



Sustainable Urban Mobility Plan Fundamentals

22 and 23 July 2026

Harare, Zimbabwe



Content – Day 1

Introduction



Integrating paratransit
into the SUMP



Phase I – Inception &
diagnosis



Closing & outlook day 2



Phase II – Vision, goal
setting & scenarios





Content – Day 2

Phase III – Action plan



Gender and inclusion
in SUMP

Integrating land use
planning & SUMP



Exchange with Mwanza,
Tanzania



Participatory processes



Closing and reflection



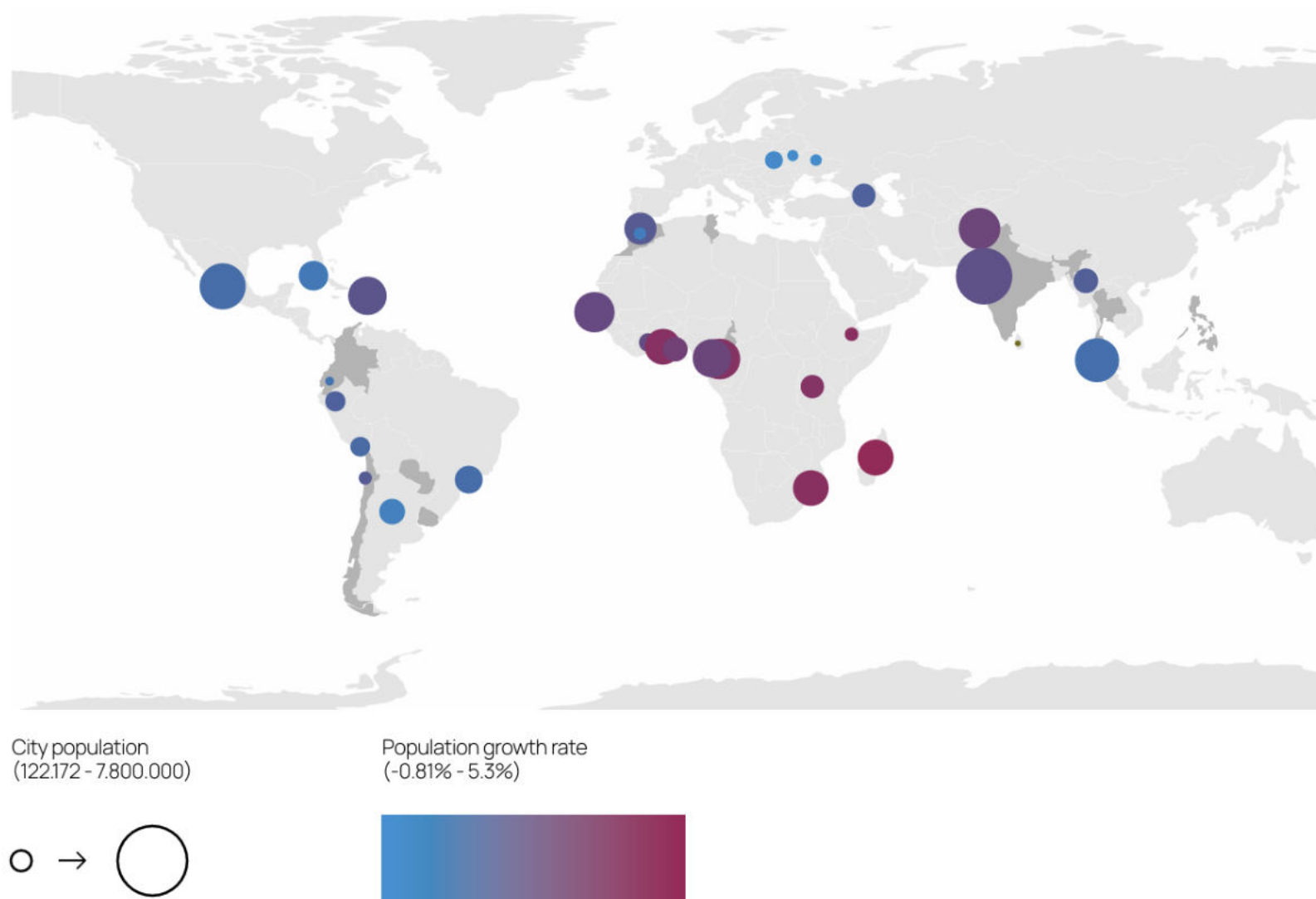


Introduction to sustainable mobility

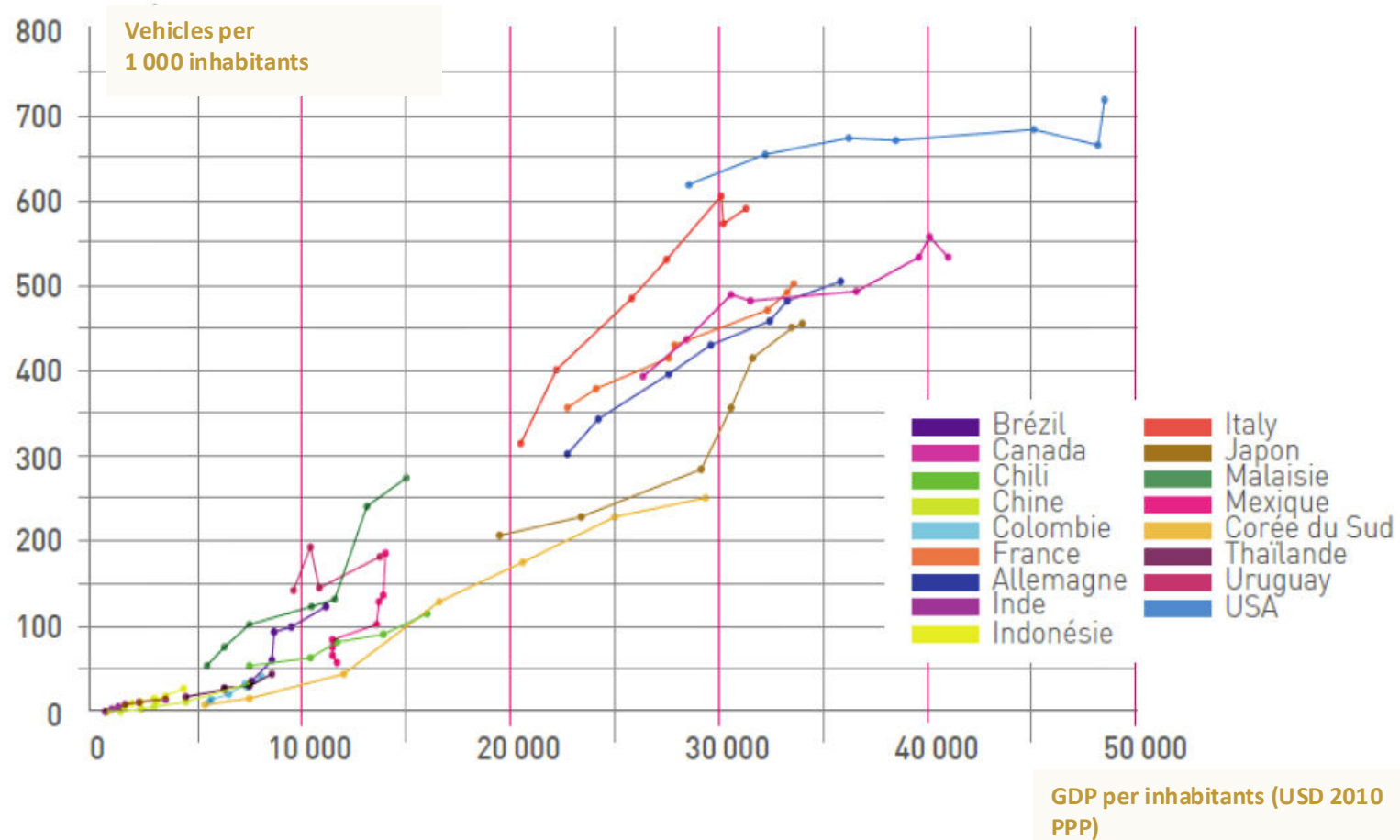


What is *sustainable mobility* for you?

