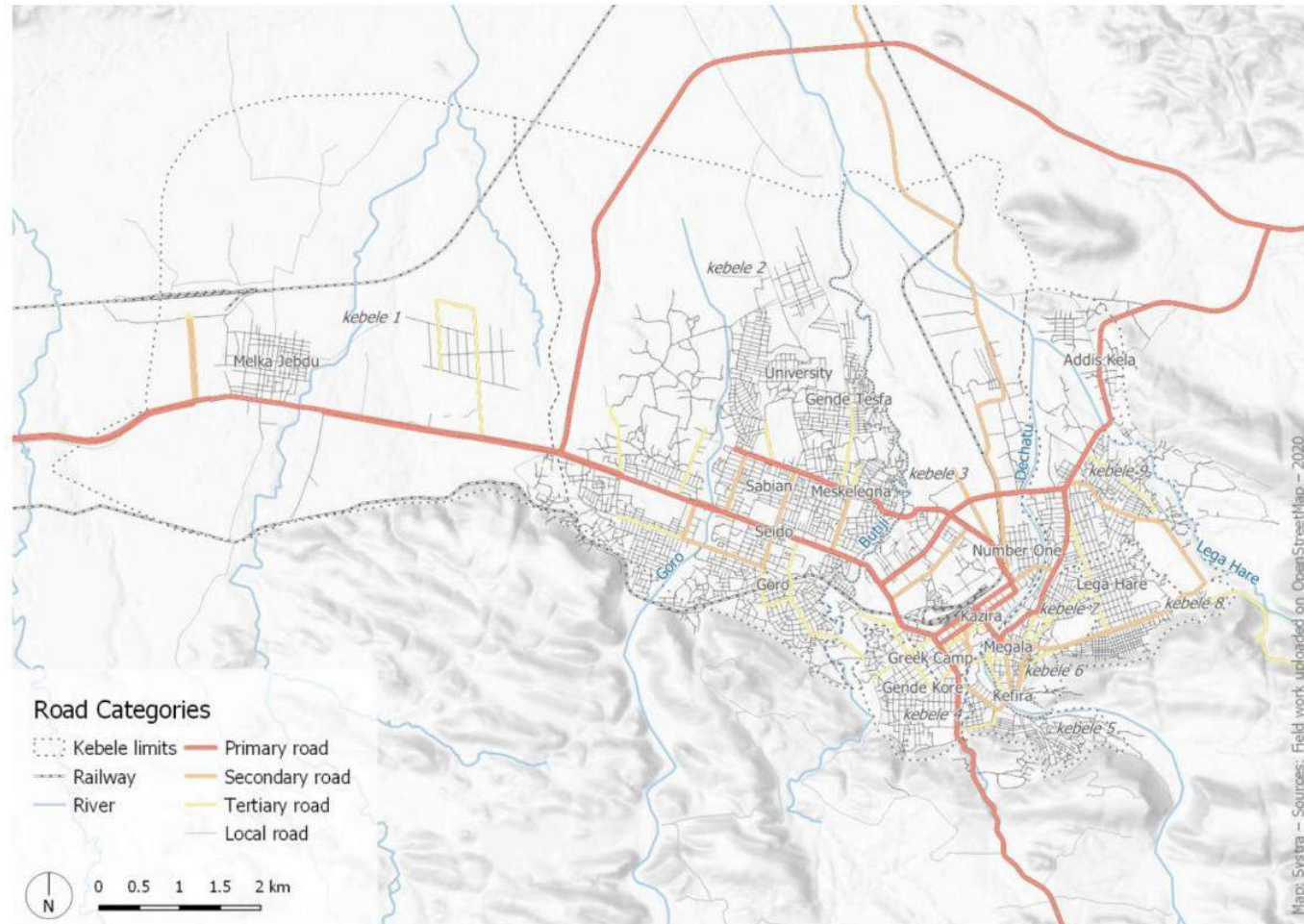


Figure 51: Structure of travels between the urban layers
Created from 2022 household survey
Percentages are the modal shares of private transport



Primary road

Main East
West road



Secondary road

East West
southern
road



Tertiary road

Main street
in Goro



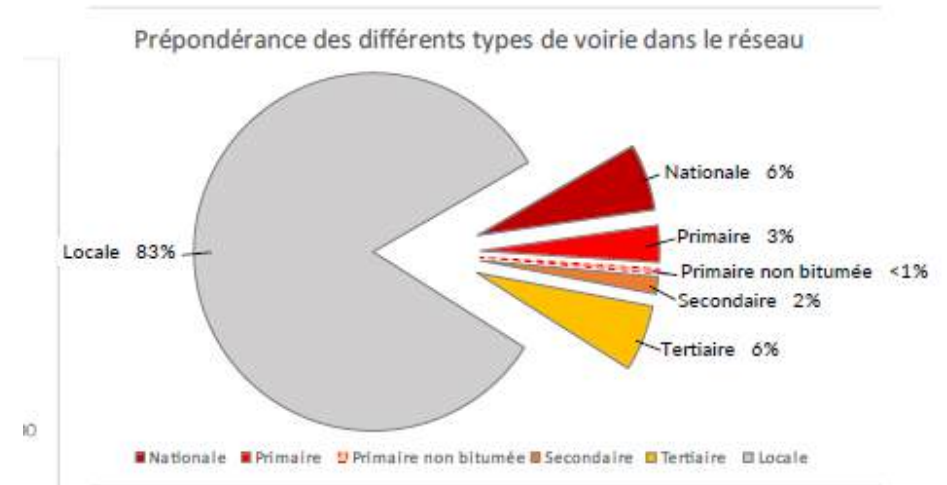
Local road

Local street
en Gende
Kore





Figure 23 : Hiérarchie administrative du réseau voirie





- Avenue Blaise Diagne (Figure 58) ;
- Route de la Corniche (Figure 59) ;
- VDN, portion Sacré Cœur (Figure 60) ;
- VDN, portion Cambérène (Figure 61) ;
- RN1, portion Thiaroye (Figure 62) ;
- RN1, portion Rufisque (Figure 63).

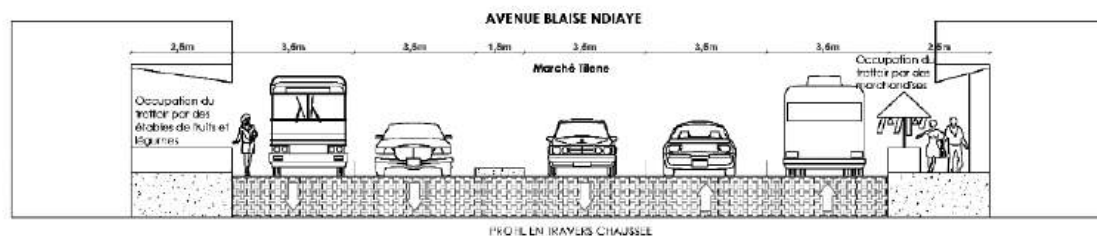


Figure 58 : Profil transversal Avenue Blaise Ndiaye



Figure 85 – Axe principal – Boulevard du 30 août, Soviepe – circulation calme



Figure 86 – Route secondaire - Avenue des Evallas, Aflao Gakli



Figure 87 – Route tertiaire - Boulevard du Sio, At-



Figure 88 – Route résidentielle, Nanegbe

Isochrones for walking and cycling



Figure 97 : Isochrones pour les piétons, Guédiawaye-Pikine



Figure 98 : Isochrones pour les vélos, Guédiawaye-Pikine

Components of the urban transport system to be analysed



Infrastructure



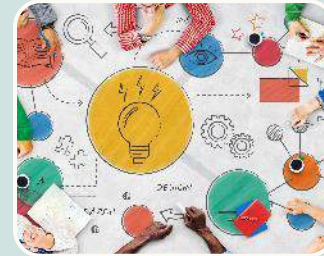
Vehicles



Users



Operations



Regulations
and policies



Technological
systems

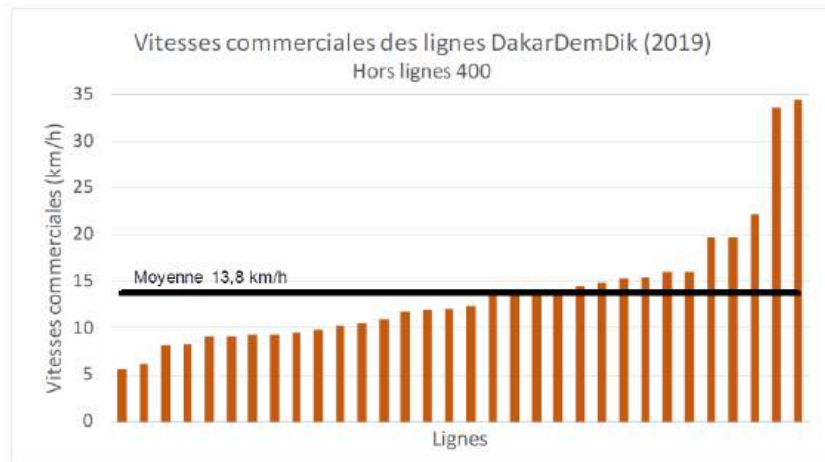


Figure 72 : Distribution des vitesses commerciales des lignes DDD en période de pointe
(source : étude ESRBRT 2020)

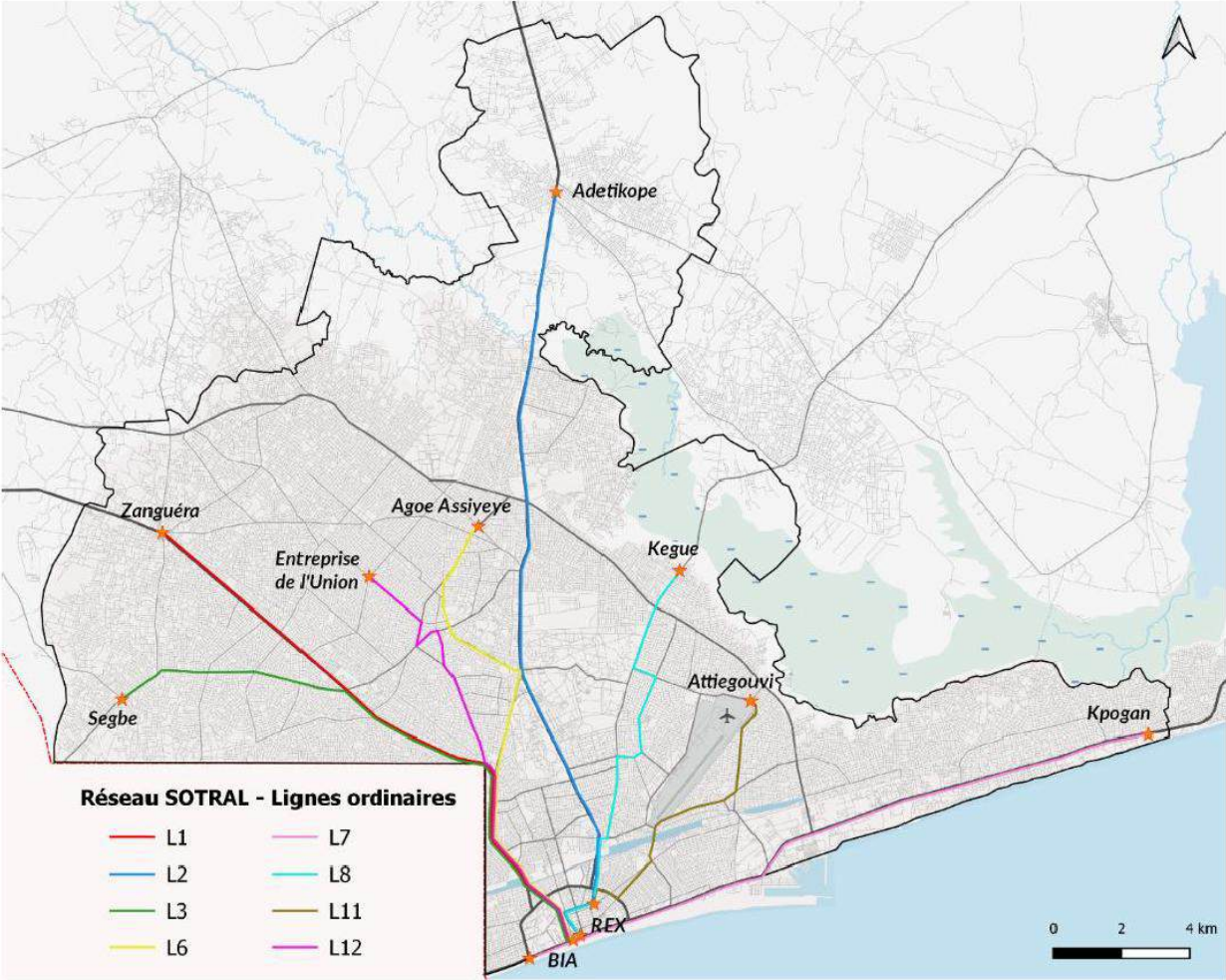


Figure 70 : Réseau DDD : lignes de banlieue
(source : étude de restructuration)

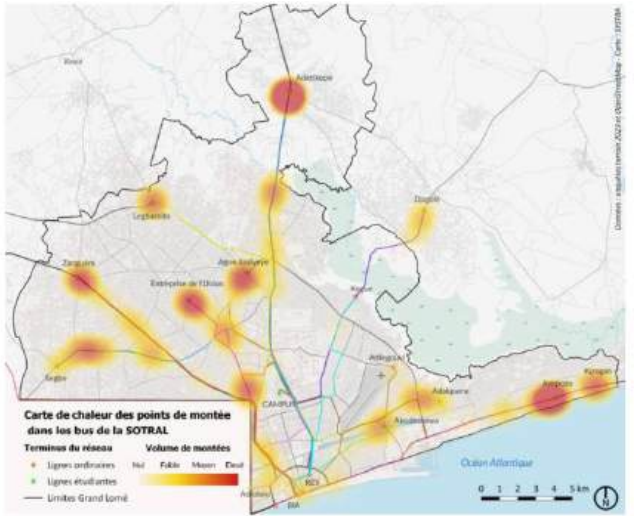


Figure 71 : Réseau DDD : lignes longues « 400 » entre Dakar et Diamniadio / AIBD
(source : étude de restructuration)

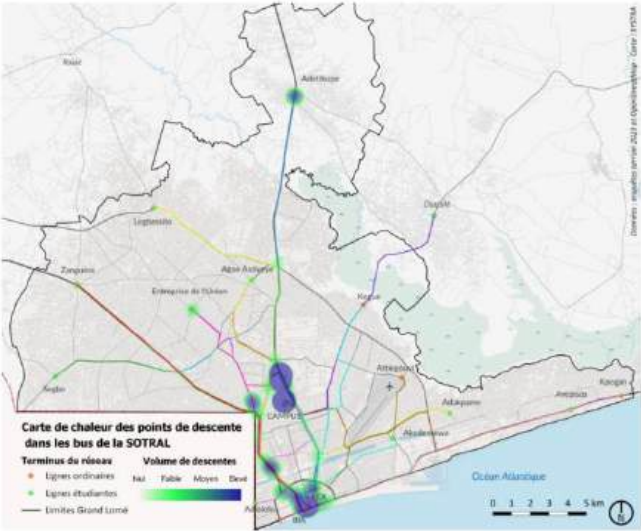
Public transport supply and demand



ignes ordinaires opérées par la SOTRAL en juin 2023



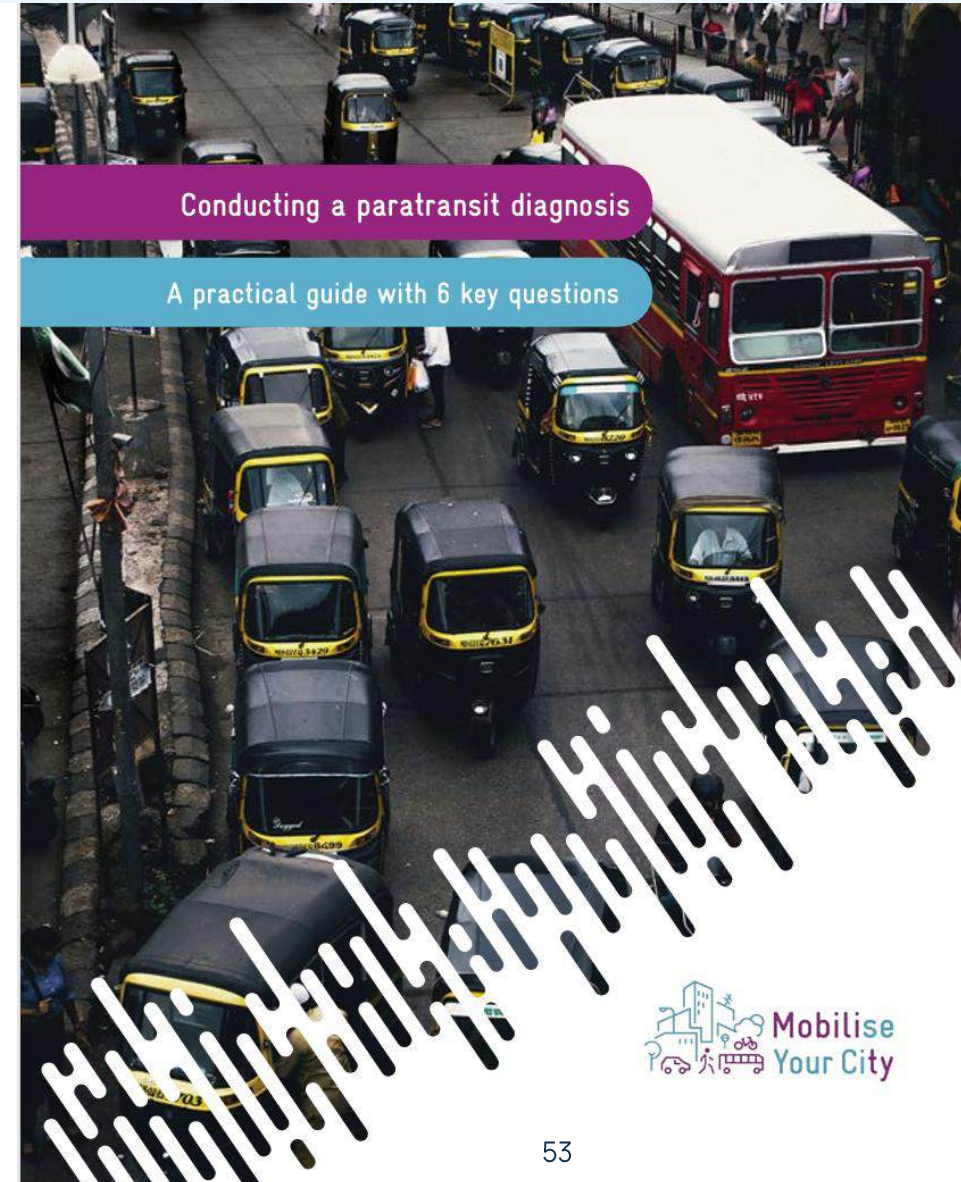
Répartitions des montées dans le réseau de bus de la SOTRAL le matin (source : enquêtes 2023)



Répartitions des descentes dans le réseau de bus de la SOTRAL le matin (source : enquêtes 2023)



What kind of mobility system do we have?	9
How are revenues collected and who bears the commercial risk?	12
How is the sector regulated?	19
Are there collective management rules within the profession?	28
What role do users play?	34
What are the sector's hidden inefficiencies and costs? What costs are not currently covered by the system?	38



Fare structure and ticketing process

Fares for taxis and trotros are set (chapter 3.2.2). They approximately follow these range of prices:

