

African Urban Mobility: Past, Present and Future

Inaugural Workshop

4 – 6 November 2020

South African Standard Time (SAST)

Online Workshop

UNIVERSITY OF THE
WITWATERSRAND,
JOHANNESBURG



Supported by the Volvo Research and Educational Foundations (VREF)

1 About the African Urban Mobilities: Past, Present and Future Network

Urban mobility on the African continent is arguably at a crossroads. On the one hand, there has been a recognition that in many contexts, especially in smaller urban settlements, modes of transport such as walking and cycling are dominant practices in people's daily lives. On the other hand, investments in some urban contexts enhance and develop car-dependent mobility systems with policymakers at a loss about how to invest in public transit systems.

In the path towards sustainable transport futures on the African continent, historically informed and spatially sensitive academic scholarship can be of immense value. However, existing scholarship on urban transport questions on the continent is predominantly a-historical which is problematic, given the path-dependency of mobility systems. A further gap evident in historically inspired scholarship on urban transport on the continent is the limited attention to potential relationships between past decisions and contemporary urban transport dynamics on the continent. If particular contexts are not appreciated as having specific histories which matter in contemporary planning, it results in the tendency for policy borrowing that ignores place. These are significant shortcomings in the academic literature that also rob the policy agenda for sustainable transport on the African continent of valuable insights.

In contributing towards such a vision where historically informed and comparative scholarship supports transitions towards sustainable urban mobilities on the African continent, we see a coherent network at the core. We call this network, African Urban Mobilities: Past, Present and Future (AUM). The AUM will bring together researchers from a range of disciplinary perceptiveness together to generate academic and policy relevant insights. Some of the key questions the network will address include:

- How do we understand and compare the historical production of the diverse urban mobility practices, policies, social-cultural elements and other features on the African continent?
- In what ways does place matter in the historical production of mobility patterns?
- What are the ways (if any) that the diverse histories influence current mobility practices, policies, social-cultural elements and other features on the African continent?
- In what ways does the past shape contemporary attempts to embed urban sustainable mobilities and/or dislodge incumbent systems?

- What empirical, theoretical and conceptual tools can help bring new light onto the possibilities of breaking from unsustainable transport trajectories or embedding current sustainable ones?

1.1 Network Conveners

The AUM is convened by:

- Dr Njogu Morgan: History Workshop, University of the Witwatersrand, South Africa
- Dr Lisa Kane: Associate, Open Streets Cape Town, South Africa.
- Dr Yusuf Madugu: History Department, Bayero University, Nigeria.
- Prof Ruth Oldenziel: Technology, Innovation & Society, Eindhoven University of Technology, Netherlands.

1.2 Purposes of the Inaugural Online Workshop

The conveners of the network had secured funding from the VREF to host two workshops in 2020. In addition to discussing network development, the main purpose of the first workshop was to discuss academic work historian contemporary urban mobility issues in the African continent. However the COVID-19 pandemic occurred disrupting this intention. Given the persistent nature of the pandemic, it was agreed that the in-person meetings be postponed until 2021. However, since scholars whose papers had been accepted for the inaugural workshop had continued with some research work and in some cases completed papers, it was decided to go ahead with an online workshop to take advantage of this momentum. The purposes of the inaugural workshop are:

- Provide an opportunity for scholars to exchange completed and ongoing research addressing some of the above questions and related ones
- Write pieces for the public based on the above academic research
- Deliberate on network development beyond the inaugural workshop.

2 Workshop Themes, Format and Logistics

2.1 Research

Based on the submitted papers, there are five themes of the workshop.

- Active mobility – papers reflecting on self-propelled mobility such as walking on cycling
- Public transport – papers dealing with issues surrounding mass transportation with fixed routes and stops(excluding rail)
- Flexible transport - papers dealing with mass transit that has flexible routes and stops
- Rail - urban rail
- Planning and mobility - papers reflecting on the influence of urban planning and mobility

The workshop has been organized in parallel tracks where there will be simultaneous sessions. During each session, two papers will be presented and discussed over 1.5 hours. Each paper is allocated 20 minutes for a formal presentation in whatever method the paper author(s) prefer such as using PowerPoint or in verbal format. Following each presentation, there will be 25 minutes of discussions allocated. However, session Chairs may modify this format as relevant with the only proviso that paper authors have allocated time to share their findings.

2.2 Public facing agenda

There will be dedicated writing sessions to convert academic research into short articles for non-academic audiences. This articles should then be submitted for publication in local press. The writing structure in these sessions will follow the ‘Pomodoro technique,’ where each participant breaks down their writing task into small goals and then collectively we all write in short, sharp bursts. Though the writing session will be held online, writing together and with the same short deadlines nonetheless often helps writers hold each other to account and complete a piece of work.

2.3 Network Development

Throughout the workshop, there will be opportunities to think collectively on the future of this network. Network conveners will offer their own thoughts in dedicated sessions. We have also invited Prof Nancy Odendaal from the University of Cape Town who has many decades of experience working with academic and non-academic partners across the African continent to share some tips. On the afternoon of the last day, we will have occasion to have focused discussions on our short term plan for 2021, development of an edited collection based on high quality papers submitted, and a longer horizon (5 years).

All work and no play is also no good. We have therefore allocated sometime to get to know each other (open networking sessions) , relax (yoga sessions) and have fun (a live concert).

2.4 Venue

The workshop will be held via the online conference platform, Hopin (<https://hopin.to/>). Though there are many other solutions out there, we chose it because we believe it has many features which help generate a feeling of togetherness even while meeting online. See accompanying user guide.

2.5 Biographies of Workshop Conveners, Invited Speakers, Facilitators and Technical Support

2.5.1 Prof Noor Nieftagodien

Prof Noor Nieftagodien is the South African Research Chair in Local Histories, Present Realities and is the Head of the History Workshop at the University of the Witwatersrand, where he also lectures in the Department of History. He is the co-author, with Phil Bonner, of books on the history of Alexandra, Ekurhuleni and Kathorus, and has published books on the history of Orlando West and the Soweto uprising, as well as co-edited books on the history of the ANC and student movements. Nieftagodien has published journal articles and book chapters on aspects of popular insurgent struggles, public history, youth politics and local history. Current research projects include the relationship between local popular movements and the local state in the Vaal, histories of Dobsonville and Non-racial sport.

These intellectual interests have also involved collaborations with scholars from Nairobi, Cairo, Basel, L'Orientale and Duke universities, which have resulted in comparative studies on a range of themes.

As the head of the History Workshop, Nieftagodien has led research teams across the country in collaboration with communities, civil society and local governments. These partnerships have sometimes resulted in the production of documentaries (such as the six-part series on Alexandra with UHURU) and exhibitions on Alexandra, Orlando West, Non-Racial Sport, FOSATU and currently on the work of the photographer, William Matlala (curated by Sally Gaule). In the same capacity, he has also played a role in organizing several conferences, including on the Soweto Uprising, the centenary of the ANC, Labour Histories, the Marikana massacre, Youth Politics in Africa and Underground Struggles in Africa. He has also used his position as an historian to publish articles and chapters reflecting on contemporary politics, especially on aspects of radical movements.

Nieftagodien serves on the boards of the South African History Archives (SAHA), the Centre for the Urbanism and Built Environment Studies (CUBES), the Socio-Economic Rights Institute, the Society, Work and Development Institute (SWOP) and the Alternative Information and Development Centre, as well as the journal, *African Studies*, and the social justice magazine, *Amandla*. The rest of the time he continues a life of activism, which started in the 1980s.