MobiliseYourCity member cities experience fast population growth



Rising motorisation levels with economic growth



The traditional response to rising motorization



More cars



More roads



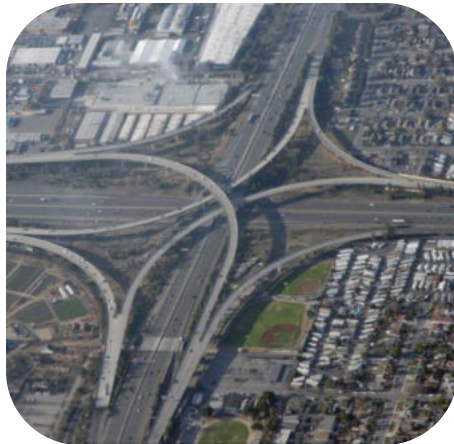
Urban expansion



Longer travel distances



Higher car dependence

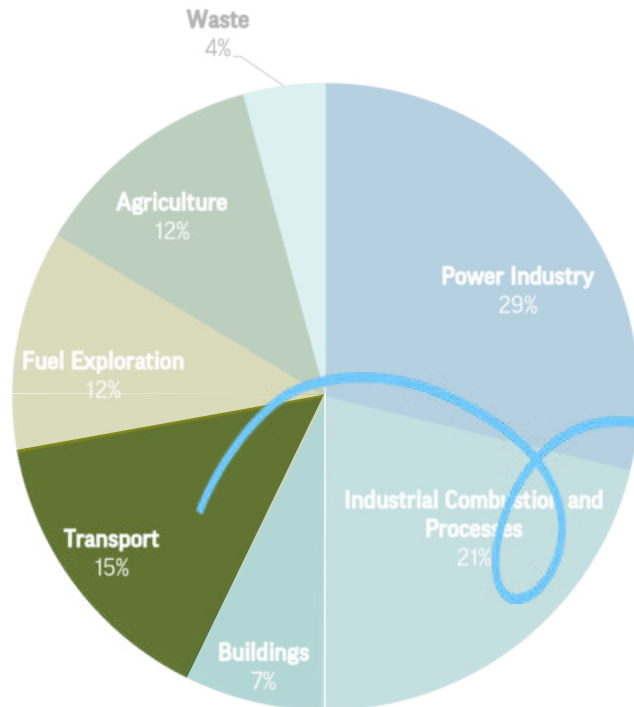


Urban transport has global impact

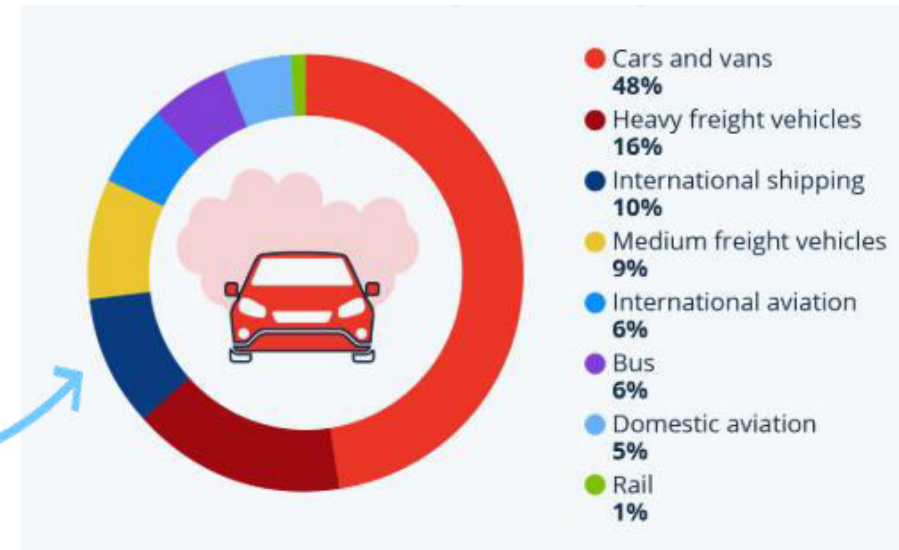


The transport sector makes up **15%** of global GHG emissions

Road transport makes up **75%** of emissions in the transport sector



Source: EDGAR (2023)



Source: IEA (2024)

Cities need to tackle *congestion* and *road safety*



Congestion

Ten Highest Traffic Delay Times By City



Road safety

Global Number of Child Mortalities
in 2019, Ages 5–19



Road traffic injuries 115.843

Tumors 95.401

Malaria 81.516

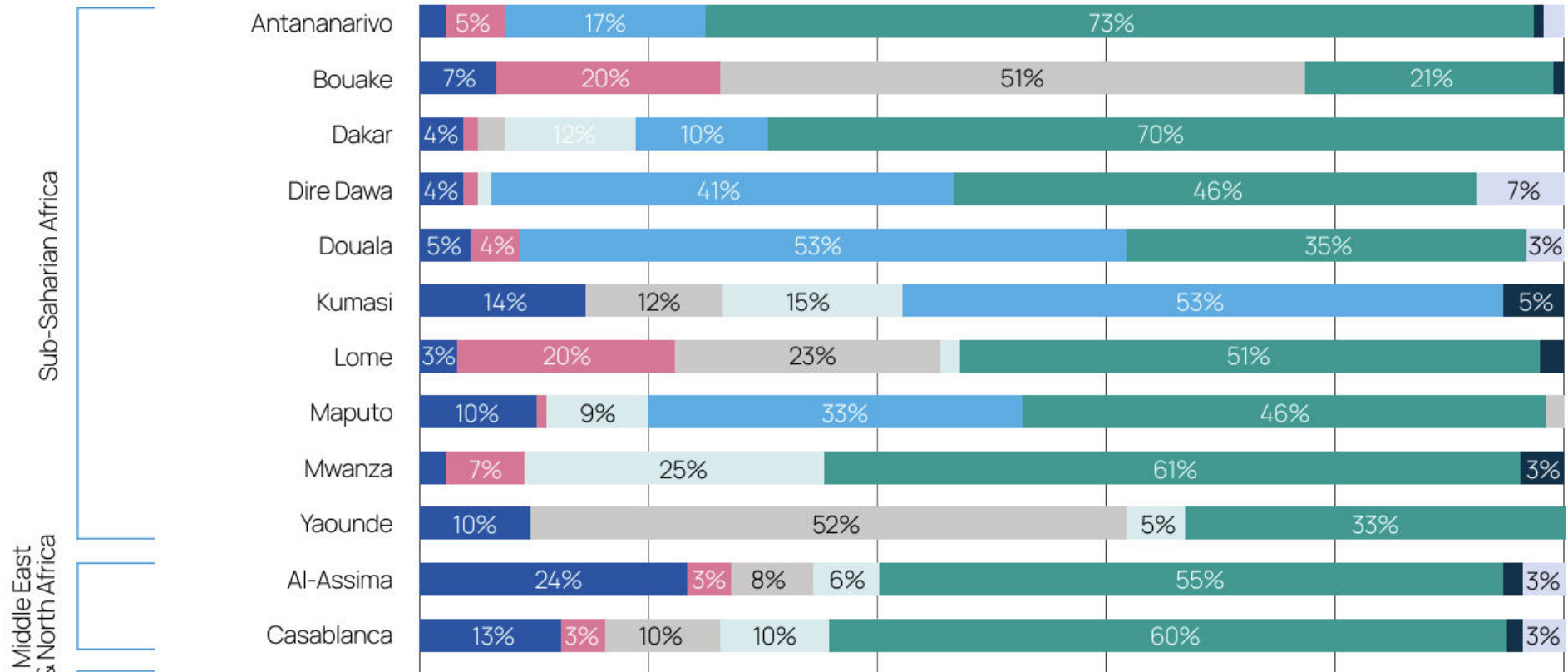
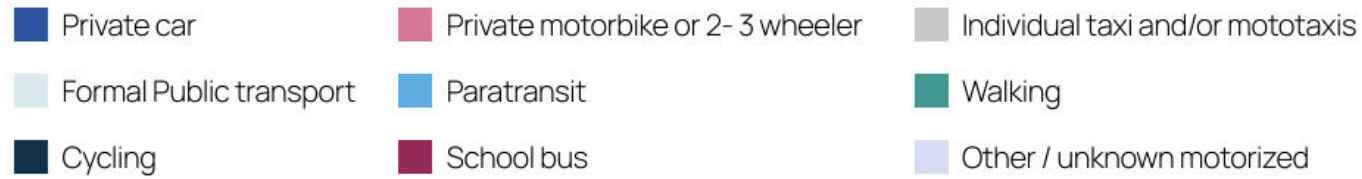
Drowning 77.460

Diarrhea 72.679

Liu, L., Villavicencio, F., Yeung, D., Perin, J., Lopez, G., Strong, K. L., & Black, R. E. (2022). National, regional, and global causes of mortality in 5–19-year-olds from 2000 to 2019: a systematic analysis. *The Lancet Global Health*, 10(3), e337–e347