	Short ride (< 5km)	Medium ride (5-10km)	Long ride (10-15km)
Trotro	¢1.40 – ¢2.70	¢2.70 – ¢4.00	¢4.00 – ¢7.00
Taxi	¢ 2.10 - ¢3.50	¢3.50 - ¢5.00	¢5.00 - ¢8.40

Table 8: Fare structure of trotro and shared taxis

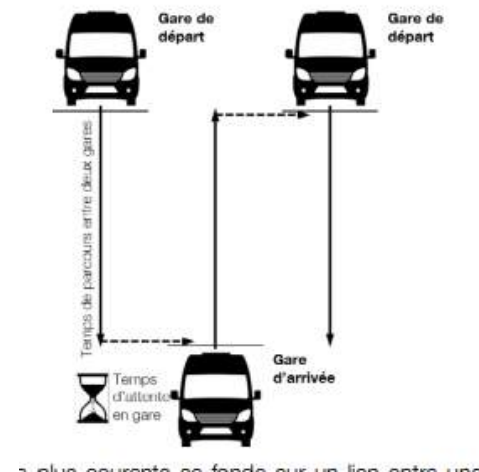
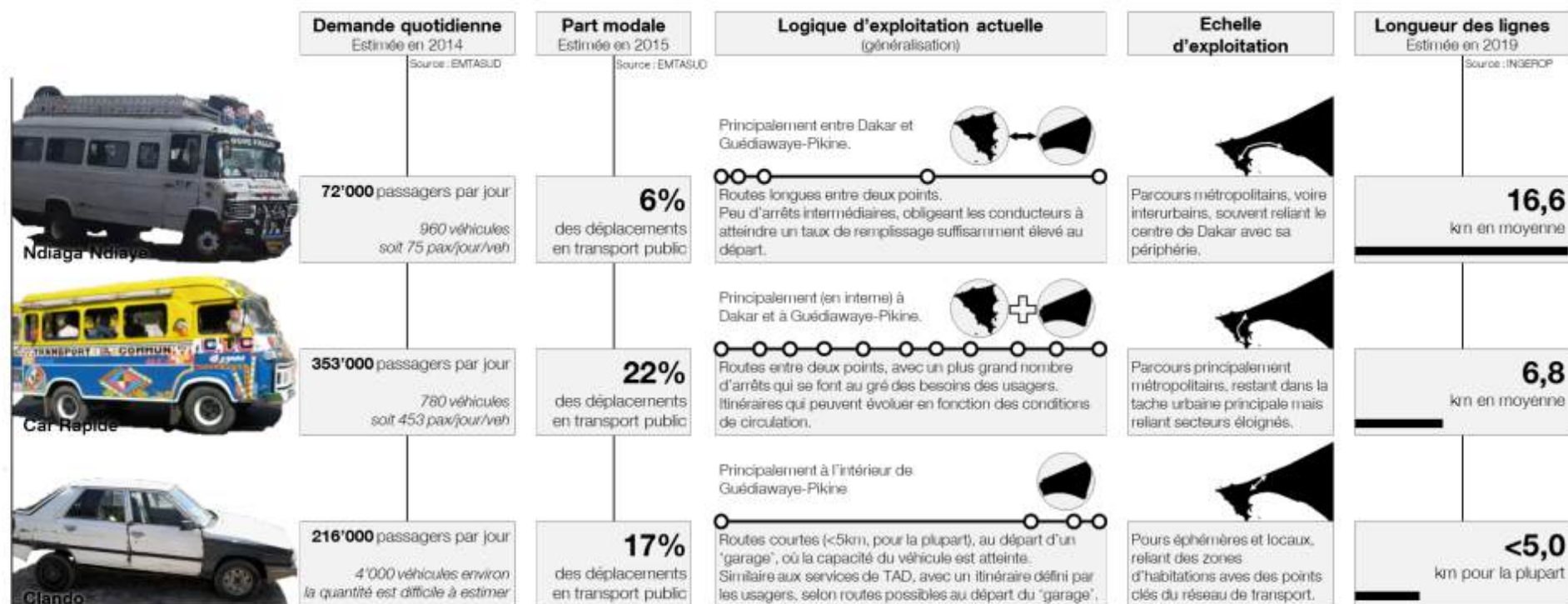
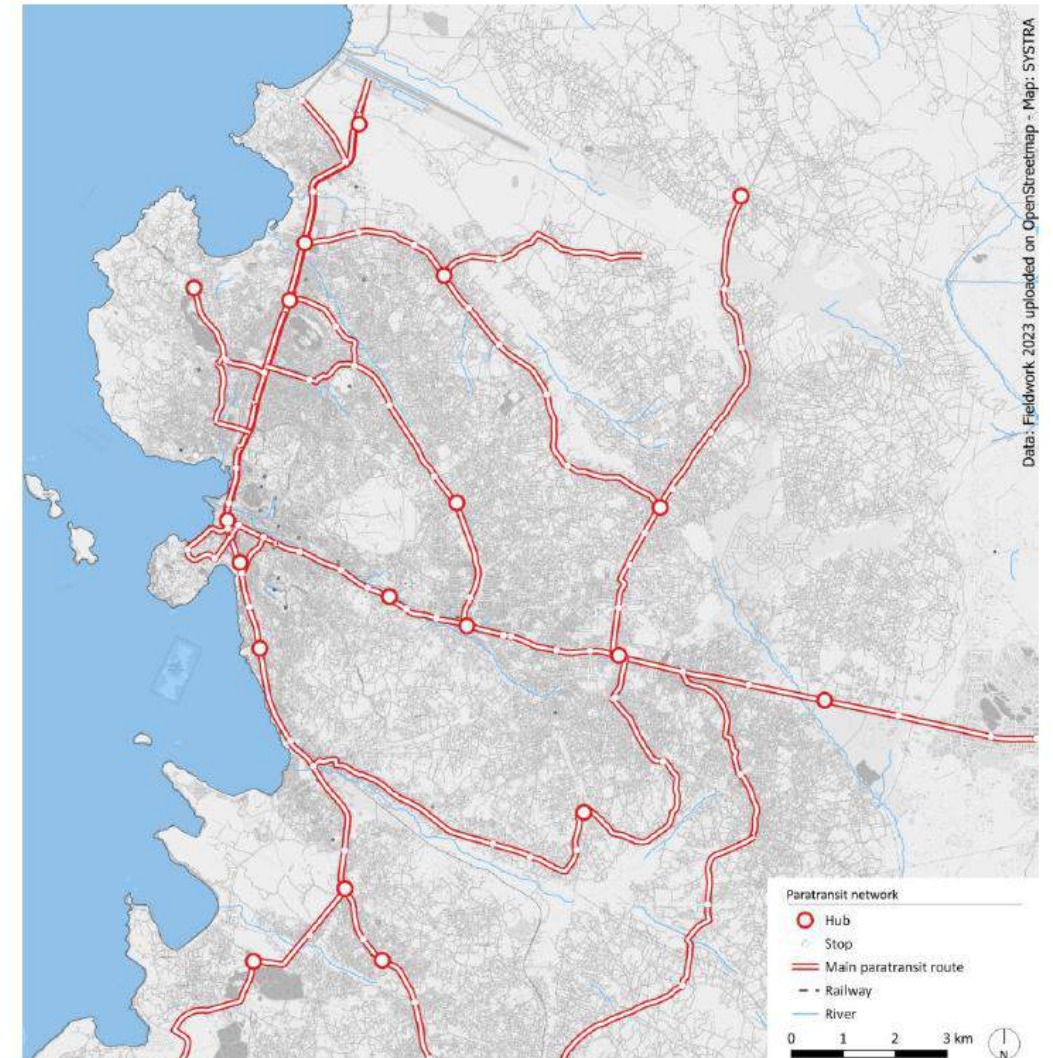
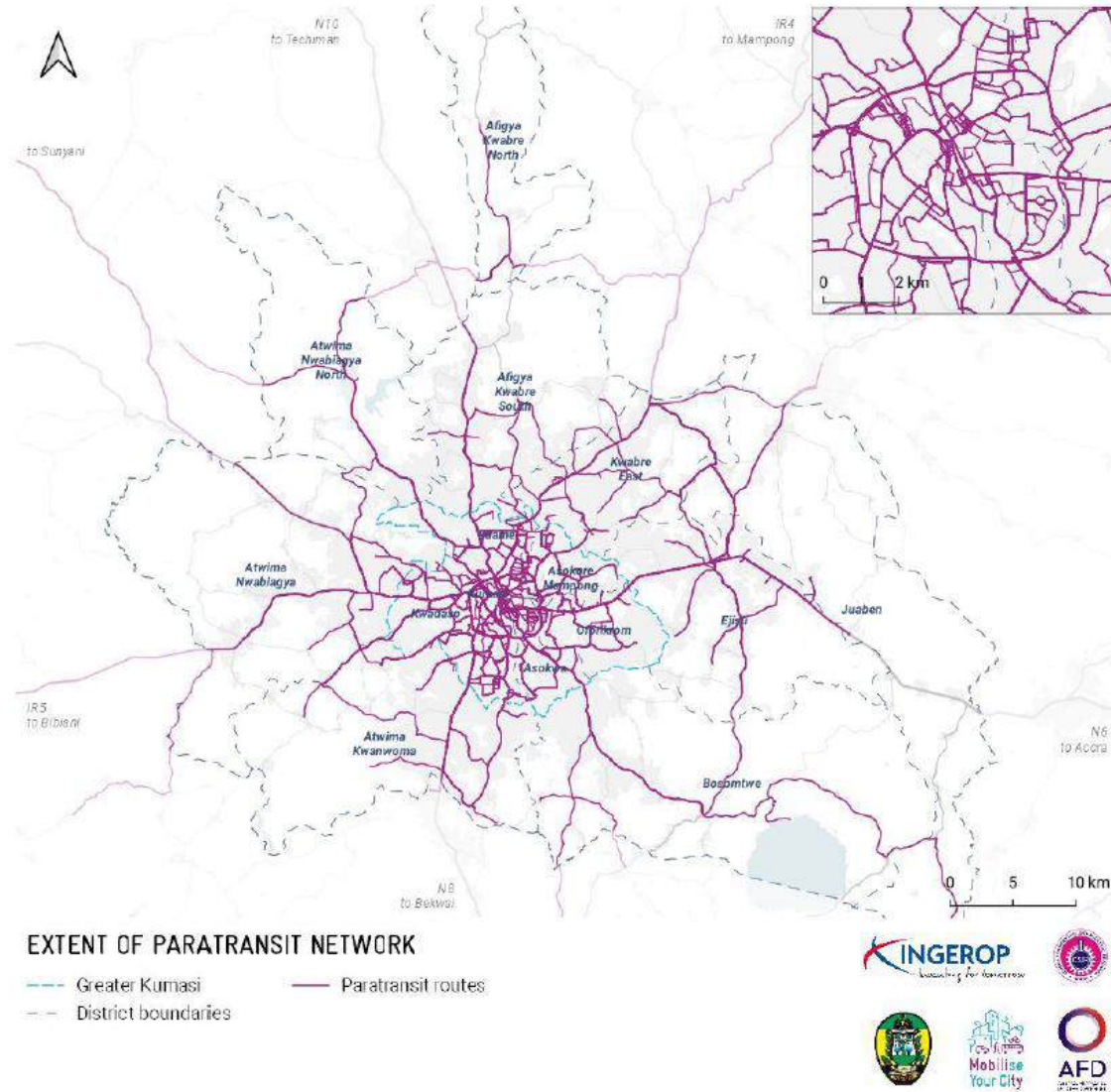


Figure 84 : Comparaison entre le rôle de chaque mode artisanal à Dakar

Mapping paratransit services



Paratransit routes

Travel distance and time in public transport

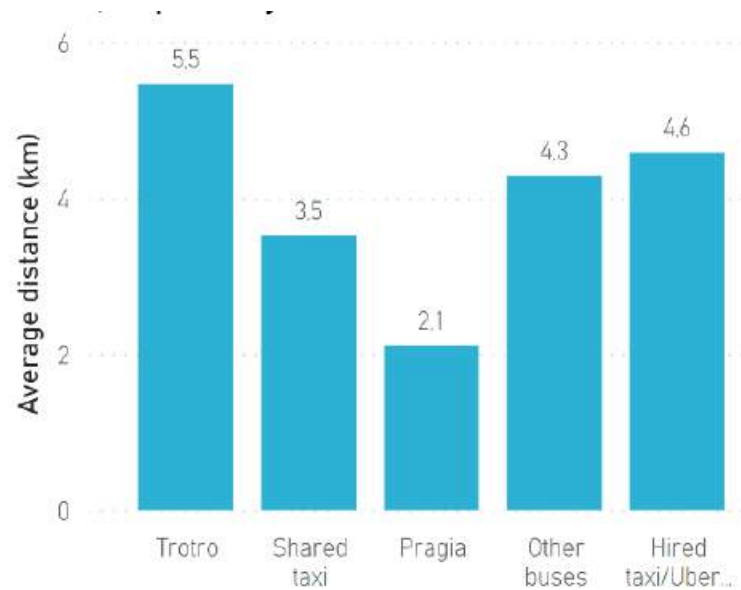


Figure 37: Travelled distance distribution for public transport
Created from Household survey, 2022

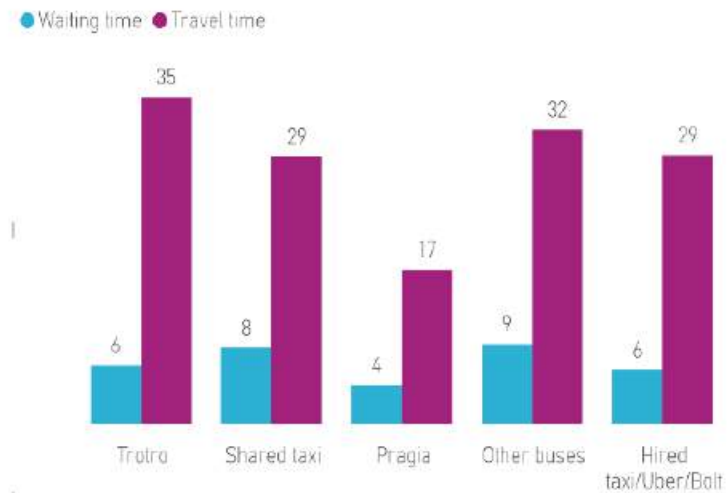


Figure 38: Waiting and travel time for public transport modes
Created from Household survey, 2022

Financial flows of the paratransit system

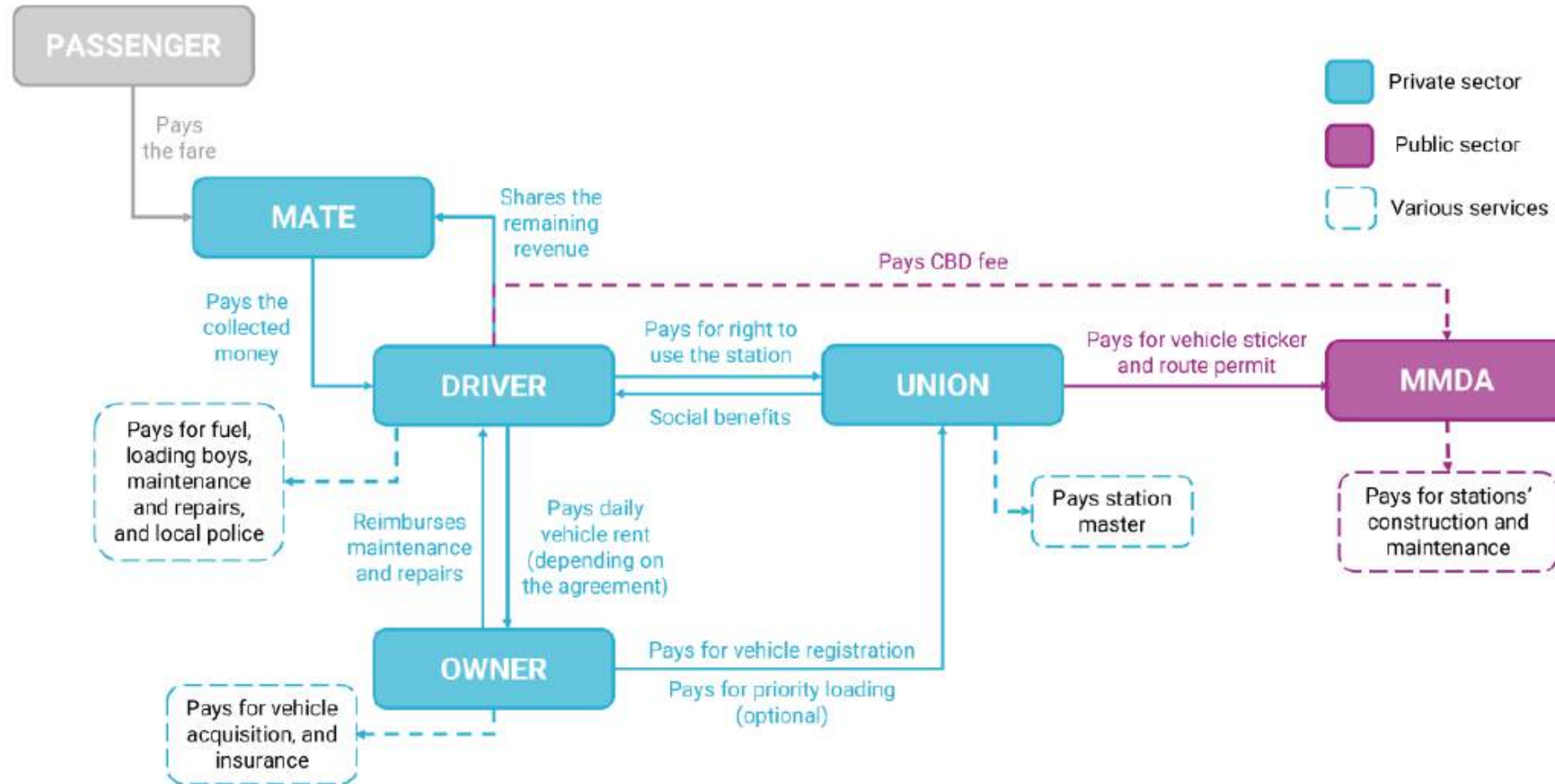


Figure 15: Financial flows of the paratransit system

Components of the urban transport system to be analysed



Infrastructure



Vehicles



Users



Operations



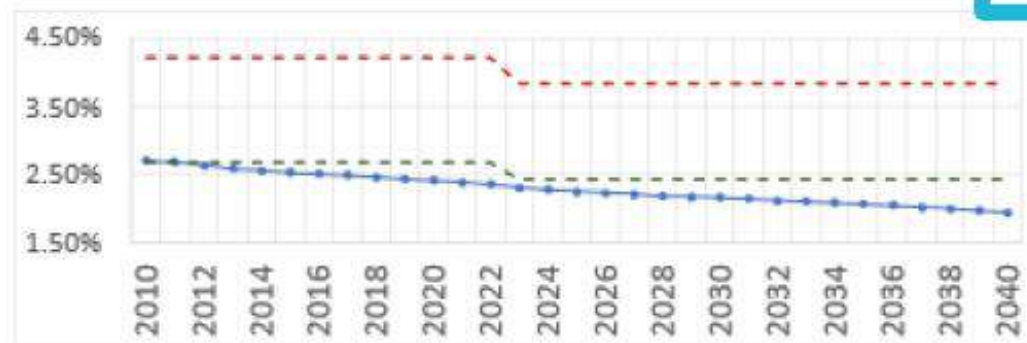
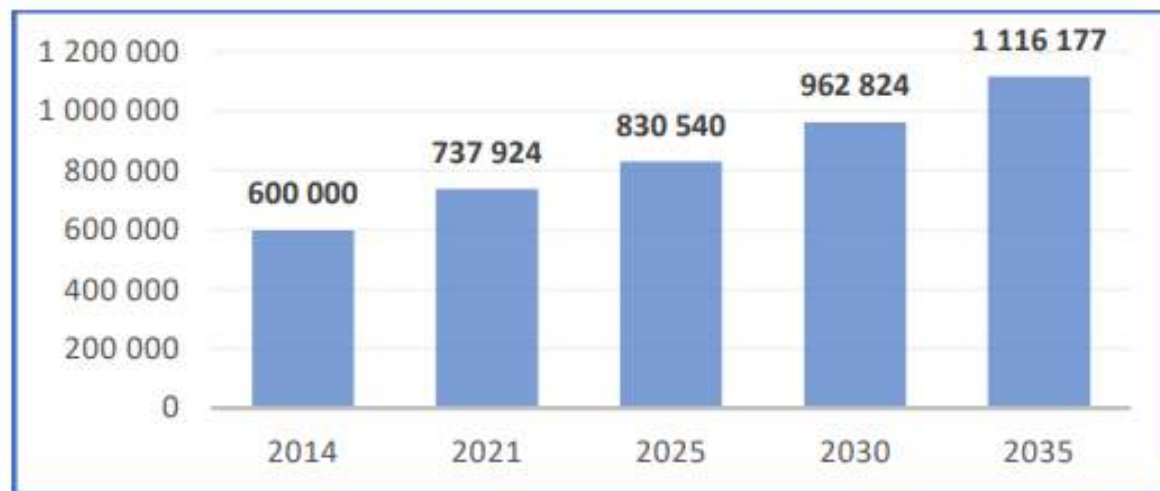
Regulations
and policies