2.5.2 Prof Ruth Oldenziel

Ruth Oldenziel (PhD Yale '92) is professor of history and innovation at Eindhoven University of Technology in The Netherlands. She is editor in chief of *Technology and Culture* and directs a Research-Book-Web-Teaching project *Cycling Cities: The Global Experience*. Her publications include books and articles in the area of American, gender, mobility, and technology studies: *Cycling Cities* (2016-present), *Cycling and Recycling* with Helmuth Trischler (2015); *Hacking Europe* ed. with Gerard Alberts (2014) *Consumers, Users, Rebels* (2013) with Mikael Hard; *Cold War Kitchen* ed. with Karin Zachmann (2009); *Gender and Technology* ed. with Nina Lerman and Arwen Mohun (2003); *Crossing Boundaries, Building Bridges* (Routledge 2000); *Making Technology Masculine* (1999). Her most recent book project she directed and edited with Martin Emanuel and Frank Schipper is entitled: *U-Turn to the Future: Sustainable Urban Mobility since 1850* (Berghahn February 2020).

2.5.3 Prof Nancy Odendaal

Prof Nancy Odendaal is an Associate Professor in the School of Architecture, Planning and Geomatics on the Masters Degree in City and Regional Planning, University of Cape Town, South Africa. From 2009 to 2012, she was based at the African Centre for Cities, at the University of Cape Town, where she worked on curricula reform and on building a network of planning schools across Anglophone Africa. This network, the Association of African Planning Schools (AAPS), now has 54 members and has worked with UNHabitat and Cities Alliance in promoting more contextually relevant planning education. Nancy is the co-chair of the governing council of the Global Planning Education Association Network (GPEAN), an international umbrella body of ten regional planning schools associations and incoming chair of the Association of African Planning Schools. Nancy's work focuses on three, often overlapping, areas of research: spatial planning, planning education and urban infrastructure. She has published on the role of technology in urban change, the use of technological tools in the urban planning process and the relationship between spatial change, service delivery and networked infrastructure.

2.5.4 Dr Njogu Morgan

Njogu Morgan is a postdoctoral research fellow at the South African Research Chair in Local Histories and Present Realities, University of the Witwatersrand. His overall research interest pertains to theoretical, conceptual and empirical aspects of sustainability transitions from a spatio-temporal perspective. In doing so, he assumes an interdisciplinary approach in studying urban mobility practices. Recent research projects study contemporary and historical transitions in transport practices in exploration of formation of path-dependency and potentials for 'path-breaking.' Some recent publications include *Cycling Cities: The Johannesburg Experience (2019)*, edited by Ruth Oldenziel; "Driving, Cycling and Identity in Johannesburg." In *Anxious Johannesburg: The Inner Lives of a Global South City*, (2020) edited by Nicky Falkof and Cobus Van Staden; "The Cultural Politics of Infrastructure: The Case of Louis Botha Avenue in Johannesburg, South Africa." In *The Politics of Cycling Infrastructure*, edited by Till Koglin and Peter Cox; and "The Stickiness of Cycling: Residential Relocation and Changes in Utility Cycling in Johannesburg." *Journal of Transport Geography* 85 (May 2020). Njogu obtained his postgraduate qualifications from the University of the Witwatersrand and undergraduate degree from Northwestern University in Chicago.

2.5.5 Dr Lisa Kane

Dr Lisa Kane is a transdisciplinary researcher, teacher and respectful streets advocate with research interests in the use and politics of streets. Dr Kane's historical research focuses on the socio-material engineering practices of road infrastructure. Dr Kane's PhD told of the 'unfinished' freeways of Cape Town and their traffic engineering from 1935-1980. Dr Kane qualified as a civil engineer, has a Masters degree in urban management (University of Cape Town), and a PhD from the Open University, UK, in sociology (Science and Technology Studies). Dr Kane was a co-founder of the Centre for Transport Studies at the University of Cape Town, its Masters Programme in Transport Studies and of the NGO Open Streets Cape Town. Dr Kane's recent work has been in formulating and operationalising processes of change in the South African roads sector, through her work as an Associate with Open Streets Cape Town. Dr Kane has experience working across the road and transport sector in consultancy, government, NGO and academic organisations. Dr Kane continues her research as an independent and is currently working on a book manuscript: 'Life in Roads'.

2.5.6 Dr Yusuf Madugu

Yusuf Madugu is a Lecturer in the Department of History, Faculty of Arts and Islamic Studies, Bayero University, Kano, Nigeria. He was born and brought up at Rijiyar Zaki quarters, Kano, an area which is largely dominated by working class. He attended Bayero University Kano where he acquired B.A. and M.A certificates in History. After completing M.A programme, he was given appointment by the Department of History, Bayero University Kano as Assistant Lecturer in 2012. In 2013, he went to the Ahmadu Bello University, Zaria, Nigeria (ABU) for doctoral studies and graduated in 2015. While pursuing Ph.D he won the Nigerian Tertiary Education Trust Fund (TETFUND) scholarship award. He has a deep interest in scholarship and scholarly discourse. He has published widely in reputable journals both at local and international levels and presented at local and international conferences.

2.5.7 Dr Laura Philips

Laura Phillips is a postdoctoral fellow at the History Workshop. Her PhD thesis (New York University) examined the history of class formation in Limpopo from the 1970s to the post-apartheid period. She has written on the history of the Bantustans and labour migrancy, and is also researching the relationship between mining capital and the financial sector in South Africa.

2.5.8 Thabiso Moyo

Thabiso Moyo is a Tutor, Sociology PhD candidate and a History Workshop fellow under ‘The Everyday and Public History’ programme at the University of the Witwatersrand. Pointing out to a tendency in existing analyses of society and politics to focus on ‘the spectacular’, his research makes a case for studying past and present South African Community Advice Offices (CAOs) as spaces through and in which to understand what happens in between big events or moments, in the everyday. His justification for the research is grounded in a critique of the literature on collective political action – and notably the literature concerned with social movements - which he feels gives undue weight to episodic and spectacular moments of struggle as opposed to the unremarkable, ‘everyday’ ways in which citizens engage the state.

2.5.9 Joel Pearson

Joel Pearson is a PhD Candidate in the Department of History at Wits University. He has a fellowship with the Public Affairs Research Institute (PARI) and is an associate of the History Workshop. Prior to doctoral research, Joel conducted research on local municipalities in Limpopo Province as part of a team of researchers at PARI, publishing work on the Limpopo Province, South Africa.

2.5.10 Motheo Mofokeng

My name is Motheo Mofokeng. I’m a first-year law student at the University of the Western Cape (UWC) in Cape Town, South Africa. I’m also a part-time pianist and composer, as well as writer and scholar with a keen interest in politics, philosophy, law, literature, music and cultural production. I’m also an avid reader and a consummate jazz aficionado and an overall music enthusiast. When I’m not busy with books, I’m engaged in fitness training, martial arts, meditation and/or chess. I started with music at the age of 13, with informal and formal studies in piano and music theory, harmony and history. I have been actively playing for six years, with experience in playing at semi-professional gigs in Johannesburg and having composed numerous pieces. Apart from my tutelage in piano, I have also worked as a disc jockey and presenter of a jazz show at a radio station in Tembisa, called Voice of Tembisa (VOT 87.6 FM) in 2015 (at a temporal seven month basis).

Here is a link to one of my performances: <https://www.instagram.com/p/CCy9SyFFo8H/>

2.5.11 Ann Stewart

Yoga and breathing helps you be more efficient and creative, and assists you to hold onto less stress. Lets begin our day together with a morning of light stretching and warm ups, while connecting to our breath for balance and mental clarity.