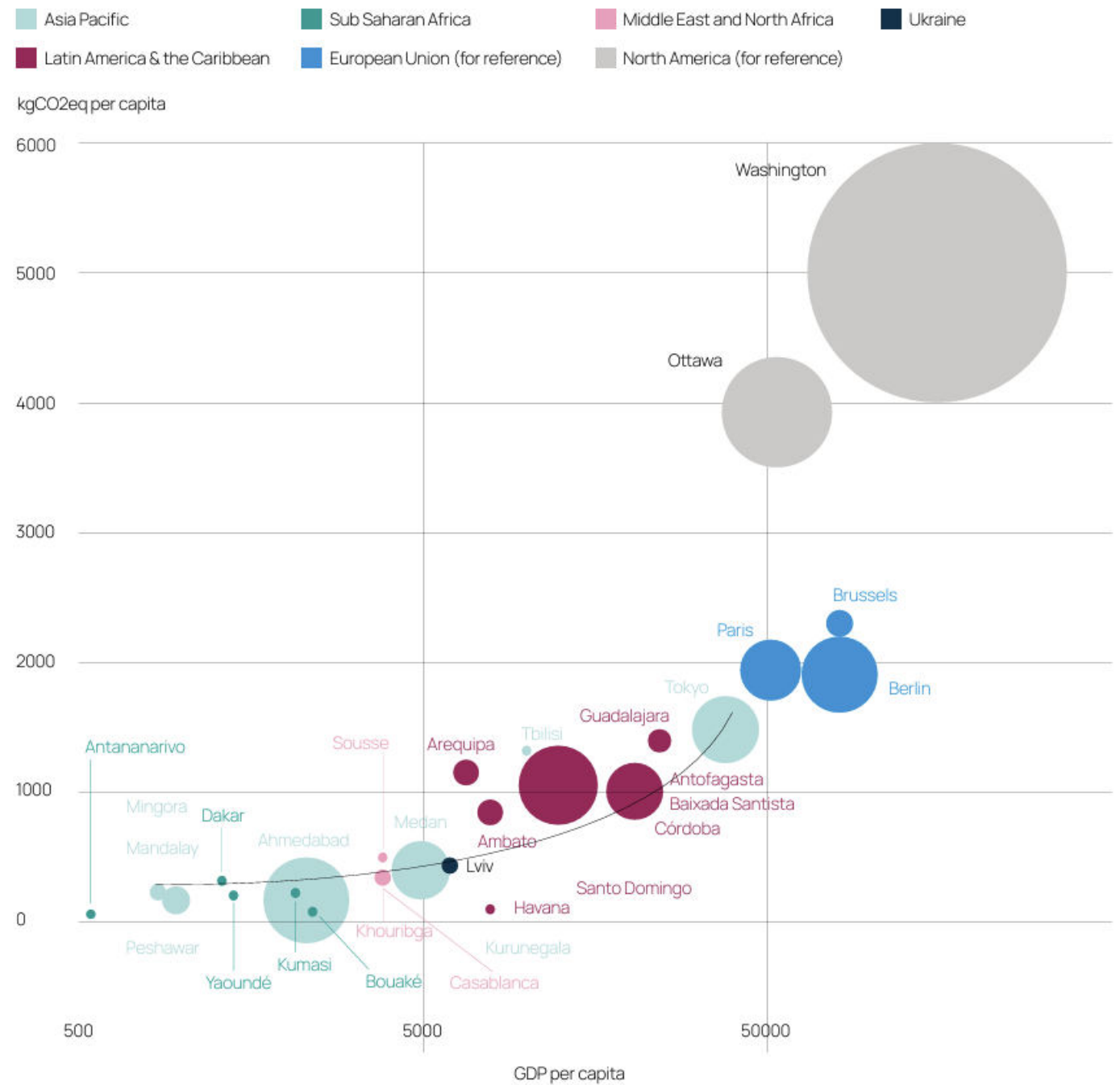
www.transformative-mobility.org

Modal split shows concrete needs



Sustainable models?

What kind of city do we want to be?



* The size of the circles corresponds to the total annual GHG emissions

The MobiliseYourCity vision for sustainable mobility



Low carbon

+



Efficient

+



Safe and just

=



Sustainable Mobility

Working for *equity*



People spend up to

30%

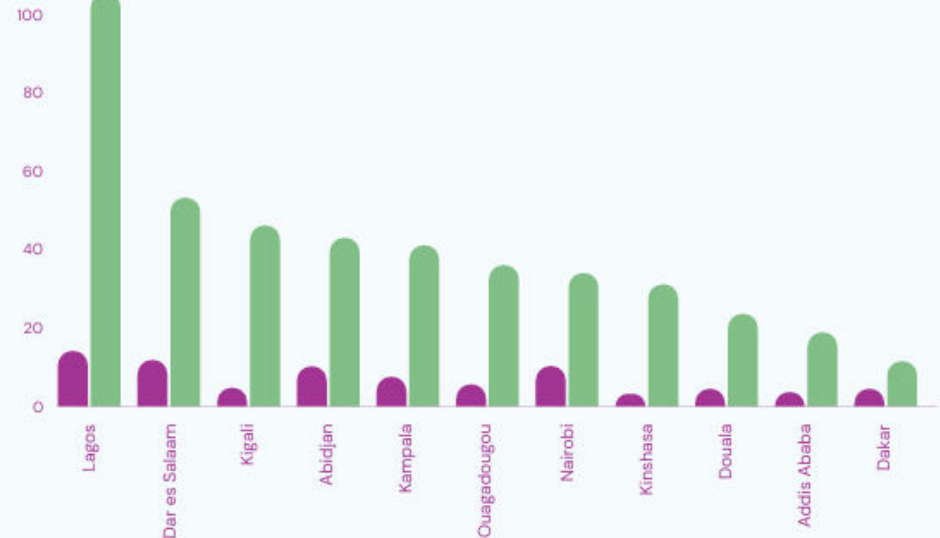
Of daily wages on informal modes

- Mobility is the key to jobs, services, education, health...
- Urban mobility can represent a high share of daily wages
- A car-oriented mobility policy is inequitable
- Public Transport and active modes for social equity

Figure 10: Household income spent on transportation.