Technological
systems



Figure 8. Population prise en compte à l'horizon 2035



SDAU - 2018

Hypothèse ajustée

U.N. Togo 2022

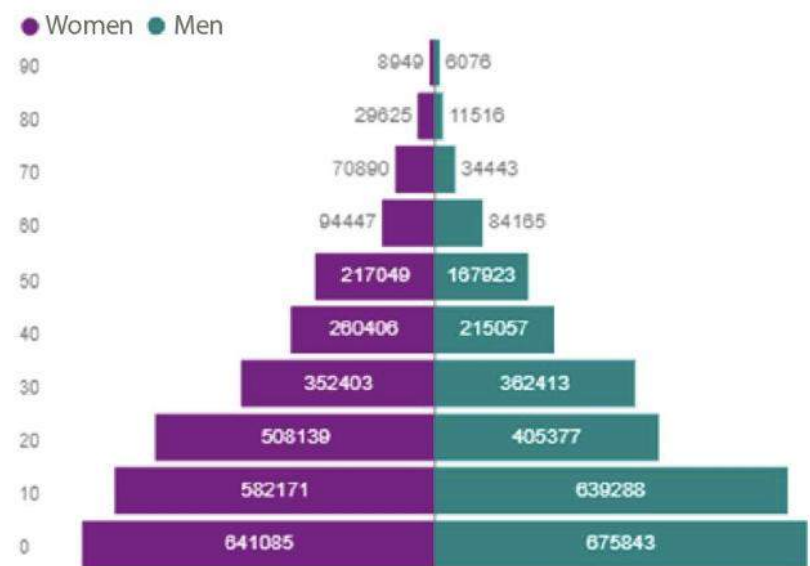


Figure 24: Age pyramid for Ashanti region
Source: GLSS, 2017

Pyramide des âges
Données Banque Mondiale Togo 2018

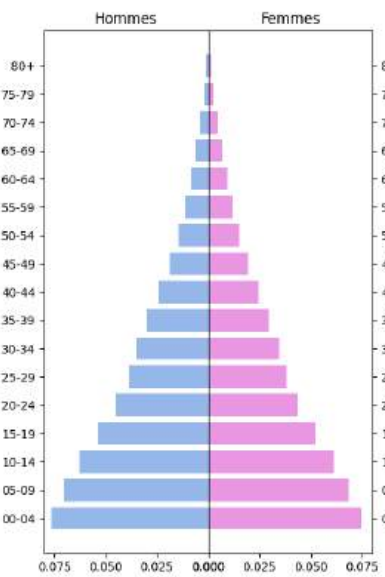


Figure 41 : Pyramides des âges du Grand Lomé

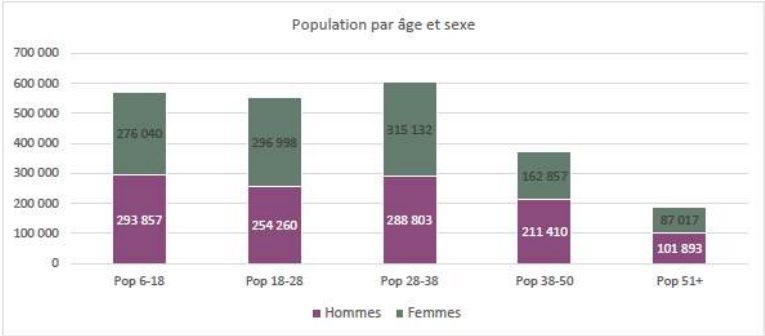
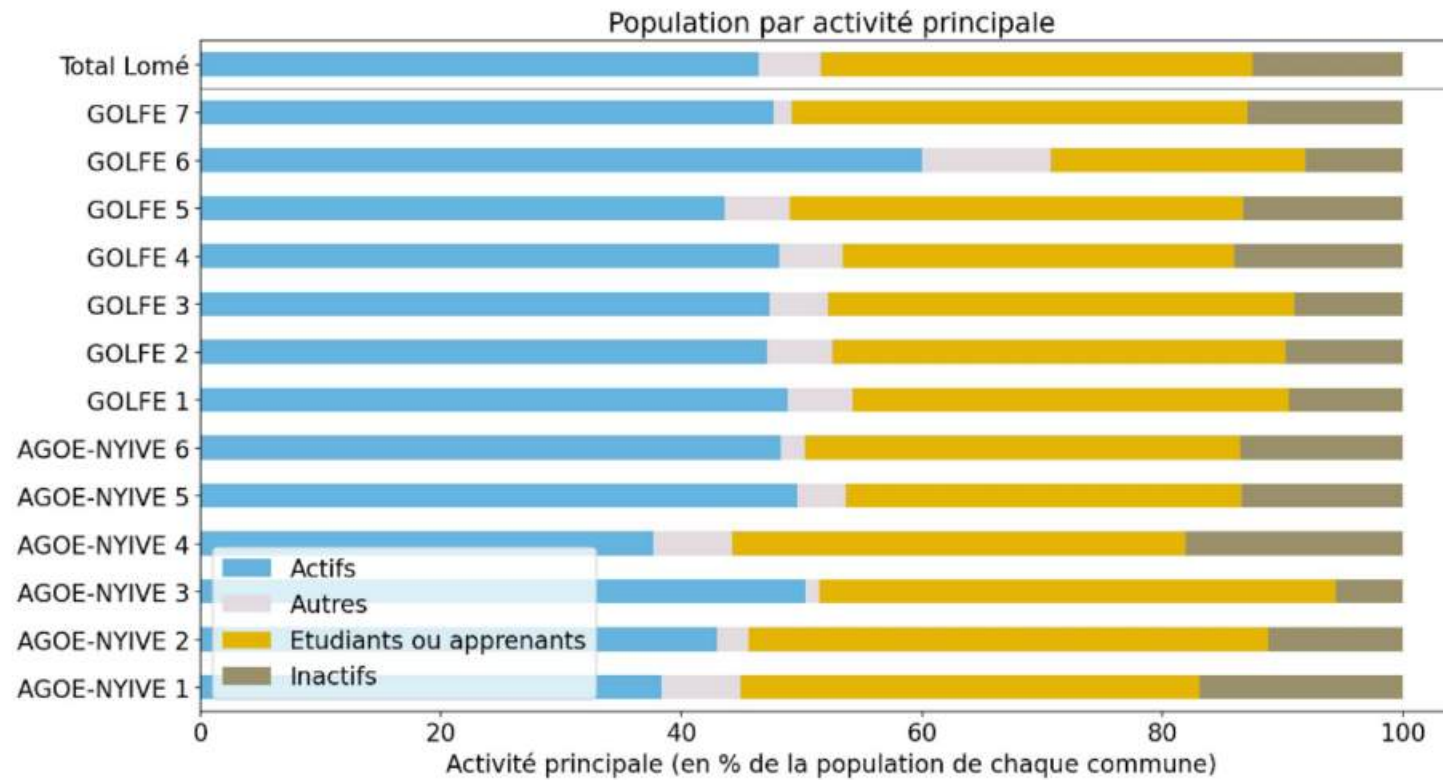
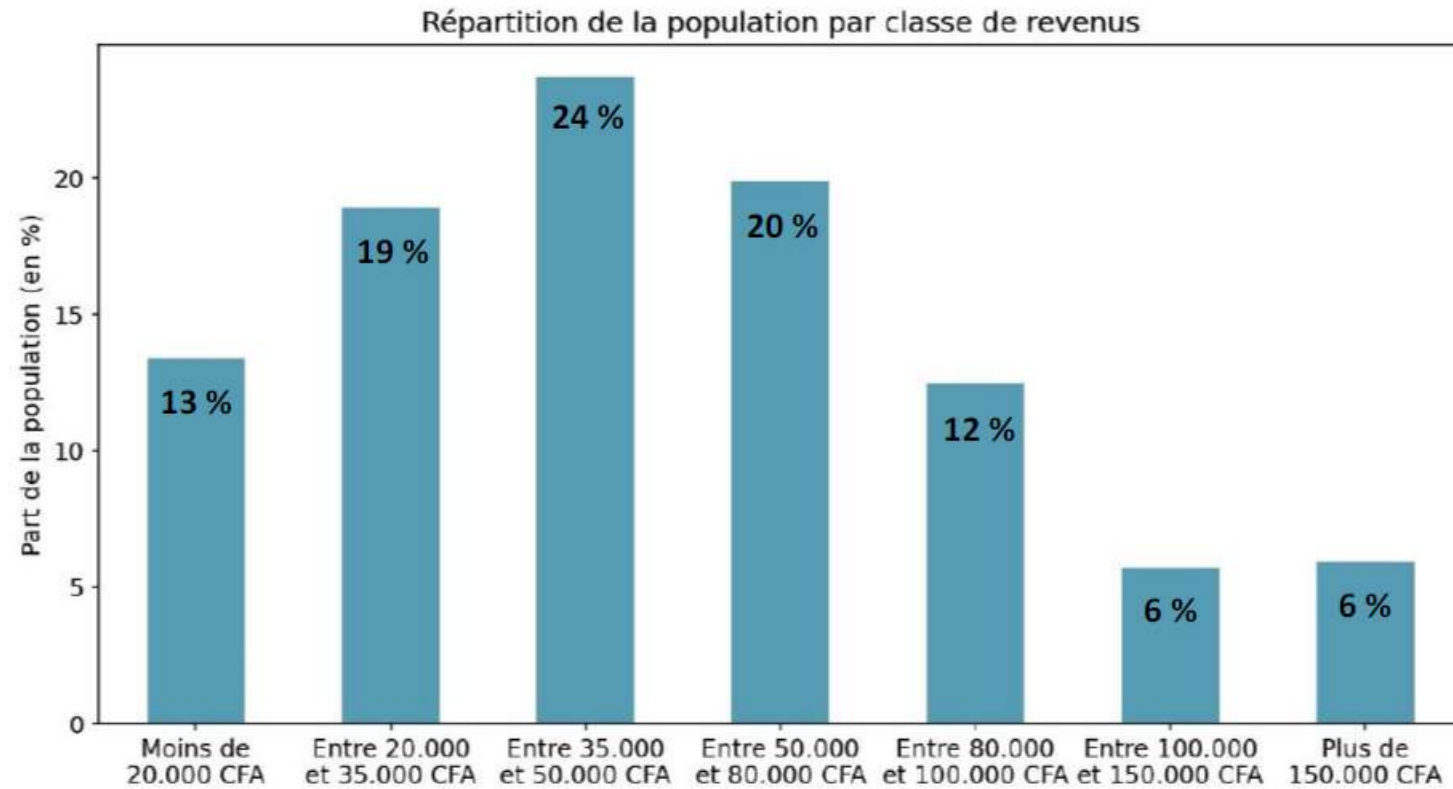


Illustration 21. Population par âge et par sexe – Source : SYSTRA, 2018





Répartition de la population par classe de revenus (source : EMD 2023)

Motorisation rate and vehicle availability

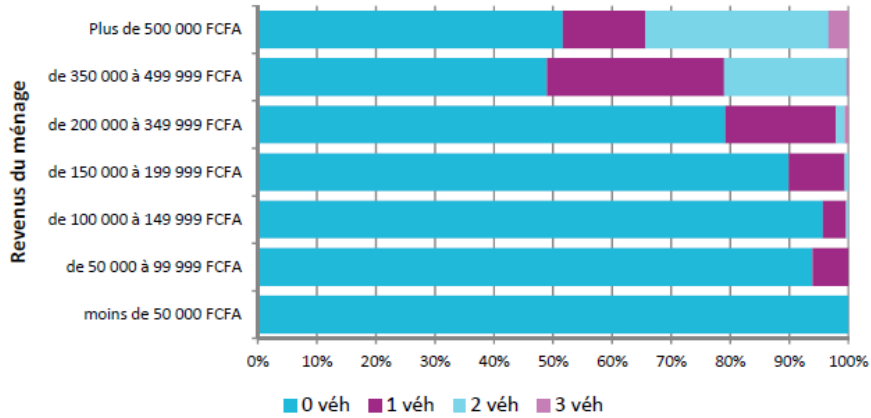
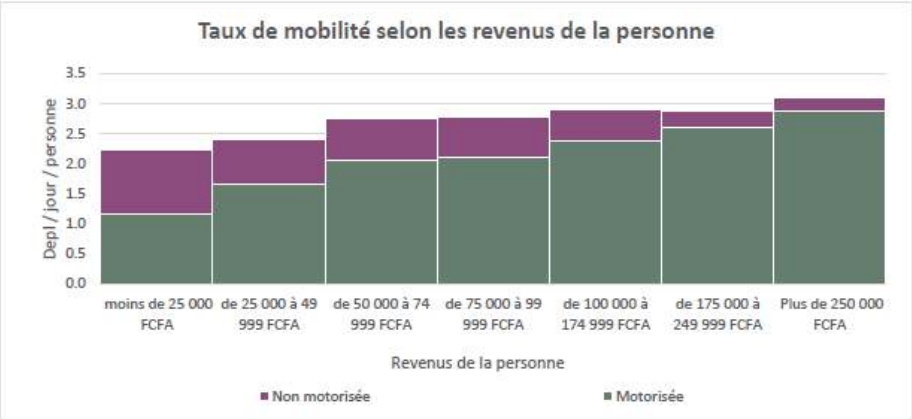
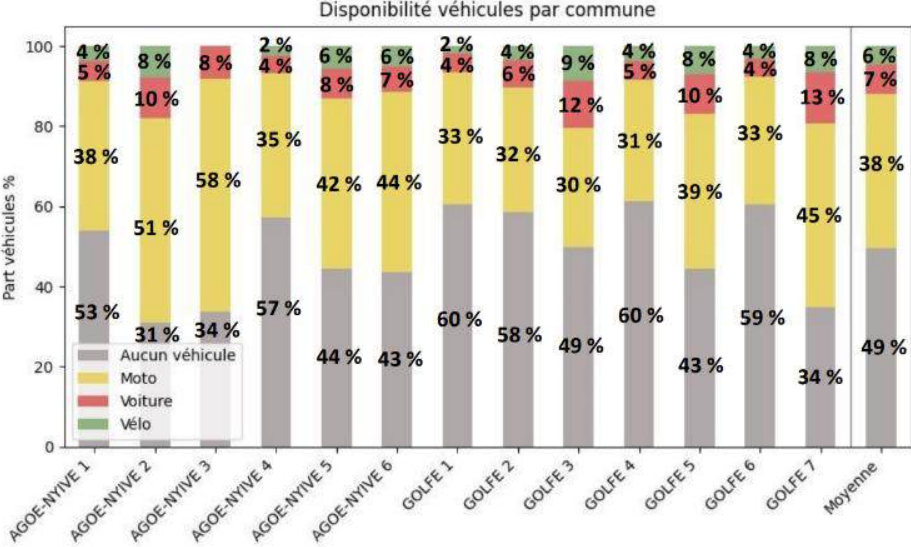
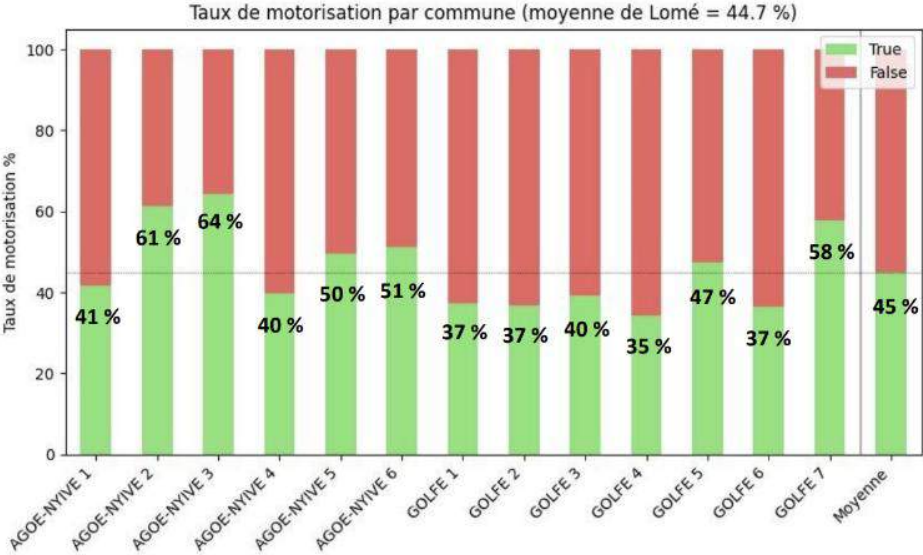


Illustration 81. Taux de mobilité selon les revenus de la personne – Source : SYSTRA, 2018

ure 12 : Taux de motorisation selon le revenu du ménage70



Basic element 6. Presentation of modal split

Marche
 Transports en commun
 Voiture conducteur
 Voiture passager
 Moto conducteur
 Autres
 Intermodale

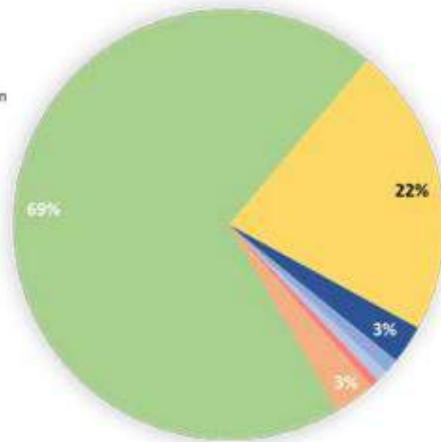


Figure 14 : Parts modales (EMTASUD 2015)

