

Promoting soft mobility for all: Support for the design of bike lanes in Oujda

Climate and environment

Climate and environment have become global issues as the impacts of climate change and ecosystem degradation intensify. International agreements, such as the Paris Agreement, witness the efforts to attenuate these problems and to encourage the transition to more environmentally friendly practices. In Morocco, environment is an important and complex subject, involving multifaceted aspects of sustainability, of natural resource management and of ecosystem protection. The mobility and public transport sector holds significant importance, prompting the development of a National Urban Mobility Strategy in 2008. This strategy aims to enhance mobility safety, improve quality, reduce costs and address the priority needs of citizens while respecting the environment. Vulnerable road users, including pedestrians, cyclists and motorcyclists, are disproportionately affected by traffic accidents, with a fatality rate of 58%, of which 31% are two-wheel users, according to data from the Ministry of Public Works, Transport and Logistics in 2014. To mitigate these consequences, a new National Road Safety Strategy for 2016-2025 has been implemented to reduce the number of road deaths by 2025. The regional project “City-to-City Cooperation Maghreb-Germany” (KWT II), commissioned by the Federal Ministry for Economic Cooperation and Development (BMZ), was implemented by the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH in cooperation with the Service Agency Communities in One World (SKEW) of Engagement Global gGmbH, from March 2020 to February 2024. Among other activities, the regional project supported partnerships between German and Maghreb cities. The good practices highlighted in this fact sheet have been developed by the city of Oujda in partnership with the district of Böblingen. These practices will be scaled up as a part of the follow-up regional project “Urban Adaptation to Climate Change in the Maghreb”, running from March 2024 to February 2027.

Study on the implementation of bicycle paths or lanes in Oujda

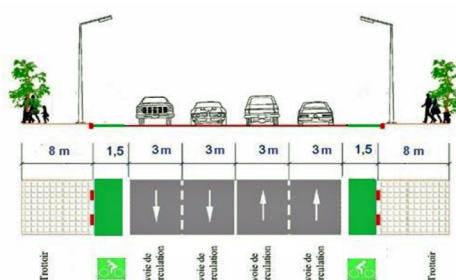
In Morocco, the regional project KWT II was implemented in collaboration with the General Directorate General of Territorial Communities (DGCT) of the Ministry of the Interior. One of the participating cities was the urban municipality of Oujda in the north-west of the country.

With the support of the regional project KWT during its first phase and in collaboration with its German partner, the district of Böblingen, the city of Oujda has carried out a preliminary study on the creation of 4 km of bicycle paths or lanes on the Boulevard M'Barek Bekkay Lahbil as a first experiment for the city of Oujda. The study marks a prerequisite for the project to integrate bicycle lanes and paths in the city of Oujda, as part of a sustainability perspective, promoting soft mobility and the practice of urban cycling. The aim is to offer for the most vulnerable road users a safer and more secure travel option.



Approaches and actions

Due to the lack of dedicated infrastructure for cyclists, the modal share of two-wheeled vehicles, particularly bicycles, is estimated at 2% at the city level. However, the city's flat topography makes cycling easy. To increase this modal share, Oujda's Master Plan for Urban Mobility (PDMU) includes the implementation of a comprehensive plan for bicycle lanes and paths. The 4 km section of Boulevard M'barek Bekkay Lahbil (see photo 1) has been prioritised as a pilot area. It is located in a popular district with a significant flow of cyclists. This unfortunately leads to serious accidents also involving cyclists. The project followed the approach shown in diagram 01 below:



Left: Overview of the priority route for the bicycle path on the Boulevard M'barek Bekkay Lahbil.

Right: Overview of preferred scenario 2: The creation of lateral bicycle lanes to replace the parking area for 4-wheeled vehicles, with a width of 2 m in each direction, extended over a length of 1.900 m.