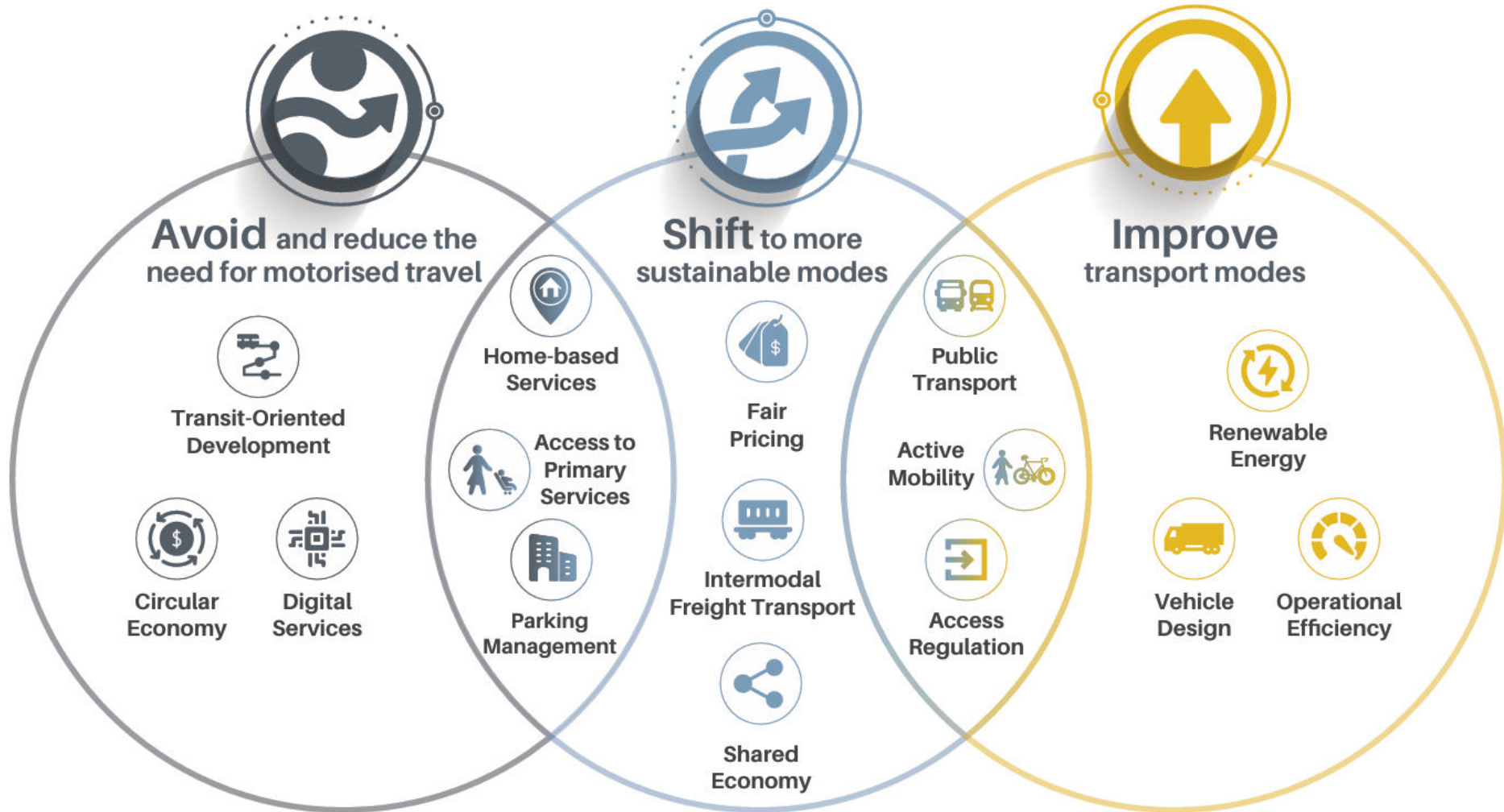
PERCENTAGE OF HOUSEHOLD BUDGET

- Percent of household budget spent on transportation
- Percent of bottom quintile household budget needed for two trips/day



Source: Kumar and Barret: 2005

The ASI Framework



**The A-S-I diagramme presents a non-exhaustive list of measures for illustrative purposes only.*

Traditional transport planning

Focus on traffic

Primary objective: Traffic flow capacity and speed

Mode focused

Infrastructure as the main topic

Sectoral planning document

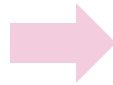
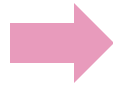
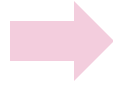
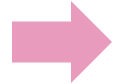
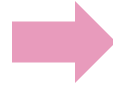
Short and medium-term delivery plan

Covering an administrative area

Domain of traffic engineers

Planning by experts

Limited impact assessment



Sustainable urban mobility planning

Focus on **people**

Accessibility and **quality of life**, including social equity, health and environmental quality, and economic viability

Integrated development of all transport modes

Combination of infrastructure, market, regulation, information and promotion

Planning document **consistent with related policy areas**

Short and medium term delivery plan embedded in a **long term vision and strategy**

Covering a **functional urban area** based on travel-to-work flows

Interdisciplinary planning teams

Planning with the involvement of **stakeholders and citizens** using a transparent and participatory approach

Systemic **evaluation** of impacts to facilitate **learning** and improvement

Barriers to sustainable mobility



Lack of budget for funding urban mobility

Limited skilled staff resources

No clear-cut responsibilities

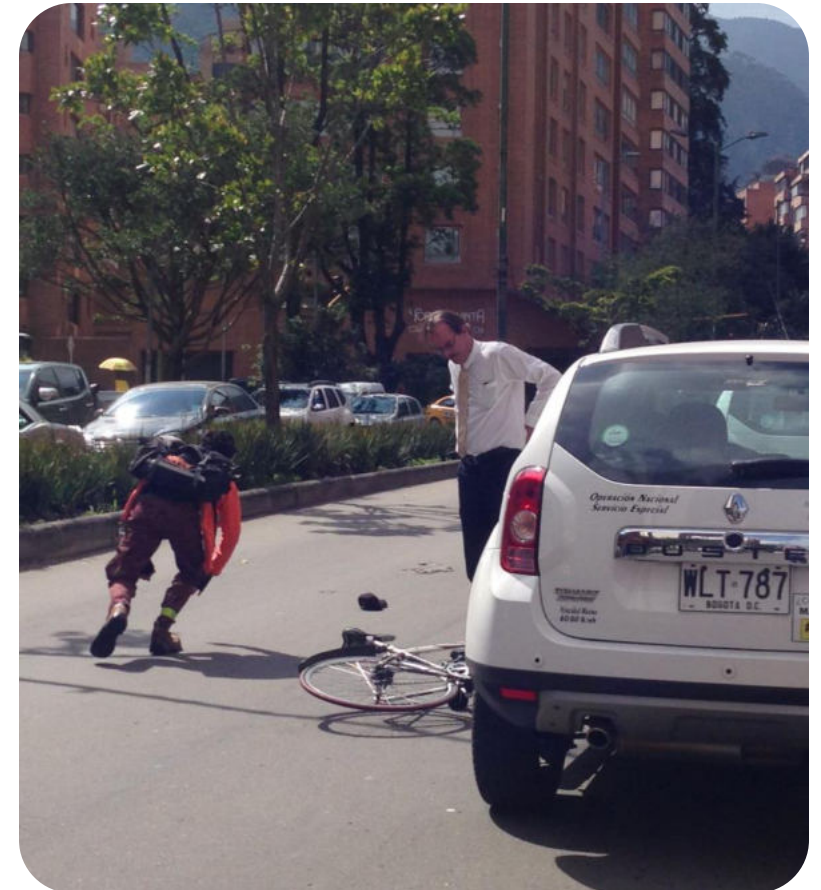
Lack of vision and strategy for the future

Traditional ways of transport planning focusing on infrastructure or individual projects

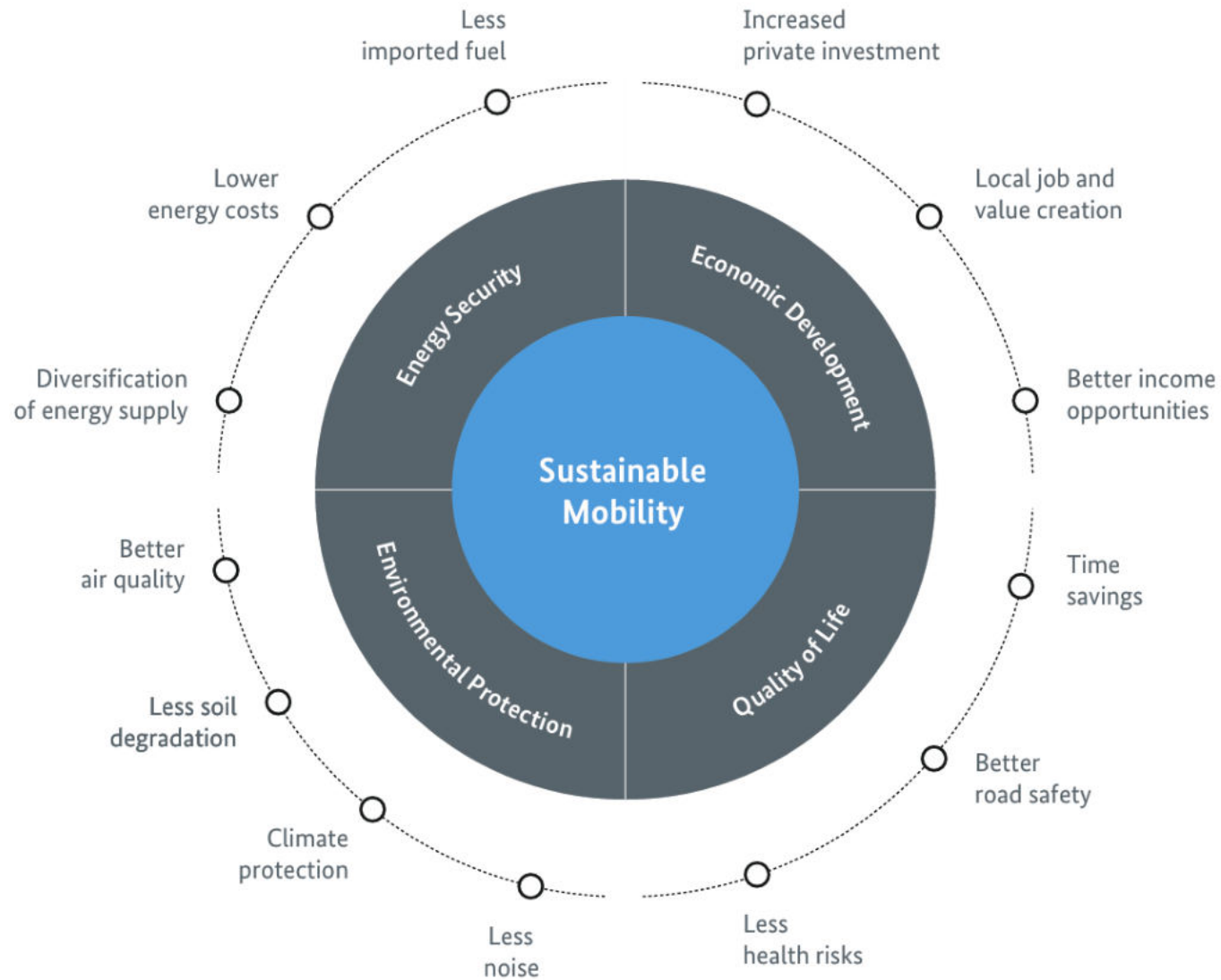
Hardships in resolving target conflicts between different road users and urban functions