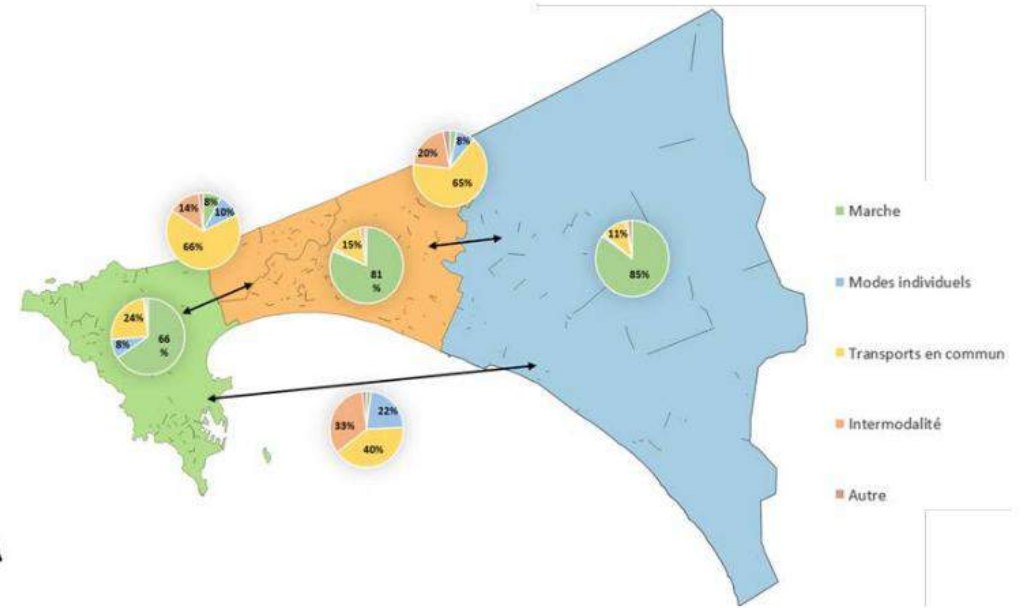
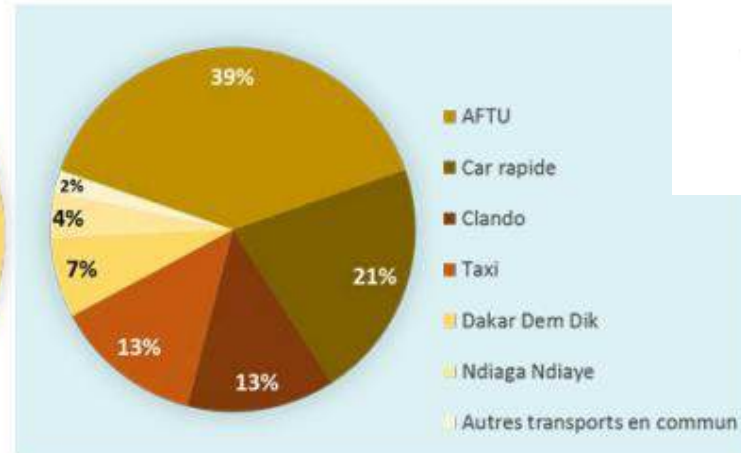


Figure 15 : Parts modales des déplacements réalisés au sein de la région de Dakar (EMTASUD 2015)

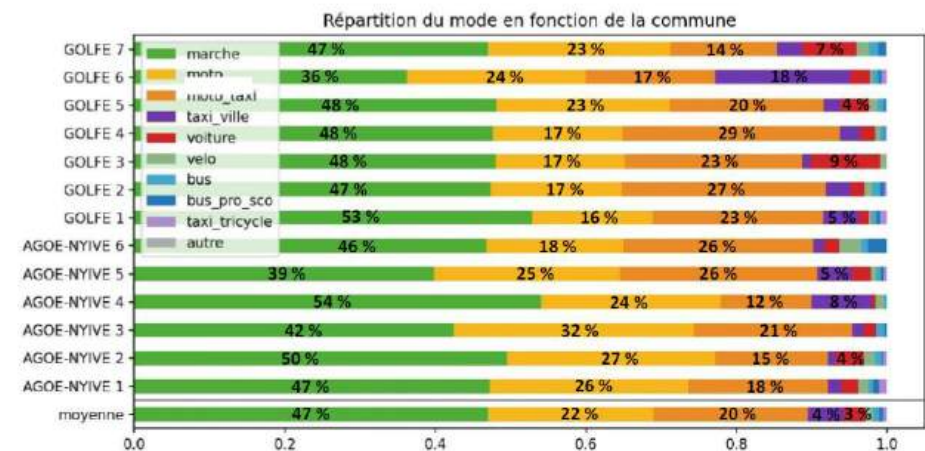
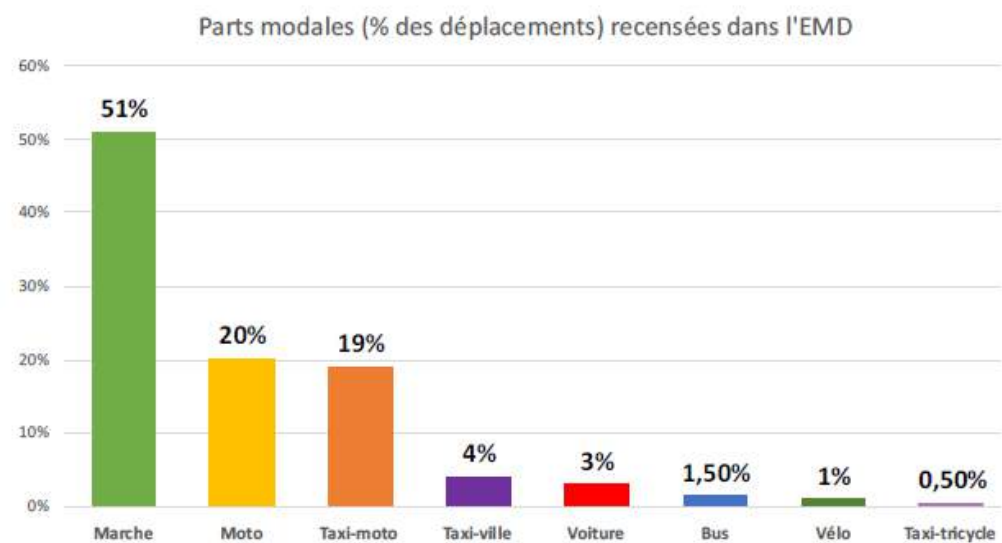


Figure 75 – Parts modales des déplacements de chaque commune du Grand Lomé (source : EMD 2023)

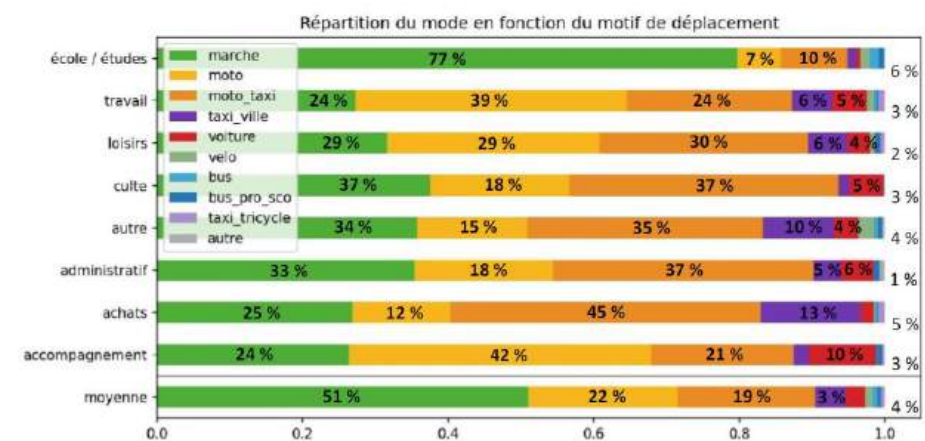


Figure 76 – Parts modales en fonction des motifs de déplacement (source : EMD 2023)

Trip purpose and mobility rate



5.1.2 Motifs de déplacements

- Social
- Loisirs
- Services / Santé / Alimentation
- Travail
- Etudes
- Retour Domicile
- Autre

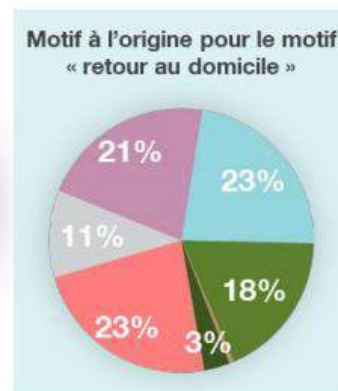
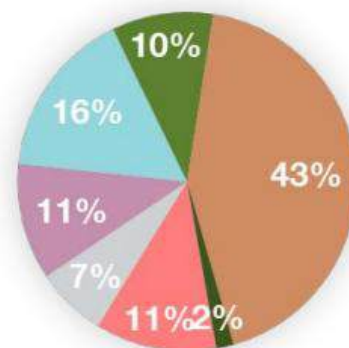
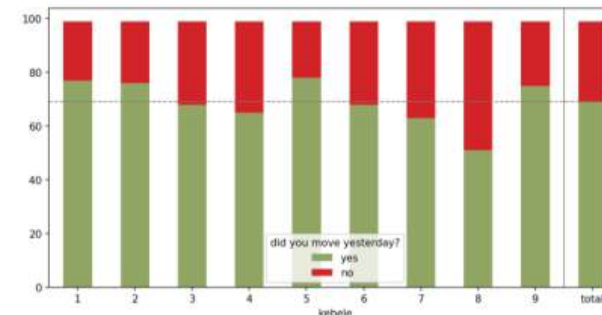


Figure 12: Motifs de déplacements (EMTASUD 2015)



Mobile population by kebele – source: Household survey, SYSTRA, 2020



Share of trips according to purpose – source: Household survey, SYSTRA, 2020

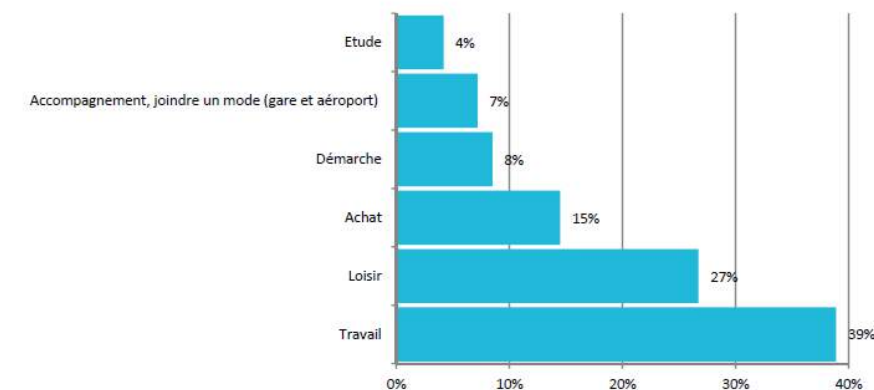
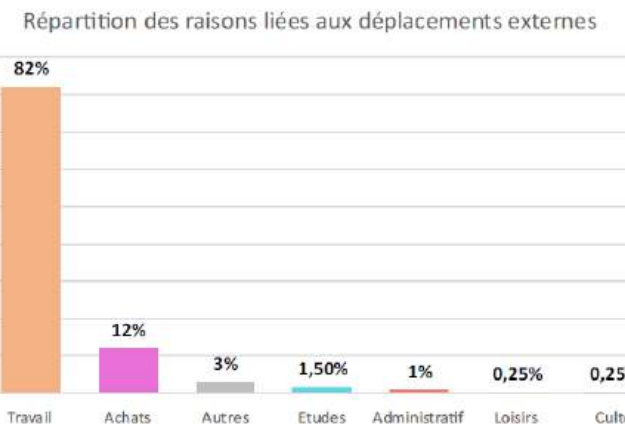
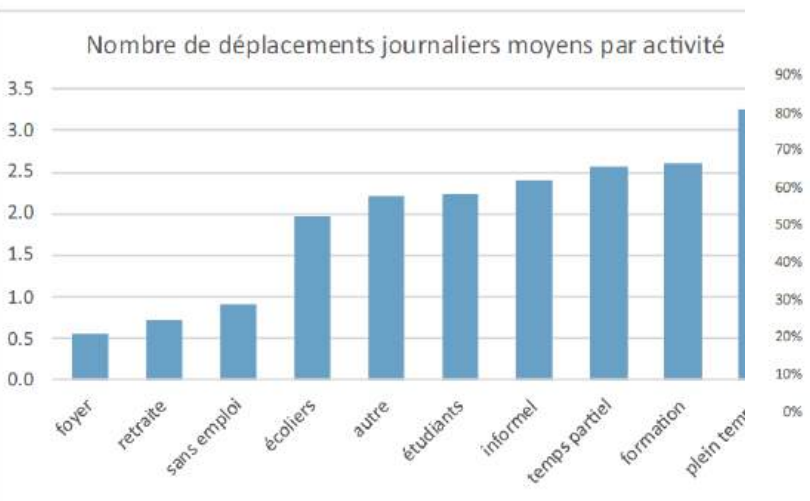


Figure 18 : Part des déplacements réalisés selon le motif (hors motif « retour domicile »)

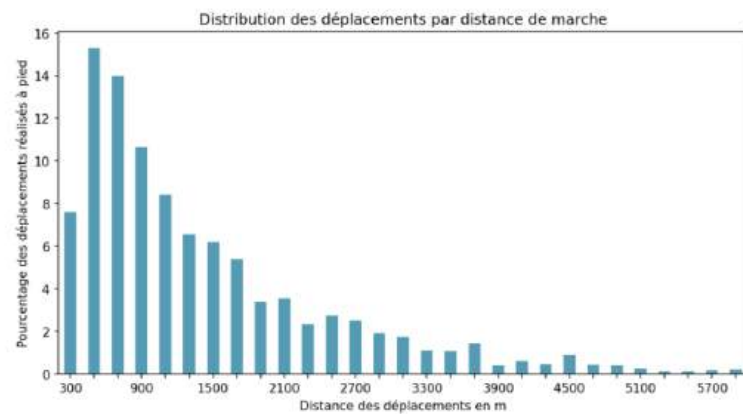


Figure 89 – Déplacements réalisés à pied par distance (source : EMD – 2023)

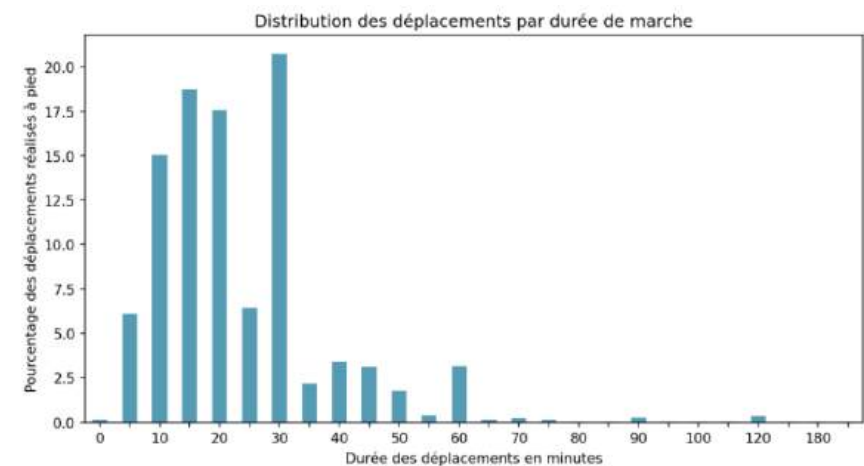


Figure 90 – Déplacements réalisés à pied par durée (source : EMD – 2023)

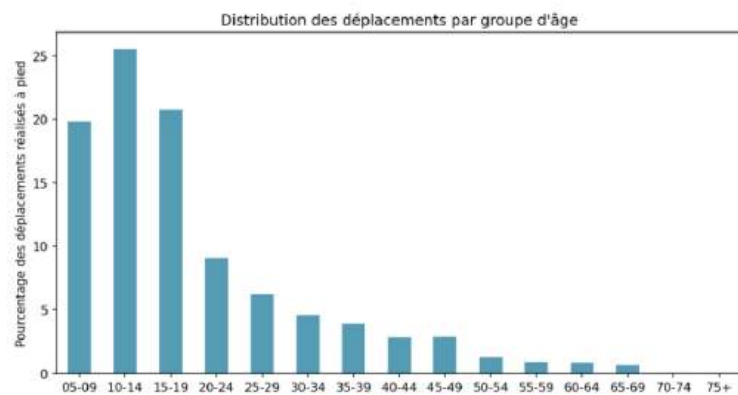


Figure 91 – Déplacements réalisés à pied par groupe d'âge (source : EMD – 2023)

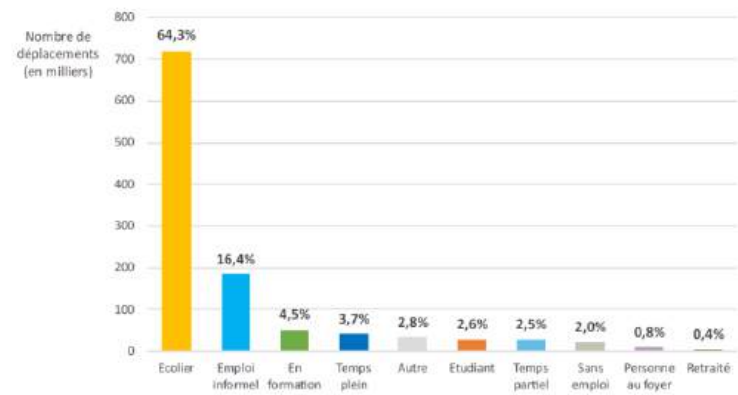
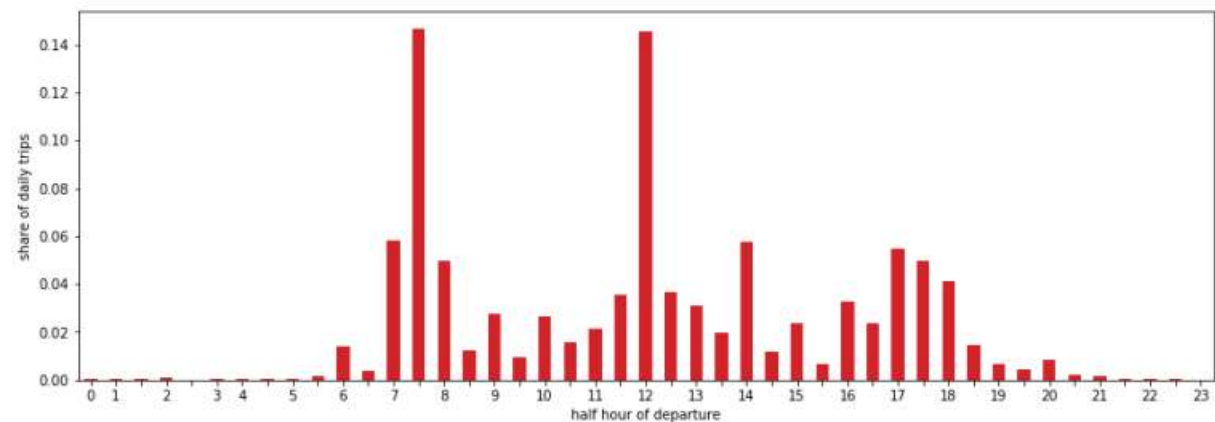


Figure 92 – Distribution des activités principales des piétons (source : EMD – 2023)