3 Agenda of Inaugural Workshop

3.1 Wednesday 4 November 2020

Welcome to workshop		
08h30	Welcome	Prof Noor Nieftagodien
-10h00	Network overview, workshop agenda	Njogu Morgan, Lisa Kane, Yusuf Madugu

Coffee Break

10h30-12h00	Parallel Session: Active Mobility 1 Chair: Njogu Morgan “Sustainable Transport for all in Africa: a reality or an ambition?” Gudina Terefe Tucho (PhD), Department of Environmental health sciences and Technology, Jimma University, Ethiopia Working-class cyclists on Rudolf Greyling Street, Bloemfontein: Buffers between practices and practicalities of “Bicycles-for-Development.” Tarminder Kaur (University of Johannesburg), Shawn Forde (University of Ottawa), Lyndsay Hayhurst (York University)	Parallel Session: Public Transport 1 Chair: Abbas Abdul Rafiu, University of Sussex "Moving Towards Sustainability": Collaborative Leadership for Urban Transport Development in Ile Ife, Nigeria, Oluwatimilehin S. Adebesein, Temitayo I. Odeyemi, and Omomayowa O. Abati “Policy Inconsistencies as an Antithesis of Sustainable Transportation System in Lagos State” - Feyisitan Ijimakinwa, Institute of African Studies, University of Ibadan
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Lunch Break

13h00-14h00	Reflections on Network Development Prof Nancy Odendaal, School of Architecture, Planning and Geomatics, University of Cape Town
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15h00-16h00	Writing Retreat Part 1 Hosted by Dr Laura Philips
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Rejuvenation break

19h00-20h00	Workshop Dinner (live performance by Motheo Mofokeng)
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3.2 Thursday 5 November 2020

07h30-08h20 Yoga with Ann Stewart Open networking

08h30-10h00	Parallel Session: Flexible Transport 1 Chair: Bradley Rink, University of the Western Cape Understanding The History, Interrogating The Present And Securing The Future: Boda Boda Motorcycle Transport In Kenya , Gladys M.M. Nyachio, Multimedia University of Kenya	Parallel Session: Public Transport 2 Chair: Astrid Wood, Newcastle University “Unpacking Africa Trajectory in Urban Transport: From Typology to Taxonomy” - AbdulRafiu, Benjamin Sovacool, Chux Daniel, Science Policy Research Unit (SPRU), University of Sussex Business School.
	“Women Participation in Tricycle Transportation in Ibadan” - Adeyemo Mojisola Adedaja, Institute of African Studies, University of Ibadan	“Accounting For Drivers Of Change In Composition And Roles Of Actors In The Informal Transport Sector Of Nigeria” - Shittu Abdulmajeed .O, Ahmadu Bello University, Zaria.

Coffee Break

10h30-12h00	Parallel Session: Flexible Transport 2 Chair: Yadhav Deerpaul (National Research University Higher School of Economics, St. Petersburg) “Putting workers last: UBER and labour relations in Nairobi, Dar es Salaam and Johannesburg” – Matteo Rizzo, Department of Development Studies, SOAS, University of London	Parallel Session: Planning and Mobility 1 Chair: Tarminder Kaur, University of Johannesburg “The Historical city in daily life: intersections in gender roles, spatial location and transit provision” - Alexandra Parker (GCRO) and Margot Rubin (SA&CP, Wits University)
	“Do windows for change exist in the minibus taxi industry?” - Lisa Seftel, University of the Witwatersrand	“The Spatial Growth of Urban Mobility in Nairobi and prospects of Non-Motorized Transport in relation to Spatial Justice.” Dorcas Nyamai, International Planning Studies, Technical University of Dortmund

Lunch Break.

13h00-14h00 Writing Retreat Part 2
Hosted by Dr Laura Philips

14h30-15h30 Keynote
Prof Ruth Oldenziel, Technology, Innovation & Society, Eindhoven University of Technology, Netherlands.

3.3 Friday 6 November 2020

07h30-08h20 Yoga with Ann Stewart Open networking

08h30-10h00	Parallel Session: Flexible Transport 3 Chair: Douty Chibamba, University of Zambia “Evolution of the cockroach: Amaphela taxis and the future of paratransit in South African townships” - Bradley Rink, University of the Western Cape “The history of trust between the government and the paratransit industry in South Africa” - Mikhail Manuel, University of Cape Town and W. Chege, GoMetro SA Ltd	Parallel Session: Rail Chair: Adeyemo Mojisola Adedoja, University of Ibadan “To Construct or Not To Construct? The Decision-Making Processes of Constructing Railways in Colonial and Contemporary Mauritius” - Yadhav Deerpaul, National Research University Higher School of Economics, St. Petersburg. “Beyond the flames: understanding transitions in South Africa through the urban rail crisis and mobility practices”. Solène Baffi, Project manager CODATU
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Coffee Break

10h30-12h00	Parallel Session: Planning and Mobility 2 Chair: Mikhail Manuel, University of Cape Town “Urban transportation planning in Lusaka, Zambia: A historical review.” Douty Chibamba and Sydney Chipili, University of Zambia On the making of the Johannesburg driving subject, 1897 – 2020. Njogu Morgan, University of the Witwatersrand	Parallel Session: Public Transport 3 Chair: Margot Rubin, University of the Witwatersrand “Embracing elsewhere: unpacking a decade of BRT in South African cities” - Astrid Wood, Newcastle University “Sounding the Memories of Lagos City Road Transportation Spaces in Nigeria 1945-2019” - Olusegun Stephen Titus, Department of Music, Obafemi Awolowo University, Ile-Ife, Nigeria
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Lunch Break

14h00-15h30	Network Development: Publication Process, 5 Year Plan, 2021 Workshops and Closure Njogu Morgan
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4 Abstracts of papers based on workshop themes

4.1 Active Mobility

4.1.1.1 *Sustainable Transport for all in Africa: a reality or an ambition?*

Gudina Terefe Tucho (PhD), Department of Environmental health sciences and Technology, Jimma University, Ethiopia

Transportation is vital to any economic development and societal well-being. People need to travel from place to place for business, paid job and other activities. More efficient transportation systems can help reduce travel time, increase job opportunities and improve productivity. Most urban areas of developing countries do not have sufficient means of transportation, adequate road infrastructure and energy efficient vehicles. People are experiencing a lot environmental and health consequences due to high traffic congestion, air pollution and traffic accidents. Moreover, the available means of transportation is not convenient and affordable to meet the transport needs of the majority of the people striving for subsistence life. This review paper is therefore tried to look into the current status of the transportation in the region, its contribution to social and economic development and possibility to achieve SDG 11 target. Despite the huge investments in transport infrastructure, providing safe, affordable, accessible and sustainable transportation to all by 2030 through improvement of public transportation and road safety is less likely possible. Public transport is a better option to reduce transport costs and transport related issues like congestion, traffic accidents and air pollution. However, it may not be enough to address the transport needs of the people due to prevailing local socioeconomic situations. Hence, an intermediate means of transportation could be an alternative to provide a combined supplementary transport services to both people and goods. These requires an integrated policy aiming at providing business opportunity while providing transportation services.

4.1.1.2 Working-class cyclists on Rudolf Greyling Street, Bloemfontein: Buffers between practices and practicalities of “Bicycles-for-Development”.