Lack of stakeholder involvement

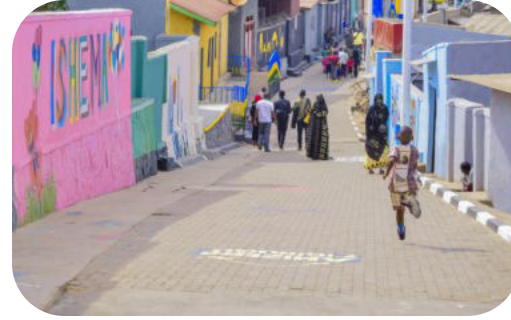
Barriers (and possible solutions) are as diverse as cities and urban transport system themselves



Benefits of sustainable mobility



The MobiliseYourCity vision for sustainable mobility





The MobiliseYourCity Partnership

An impactful partnership between the EU, France and Germany, established at COP21



Donors:



Implementing Partners:



Development financial institutions:



Knowledge Partners:

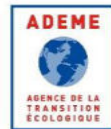


Fig. 3 MobiliseYourCity city and country members

82 cities
16 countries



Latin-America and the Caribbean

Countries

Colombia
Dominican Republic
Ecuador

Cities

Córdoba, Argentina
Baixada Santista, Brazil
Belo Horizonte, Brazil
Brasília, Brazil
Curitiba, Brazil
Fortaleza, Brazil
Recife, Brazil
Teresina, Brazil
Antofagasta, Chile
Cali, Colombia
Ibagué, Colombia
Havana, Cuba
Santo Domingo, Dominican Rep.
Ambato, Ecuador
Cuenca, Ecuador
Loja, Ecuador
Quito, Ecuador
Puebla, Mexico
Arequipa, Peru
Cajamarca, Peru
Trujillo, Peru

Middle East and North Africa

Countries

Morocco
Tunisia

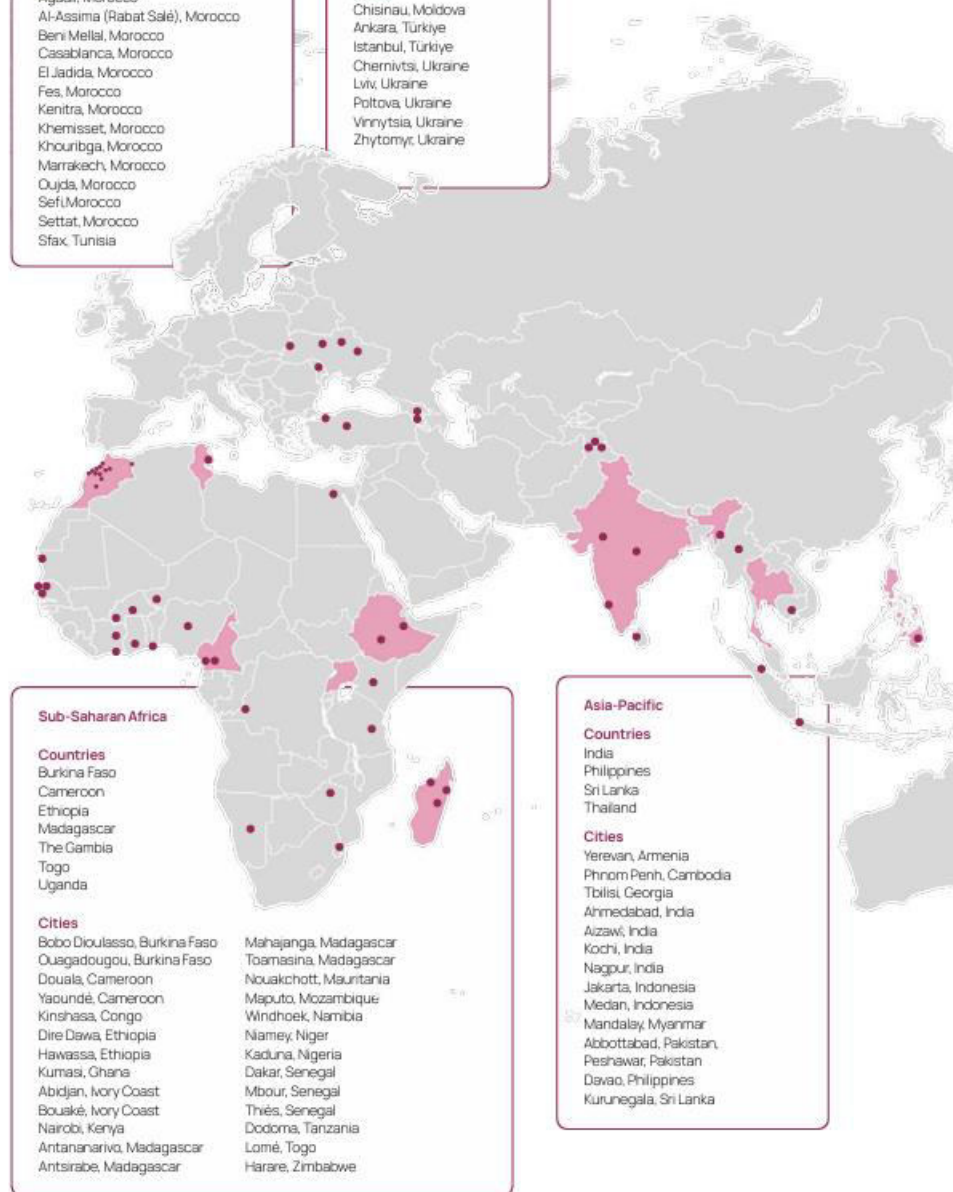
Cities

Agadir, Morocco
Al-Assima (Rabat Salé), Morocco
Beni Mellal, Morocco
Casablanca, Morocco
El Jadida, Morocco
Fes, Morocco
Kenitra, Morocco
Khemisset, Morocco
Khoubga, Morocco
Marrakech, Morocco
Oujda, Morocco
Sefi, Morocco
Settat, Morocco
Sfax, Tunisia

Eastern Europe & Turkey

Cities

Chisinau, Moldova
Ankara, Türkiye
Istanbul, Türkiye
Chernivtsi, Ukraine
Lviv, Ukraine
Poltava, Ukraine
Vinnytsia, Ukraine
Zhytomyr, Ukraine



Sub-Saharan Africa

Countries

Burkina Faso
Cameroon
Ethiopia
Madagascar
The Gambia
Togo
Uganda

Cities

Bobo Dioulasso, Burkina Faso
Ouagadougou, Burkina Faso
Douala, Cameroon
Yaoundé, Cameroon
Kinshasa, Congo
Dire Dawa, Ethiopia
Hawassa, Ethiopia
Kumasi, Ghana
Abidjan, Ivory Coast
Bouaké, Ivory Coast
Nairobi, Kenya
Antananarivo, Madagascar
Antsirabe, Madagascar

Mahajanga, Madagascar
Toamasina, Madagascar
Nouakchott, Mauritania
Maputo, Mozambique
Windhoek, Namibia
Namey, Niger
Kaduna, Nigeria
Dakar, Senegal
Mbour, Senegal
Thiès, Senegal
Dodoma, Tanzania
Lomé, Togo
Harare, Zimbabwe

Asia-Pacific

Countries

India
Philippines
Sri Lanka
Thailand

Cities

Yerevan, Armenia
Phnom Penh, Cambodia
Tbilisi, Georgia
Ahmedabad, India
Aizawl, India
Kochi, India
Nagpur, India
Jakarta, Indonesia
Medan, Indonesia
Mandalay, Myanmar
Abbottabad, Pakistan
Peshawar, Pakistan
Davao, Philippines
Kurunegala, Sri Lanka

How we support cities and countries



MobiliseYourCity's 4 Service Areas

Mobility Planning

Supporting implementation and investment ready plans for inclusive and low-carbon transport.

- Supporting member cities in preparing city-level sustainable mobility plans and project preparation
- Supporting member countries in preparing country-level urban mobility policies and investment programs
- Deploying digital technology to improve mobility planning

Implementation Support

Empowering members to bridge planning with implementation for green and just cities.