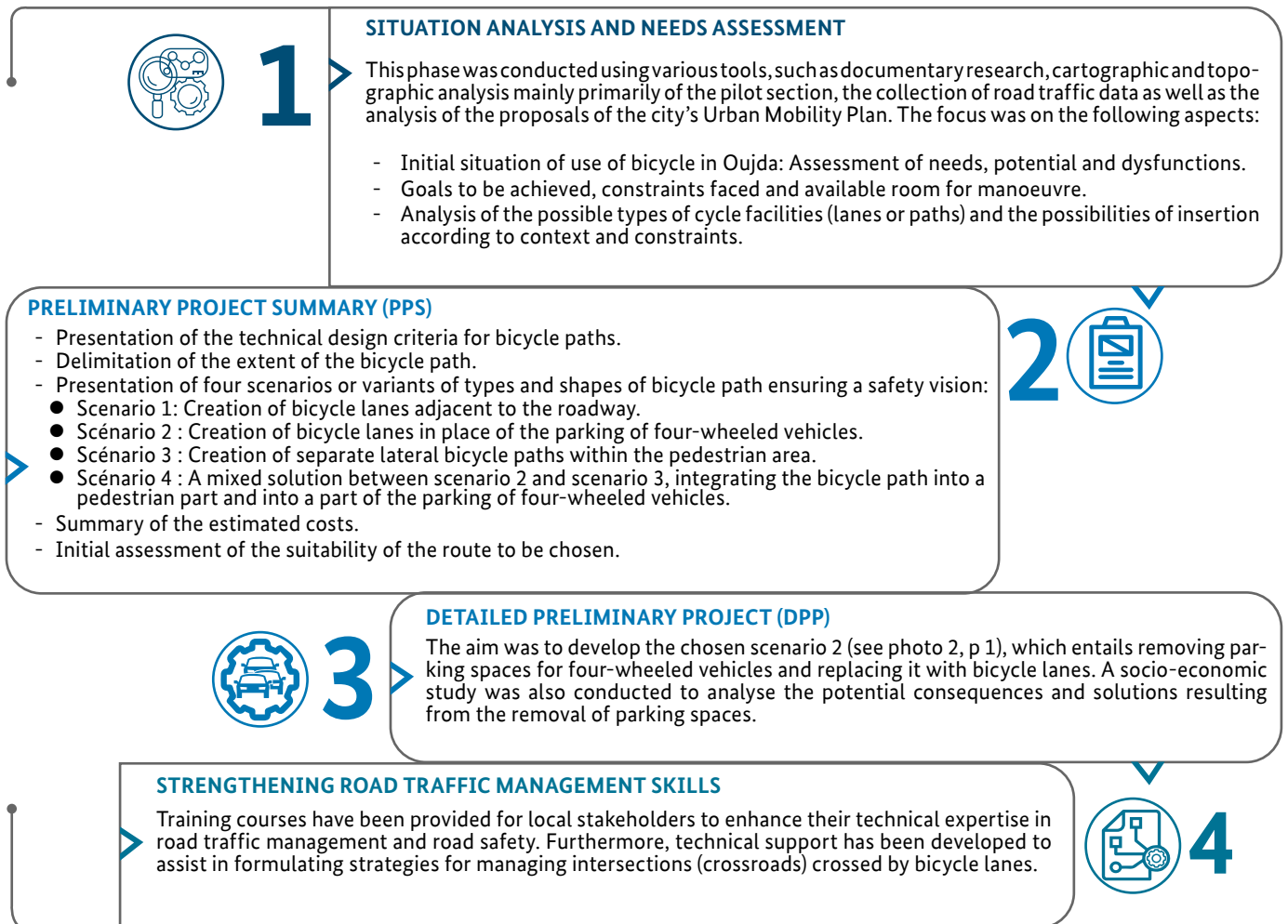


Diagram 01: Methodological approaches. © GIZ

Achievements

The project has achieved the following results (diagram 02):

