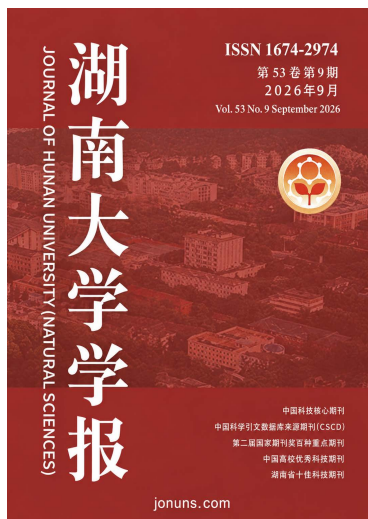




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Urban Mobility and Territorial Development in Africa: Systematic Literature Review

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Abstract: Global urbanization is accelerating, with the United Nations projecting that the share of the world's population living in urban areas will increase from 56% in 2020 to 68% by 2050, while the global urban population is expected to rise from 3.9 to 6.4 billion. This trend is intensifying traffic congestion, carbon emissions, and socio-spatial inequalities. Africa is experiencing urbanization on an unprecedented scale, with its urban population, currently estimated at approximately 570 million, projected to double by 2050. This growth is placing increasing pressure on transportation systems, particularly in major metropolitan areas across the continent. This study addresses the following systemic question: how do urban mobility policies influence territorial development?

Following the PRISMA methodology, a systematic literature review covering the period 2015–2024 was conducted using the Scopus, Web of Science, and ScienceDirect databases. The initial corpus comprised 29,442 publications, which was reduced to 4,062 after the application of inclusion and exclusion criteria and subsequently refined to a final sample of 228 articles specifically addressing urban mobility and territorial development in the African context. The findings reveal an organized yet fragmented African research community, geographically concentrated in South Africa, Egypt, and Morocco. Although international collaboration is increasing, two major gaps remain: the absence of a unified theoretical framework linking mobility and territorial development, and the predominance of unidirectional causal interpretations that treat mobility primarily as a consequence rather than as a driver of development. Five analytical gaps are identified: (1) the bidirectional relationship between mobility and development remains understudied; (2) links between spatial scales, particularly intra-urban and inter-urban



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dynamics, are insufficiently articulated; (3) theoretical frameworks remain fragmented; (4) institutional and political dimensions of mobility decision-making are only partially examined; and (5) longitudinal perspectives are limited because most studies rely on cross-sectional designs. Overall, despite growing collaboration, research on urban mobility and territorial development in Africa remains fragmented. This fragmentation represents both a challenge and an opportunity to strengthen the theoretical foundations and policy relevance of future research on urban and mobility development across the continent.

Keywords: urban mobility; territorial development; sustainable urban development; systematic literature review; bibliometric analysis; Africa.

非洲城市交通与区域发展：系统性文献综述

摘要：全球城市化进程正在加速。联合国预测，全球城市人口占总人口的比例将从2020年的56%上升至2050年的68%，全球城市人口也将从39亿增加至64亿。这一趋势正在加剧交通拥堵、碳排放和社会空间不平等。非洲正经历前所未有的规模的城市化进程，其城市人口目前估计约为5.7亿，预计到2050年将翻一番。人口增长正在对交通运输系统造成日益加大的压力，尤其是在非洲大陆的主要大都市地区。本研究围绕以下系统性问题展开：城市交通政策如何影响区域发展？

本研究遵循PRISMA方法，对2015—2024年间的相关文献开展系统性文献综述，检索数据库包括Scopus、Web of Science和ScienceDirect。初始文献库共包含29,442篇文献，在应用纳入与排除标准后缩减至4,062篇，随后进一步筛选出228篇专门讨论非洲背景下城市交通与区域发展的文章作为最终样本。研究结果表明，非洲相关研究群体已形成一定组织性，但整体仍较为分散，且在地理上主要集中于南非、埃及和摩洛哥。尽管国际合作不断增加，但仍存在两个主要研究缺口：其一，缺乏能够将交通与区域发展联系起来的统一理论框架；其二，现有文献中的因果解释主要呈单向性，往往将交通视为发展的结果，而非推动发展的驱动因素。研究进一步识别出五个分析缺口：（1）交通与发展之间的双向关系仍缺乏充分研究；（2）不同空间尺度之间的联系，尤其是城市内部与城市之间的动态关系，尚未得到充分阐释；（3）理论框架仍较为碎片化；（4）交通决策中的制度与政治维度仅得到部分关注；（5）由于大多数研究采用横断面设计，因此纵向研究视角仍较为有限。总体而言，尽管合作不断增强，非洲城市交通与区域发展领域的研究仍然较为分散。这种碎片化既构成挑战，也为加强未来非洲城市发展及交通发展研究的理论基础及政策相关性提供了机会。