- Piloting small-scale innovative finance to support walking and cycling
- Professionalizing and formalizing jobs in the paratransit sector, in particular by building on digital technologies
- Supporting institutional and regulatory reforms to enable implementation

Advocacy & Outreach

Encouraging institutions and individuals to embrace and resource sustainable mobility.

- Communicating local results to influence the global agenda
- Engaging new partners and members to animate ambitious action
- Empowering local behavioural change through evidence-based messaging

Capacity Building

Equipping practitioners with tested and scalable solutions.

- Developing tailored methodologies and tools for our focus areas
- Scaling our training offer to mobility professionals through strategic partnerships
- Enhancing our digital platform for trainings, exchange and knowledge dissemination

Key message from the Global Monitor 2026

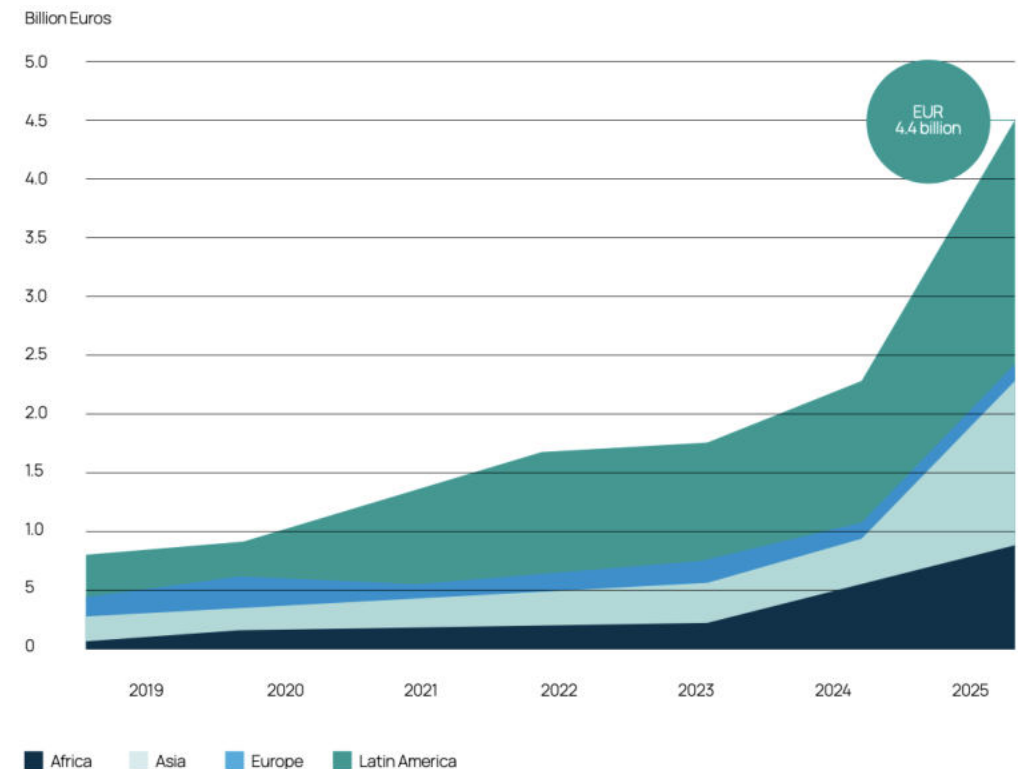


Planning doesn't finance projects, but it can make them bankable.

Implementation support contributes to de-risking high-investment public transport projects.

16 cities and 10 countries with MYC-supported SUMP and NUMP have leveraged around EUR 4.4 billion for implementation.

Fig 6. Evolution of finance leveraged for SUMP and NUMP implementation by MYC cities and countries





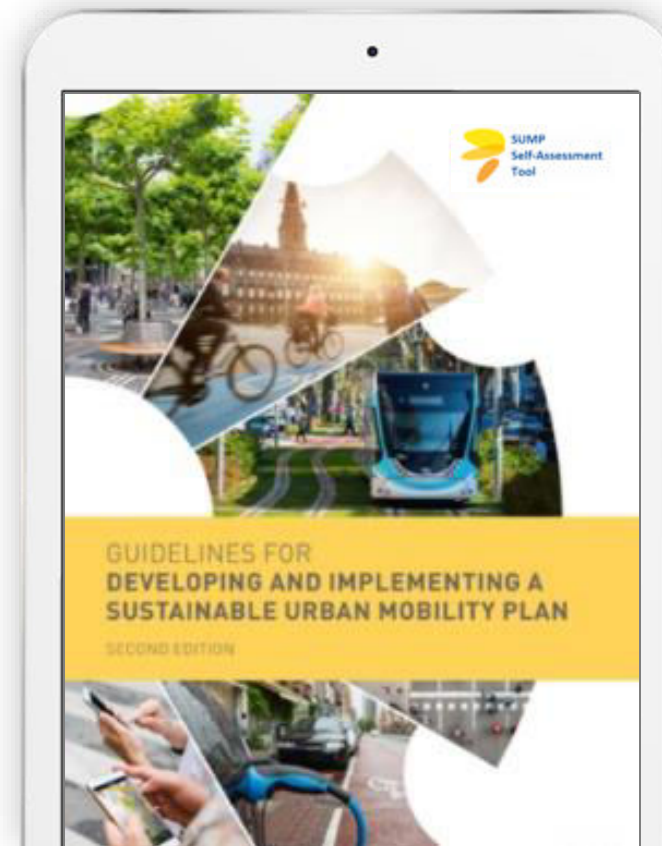
Sustainable Urban Mobility Plans

EU SUMP Cycle



© Rupprecht Consult 2019

EU SUMP Guidelines



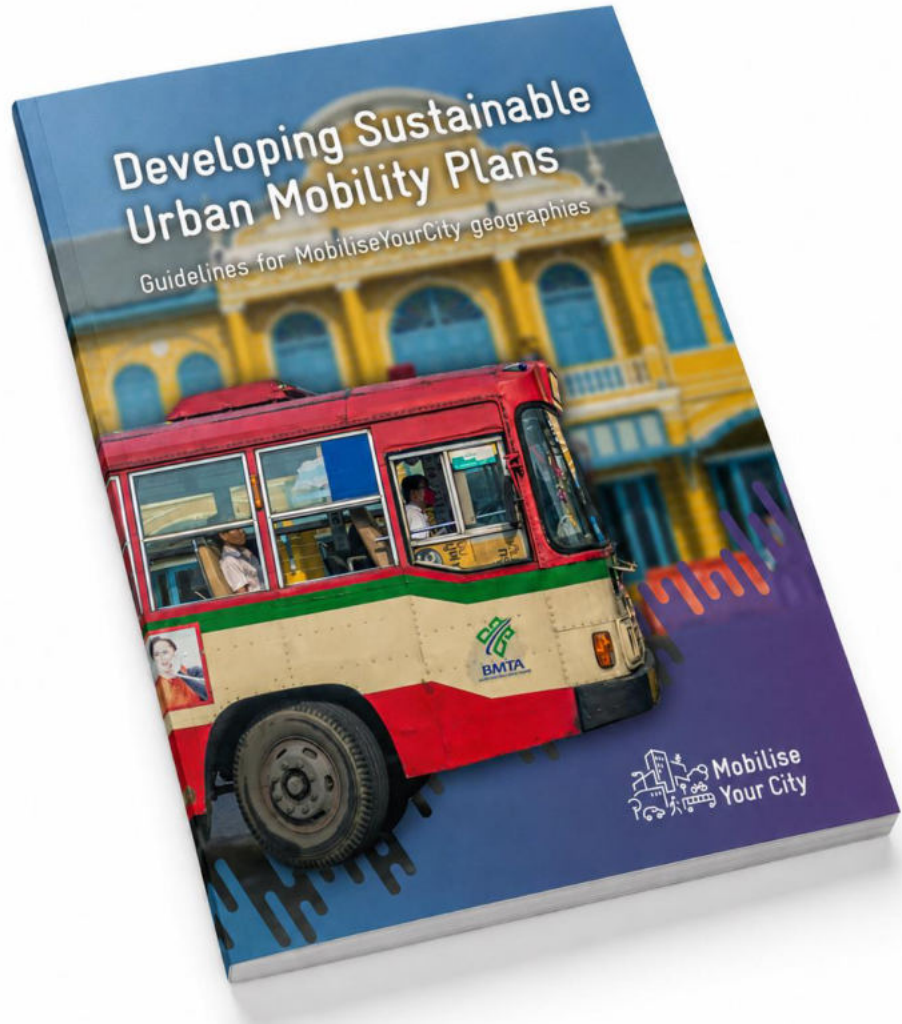
A SUMP is a strategic plan developed in a participatory and integrated way to meet people's and businesses' mobility needs in cities and to harmonise and integrate existing planning approaches.