Tarminder Kaur (University of Johannesburg), Shawn Forde (University of Ottawa), Lyndsay Hayhurst (York University)

In this paper, we present an ethnographic exploration of working-class commuter cyclists on one street, Rudolf Greyling (RG) Street, in Bloemfontein, Free State, South Africa. The historical significance of this street is that it sits squarely within a ‘buffer zone’. In apartheid town planning, buffer zones were areas that, in the absence of physical or man-made boundaries, separated mono-racial areas designated as such under the Group Areas Act. Today, these old buffer zones continue to map the distances that people living in low-income residential locations have to cover in order to reach economic centres and opportunities. For three weeks in the month of September 2018, we spent our mornings and evenings, walking, observing and speaking to the cyclists riding along RG Street. We present the experiences and stories of the cyclists of RG Street alongside the discourses and activities promoted by organizations advocating for bicycles as objects of development. The concerns of bicycles-for-development (BFD) organisations include raising awareness, road safety for cyclists, bicycle donation, cycling events (on the wealthier side of the city) and cycling educational clinics at poorer schools. In contrast, the concerns of the working-class cyclists who traverse these areas remain blurred and buffered away, not just from the BFD efforts but also from the police, motorists, the local government and even politicians who claim to speak on their behalf. Exploring and contrasting the meanings that bicycles and “development” take on in the post-apartheid Bloemfontein, we discuss what physical and metaphorical buffer zones do in shaping the politics of BFD.

4.1.2 Flexible Transport

4.1.2.1 Understanding The History, Interrogating The Present And Securing The Future: Boda Boda Motorcycle Transport In Kenya,

Gladys M.M. Nyachieo (Ph.D.), Multimedia University of Kenya

The history and development of public transport in Sub-Saharan Africa varies from one country to another (UITP, 2008). In Kenya, public road transport is dominated by the informal sector. It is composed of privately owned and operated means of public transport that include matatus, boda

boda motorcycles, bicycles and tri-cycles (tuk tuk). The name commonly used for this is paratransit (Behrens, McCormic, Mfinanga, 2016). Public transport in Kenya dates back to the 1930s and literature indicates that it has had many shifts between public and private. Since the mid-2000s there has been rapid growth of boda boda motorcycles as a form of public transport. The history of boda boda transport in Kenya can be traced back to the illegal Trans border trade between Kenya and Uganda border at Busia town in the early 1960s. The boda boda motorcycle transport is fraught with many challenges like safety, security and environmental pollution. These challenges can be attributed to six historical factors; (1) the history of lack of efficient, safe and reliable means of transport, (2) high unemployment rates, (3) zero rating of all motorcycles below 250cc, (4) lack of strict entry requirements, (5) lack of rules and regulations from inception and (6) failure to recognize boda boda as public transport for a long time. The stated historical factors have shaped its growth, and policies. The paper situates boda boda motorcycle transport within the Kenyan transport system and the political economy. In addition, the paper will also explore ways in which boda boda motorcycles can be a more sustainable means of transport and mobility.

4.1.2.2 Putting workers last: UBER and labour relations in Nairobi, Dar es Salaam and Johannesburg.

Matteo Rizzo, Department of Development Studies, SOAS, University of London

My presentation will review the preliminary findings of recent research on the political economy of digital ride hail platforms and their impact on work, employment and public transport in three African cities: Nairobi, Dar es Salaam and Johannesburg. It will explore the functioning of these platforms, and their impact on drivers/partners, drawing on both qualitative and quantitative fieldwork (a survey was administered to 100 drivers in the 3 cities, and interviews and focus groups were held in them). The presentation will start with exploring how UBER labour force is segmented by age, nationality, and ethnic group in the 3 cities, and the sector working hours and conditions, to then consider UBER strategy to secure drivers for its platform and at key times of the day (bonuses, driver ratings, and other incentives) and the extent to which UBER strategy has changed over time. A key area of focus will be the employment relations that predominate in the sector (are UBER drivers self-employed own-account workers or drivers operating the car of someone else? Are they drivers in the process of purchasing their own car with finance or driver who already own their car?) as this goes a long way in explain how UBER works and for whom.

4.1.2.3 *Do windows for change exist in the minibus taxi industry?*

Lisa Seftel, Masters Student, Wits School of Governance

The South African minibus taxi industry emerged in the 1970s and despite the transition from apartheid to a democratic political system, significant initiatives to modernise or ‘transform it’ and a technological revolution in mass transit internationally, the taxi industry has remained remarkably the same.

Today, in the wake of the Covid19 pandemic, it’s has become a public health imperative for minibus taxis to open their windows. But has the taxi industry abided by this imperative? Not by anecdotal accounts – windows remain closed and long suffering taxi passengers, who in South Africa constitute the majority of public transport users, remain stranded and vulnerable.

The background document inviting researchers to participate in this network to argue that “Historically-informed studies can also help disrupt normalised and accepted adverse mobility systems and practices, opening windows of opportunity for change”. The history of the mini bus taxi industry in South Africa is one of continuity rather than change. The author argues that only by taking a hard look at the reasons for the continuity and challenging normalised and accepted views of the taxi industry as a mobility system and who are the architects of that adversity, can windows for change be possibly prised open.

The paper:

- Provides an overview of the mini bus taxi industry;
- Sets out the historical emergence of the mini bus taxi industry;
- Builds an understanding of the mini bus taxi ‘field’ or mobility system and practices; and
- Draws some conclusions on historical continuity and options for discontinuity.

In essence the paper demonstrates that the continuity of marginalisation of taxi drivers and the majority of owners or operators serves the interests of those in the taxi industry hierarchy – or as the

paper defines as the ‘taxi bureaucratic bourgeoisie’ who are in an “informal political economic system”¹ with sectors of capital and the state while violence including the threat of violence keeping this system well oiled. Change can possibly happen when the different interests within the taxi industry are recognised as well as the role of violence as a means of control to achieve economic gain.

The paper draws on existing literature, interviews with various respondents from the taxi industry and government and the personal experience of the author.

4.1.2.4 Women Participation in Tricycle Transportation in Ibadan Metropolis.

Adeyemo Mojisola Adedoja, Institute of African Studies, University of Ibadan

Public transportation is a profession dominated by males globally in Ibadan, Oyo State Nigeria. There seems to be a remarkable change in the last two decades, with newer means emerging over the years women are becoming more active as drivers in tricycle transportation as urban mobility. This development is a departure from the mobility patterns in public transportation in western Nigeria where men were the active practitioners. Although tricycle has come to dominate the experience of urban mobility in western Nigeria, it remains an adversarial public mobility system because of its negative impact on creating environmentally sustainable cities. Indeed this challenge may have accounted for its recent ban along with motor cycles in major roads in Lagos, Nigeria’s commercial capital. Though literature is replete on the issue of public transportation, very few works have looked at it along gender lines. Based on an empirical study in western Nigeria, the paper will discuss women’s involvement in tricycle transportation with the view to highlighting their motives for engaging in tricycle transportation and the various challenges they face in a male-dominated space.

1 von Holdt, 2019

4.1.2.5 *“Evolution of the cockroach: Amaphela taxis and the future of paratransit in South African townships”*

Bradley Rink, University of the Western Cape

The iphela (pl: Amaphela) meaning cockroach in isiXhosa, is a form of paratransit that fills a gap in urban mobility for township dwellers in South African cities. Amaphela provide a link-up mobility function, connecting township dwellers with other paratransit as well as formal transportation services in township areas on the urban periphery. The township setting of the paratransit service, and amaphela taxis themselves are in a constant state of evolution, moving and adapting to suit the environments in which they exist. Tracing the historical arc of amaphela paratransit services in Cape Town, South Africa, this paper explores their past, present and future to consider the potential for the paratransit service as a sustainable form of urban mobility. Understanding the history of amaphela paratransit growth and development is central to seeing its transformative potential for urban mobility. Amaphela emerged from the void created by the State-mandated transportation monopoly that left infrastructure-poor township areas with a mobility deficit during the apartheid era. Since their creation in the late 1970s and 1980s, Cape Town’s sprawling black townships on the Cape Flats have suffered from a lack of service provision, including transportation. And like their insect namesake, amaphela taxis have evolved and adapted to their urban environment. Taking an historical approach to their establishment, development and growth, the principle aim of this paper is explore the historical evolution of amaphela services and the ways they negotiate township space while serving the public through flexible and affordable demand-driven service. Using archival sources from government, public media and taxi association sources, this paper offers an opportunity to learn from amaphela’s past and present. The paper’s conclusions consider how paratransit as well as formal transportation services in South African cities might evolve through a better understanding of the amaphela platform.