Trips by departure time – source: Household survey, SYSTRA, 2020

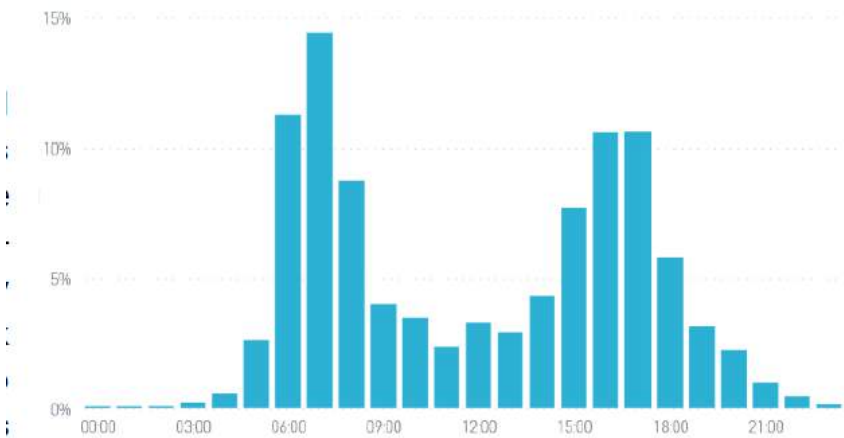
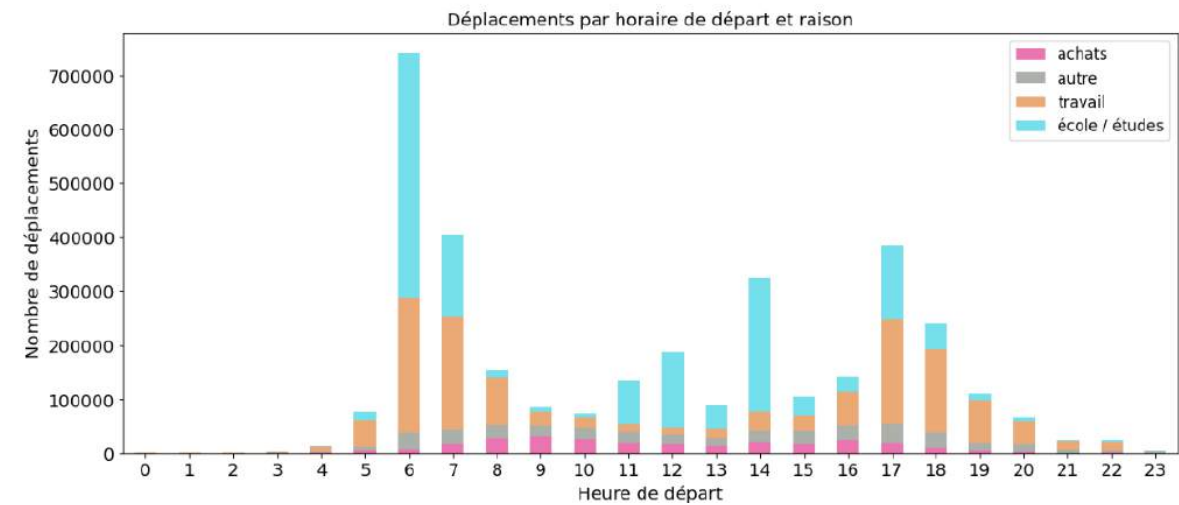


Figure 44: Start time of the travel
Created from Household survey, 2022



Transport et typologie de la voirie

Voirie primaire
2 x 2 voies



Voirie secondaire
2 x 1 voie



Voirie tertiaire
En terre



Source : Les Ateliers

Illustration 106. Lien entre la typologie de la voirie et le mode de transport - Source : Les ateliers de Cergy, 2013

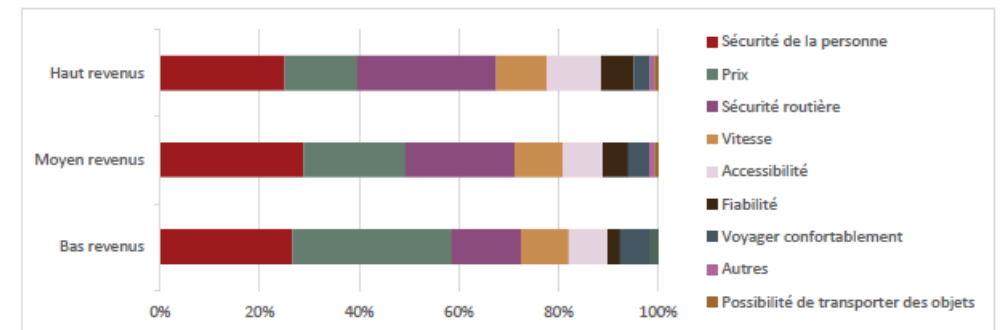


Illustration 160. Critère le plus important dans le choix du mode selon le revenu – Source : SYSTRA, 2018

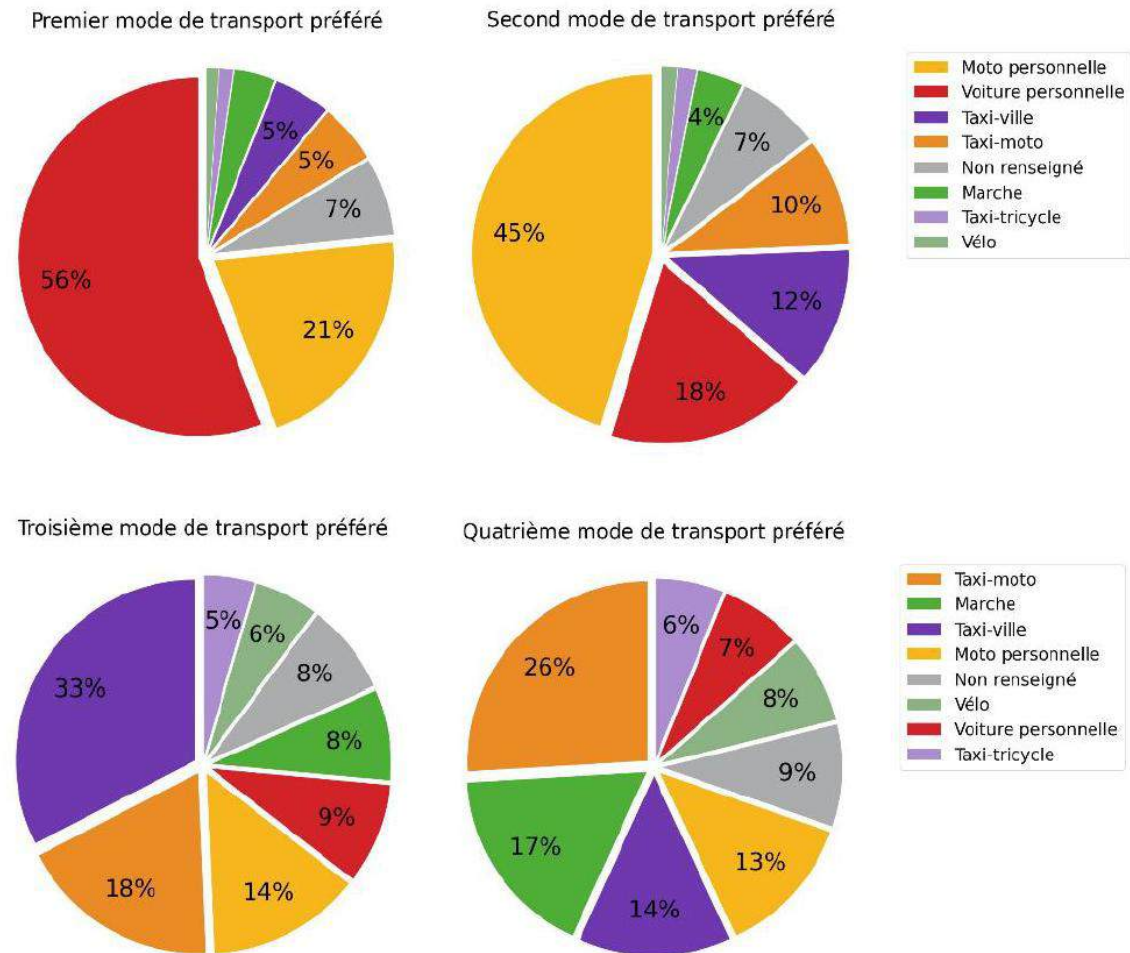


Figure 81 – Modes de transport préférés (source : EMD 2023)

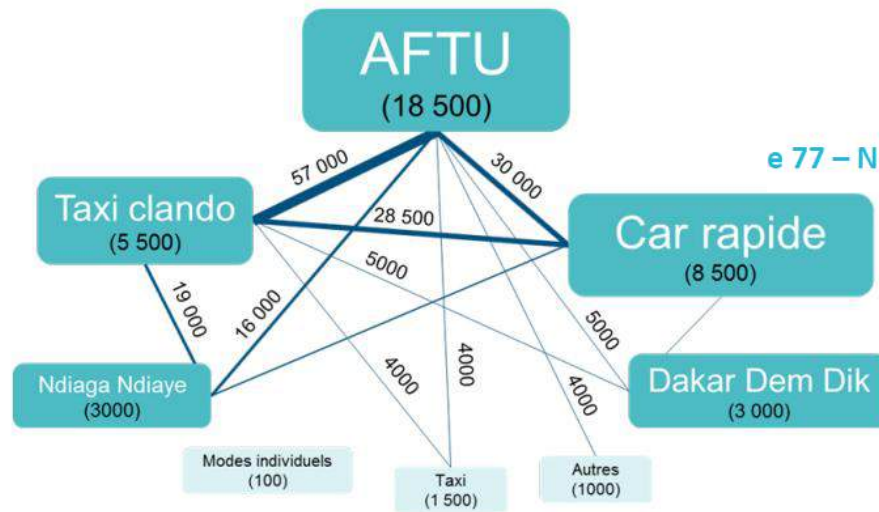
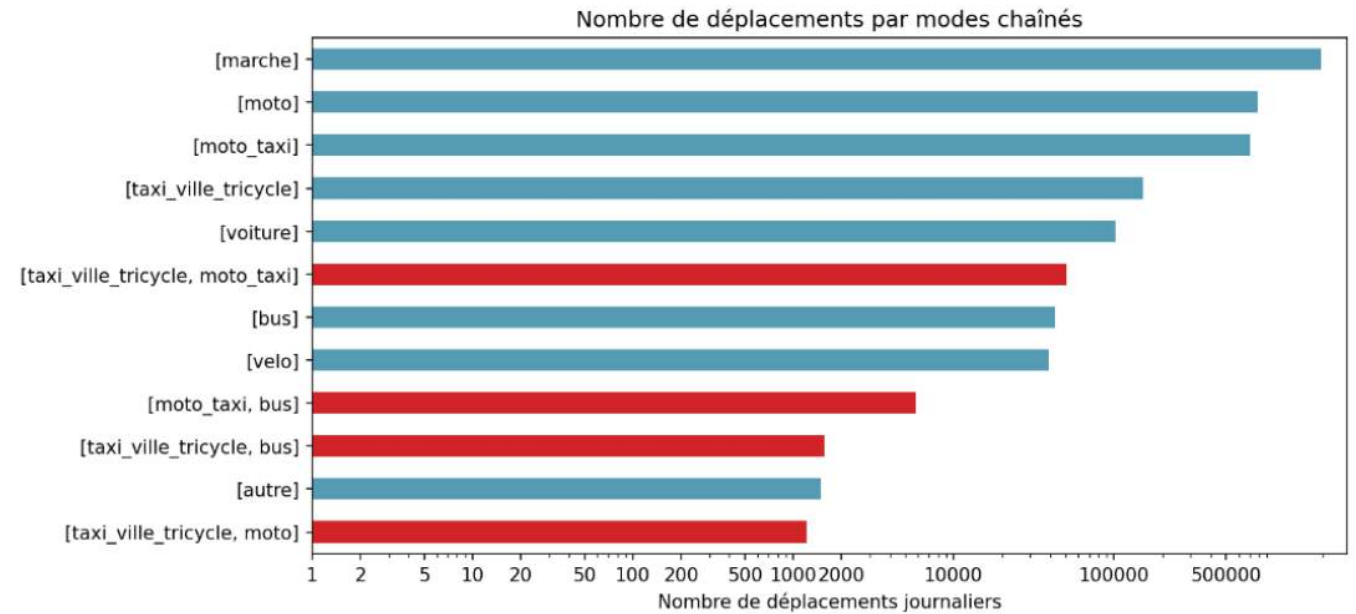


Figure 18 : Déplacements intermodaux
(EMTASUD 2015)



e 77 – Nombre de déplacements par modes et modes chaînés (source : EMD 2023)

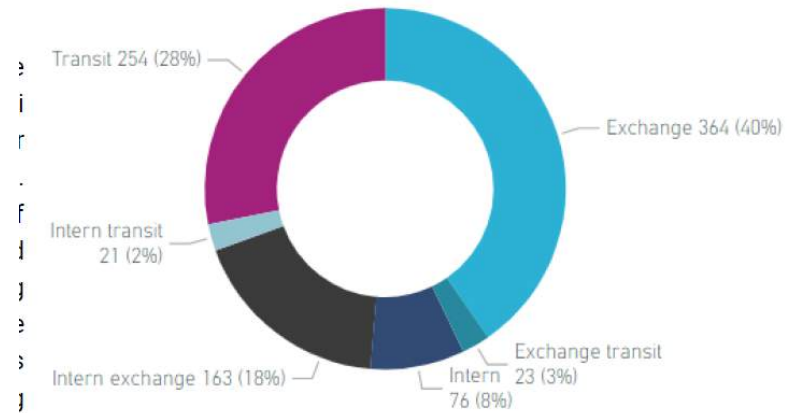


Figure 58: Volume of trucks during morning peak period by type
Created from cordon line survey, 2022



Illustration 138. Différents modes de transport de marchandises à Douala. Source : Hervé Wabo, 2016

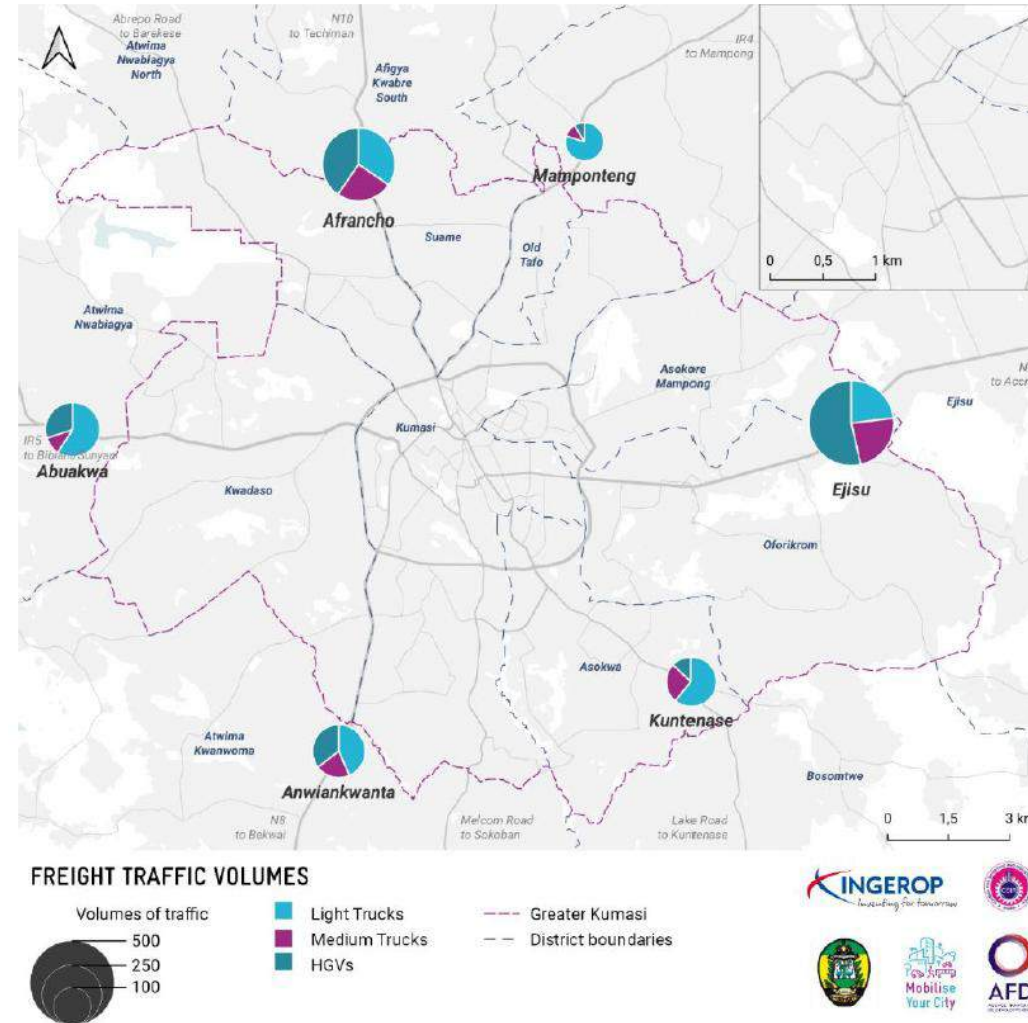


Figure 57: Volumes of freight traffic during morning peak period
Created from cordon line survey, 2022



4.7.4 Douala, ville multimodale aussi en matière de transport de marchandises

4.7.4.1 Un trafic ferroviaire stagnant en comparaison du routier ; les ports secs, une solution ?

Le réseau ferroviaire est long de 1245 km dont 1016 km de voies principales (Douala-Yaoundé, Yaoundé-Ngaoundéré et Douala-Kumba).