What is a Sustainable Urban Mobility Plan?

A SUMP is a strategic plan developed in a participatory and integrated way to meet people's and businesses' mobility needs in cities and to harmonise and integrate existing planning approaches.

The MobiliseYourCity SUMP Methodology



What is specific about the MYC methodology?



Include paratransit services



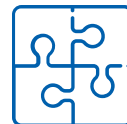
Set objectives in favor of climate change mitigation and adaptation



Make the most of innovation and digital technologies' potential



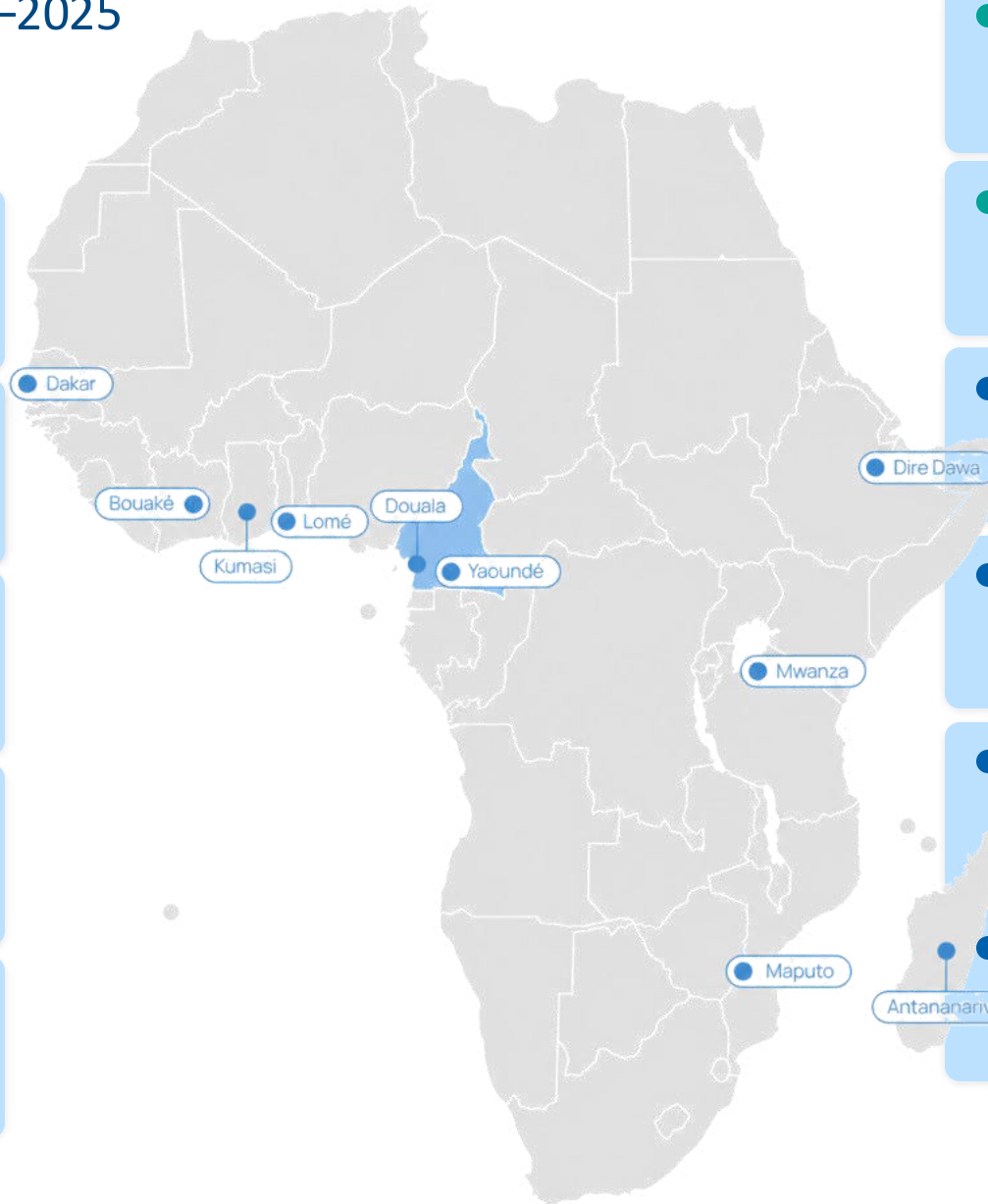
Establish sustainable mobility observatories for monitoring and evaluation of the SUMP



The MobiliseYourCity Guidelines are embedded within a robust system of support for cities

A history of MobiliseYourCity in Sub-Saharan Africa

The road to results, 2017–2025



Senegal

Dakar SUMP completed ('23);
implementation support ('24)

Ivory Coast

Bouaké SUMP ('22), implementation
support and Abidjan institutional
strengthening ('24)

Ghana

Kumasi SUMP adopted ('22)

Togo

Lomé SUMP adopted ('25)

Zimbabwe

Harare SUMP kicked-off ('26)

Cameroon

Yaoundé and Douala SUMPs, light NUMP ('20); Yaoundé
implementation support ('24)

Angola

Institutional strengthening for Luanda ('24)

Ethiopia

Dire Dawa SUMP adopted ('24)

Tanzania

Mwanza SUMP adopted ('25), implementation support ('25)

Mozambique

Maputo SUMP started ('22)

Madagascar

Antananarivo SUMP and pilot projects ('24)

The essence of the SUMP: the eight principles



The concept of Sustainable Urban Mobility Planning is based on eight commonly accepted principles.

1



Plan sustainable mobility in the functional urban area

2



Cooperate beyond institutional boundaries

3



Involve citizens and key stakeholders

4



Assess current and future performance

5



Define a long-term vision and a clear action plan

6



Develop all modes of transport in an integrated way

7



Provide for monitoring and evaluation processes

8



Ensure quality



The SUMP Cycle – 4 Phases and 13 Steps

Phase I: Preparation and diagnostic



- 0

Perform a readiness assessment

What are our resources?
How do we get ready?
- 1

Set up working structures

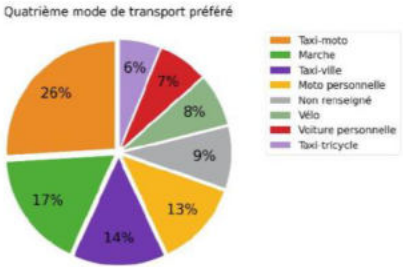
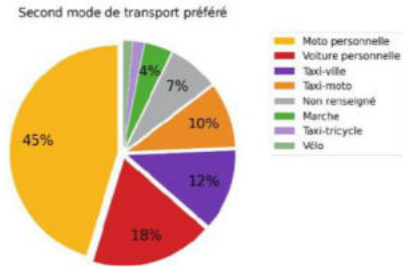
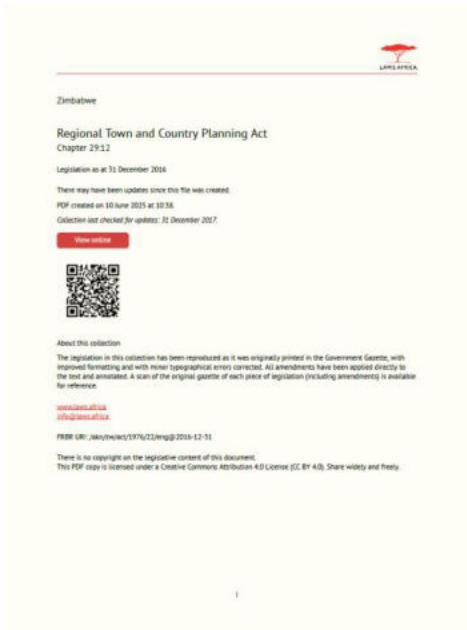
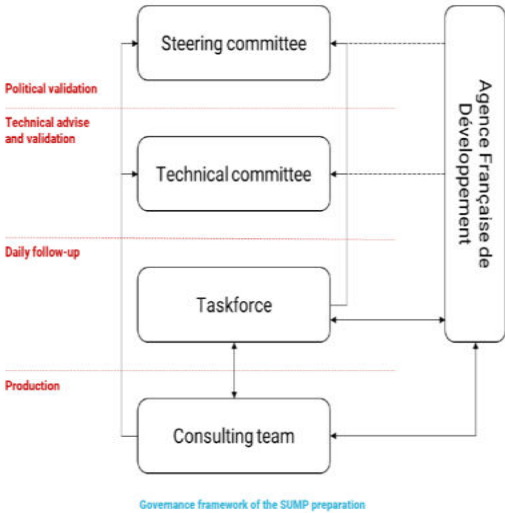
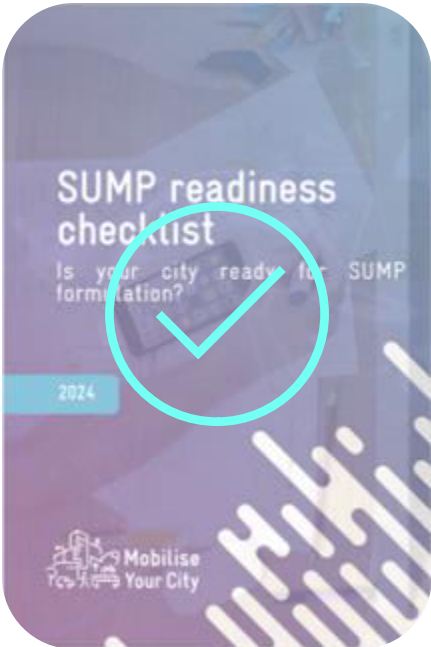
Who should get involved?
- 2

Determine a planning framework

What is our planning context?
- 3

Analyse mobility situation

What are our main problems & opportunities?