关键词：城市交通；区域发展；可持续城市发展；系统性文献综述；文献计量分析；非洲。

1. Introduction

The purpose of the introduction is to explain to readers all the details of this study. Its role is to arouse the reader's attention and allow the reader to gain a general understanding of the paper. The contents of the introduction are as follows:

Urban mobility is now a major global challenge. Cities around the world are striving to improve their transportation systems to meet the growing needs of their populations, reduce congestion, cut pollution, and promote sustainable modes of travel.

Different strategies are adopted depending on national contexts. Some major cities have developed

efficient public transit networks, such as subways, streetcars, and high-quality bus services. Others are placing greater emphasis on promoting active modes of travel, such as walking and cycling, by developing dedicated infrastructure and supporting bike-sharing programs.

Since the second half of the 20th century, Morocco has undergone a sustained process of urbanization, primarily linked to rural exodus and natural population growth. While the urbanization rate was approximately 7% to 8% at the beginning of the century, it reached 62.8% in 2014, according to the results of the General Population and Housing Census

(RGPH) conducted by the High Commission for Planning (HCP) in 2024 [1].

According to projections by the Center for Demographic Studies and Research (CERED), the rate of urbanization is expected to approach 74% by 2050 [2].

Furthermore, recent transformations in Moroccan society, driven by economic growth, have also profoundly altered this demand for mobility.

The second part of the report on the New Development Model (NMD), dedicated to the Morocco of tomorrow and its main challenges, addresses the issue of strategic axes of transformation. This section tackles the issue of territories under the heading "resilient territories, anchors of development" [3].

This is a major challenge for Morocco, which has an institutional and legal framework enabling regions to play a key role, with missions and prerogatives defined in accordance with the organic laws on the reform of advanced regionalization [4].

Currently, individual mobility in Morocco has experienced exponential growth, driven by several factors. Among these is the ongoing urban sprawl of cities, resulting in the horizontal expansion of urban areas. Furthermore, the changing status of women in Moroccan society, which grants them greater autonomy and more active participation in social, economic, and political life, also contributes to this trend toward increased mobility.

In this context, urban mobility, across all modes, now represents a major component of the economy of metropolitan areas, generating significant flows of people and goods. It also constitutes a significant portion of household expenditures related to daily transportation, services, and infrastructure. More than just a necessity, mobility plays an essential role in the lifestyle of urban populations: it directly influences their quality of life, their social habits, their access to services, and their participation in the economic and cultural life of cities.

This phenomenon thus raises major challenges in terms of territorial development, environmental sustainability, and social cohesion, requiring in-depth analysis to design efficient, accessible, and environmentally friendly transportation systems.

Consequently, and in light of the above observations, the following research question should be formulated: How do urban mobility policies influence territorial development? This inquiry aims to understand the links and dynamics between mobility strategies implemented by public and private actors and their capacity to shape the structuring of urban territories.

The objective of our literature review is to identify, synthesize, and analyze in depth the effects of urban mobility policies on territorial structuring, particularly in the context of medium-sized and large cities. We will focus on studying spatial impacts

(distribution of urbanized areas, accessibility, territorial polarization), economic impacts (development of economic activities, economic dynamism, market accessibility), and social impacts (equity, social cohesion, quality of life).

This approach aims to highlight how choices regarding mobility, infrastructure, and urban planning can contribute to balanced and sustainable growth, or, conversely, exacerbate inequalities and fragment territories. By analyzing these effects, we hope to provide insights to guide future policies toward coherent, integrated territorial development that is resilient in the face of contemporary challenges.

2. Conceptual Framework and Theoretical Foundations

Urban mobility is a key indicator of the vitality and dynamism of cities. It also plays a central role in improving quality of life, reducing environmental impact, and enhancing the economic efficiency of regions. At the same time, regional development aims to promote harmonious, balanced, and sustainable planning capable of meeting current needs while preserving resources and opportunities for future generations.

Urban mobility policies, for their part, aim to adapt and improve transportation services to meet the growing demand for mobility driven by rapid urbanization, the diversification of travel modes, and social and economic challenges. The effective design of these policies, as well as an understanding of their limitations, are crucial to ensuring urban development that is sustainable, inclusive, and resilient.

In this context, a conceptual and theoretical foundation constitutes the essential basis for any study on urban mobility and territorial development. It provides a structured analytical framework by drawing on key concepts that help define the issue, shed light on the dynamics at play, and guide the research process.