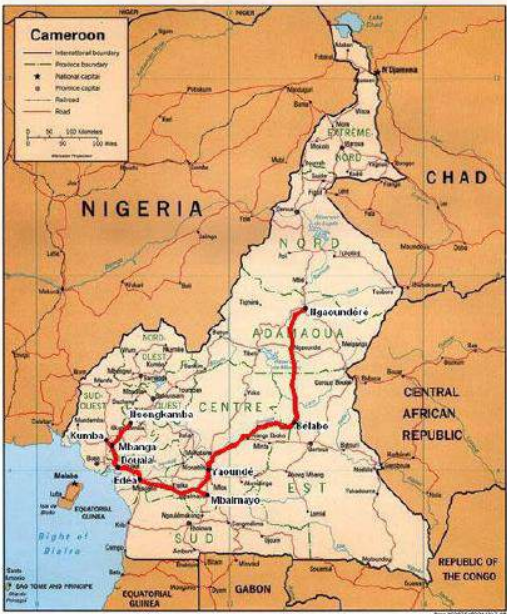


Illustration 141. Carte de la desserte ferroviaire de la CAMRAIL. Source : CAMRAIL, 2016

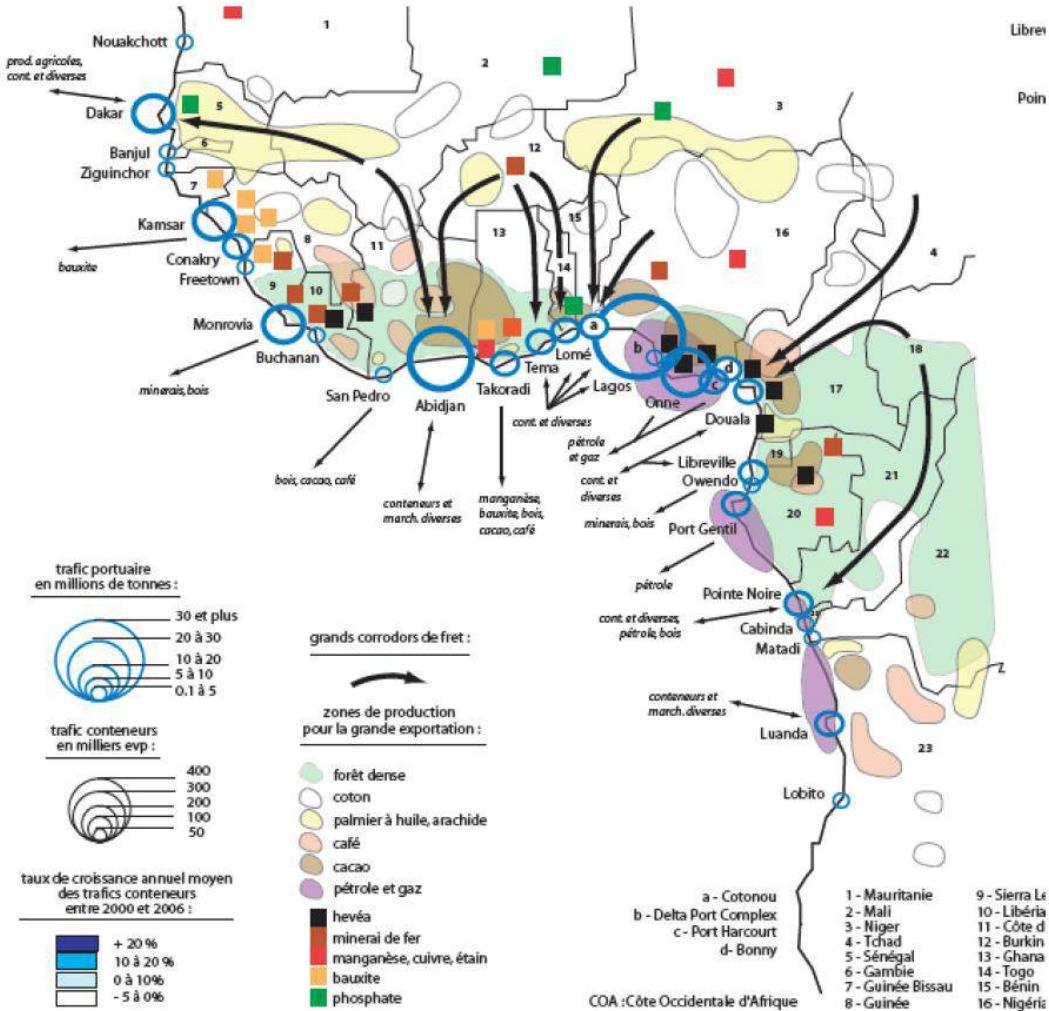


Figure 127 : Trafic portuaire du Golfe de Guinée (Source : ISEMAR)

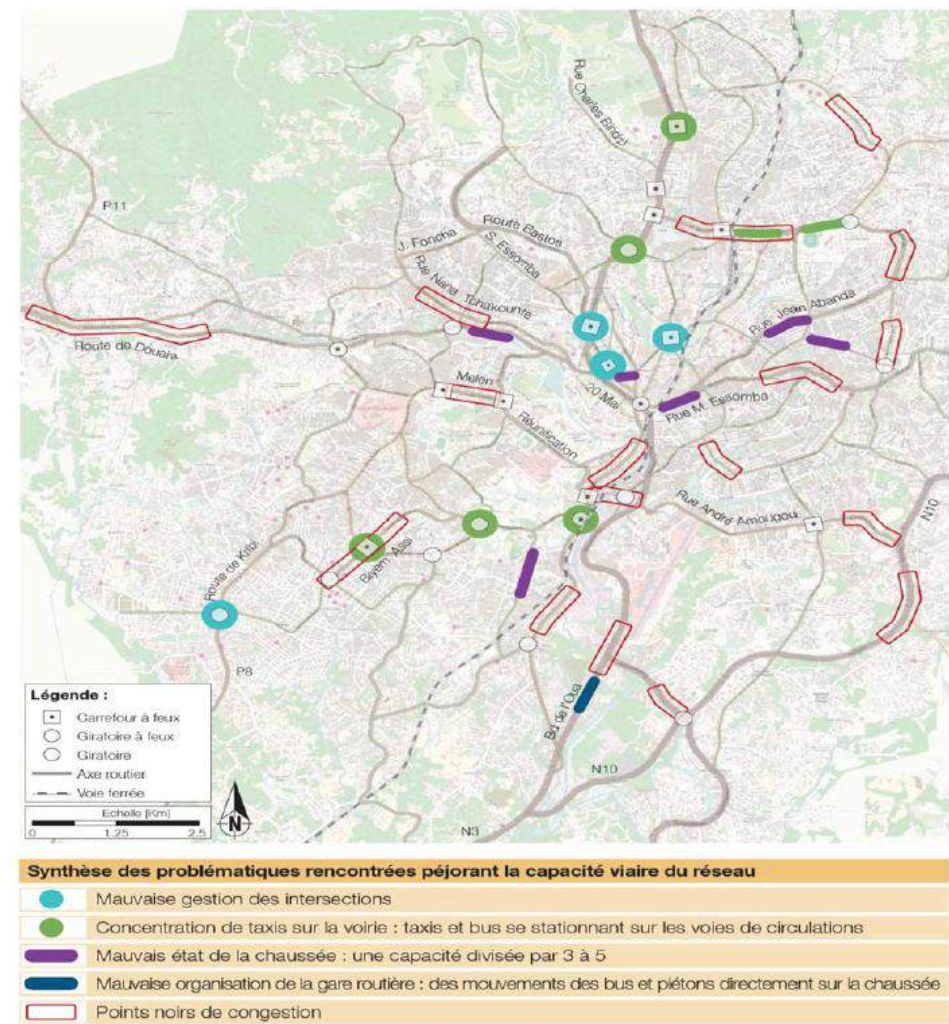
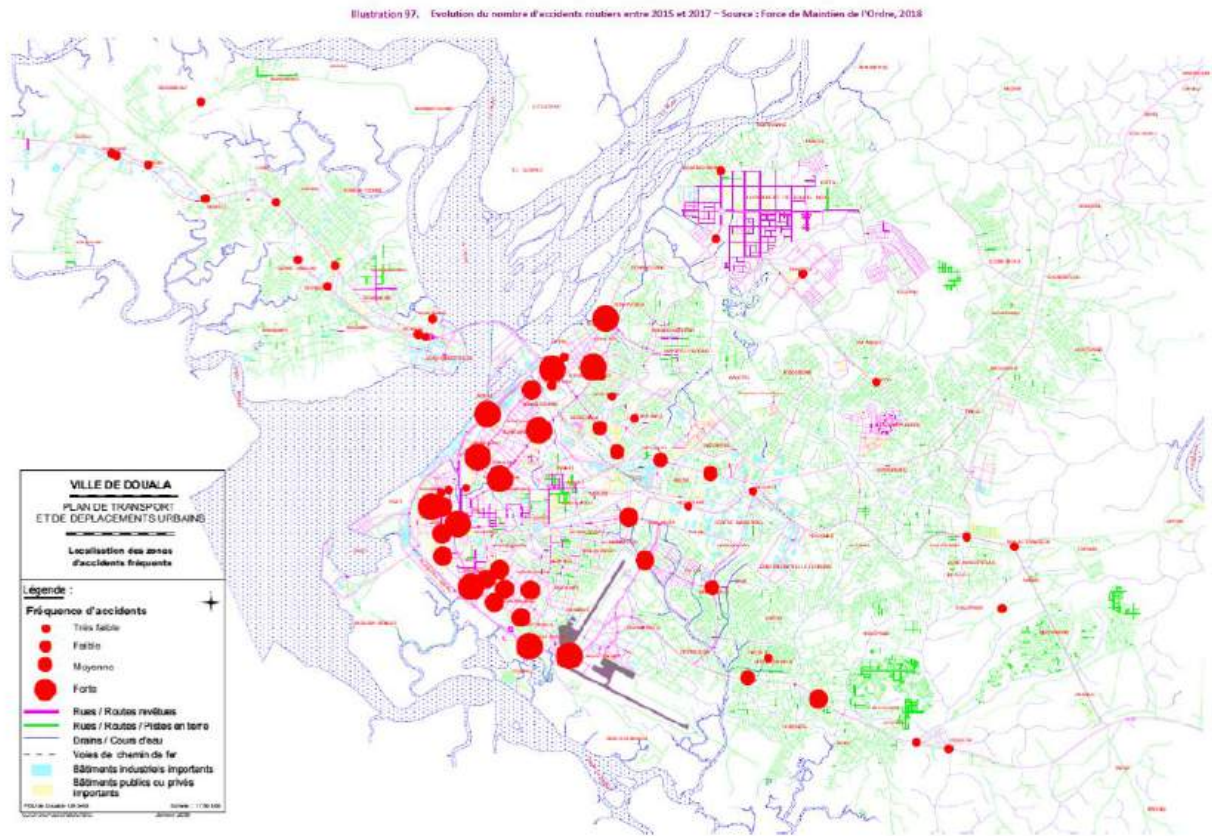
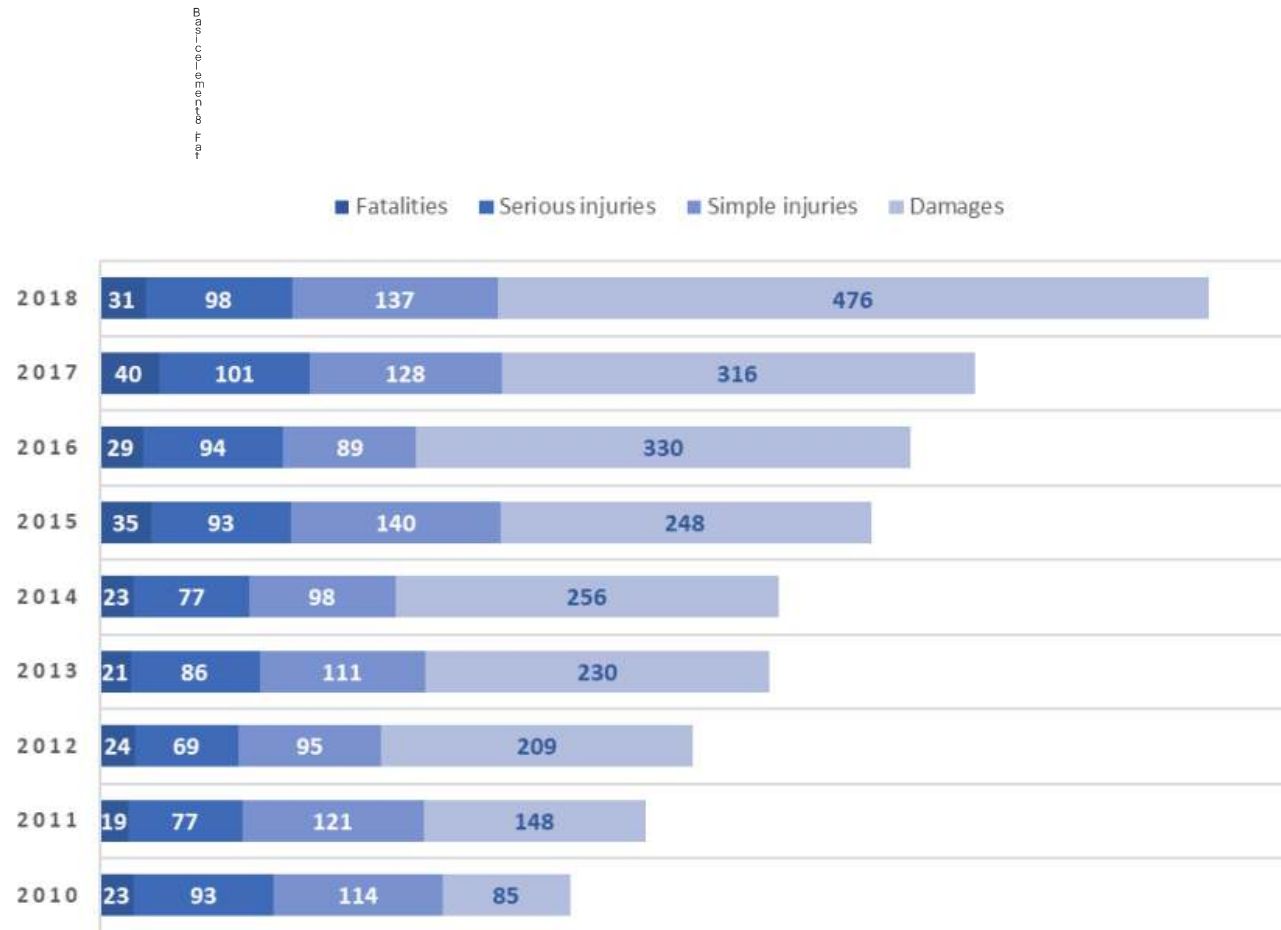


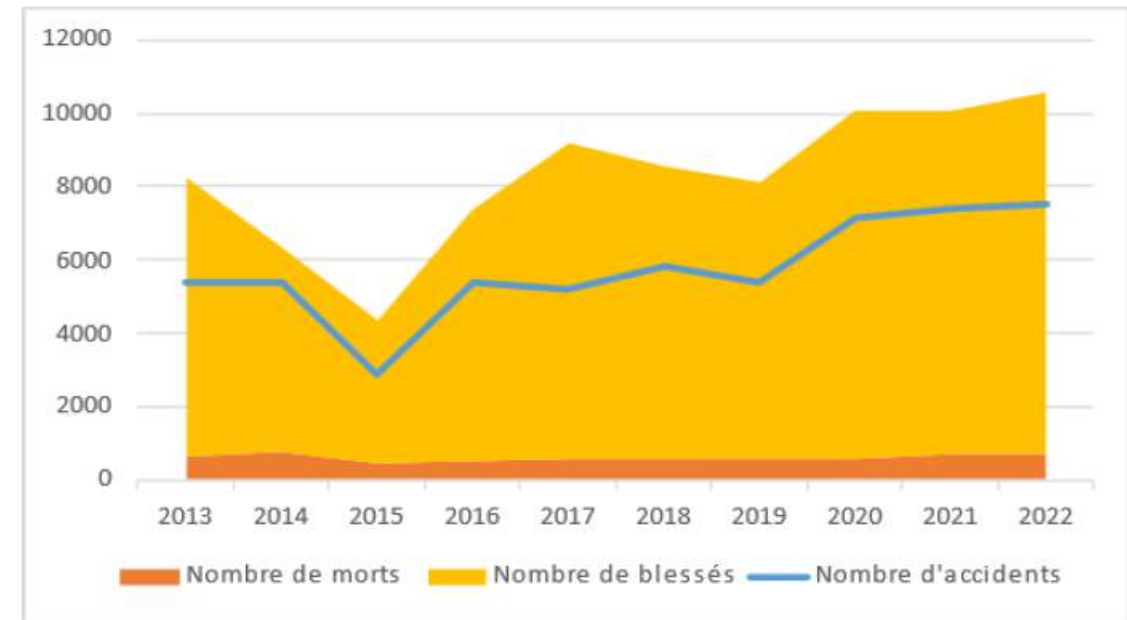
Figure 20. Principales zones de congestions et causes



Road safety



Road accident statistics between 2010 and 2018 – source: FTA, 2019





Air pollution
GHG emissions
Noise

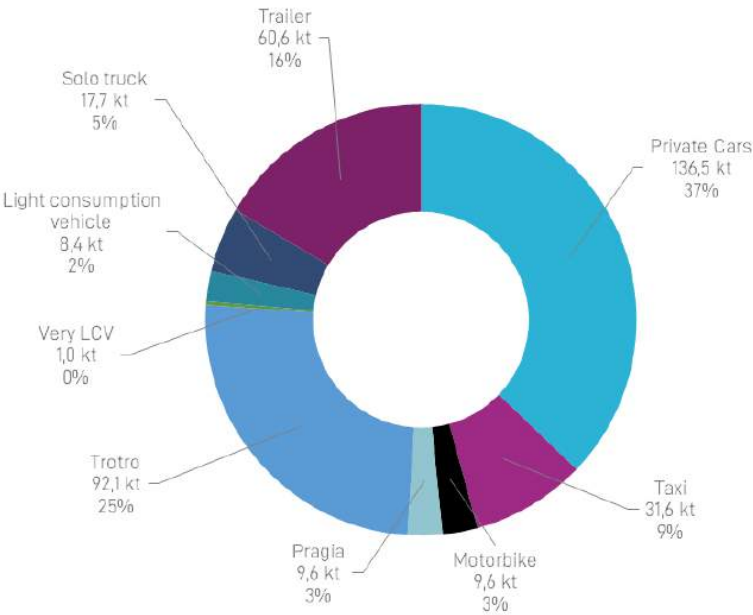
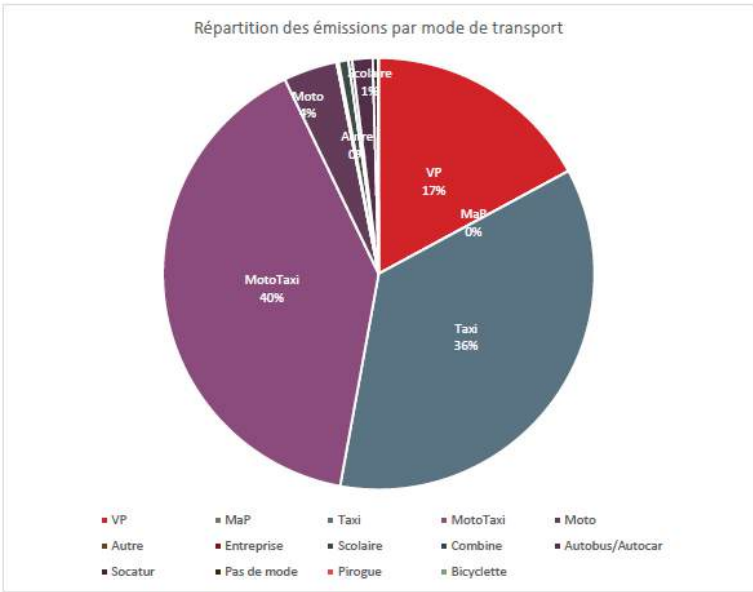
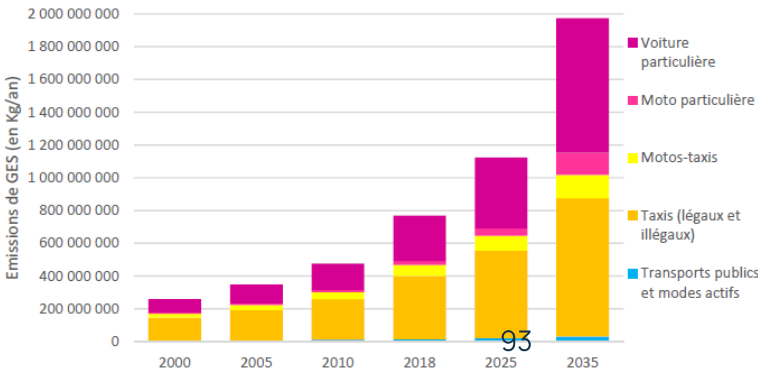


Figure 59: Repartition of GHG emissions (in kilotons of CO₂ equivalent per year)