The graph illustrates the projected CO₂eq emissions from the transport sector over a period of years. The vertical axis represents CO₂eq emissions, and the horizontal axis represents years. Two scenarios are compared:

- Business as usual scenario:** Represented by a dark red line, showing a steady, linear increase in emissions over time.
- SUMP scenario X:** Represented by a light blue line, showing a slower, linear increase in emissions compared to the business as usual scenario.

The area between the two lines is shaded light blue and labeled "Emissions cut", indicating the reduction in emissions achieved by implementing SUMP scenario X.

Indicator	Rationale
Average travel length for motorised travels	Needed to understand the distribution dynamics (more travels from outer areas than sample as the urban area sprawls)
Safety (fatalities per 100k inhabitants) Safety (casualties per 100k inhabitants) Pedestrian safety (pedestrian fatalities per 100k inh.)	Monitor road safety and the effectiveness of some actions (1.1, 2.1, public transport measures decreasing traffic)
Modal share of PT and NMT	Measure the modal shift induced by the SUMP implementation
Total daily traffic	Monitor traffic level and traffic reduction with the SUMP implementation
Motorisation rate of households	Monitor the proportion of travels which can be made with a car
Total passenger car traffic	Monitor private car use and modal shift
Travel times on main corridors	Monitor congestion evolution
Modal share of PT among motorised modes	Measure the modal shift induced by the SUMP implementation
Modal share of BRT among motorised modes	Measure the attractiveness of BRT as a new mode
Modal share of PT (pax/km) among motorised modes	Measure the impact of mass transit development on regular public transport
Modal share of BRT (pax/km) among motorised modes	Measure the attractiveness of BRT as a new mode and its use (short or long trips)
Annual ridership of BRT	Measure the attractiveness of BRT as a new mode
Modal share of BRT on BRT corridors	Measure the attractiveness of BRT as a new mode
Modal share of other PT on BRT corridors	Measure the impact of mass transit development on regular public transport
Modal share of private transport on BRT corridors	Measure the impact of mass transit development on private car use
BRT operating speeds	Measure the efficiency of the BRT infrastructure and time wins induced
Accessibility to PT (% of population living less than 500m away from a PT stop)	Measure the impact of trotro system enhancement through access to transport
Accessibility to BRT (% of population living less than 500m away from a BRT stop)	Measure the impact of BRT development through access to mass transit
Affordability (average fare for one regular public transport travel)	Monitor the difference of affordability between public transport modes

Phase III: Measure planning



7

Select measure packages with stakeholders

What do we do concretely?

8

Agree actions and responsibilities

What does it take? Who shall be in charge?

9

Prepare for adoption and financing

Are we ready to move forward with implementation?

8 objectives

44 actions

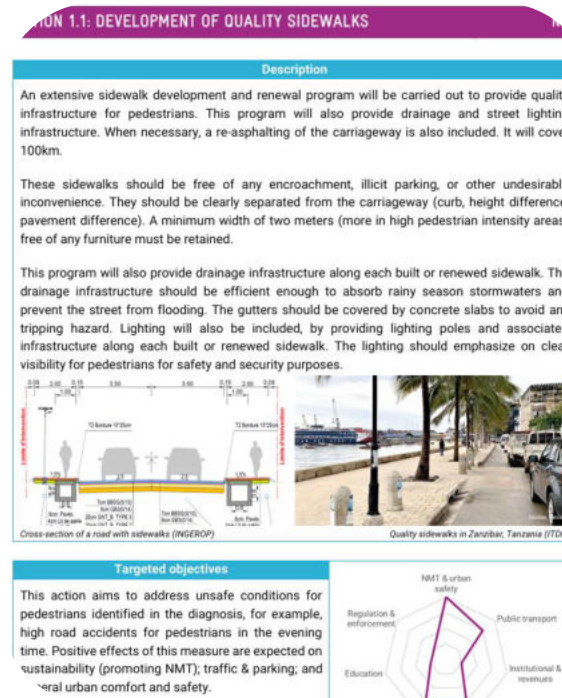
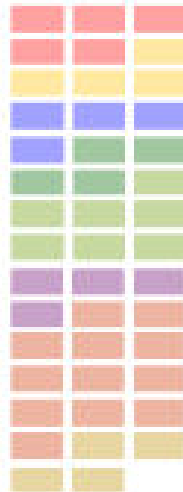
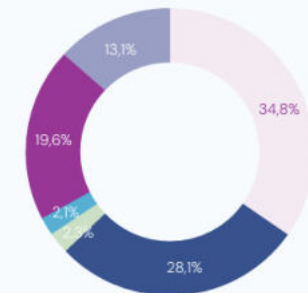


Figure 5: Lyon Transport Authority (SYTRAL)'s income: 761,1 M€ (2013)



Transport tax 265,1 M€

Network customers 213,8 M€

Sundry revenues 17,8 M€

Subventions 15,8 M€

Contribution from local authorities 148,9 M€

Loans 100,1 M€

Phase IV: Implementation and monitoring



10 Manage implementation

How can we manage the implementation of a comprehensive plan over the long-term?

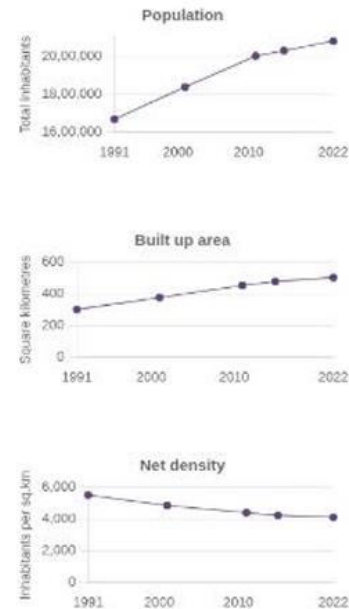


11 Monitor, adapt, and communicate

How are we doing with the SUMP implementation?

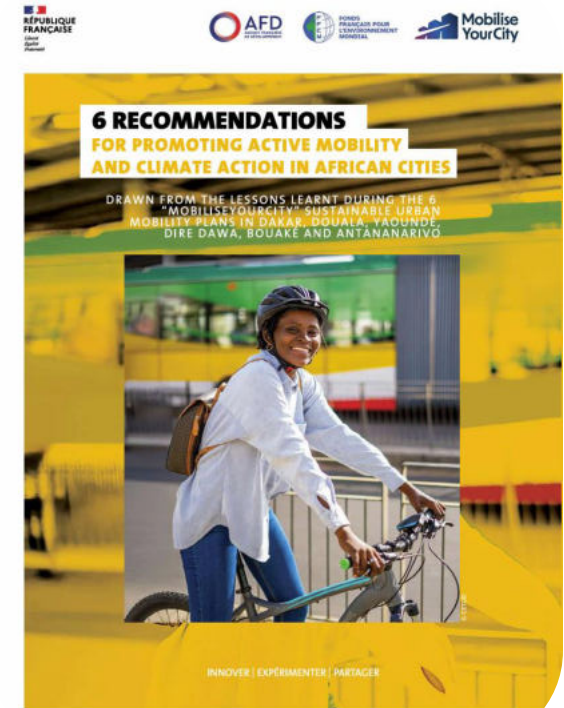
Net density of population

4,240 inhabitants per sq.km



12 Review and learn lessons

What have we learned from the SUMP evaluation?





To which extent are the SUMP principles already being put into practice in Harare?



What is next?

Keep in touch



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report with over 50
cities and countries
factsheets



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