To deepen our understanding of the interactions between urban mobility and territorial development, we present a summary of the main concepts that will be used to enrich and structure our analysis (Table 1). This will also allow us to evaluate various public policies in light of their ability to ensure balanced, sustainable, and equitable urban development, while addressing current social, economic, and environmental challenges.

3. Methodology

A systematic literature review using the PRISMA (Preferred Reporting Items for Systematic Reviews and Meta-Analyses) method provides an in-depth analysis of the reporting guidelines that have evolved over the years to improve the quality of systematic reviews.

Recently, several articles have highlighted the importance of applying PRISMA methods to ensure the rigor, reliability, and quality of literature reviews. These

methods provide a standardized framework and offer an overview of current practices in a given field. This is a structured approach for conducting and presenting systematic reviews and meta-analyses [16, 17].

The structure of our literature review, which is organized around the issue addressed and the

determinants of urban mobility and territorial development referenced in the articles, follows the steps described in the PRISMA approach. The search was conducted primarily in the Scopus, Web of Science, and ScienceDirect databases for the period from 2015 to 2024.

Table 1. Definition of Key Concepts

Concept	Description
Urban mobility	This concept refers to all movements of people and goods within an urban environment. Urban mobility is a complex and multidimensional concept that has attracted growing interest in the academic literature over the past few decades. In this literature review, we will explore the various facets of urban mobility through a series of articles that highlight the dynamics, challenges, and innovations shaping this [5-7].
Territorial Development	Territorial development is a rich and multidimensional concept that has been explored through various lenses by numerous researchers over the years. This concept refers to a process that integrates the design, planning, and management of urban space. In this literature review, we will examine the significant contributions that have shaped our understanding of this subject. These encompass land use, population density, functional diversity, urban hierarchy, as well as natural resource management [8, 9].
Urban Mobility Policies	The literature on urban mobility policies has evolved considerably over the years, addressing varied and complex issues. In this review, we will examine several key articles that offer different perspectives on this topic. These policies may concern infrastructure development (transport networks), the promotion of alternative modes of travel (walking, cycling), pricing, traffic regulation, or traffic flow management [10-12].
Spatial Inequalities	Research on spatial inequalities presents a variety of approaches and perspectives that highlight the complex dynamics of the distribution of resources and opportunities in different geographic contexts. This concept refers to the unequal distribution of resources, services, and opportunities within cities. It includes concepts such as spatial justice, disparities in access to employment, education, healthcare, or public facilities, as well as poverty or social exclusion [13].
Climate Change	The literature on climate change and urban transportation has evolved significantly over the past few decades, reflecting the growing importance of these interconnected issues. The urban transportation sector is a major contributor to greenhouse gas (GHG) emissions, directly impacting climate change. In this context, it is essential to study the effects of climate change on the urban transport system, identify measures to reduce emissions (transition to more sustainable modes, electric vehicles, green infrastructure), and integrate sustainability into the design of mobility policies [14, 15].

The literature review took place from the fourth quarter of 2025 to the first half of 2026, with regular follow-ups to ensure the bibliography remained up to date. The search was conducted in Scopus, Web of Science Core Collection, and ScienceDirect. In Scopus, the terms “urban,” “mobility,” and “development” were searched for in the Title, Abstract, and Keywords fields, while the same combination was applied to the Subject field in Web of Science.

The search query "Urban Mobility and Territorial Development" was used in ScienceDirect. Studies published prior to October 2025, which were

purely exploratory in nature, were excluded. All references were exported to Zotero to remove duplicates, first automatically and then manually.

At the end of this selection process, a final corpus of 228 articles was compiled for systematic and bibliometric analyses.

In our case, the keywords used were: Territorial Development, Urban Mobility, Third Sector, Sustainable Development, Urban Development, and Mobility. To increase our chances of finding more relevant publications, we created the following table listing the selected keywords along with their synonyms.

The term "third sector" was included in the research strategy to identify studies on the role of civil society, including NGOs, associations, and community organizations, in urban mobility governance, accessibility, social inclusion, and territorial development. Table 2 summarizes these details.