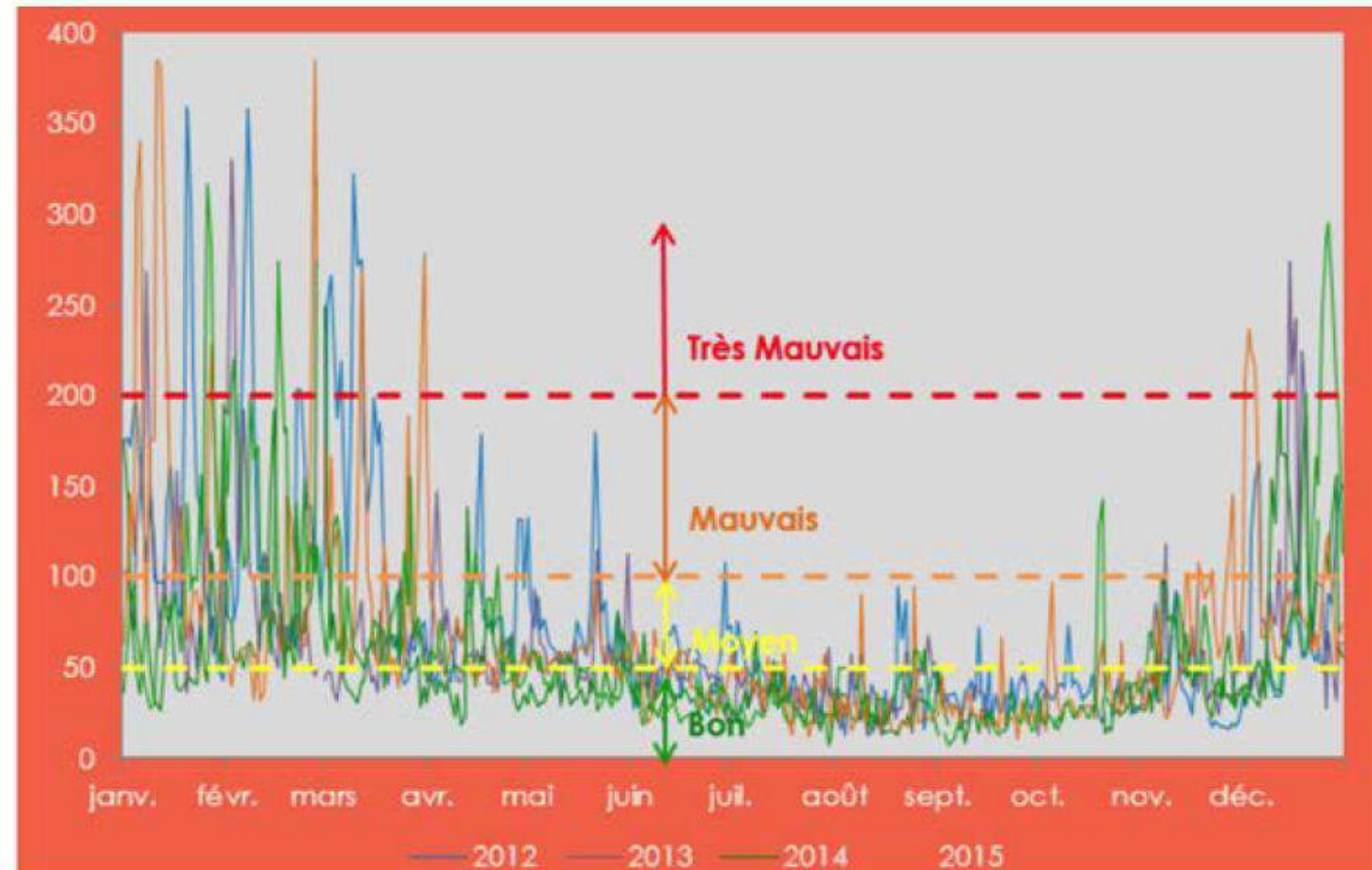
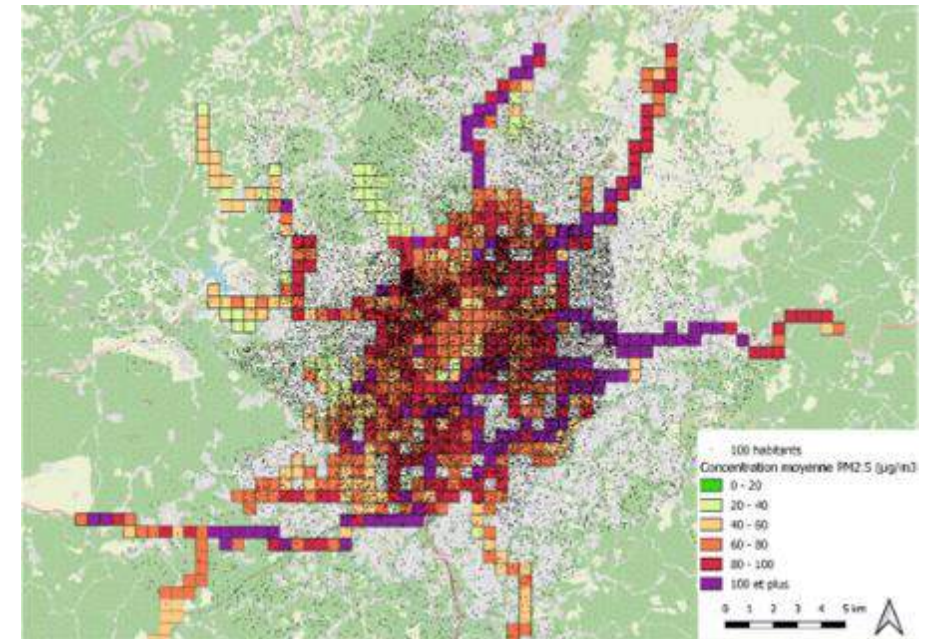
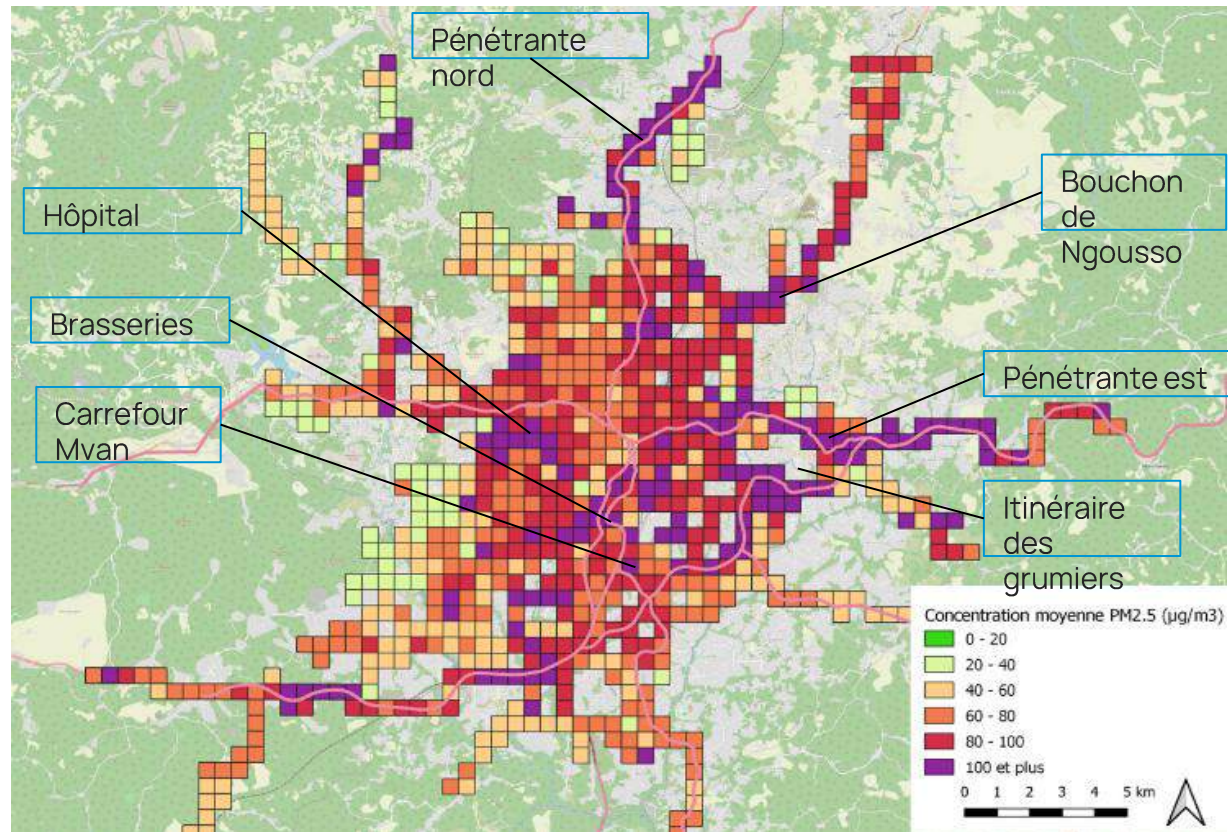


Figure 103 : Bilan de la qualité de l'air entre 2012 et 2015





Gender

Vulnerable groups

Transport poverty

City livability

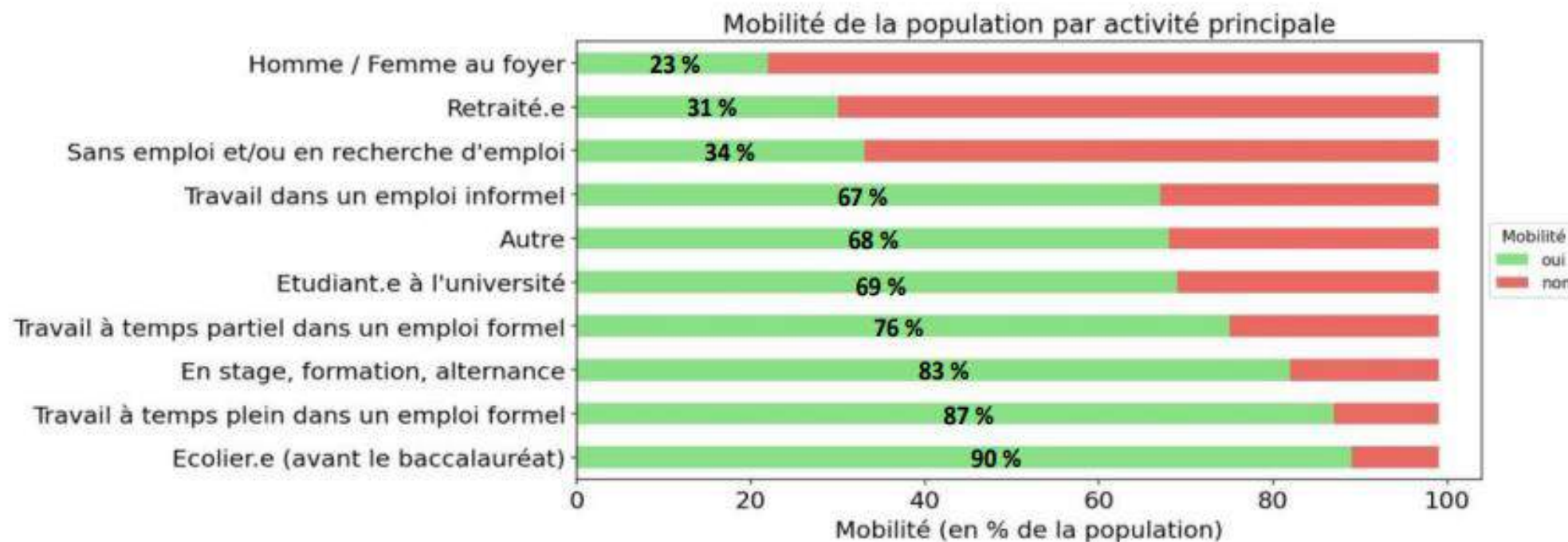


figure 58 – Mobilité (par activité principale) de la population du Grand Lomé (source : EMD 2023)

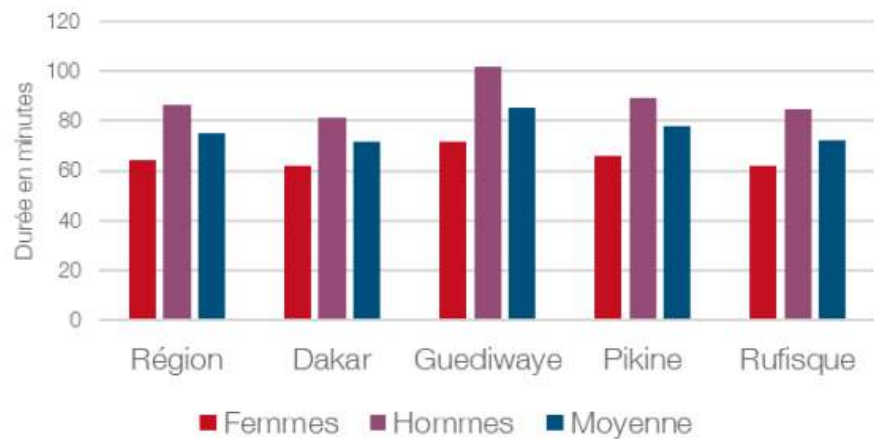


Figure 22: Durée des déplacements (EMTASUD 2015)

Figure 21. Nombre de déplacements par jours en fonction du niveau d'étude et du genre

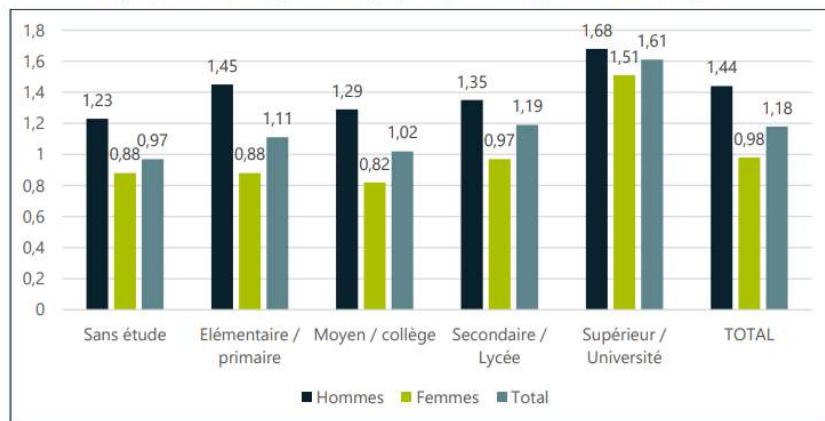
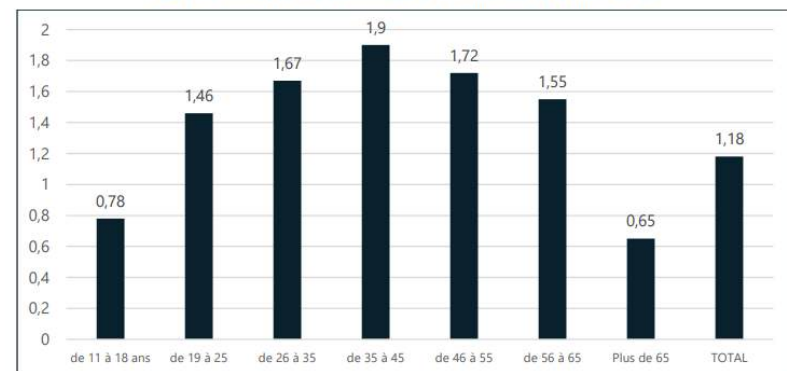
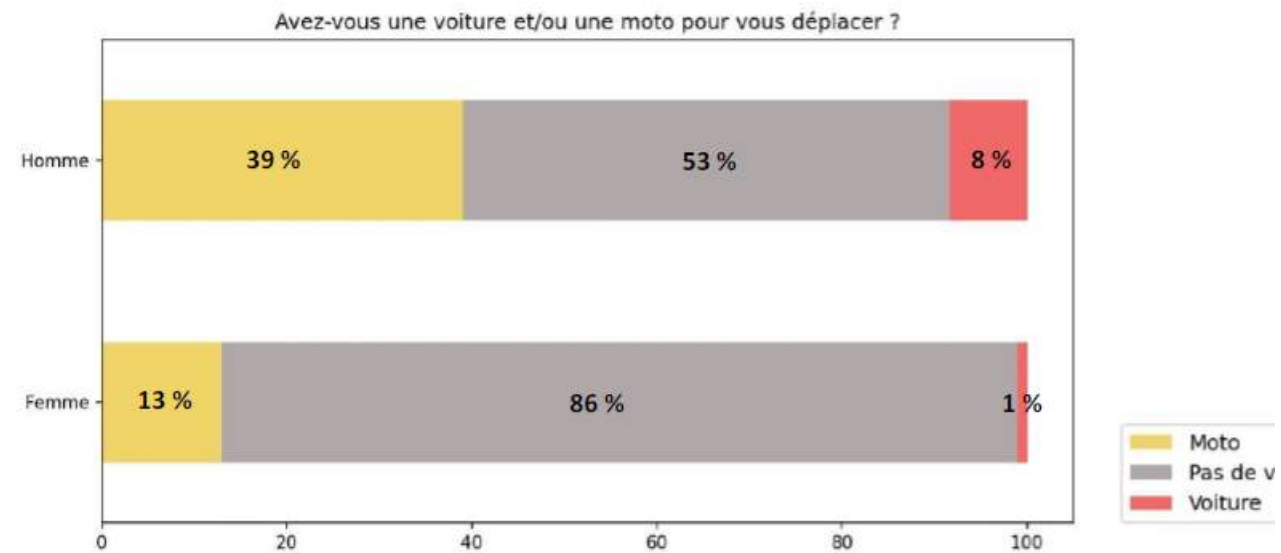


Figure 19. Nombre de déplacements quotidiens par personne en fonction du quartier d'habitation et du genre



Figure 22. Nombre de déplacements par jour en fonction de la tranche d'âge





– Accès à un véhicule personnel en fonction du genre

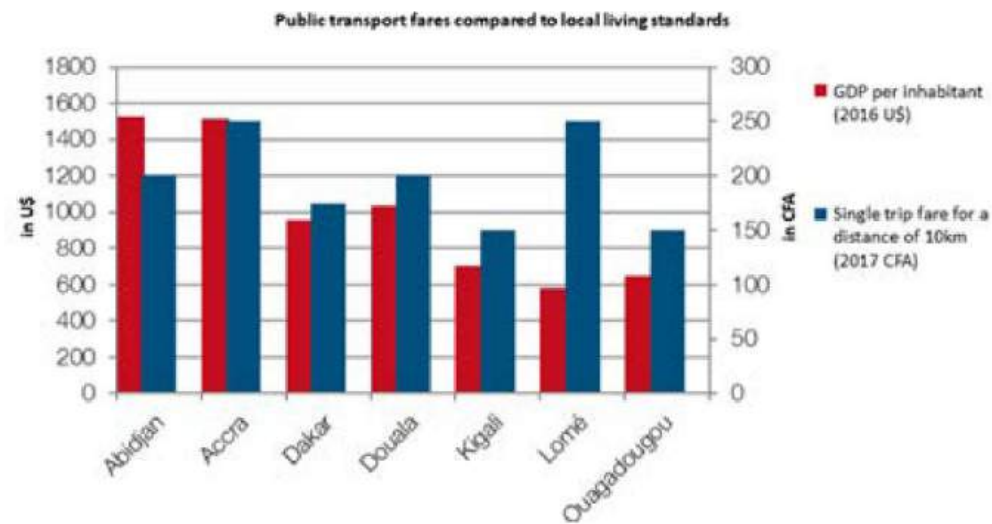


Figure 90 : Comparaison des coûts liés aux transports avec d'autres métropoles africaines (source : SSATP 2018)