4.1.2.6 *The history of trust between the government and the paratransit industry in South Africa*

M. Manuel and W. Chege

The South African minibus-taxi industry was birthed into mistrust. The industry started in the early 1980s as a market-led response to the lack of adequate mobility access for poor, black, urban residents in Apartheid South Africa. The national government has attempted to intervene in this industry between 1985 and 2007; these interventions have included; deregulation, the formation of associations, amending zonal permits to route licences, replacing the vehicle fleet, and the replacing

taxis with Vehicle Operating Companies (VOCs) to operate Bus-Rapid-Transit (BRT) systems. For the user, these interventions have been a mixed bag of results. For the industry, the interventions have contributed to gradually improving trust between the government and the industry. The relationship between the two stakeholders, however, remains strained.

Trust is a vital component in improving the state of urban mobility in South Africa. Public transport reform programmes have consistently been affected by significant time and financial delays, in which industry engagements play a significant role. The engagements proceed at a slow pace or require restarting after frequent breakdowns, which fundamentally comes down to a lack of trust between government and the industry. Given that mistrust has been fundamental to the minibus-taxi industry since its inception, the history of trust has a significant influence over the government's ability to reform the minibus-taxi industry, today. This paper aims to detail the history of trust between the government and the industry. It undertakes a literature review to understand how successful each intervention was at achieving its objectives and what the root causes are for its outcomes. Followed by unpacking the impact of each intervention on the relationship between the government and the industry. In conclusion, the paper will provide recommendations and possible solutions that could help to build trust between the government and the industry.

4.1.3 Planning and Mobility

4.1.3.1 *On the making of the Johannesburg driving subject, 1897 – 2020*

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There has been an abundant scholarship into the global historical transformation of streets designed and understood primarily as mobility corridors for motor vehicles. However, there has been limited attention into the contemporaneous processes in the making of a 'driver' figure as a novel mobility subject. The aim of this paper is to make some contribution in this oversight in the literature by analyzing why driving subjects routinely disregard the formal rights of pedestrians in Johannesburg, South Africa. To do this it constructs a conceptual framework where drivers are conceived of as hybrid entities who come into being in their encounter with vehicle technology, together with their wider social identities and the character of and practices in road environment. It uses this analytical framework to examine primary and secondary empirical material (c1897-2020). The core argument is that changes in the road environment and social identities in the Apartheid era coalesced with antecedent transformations to unleash the egregious Johannesburg driving subject. Further, it argues that instead of rupture, post-Apartheid dynamics have primarily been of an

enhancing and reproductive nature. The paper, however also points to some preliminary developments in re-thinking road design, rules, and attitudes that may reconfigure the Johannesburg driving entity.

4.1.3.2 The Spatial Growth of Urban Mobility in Nairobi and prospects of Non-Motorized Transport in relation to Spatial Justice

Dorcas Nyamai, International Planning Studies, Technical University of Dortmund

Mobility is an essential function of a city as a system. It determines the social, economic, and environmental functions of a city. It is a key element for the wellbeing of any city inhabitants. (Church et.al 2000; Montarzino et al. 2007). Many cities in Sub-Saharan Africa are urbanizing rapidly, affecting, and changing the way people move within the city. The projections of urban population growth in these cities mean that mobility will largely be shaped by demographics and changes in daily urban life hence investing in more transport infrastructure will be necessary to satisfy the increasing mobility needs and accessibility to key destinations (World Bank, 2017; Wagner 2018; Jeekel & Martens 2017). Mobility is necessitated by the need for individuals to get access to facilities, services, activities, and opportunities that are embedded within space. Accessibility, therefore, bears a spatial and human dimension relating to how the spatial construction of the city facilitates access to opportunities (Lefebvre 1991) that the individual is then capable to benefit from (Sen 2010). The spatial layout and the transport systems play a significant role in enhancing accessibility and thus providing opportunities for individuals to take part in spatially disjointed activities (Geurs & Wee 2004).

The spatial layout of many cities in sub-Saharan Africa, characterized by monocentric layouts, subdivision and fragmentation has created some form of ‘spatial imbalance’ within the city with disparate access to opportunities and services (Harvey 2008). In most of these cities, infrastructure provision focusses mainly on a single mode of transport. Owners of private vehicles have a higher lobbying power in terms of infrastructure provision (Grackheimer, 1999). Individual mobility tends to be costly, unsafe and lack of alternative mobility reduces the number of places that can be accessible within a given time(UNEP 2016; Wagner 2018)

Fragmented public transport systems and the lack of investment in efficient transport alternatives to the private motorized transport perpetuate negative externalities such as traffic congestions, wasted man-hours in long commutes posing a threat to social and economic growth by enhancing challenges in accessibility and the efficiency of moving masses within the city (Lucas et al. 2018). In the framework of spatial justice, fairness in allocation of resources is realized when majority benefit from the utility of such resources (Lefebvre 1971). In view of urban mobility, this translates to the prioritization of the transport modes used by the majority and directed investment into their improvement with an aim of enhancing accessibility to facilities and services that are necessary for an individual's wellbeing (Lee et al. 2017; Kenyon & Lyons 2007; Tokunova 2018). The most dominant mode of transport should dictate land use patterns and the levels of accessibility (Jeekel & Martens 2017) and calls for concerted efforts from both local and national governments to reduce the pace of acquisition of personal vehicles (Wagner 2018) and promote inclusive transport - both non-motorized and public transport infrastructure that is the most dominant mode of transport in most sub-Saharan African cities ((UNEP 2016; World bank 2017).

Developing countries continue to grapple with a less inclusive urban transport. Few attempts have been made by governments in East Africa to promote inclusive urban mobility by recognizing the need for alternative modes of transport. Kenya and Uganda have developed policies on pedestrian and cycling safety. Uganda has a National Law that promotes the safety of non-motorised users while in Kenya, the County Government of Nairobi has embraced a non-motorized transport policy and formulated a National Land Use Plan that bears prospects for enhancing non-motorized transport by 2030 (Oirere 2015). The implementation of these policies and their enforcement has however been inadequate and mobility is largely shaped by motorized transport users, especially private transport users.

The chronicled attention given to enhancing accessibility of those with private motor vehicles particularly in Nairobi, has resulted in ignorance of the most sustainable modes of transport and contributed to differences in mobility with an excessive burden of high transport costs, longer commute hours and compromise on safety for the majority who do not possess a private vehicle. Nairobi bears the highest percentage of walking trips, compared to other large cities in the region, with walking being the major or secondary mode of travel for more than 80% of all trips (Avner & Lall 2016). About 41% of all trips are made by walking only (County 2014) yet the historical design

of road infrastructure perpetually serves the needs of the minority, ignoring the mobility patterns of the vast majority who walk and use public transport. The historical mono-concentric spatial development of Nairobi has resulted in concentration of transport connections, employment opportunities, government services and other necessary activities and services in the urban core and hence created challenges for improved productivity and liveability (Avner & Lall 2016; Geurs & van Wee 2004).

This research seeks to highlight how the historical spatial development of Nairobi has to some degree contributed to spatial inequalities in relation to urban mobility, with the understanding that past practices on urban transport have influenced the existing transport situation in Nairobi and that the prioritization of infrastructure for a single transport mode has created differences in mobility and inequalities of access.

