



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

- Program:** Partnerships for sustainable solutions with sub-Saharan Africa
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### The need for active mobility:

Active mobility by walking and cycling has personal (good local accessibility, low costs) as well as social (emission-free, efficient, space-saving) and health (effect on rising non-communicable diseases) advantages and is therefore essential for sustainable mobility. The huge importance is illustrated by the fact that in most cities in Africa walking is the main mode. Nevertheless, walking and cycling as active mobility forms have often been forgotten in research and planning in sub-Saharan Africa and only in recent years national and local authorities as well as international agencies are putting more effort on this topic and are providing infrastructure. Problems are still in place as most of these new infrastructure projects are minimal in scope, have design inadequacies that make them unusable or unattractive, e.g. they are not wide enough to meet walking space standards, and are in places that do not serve the majority of the people who need to access them. To further promote active mobility in sub-Saharan Africa while building on existing activities, combined efforts of applied research and continuing education are required to better understand walking and cycling needs.

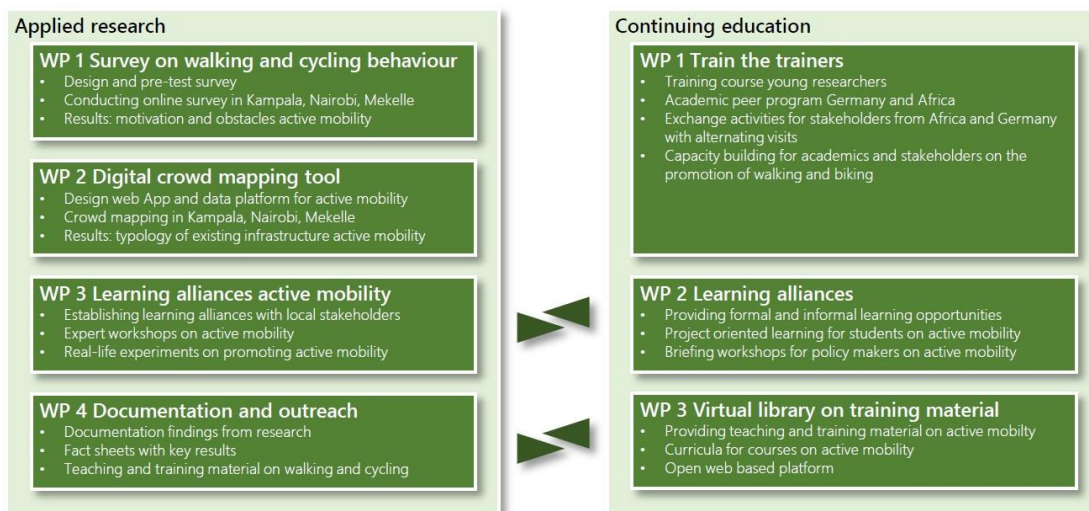


Fig. 1: Work package structure of the project CAMA



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## **Applied research for active mobility:**

**The promotion of active mobility can build on existing applied research activities in sub-Saharan Africa as well as transferable research activities in Germany. Nevertheless, there is still the need to increase the understanding of the needs of the users, develop more tailor-made solutions and promote their uptake on the ground. The project aims to add value on the existing activities in sub-Saharan Africa by focusing on three scientific project goals:**

- *Data Collection* to better capture the requirements of the pedestrians and cyclists and to illustrate their needs using digital surveys, qualitative interviews and crowd mapping approaches. The data collection should also take into consideration the needs of special population groups including women, persons with disability, children, and the elderly.
- *Development and uptake of tailor-made solutions* to promote walking and cycling, by building learning alliances (combining researchers, community representatives, decision makers and experts) preparing real-life experiments (living labs) and testing innovative solutions. The local learning alliances will be developed in Nairobi, Kampala and Mekelle and ensure that the research will be steered by the everyday challenges of traffic planning. This can help to speed up the implementation of innovative solutions on the ground.
- The *real-life experiments* will focus on small, tangible (partly digital) and innovative solutions on community level (e.g. the creation of small car-free oases, build on temporary closure of roads to car traffic, development of safe crossings, upgrading of roadside areas etc.) rather than focusing on big infrastructure and national policy development. These solutions can serve as a first step towards the promotion of active mobility and provide the foundation for more comprehensive activities.

The results from research will be used to engage additional stakeholders to

change perceptions towards active mobility and to develop options for transitioning to walking and cycling.

### *Continuing education for active mobility:*

Numerous universities in sub-Saharan Africa provide education and training in traffic planning. Nevertheless, there is still a lack of engineers needed to design, implement and maintain the infrastructure for pedestrians and cyclists. Currently, many engineers in the field were trained based on 19<sup>th</sup> century curriculum and do not possess the required knowledge, skills and experiences on walking and cycling infrastructure. As a result, designs are biased to serve individual motorized transportation infrastructure with little attention to walking and cycling infrastructure. Capacity building by educating additional experts and training of the existing practitioners is therefore required. The project provides a tailor-made learning and training program with the objective of institutionalising the same in practice. Informal learning opportunities will be provided by local learning alliances who will facilitate the exchange between stakeholders and learning from real-life experiments. In addition, the learning alliance will be combined with formal learning opportunities such as project-based courses, training programs and capacity building for post-graduate students and practitioners. This will be supported by qualifying more local teachers/trainers and providing a virtual library of teaching materials that will be freely accessible. In addition, there will be alternating visits related for stakeholders and academics in German and Africa.

### *Research synergies and continuing education:*

The provided research and continuing education are closely interconnected. The project aims to combine the scientific goals, to better capture the requirements of pedestrians and cyclists and to develop strategies for promoting active mobility in sub-Saharan Africa with the educational goals for post-graduate education, training and capacity building to promote walking and cycling. The combination of research and education will be achieved by learning alliances implementing real-life experiments. This is to test innovative solutions to promote active mobility and providing opportunities for innovative informal and formal learning opportunities. The combination of applied research, an educational program and the knowledge exchange between the partners in Germany and sub-Saharan Africa will result in achieving the overarching goal of the consortium, to change perceptions towards active mobility and to transition towards more walkable and bikeable and hence more livable and sustainable cities in sub-Saharan Africa.