Table 2. List of keywords and associated combinations used

Symbol	Keywords	Synonym 1	Synonym 2	Expression	Combination
A	Territorial development	Sustainable development	Urban development	A-A1-A2	A-B-C A-B1-C A1-B-C A1-B1-C A2-B-C A2-B1-C
B	Urban mobility	Mobility	-	B-B1	
C	Third sector	-	-	C	

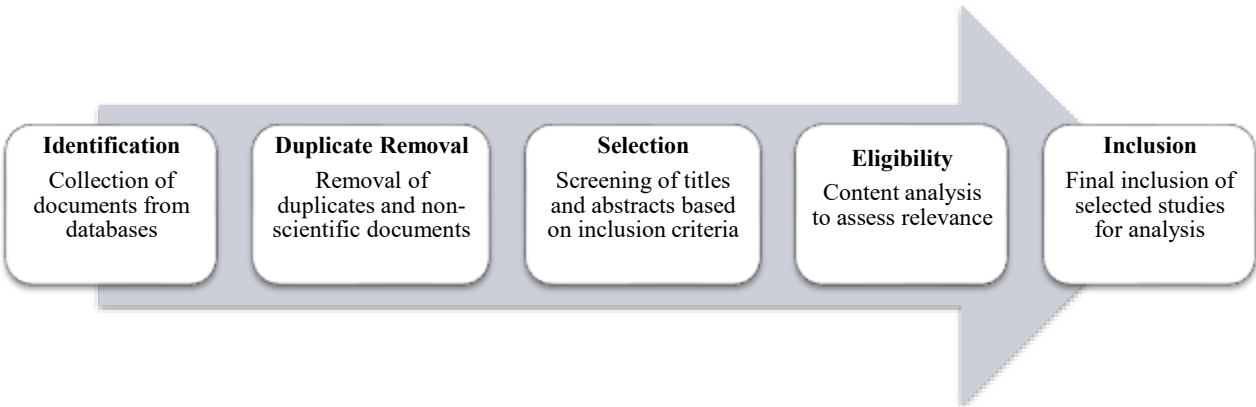


Figure 1. Flowchart of the article selection process

Our research was conducted using several journals and databases; however, the most relevant results were obtained from the sources listed above. The following diagram illustrates the methodology and selection process; this figure was created based on the PRISMA Statement diagram and allows for the visualization of the various research stages.

The inclusion and exclusion criteria that guided the results are detailed in Table 3, which summarizes the articles selected across the various search levels, based on the previously defined keywords.

Table 3. Inclusion and exclusion criteria for article selection

Exclusion criteria	Inclusion criteria	Refined inclusion criteria
Document types other than journal and magazine articles	Articles addressing urban mobility and/or territorial development based on the various keywords	Articles addressing the subject of this research in relation to African territories
Languages other than French and English	Articles published in the last ten years (2015–2024)	
Articles not addressing topics related to the research theme	Documents (Open Access)	

To deepen our understanding of this research topic, we focused on articles in French and English while refining our selection, for example, by excluding other types of publications as well as articles published before 2015.

The keywords selected for our research are: Territorial Development, Urban Mobility, Third

Sector, Sustainable Development, Urban Development, and Mobility.

4. Thematic Analysis

To build our corpus for bibliographic analysis, a systematic search was conducted in the Scopus, Web of Science, and ScienceDirect databases, using keywords related to urban mobility, territorial

development, and the African context. The results were imported into Zotero software to facilitate the management of bibliographic sources and research, and to enable the import of metadata, the rapid collection of references, and the organization and structuring of documents, notes, and annotations for effective use in our project. After removing duplicates, the bibliographic records were exported in RIS format to be analyzed using VOSviewer software (version 1.6.20).

This combination of tools enabled a consistent and structured processing of bibliographic metadata, which will facilitate the subsequent analysis of scientific networks and publication dynamics in the field under study.

In terms of narrative thematic analysis, the 29.442 items identified as initial results were refined to yield 4.062 relevant publications covering various countries. Of these, 228 publications focus on African countries, representing approximately 5.6% of the relevant corpus. This proportion does not necessarily reflect a scientific underproduction on the continent, but may result from several structural and methodological factors.

First, scientific output in Africa remains generally more limited compared to other regions, partly due to structural constraints such as insufficient funding, limited infrastructure, and restricted access to international partnerships. Second, a significant

portion of the research is published in local journals, often in languages such as French, Arabic, Portuguese, or Spanish. These journals may be less frequently indexed in commonly consulted international databases, which can reduce their visibility in global analyses. Furthermore, the predominant use of keywords and methodological criteria (inclusion/exclusion, temporal and thematic filters) in English may further limit the retrieval of non-English-language African studies and influence their representation in the results.

4.1 Descriptive Analysis

The subject matter of this study is still developing in several African countries, where local scientific priorities may differ from those valued at the international level. The low rate recorded does not reflect a lack of output, but results from structural, linguistic, and methodological constraints that limit Africa’s representation in the international scientific literature.