4.1.3.3 *Urban transportation planning in Lusaka, Zambia: A historical review*

Douty Chibamba and Sydney Chipili, University of Zambia, School of Natural Sciences,
Department of Geography and Environmental Studies

The colonial legacy of urban transportation planning in Lusaka city has left a long-lasting imprint on the physical, social and economic landscape of the city. The near insurmountable traffic congestion we see in the city of Lusaka today is a manifestation of planning decisions and investments in transportation infrastructure which were made during the colonial era. It follows that the deteriorating environmental conditions and the general decay of the urban landscape have historical roots. And yet, scholarly research which interrogates contemporary transportation problems in the cities of the Global South in a historical perspective is scanty. In this review paper which seeks to answer the question whether or not the colonial legacy of urban transportation planning in Lusaka city is ‘cast in stone’. We find that there have not been any significant efforts by the Zambian urban planner to interrogate or modify the colonial legacy on urban transportation planning in the city. The subsequent efforts at ‘modernising’ urban transportation planning and implementation in the city entrench, rather than weaken, the colonial legacy of planning. The Japanese Ring Road planning approach, concocted with Indian design approaches, are currently being superimposed on the colonial grid-iron foundational framework that was laid down by the Adshead, Bowling and Doxiadis sketches. Until the Zambian urban transportation planner is trained and a fully fledged transport department is created in the local authority, the colonial legacy of urban transportation planning on Lusaka city is ‘cast in stone’.

4.1.3.4 *The Historical city in daily life: intersections in gender roles, spatial location and transit provision*

Alexandra Parker (GCRO) and Margot Rubin (SA&CP)

The morphology of many South African cities has changed little over the last 25 years: with some of the poorest communities still living on the peripheries in informal settlements and old townships. Whilst the resulting spatial mismatch with difficulties of access and mobility has been well-recorded and engaged with elsewhere, the day-to-day implications for households and families have been less well-considered. In work that was undertaken between March 2019 and February 2020 using a mixed method-approach that included focus groups, a cell phone mobility app, mapping and qualitative interviews as well as the use of other on-line platforms such as whatsapp to gather data, the team looked at the intersection between mobility, access and household dynamics. It asked what difference does gender and location make for how households navigate and engage with the city in their daily lives? Preliminary results surface and highlight how old spatial planning logics have direct impact on contemporary spatial footprints, mobility patterns and transit choices. Former ‘white’ neighbourhoods, designed to be relatively self-contained and meet the needs of the suburban population, still ensure relatively small spatial footprints that are car-reliant. Whilst, those living in older informal settlements and townships still have the burden of long-distances to access economic and often educational advancement. Similarly, the historical layout of transport modes continues to affect the day-to-day decisions of modal choice. For example, the use of trains for job-seeking because they are considered cheaper and sometimes free, which in turn constrains choice and forces job-seeking into specific areas.

But there are other historical currents, which impact on the mobility choices and day to day decision making. The lack of amenities in many informal settlements remains, and relates to the lack of legitimacy that such spaces have experienced virtually since their inception in South Africa. Seen as sites that require eradication rather than engagement despite policy to the contrary has meant that residents are often forced to access services elsewhere. The issue is compounded by long-standing political divisions: in some sites and suburbs, ward councillors refuse to assist local populations either because they are foreign and cannot vote, or if they are from different ethno-political groups and the perception that they are not an “appropriate constituency”. For example, residents in Denver

who are of IsiZulu extraction, have a Democratic Alliance ward councillor, who refuses to assist them with developments, arguing that they are Inkatha Freedom Party supporters and will never vote for her.

However, these spatial patterns, historical attitudes and political affiliations are overlaid with gender- expectations and gendered divisions of labour – as women continue to carry most of the child-care and domestic responsibilities and men continue to feel the necessity for household income-provision. Thus the patterns of mobility and transit emerging from this study demonstrate the convergence between historically entrenched gendered-notions of family life with issues of historical spatial planning and transport provision to construct gendered patterns of mobility within the contemporary Gauteng City-Region.

4.1.4 Public Transport

4.1.4.1 Sounding the Memories of Lagos City Road Transportation Spaces in Nigeria 1945-2019

Olusegun Stephen Titus, Music Department, Obafemi Awolowo University

Nigerian Popular music scholarship has focused on romance and wealth with very little scholarship directed at road transportation in the fourth largest city in the world. This paper therefore historicises the musical narratives on the periodized transportation metamorphosis in Lagos city. Several of Nigerian popular musicians have produced music centred on road transportation they include Fela Anikulapo Kuti, Dady shoky, Olamide, humble smith Kiz Daniel. Among others. These songs explain the state of city road networks in Pre-independent periods and during the post independent. The road transport on Lagos sound scape include the types of vehicles used the go slow or hold ups, yellow cars and busses, the area boys, and some transformation that has taken place including built environment like over head bridges, road maintenance repairs, enforcement of right road use. It also includes the need to diversify the use of oil to electricity to reduce emitting of toxic gas and warming the earth and help reduce the effect of climate change. The paper employs ethnographic, interviews, musical, textual and audio-visuals of select albums. Using urban narratives and ecomusicology theories I argue that music has potential to chronicle the different historical times and changes in Lagos city and could help advocate for better road network and maintenance that could reduce had ups, accidents, extreme cost of transportation and maintain law

and order on by the road users. I conclude that the memories of road transportation through the sounding scape is phenomenal for global awareness of needed road transported and the need for transformation to reduce the use of petrol vehicle to electric vehicles and create towards sustainable transport futures in African, and increase result in the tendency for policy borrowing (Peck and Theodore 2010; Wood 2015; Côté-Roy and Moser 2018), increasing recognition that the continent is in a unique position to protect, enhance, and expand existing sustainable urban transport systems and practices (Candiracci, Schlosser, and Allen 2010).

4.1.4.2 Moving Towards Sustainability: Collaborative Leadership for Urban Transport Development in Ile Ife, Nigeria

Oluwatimilehin S. Adebisin, Temitayo I. Odeyemi, and Omomayowa O. Abati

The state of public transportation in most sub-Saharan African cities still remain discordant with present development aspirations of the twenty-first century. The continued critical dependence of the population on a transgressive informal public transport system is evidence of this discord. As such, sustainable transport development has been rendered as a mere buzzword on the continent, and especially in Nigeria where many components of the transport system still draw wonder. In Nigeria, attempts have been made by both the national and subnational governments to regulate these transgressive characters, but such attempts have met with criticism, while the approach favored by governments were also labelled unsustainable and ineffective for the indigenous scenario. This paper therefore draws on present and historical data in addressing the urgent demand for the formation and application of comparable and sound transport policies that will both address current mobility issues and promote sustainable development of the transport sector.

Using a case analysis of Ile-Ife metropolis, an ancient and post-conflict city in Nigeria, this study explores the nature and structure of the historical governance relations among key stakeholders in the city's public transport scene. The study measures how a major crisis between the two major tribal occupants in the metropolis has altered the dynamics of public transport operations in the city, and how collaboration between key state and non-state transport agencies is repositioning transport development in the city. Through qualitative data drawn from interviews and focus groups, the study interrogates the existing stakeholder collaboration between the state, state transport agencies, and the informal transport operators measuring the potency of such relationships in promoting the achievement of key sustainability themes. Findings show that historical conflicts among key

stakeholders militate against the formulation and implementation of sustainable public transport policies for the city. The study offers major contribution to the meager literature on collaborative governance in African public transport discourse and we elaborate on the broad implications of this for sustainable development and national prosperity.

4.1.4.3 Policy Inconsistencies As An Antithesis Of Sustainable Transportation System In Lagos, Nigeria

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Across the world, especially in developing countries, road transportation is particularly and mainly characterised by disorganised, often chaotic and complex systems that pose huge challenges to policy makers, city planners and the government in general. The problem of urban transportation has remained one of the major challenges to governments in Nigeria, at the national and state levels, and up to the local government. The problem is more complex in Lagos; the economic capital of Nigeria and the former seat of government from the colonial period until 1991. This study uses historical lenses to critically look at the road infrastructural developments (and challenges) in Lagos, up to the development of proven and workable models and solutions in addressing the multi-faceted problems of urban transport systems in the state.