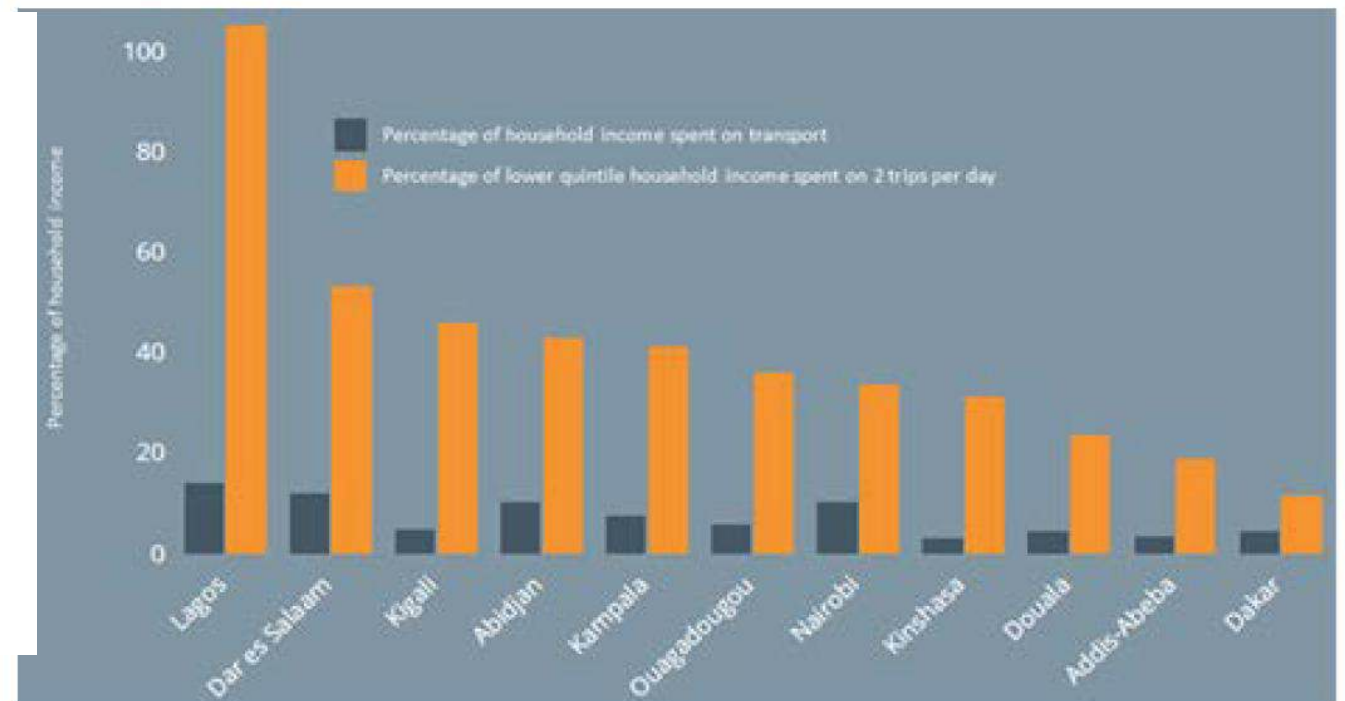
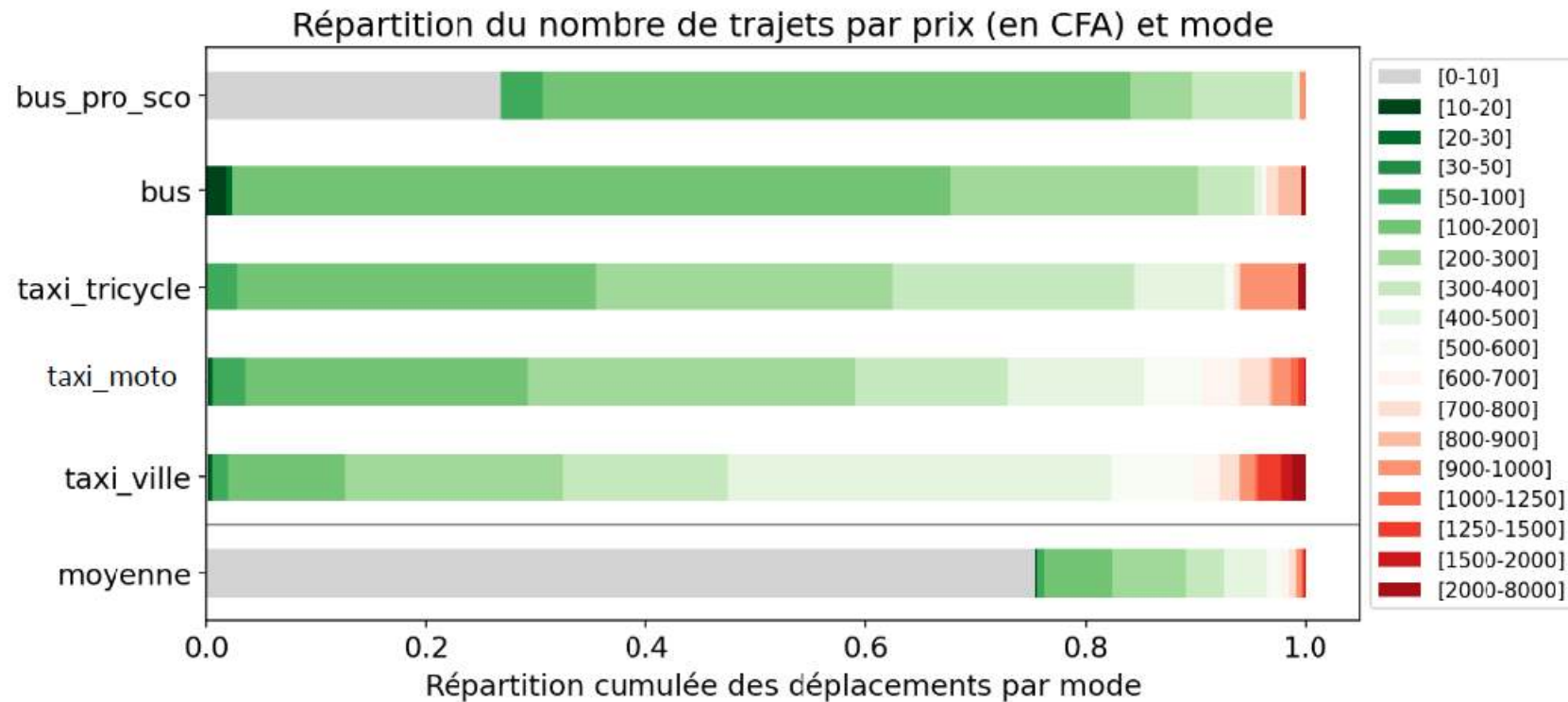
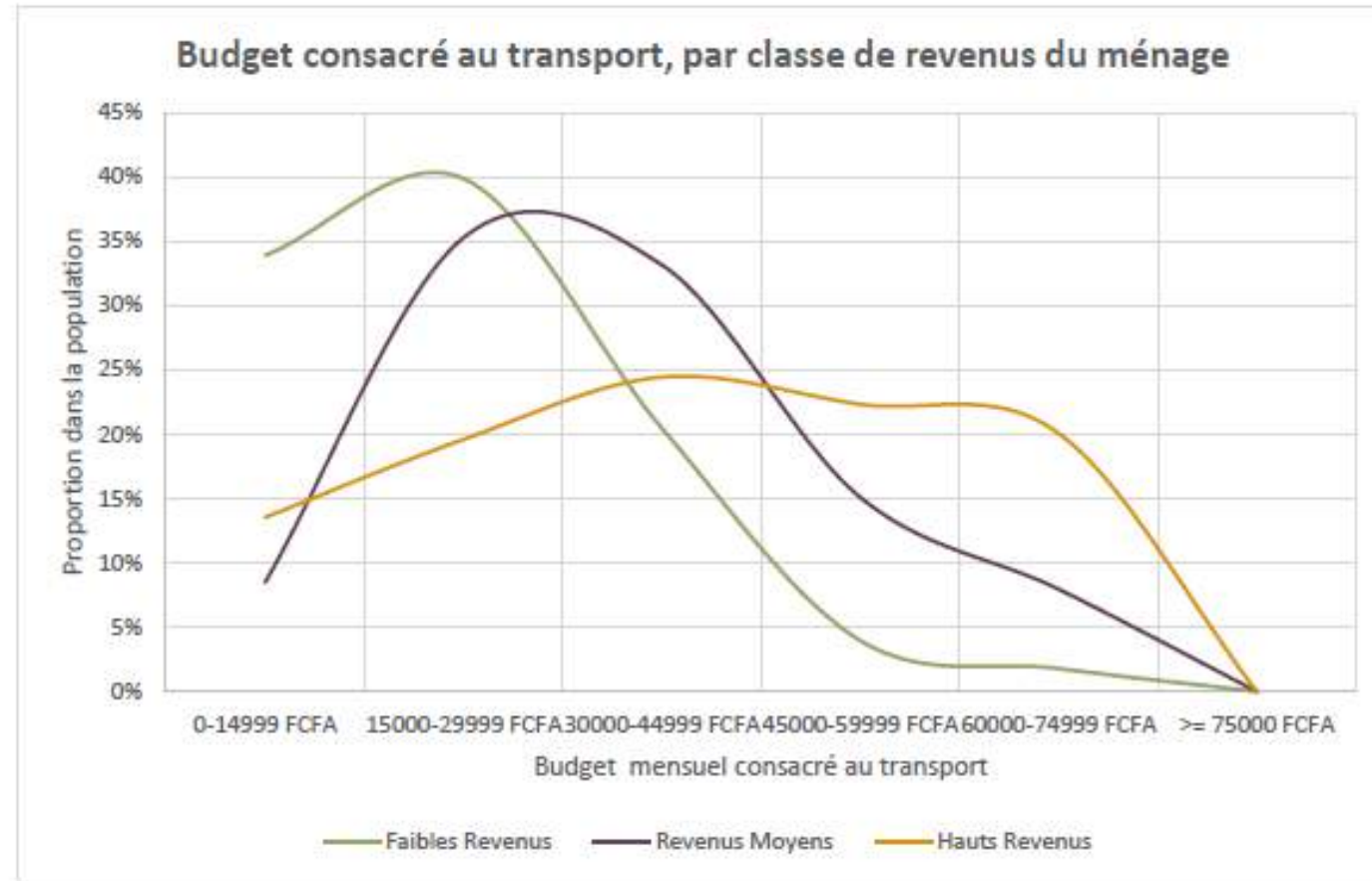
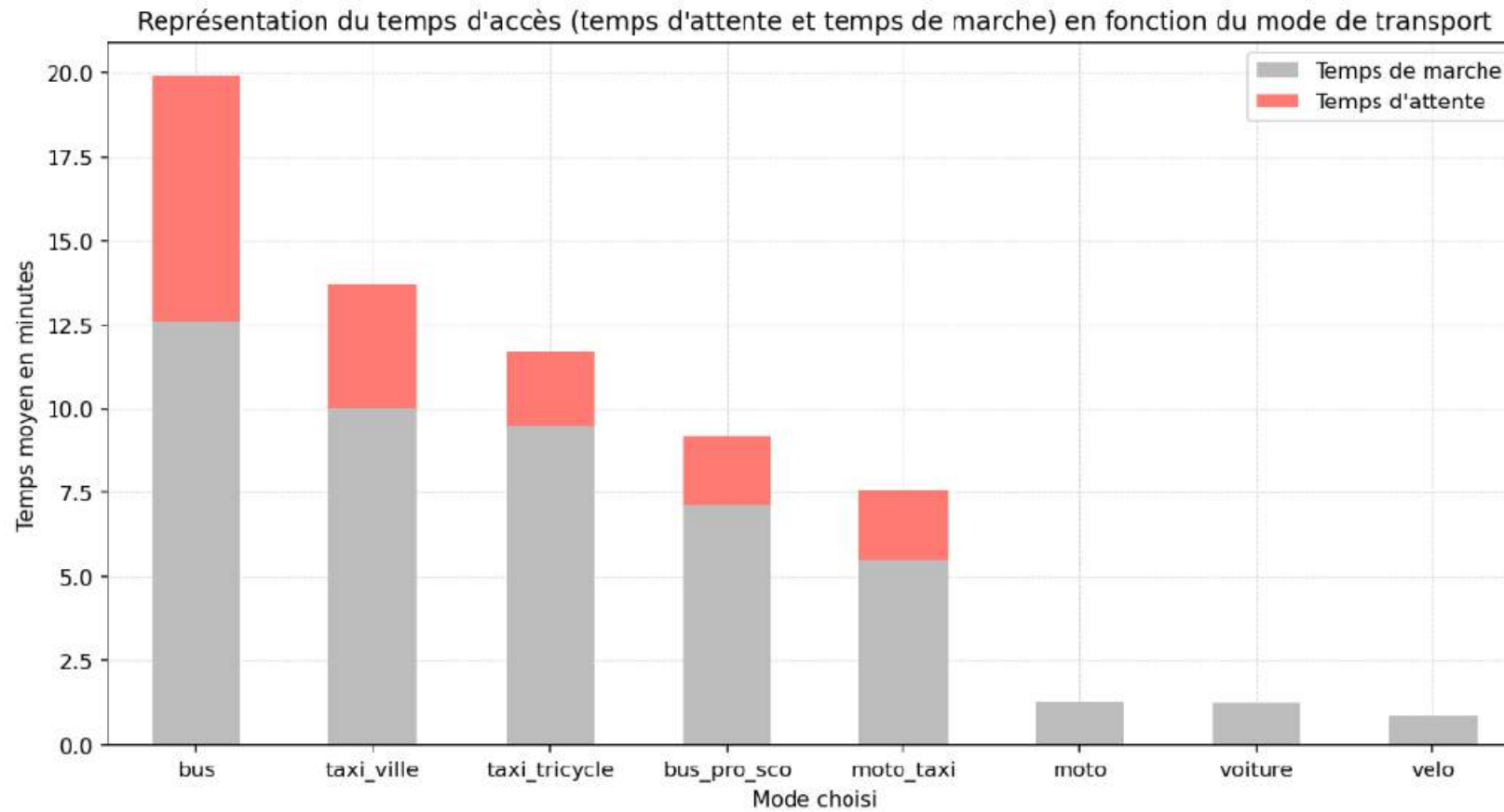


Figure 89 : Comparaisons des coûts liés aux transports avec d'autres métropoles africaines (source : Kumar & Barrett 2008)



– Distribution du nombre de trajets par prix et mode (source : EMD 2023)





- Temps d'accès par mode (source : EMD 2023)



What to do with all this information?

Prioritise issues that seem relevant over other issues

Give some narrative to the data you found (or did not find)

STRENGTHS

- Transport offer which answers to most mobility needs, no huge unmet travel demand (at least in the city centre)
- Rather simple to get around for passengers, few transfers are necessary
- Rather affordable travel for passengers
- Paratransit system working without any public funds
- Partial regulation and monitoring of the paratransit system
- Relatively complete and logical road network (grid, hierarchy)
- Relatively good quality roads where most urgent maintenance works are done
- Moderate traffic levels, no real reason for congestion today

WEAKNESSES

- Different authorities responsible for different aspects of mobility
- Most decisions made in Accra
- Inadequate funding and poor financial visibility in the future
- Planning and monitoring of transport offer are incomplete
- Lack of coordination between transport and urban planning
- Conflicts between modes & usage of public space, especially in the CBD (vendors, parking, trotro stops...).
- Poor road safety measures & low quality of service for pedestrians leading to low attractiveness of NMT modes
- Bad air quality near roads
- Low attractiveness of Adheye network
- Road network without alternatives
- Difficult traffic conditions in the city centre around Kejetia market
- No consistent enforcement of regulations

OPPORTUNITIES

- Existence of DOTs and partial monitoring of transport offer within MMDAs
- Existence of transport unions structuring the paratransit system
- Rather "simple" mono-centric and radial city structure, without boundaries or constraints
- Acceptance of public transport by the population and interest in higher-quality transport offer
- Still reasonable traffic and car ownership levels, permitting to influence mobility habits while it is not too late
- Interest in Kumasi from investors

THREATS

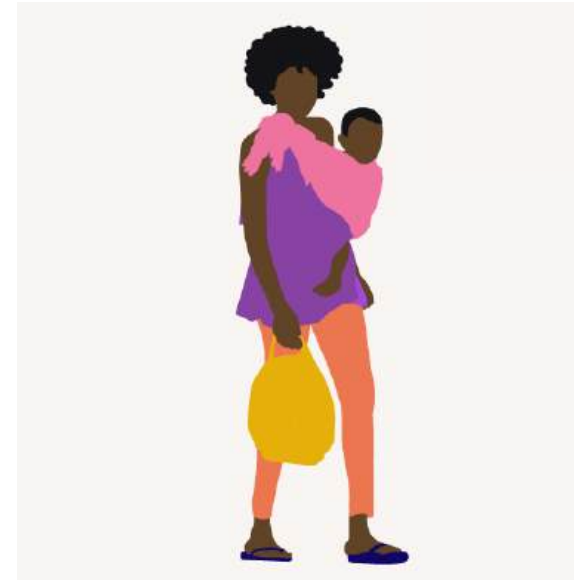
- Inadequate space and pressure on land use for public transport terminals
- Risk to the economic model of trotros and affordability, as prices and congestion rise
- Competition and development of wa-was, pragias
- Fast unplanned growth of the metropolis (population, land use, motorization)
- Potential difficult negotiations with public transport stakeholders
- Potential low political support
- Lack of a mobility authority to take charge of transversal projects
- Inadequate funding

	STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
		▪ public spaces are limited in the most congested areas. ▪ Several neighbourhoods do not have basic services and activities.		
<i>Mobility demand</i>	▪ Mwanza is located on a major communication axis linking the area and the country to Lake Vitoria and in extension the west African community. Therefore, the city is a trade platform and a major regional hub. ▪ The city is a metropole that gathers important service activities (administration, health, trade, etc.) that attract users from the whole region beyond the city itself. ▪ Walking is the first mode in Mwanza (over 50% modal share) and ownership and use of private cars is low.	▪ The main service areas of the city are rather concentrated (mostly within the CBD) which generates traffic congestion and conflicts in their vicinity. ▪ The mix of housing, services and activities in some dense areas of the centre with weak road network generates traffic congestion and conflicts. ▪ mobility is strongly gender biased and segregated: during peak period, dala-dala are overcrowded and passengers need to push and force themselves in the vehicle, therefore, women take less motorized transports. Women are also not used to be seen as public transport drivers. ▪ Socio-economic constraints limit the mobility of a significant part of the population as shown by the high level of walking in the transport mix. Transport expenses can have a	▪ The attractiveness of Mwanza over the province and beyond and its location as a trade platform fuel a growing level of external trips to the city. ▪ A raising demand for modern urban transports along with the development of an urban middle class willing to have quality services. ▪ Transit Oriented Development trends are developing to find a good match between integrated and optimised urban and transport development (mostly ridesharing). This goes along the control of urban sprawl by targeting more density to accommodate urban population growth	▪ Urban development trends with the development of new townships located further from the city centre and along the main roads can stretch and scatter demand. ▪ A raising spending power of the population that could foster car ownership.

Practical exercise 2



*How do you think different people move in Harare?
Could you support your claims with data?*



Students, women, high-income, wheelchair users

- Make a SWOT analysis for urban mobility in Harare
- (Just one for each element)

Strengths

Weaknesses

Opportunities

Threats



1. What are the data collection priorities? - Which critical information gaps must be filled?

2. What components should be included in the status quo analysis?

3. Which innovative or low-cost data collection methods should be tested, and under what conditions?

4. Which stakeholders should be involved and trusted in building and validating the diagnosis?

Conclusions on the diagnosis



Diagnostic is key to know where the city stands in terms of urban mobility

From the diagnosis it's possible *draw trends into the future* to assess scenarios – Phase II