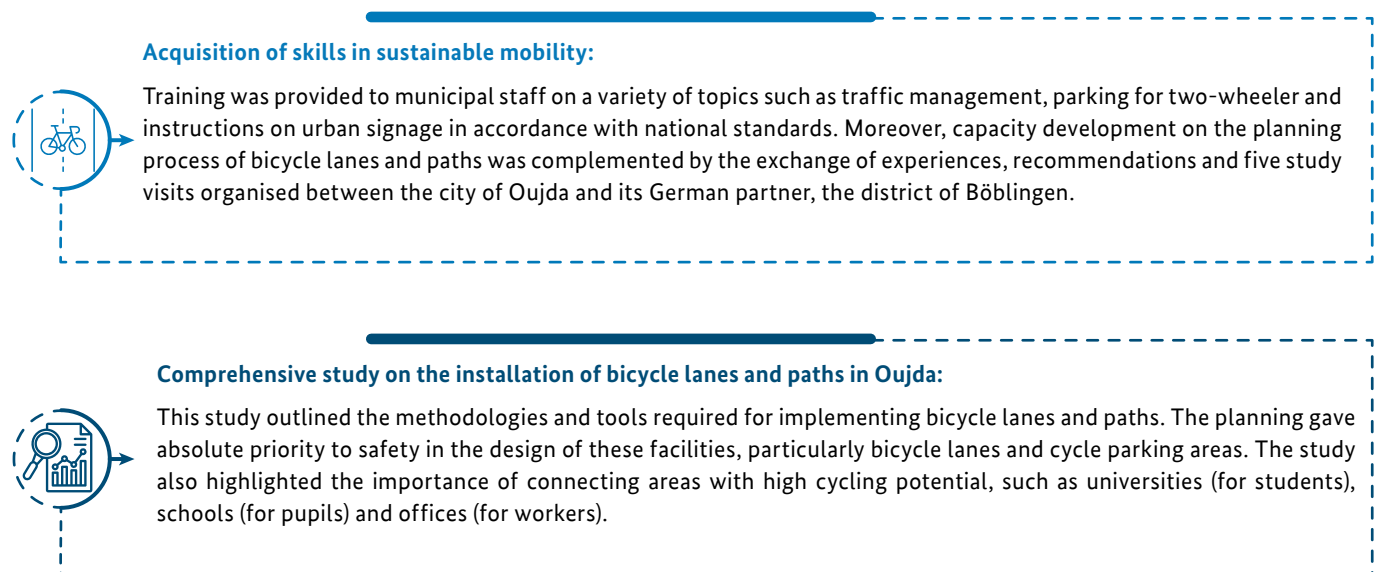


Diagram 02: Achievements. © GIZ



Challenges

Several challenges were encountered, necessitating tailored solutions. These challenges are detailed in diagram 03:

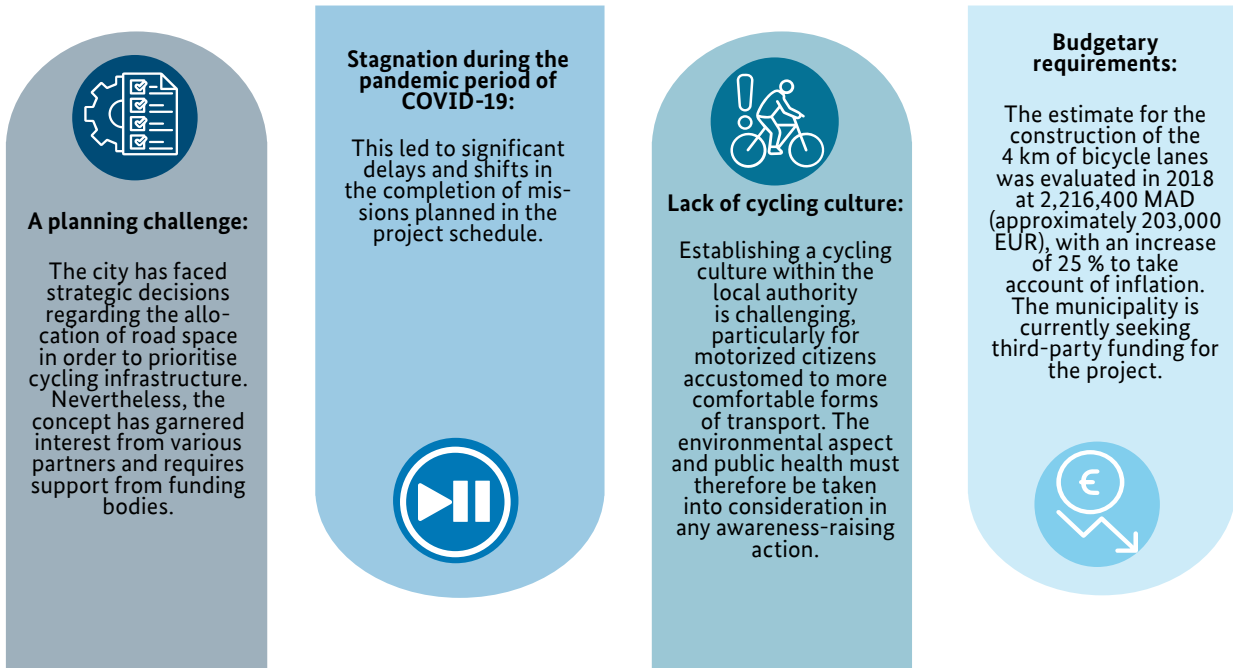


Diagram 03: Challenges encountered. © GIZ



Innovative aspects and potential

The bicycle lane design study project shows a number of strengths, targeting a commitment to the environment and climate (diagram 04):

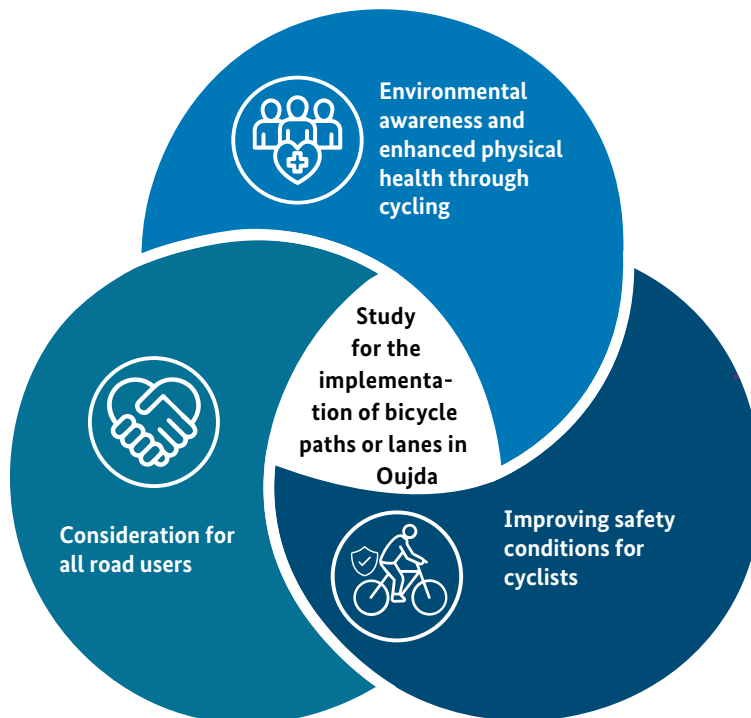


Diagram 04: Innovative aspects and potential. © GIZ



Left: Field visit to an example of accessibility works for people with reduced mobility at Lala Aicha Park during a study trip from Böblingen to Oujda..

Right: Analysing urban mobility plans and consultation between representatives of the city of Oujda and the district of Böblingen.