4.1.4.4 Unpacking Sub-Saharan Africa's Trajectory on Urban Transport Systems: From Typology to Taxonomy

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The socio-technical transitions are often assumed as positive phenomena, because they supposedly reduce carbon emissions, yet the path dependency are evident in determining how fast/slow low carbon transition could be achieved. We then examine the topical themes, and notable gaps in global public research funding across the areas of energy systems, climate change, and transport including four sub-Saharan countries of South Africa, Kenya, Nigeria and Rwanda on low-carbon transitions—rail in South Africa, public buses in Kenya, Cycling in Tanzania and motorbikes in Nigeria—through critical justice lens. In doing so, we draw from original data collected from 66 topics, as well as five technology areas focus on research funding. We document 1120 distinct public funding across these four transitions, including 6 disciplines and research methods commonly recurring low carbon transition field. We aim to show how public funding of research impact low-carbon

transitions is unfolding. We compile information on funding trends, amounts, technologies, and topics over a 30-years period, from 1990 to 2020. We then examines the extent at which research funding increased influence on knowledge and innovation, the duplication of the institution in global governance, transparency on funding, reinforcement and the retreat of state responsibility in the provision of public goods.

The dynamics of global shift towards low-carbon transitions are often assumed as positive phenomena, because they supposedly reduce carbon emissions, yet without vigilance, there is evidence that they can in fact create new injustices and vulnerabilities, while also failing to address pre-existing structural drivers of social injustice among many economies, in achieving social technical transition and the wider socio-economy (Sovacool et al. 2019). Bearing this in mind, this paper examines the public funding of transport in four Sub-Saharan African, especially the four domains of road, rail, aviation and marine. Because a multitude of studies looks at the co-benefits of renewable energy, low-carbon mobility, or climate change mitigation, we instead ask in this paper what are the quantum of policy, funding, infrastructure and technology types that are available for mass transit in urban Sub-Saharan African countries towards attaining low-carbon transitions?

Mass transit's infrastructure within a city is necessary to provide the movement of large volumes of people traveling on trains and buses, in the same travel corridor with great effectiveness, reliability, and most prominently rapidity (Abdallah 2017). In the developed world, urban transport planning in the 1950s and 1960s consisted almost entirely of "top-down" processes. Decision-makers, often with planner/technocrat advice, made decisions under the assumption that they alone had the best answers for the entire population (Lah et al. 2019), and natural climate solutions (NCS) can be a substantial contributor (Anderson et al. 2019). Across sub-Saharan Africa and elsewhere in the developing world, scholars and policymakers have greeted widespread urbanization with considerable trepidation (Langen, et al., 2013). Many countries especially in the west over the years has adopted more economic and technological realistic policies for urban mobility, Technology is a critical factor determining the economic sustainability of bikesharing systems. The Swiss bikesharing market is a scenario of technological innovation and competition among different operators. The technology of PubliBike and Nextbike systems has been transferred to Switzerland from Italy and Germany, while Velospot is an example of innovative adaptation of the principles of bikesharing to the Swiss territorial context (Audikana et al. 2017).

To triangulate our focus in moving to a low-carbon development pathway demands the transport sector make considerable efforts. The argument could be made, however, that fuel economy improvements are no-regret options to lower CO₂ and harmful emissions, better energy security, and increase economic productivity. However, it is apparent in writing about urban policy mobilities that scholars struggle to express the complexity associated with the proliferation, speed and extensive transformations wrought by and to policies in motion.

4.1.4.5 Accounting For Drivers Of Change In Composition And Roles Of Actors In The Informal Transport Sector Of Nigeria

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The spectrum of actors in the informal transport space in Nigeria has evolved through different epochs. The attributes of each epoch has allowed different actors to enter, remain or exit the space, thereby systematically and incrementally changing the composition of actors and the roles they play at different times. The prevailing political and socioeconomic realities of the eras underlining the periods are among the attributes that underscore these changes. The changes create impulses and generate realities that all participants in the informal transport sector have to respond to. These realities in turn influence the perception and outcomes related to the sector; outcomes to which actors adapt their roles accordingly. The myriad effects from the changes in composition and roles justifies a historical review of why certain outcomes were manifest given paths that were taken, occasioned by the realities of the political and socioeconomic environment at those times. Tracing the link is important, because most of the change drivers are shaped by place – dependent processes, so, it is necessary to elicit context specific explanations, in a bid to understand reasons for lock – ins and to define new paths to better outcomes.

4.1.4.6 Embracing elsewhere: unpacking a decade of BRT in South African cities

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This paper traces the circulation of BRT as it moved from Bogotá to understand how and why it was adopted in South Africa, and in so doing, reveals a new way of understanding the intersections between policy models, people and place, which make it timely and appropriate to import urban elsewhere at certain junctures. The paper considers the arrival of BRT in South African cities through the social and material exchanges taking place directly and indirectly between importing and exporting localities. It relies on the experiences and reflections from the actors and agencies

pushing and pulling BRT around the globe. While it may appear a relatively straightforward process in which cities learn of and implement BRT in a timely and efficient manner, the paper demonstrates that policy circulation and adoption is gradual, repetitive and delayed, and always subject to local political contestation.

The paper contributes to ongoing discussions of mobilities and transport geography by seeking to understand how and why cities adopt circulated forms of knowledge. It utilizes the story of BRT adoption to interpret the way in which policy actors mobilize best practice across divergent geographic, historical and institutional contexts. While the account appears an ordinary case of policy mobilities, upon further consideration, these actions expose a locally-contingent process which has yet to be fully described or theorized. In diverging from other accounts, this study explores the way in which adopting localities are instrumental in cultivating a receptive ground for the adoption of global policy. Evidence suggests that local governmental and nongovernmental actors are fundamental in shaping the uptake of global best practices like BRT. As part of a broader contribution to geographical thinking, this study brings new evidence into how cities are constituted through their relations with elsewhere.

4.1.5 Rail

4.1.5.1 To Construct or Not To Construct? The Decision-Making Processes of Constructing Railways in Colonial and Contemporary Mauritius

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The Metro Express is the urban light rail transit network of Mauritius. Its first phase linking the city of Port Louis to the town of Rose Hill was opened to the general public in January 2020. The project was not without controversies though and understanding their roots requires a new approach to studying such large technical systems. The paper proposes a combination of *longue durée* and global history perspectives to analyse the decision-making processes spanning from the mid-nineteenth century when the British decided to construct railways in the island until the late 2010s when the Mauritian government started the procedures for a light rail network to be finally built. [#References on theoretical approaches and local history.]

A chronology by the local newspaper L'express Maurice mentioned that the LRT project was first envisioned by the Mauritian government in 1989.² Several pre-feasibility studies were also conducted in 1991, 1994 and 1997.³ The consultants Halcrox Fox also conducted a feasibility study April 2001 concluding that a LRT network would be the best form an alternative public transportation system for the island.⁴ Feasibility studies and a Project Implementation Planning was initiated by the Singapore Cooperation Enterprise in 2012 until October 2013. The SCE was also assigned as the Transaction Management and Transaction Advisor. In December 2014, the new government decided to abandon the project. In May 2016, the Minister Nando Bodha revealed that it was reconsidering the project after new financing offers from India.⁵

Five waves in the decision-making processes to construct or not to construct the LRT network in the 21st century can actually be uncovered. These five waves were intricately linked to both local politics and global processes. From November 2003 to July 2004, there was the decision to go ahead with the LRT project until May 2005. In July 2004, there was briefly a decision to opt for a Bus Way but it was abandoned in October 2004. In April 2008, the Bus Way was the preferred option in what could be termed as the second wave. The third wave spanning from April 2010 until August 2013 involved discussion processes regarding the LRT project. In these three waves, the SCE and World Bank played pivotal roles but the discontinuities often happened because of changes in governments or preferences for the Bus Way. In the fourth wave spanning from July 2014 till December 2014, India started playing a key role after the contractors were shortlisted from there and it became further intricate with major financing offers. The opposition coalition then promised to review the project but the impression given that it would abandon it. [#Include references, verify chronologies and elaborate on them.]

In May 2016, the Minister Nando Bodha responsible for the project, affirmed that the government is reconsidering the project after receiving new financing offers from India.⁶ The construction processes officially started in March 2017.⁷ In January 2020, the public could finally travel in the

2 Métro léger : ce que l'on sait... - 25/05/16

3 « On ne résoud jamais le problème de trafic » - 08/11/03

4 Six firmes retenues pour le projet du métro léger - 24/03/04

5 Métro léger : ce que l'on sait... - 25/05/16

6 Métro léger : ce que l'on sait... - 25/05/16

7 [Vidéo] Port-Louis: chauffeurs et receveurs d'autobus manifestent contre le Metro Express - 09/03/17

public transportation system between Port Louis and Rose Hill. [#References.] In the urban regions of the island, the light rail transit network would follow roughly the same alignment as the one of the former discontinued railways. The official discussions for the construction of these former railways by the British Government started in 1858 and the construction themselves began in 1862. The first line used to transport both goods and passengers was launched in 1864. But the whole network was eventually dismantled in 1864 because of financial losses due to the introduction of land-based vehicles.⁸

There were several continuities and discontinuities linking these two public transportation networks. The railways were constructed in a colonial economy which was known to be very extractive while the light rail transit network would be operating in what could be termed as a neoliberal economy. There were interactions between the local and the global in both phases. Such interactions can be deciphered by analysing the decision-making processes through the lenses of performativity and actor-network theories. By placing these interactions in a *longue durée* scale, patterns and comparatives which would otherwise be invisible come to light. These patterns and comparatives could function as a form of usable pasts on public transportation systems. It is important to note that the colonial world is not analysed as a trove of lessons from the past but rather as a gauge to question notions of progress. [#References on theoretical approaches and local history.]

4.1.5.2 Beyond the flames: understanding transitions in South Africa through the urban rail crisis and mobility practices

Solène Baffi, Project manager CODATU

The City of Cape Town and its inhabitants face a recurrent crisis since 2016: regularly, the train carriages that are moving thousands of passengers each day are set alight. Due to this phenomenon, in January 2020 less than 30 train carriages were still operational on the almost 90 carriages available in the Western Province⁹. The situation has severe impacts on people depending on the

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9 For more information, a small selection of press articles available online:

<https://www.iol.co.za/capeargus/news/prasa-is-failing-commuters-says-newly-appointed-administrator-41257778>

<https://www.groundup.org.za/article/cape-town-metrorails-skorokoro-trains/>

<https://www.iol.co.za/capetimes/news/western-cape-metrorail-left-with-only-32-operational-train-sets-after-another-blaze-41474104>

<https://www.news24.com/news24/southafrica/news/metrorail-suspends-train-service-across-western-cape-due-to-eskom-power-cut-20200227>

train on a regular basis, especially in South African cities where this concerns mostly the poorest households. More striking is that fires are often set by passengers themselves, in order to express their dissatisfaction regarding a decaying and poor-quality service.

This situation also highlights the specificities of mobility practices in South African cities, and in Cape Town in particular. Indeed, even though trains are burning in Cape Town, the metropolitan railway network is one the most developed in Africa and still represents an important modal share. Besides, the railway network was built in the early stage of Cape Town's urbanization, and soon became the "backbone" of the city (Clark & Crous, 2002). If Cape Town stands out with the high numbers of train commuters, the modal split also highlights other specificities, especially compared to other African cities where walking often remains the dominant travel mode, and where private cars are not a common asset. Indeed, private car is the main travel mode (53 % in 2013), and NMT only represents 9 % of the modal split¹⁰. Other public transports include bus, minibus and since 2011, a BRT system called MyCiti.

At the light of the train crisis taking place in Cape Town for a few years, several interrogations are raised. First, the unusual modal split in Cape Town regarding other African cities questions the specificity of urban mobility and transport in Cape Town and South African cities in general. Second, the recent display of violence of the commuters against the train service also calls for more investigations, as well as the poor quality of service provided by the train operator. From these questioning, several assumptions can be articulated. Even though the crisis happened recently, the poor quality of service might be related to the role urban trains played during apartheid. This could also relate to the violence associated with the commuters' claim and more generally explain that public transport -and trains in particular – have a specific political connotation in South Africa.

The main hypothesis leading the reflection in this paper is that causes of the recent violent upsurge against train carriage are to be found over the long term and that the timing of the current crisis is not trivial. More than two decades after the democratic transition, urban service delivery is still an issue at stake for municipalities, including the City of Cape Town. The train service, the long-lasting infrastructures and the management of the operator, Metrorail, show growing mismatches

¹⁰ See page 48 for figures on modal split: <https://tdacontenthubstore.blob.core.windows.net/resources/fd3ddc0d-b459-4d26-bb01-7f689d7a36eb.pdf>

with the aspirations and needs of the contemporary society. This mismatch appears to be even more striking when the environmental transition made urban rail a valuable asset in cities. However, if the decaying condition of the train service has been denounced for decades now, the reaction of the commuters remains unprecedented since the apartheid era. Also, the strong reaction of the citizens might be understood as a symbol of the failure of public policies during the past two decades, or as the harbinger of a deep transformation happening with some time lag.

The aim of this paper is to retrace the practices of mobility in South African cities over the long term and highlight their political dimension. Thus, to understand the evolution of mobility practices, the research is anchored in a spatial and systemic conception of transport in relation with urbanization. The interaction between transport and mobility is understood as a dynamic process, mobilities influencing the shape of transport networks and services, which in turn impact the travel conditions and practices (Lombard & Ninot, 2012). Beyond this interaction, mobility and transport also impact the construction of cities, either as planned spaces, or as practices participating in the construction of the city's essence (Jensen, 2009). Besides, in order to analyze the interactions between rail, power and society in South Africa over the long term, the research falls within the socio-technical approach and uses its conceptual tools to understand the coevolution between industries, technologies, markets, policies, culture and society (Geels, 2012). The adoption of the socio-technical approach also enables to unpack the notion of transition, which refers to the global environmental constraints faced nowadays and echoes as well a particular phase of the South African history, the democratic transition that happens since 1990.

This research is built on several empirical sources. First, a database built on historical sources was created retracing the evolution of the railway network in South Africa from 1860 until 2000. Then, exploration of this database has been articulated with the analysis of historical sources (mostly the historical rail operator, the South African Railway and Harbors and travel narratives available at the National Archives). Eventually, interviews were led in South African cities over a few years (2011-2015) in order to identify public transport's users (especially train users) practices and daily mobilities. Current operators, representatives of the different State levels, consultants in the field of mobility and urban planners were also interviewed.

From this empirical material, three main assumptions will be explored. First, light will be shed on the specificities of the railway network in South Africa, and how it became a tool to implement segregation at the country level. Second, the persistence of this legacy in the South African cities – mostly Cape Town – and the inadequacy of the network to the contemporary urban trends and practices will be shown. Eventually, the discussion will address the governance issues and the rebalance of the scale of power in the post-apartheid society.