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Best practices, lessons learnt and recommendations

Several important lessons have been learnt and best practices identified from the experience in Oujda, which should be considered when scaling-up (diagram 05):

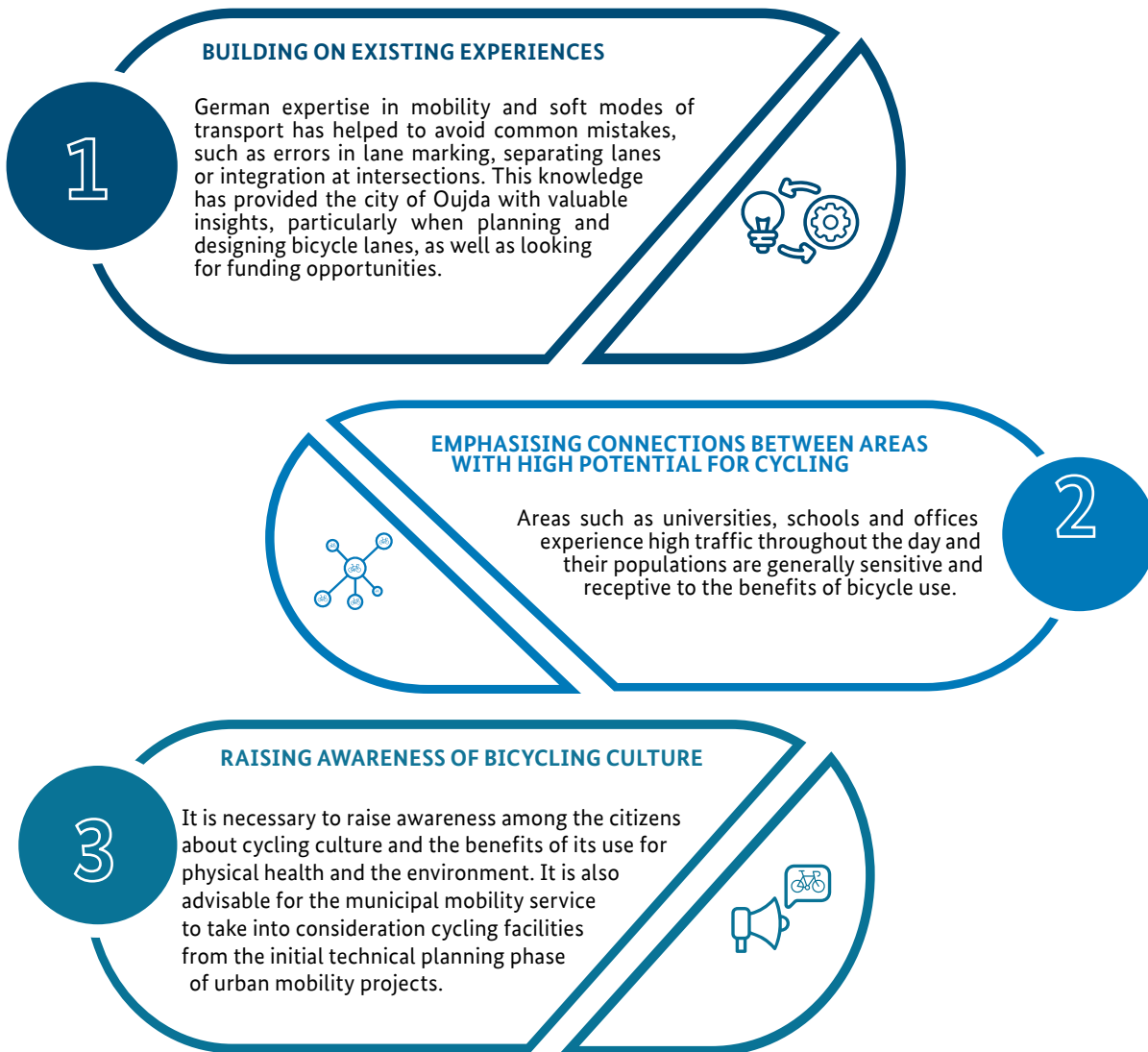


Diagram 05: Best practices, lessons learnt and recommendations. © GIZ

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