In addition, a systematic review of the selected articles was conducted using more refined inclusion and exclusion criteria tailored to the regional context. Table 4 presents the results following the application of relevant keywords and methodological filters, illustrating the selection criteria and characteristics of the selected publications.

Table 4. Results of the systematic review of the selected articles

Bibliographic databases	Article results			
	Initially collected	After exclusion	After inclusion	By country filter (Africa)
Scopus	12.493	3.326	1.529	70
Web of Science	7.721	3.577	1.343	60
Science Direct	9.228	3.804	1.190	98
Total	29.442	10.707	4.062	228

Based on the sources mentioned (Scopus, Web of Science, and ScienceDirect), the initial corpus consists of 29.442 articles. After removing duplicates and conducting a preliminary review of titles and abstracts, 10.707 articles remain. Of this subset, 4.062 articles met the selection criteria during the initial evaluation, while 6.645 articles were excluded at this stage (irrelevant, insufficient methodology, off-topic content). This distribution reflects a hybrid approach combining sources that identify bibliographic publications with editorial sources providing access to their full texts.

To further refine our synthesis, the inclusion phase ultimately selected 228 articles for the sample. This reduced number is due to a targeted selection: we included only articles that address both urban mobility and territorial development in Africa. Countries outside of Africa were intentionally excluded to focus the analysis on the African context.

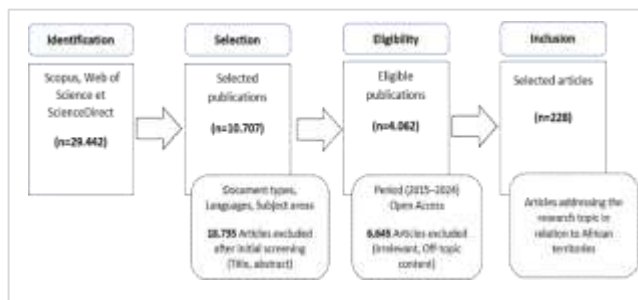


Figure 2. PRISMA flow diagram of the article selection process

Our systematic review, conducted in accordance with the PRISMA guidelines, identified and analyzed 228 scientific articles on urban mobility and territorial development in Africa. The results reveal a growing interest in mobility policies in cities across the continent, while highlighting a priority on improving accessibility and promoting social and spatial inclusion.

A cross-analysis of these sources allowed us to identify several major thematic areas that may provide insights into our research question; Figure 3 presents the distribution of published articles by year.

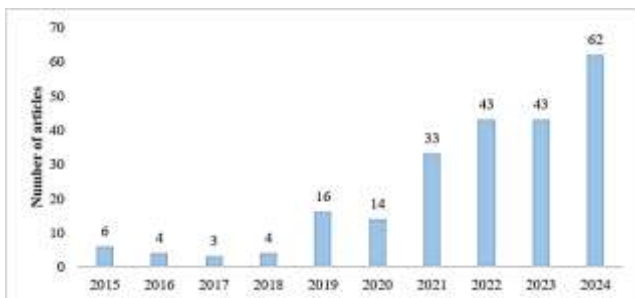


Figure 3. Distribution of the number of publications by year

The distribution of articles by year reflects the growing interest in the topics of urban mobility and territorial development in general, and the relationship between these variables specifically within the African context. The bibliometric trend between 2015 and 2024, as shown in Figure 3, indicates an upward trajectory in scientific output on this topic over the past four years, which may reflect a growing awareness of the challenges of mobility and spatial planning in the face of rapid urbanization in many African cities.

Drawing on publications from a wide range of journals ($n = 40$), Figure 4 illustrates the journals with the highest number of included publications, calculated based on the total number of indexed articles, over the study period.

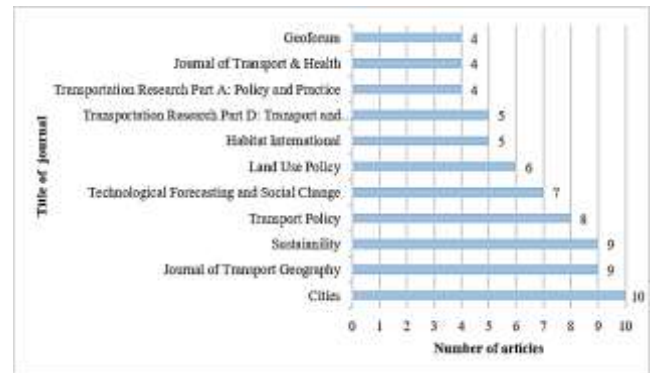


Figure 4. Distribution of publications by journal

4.2 Bibliometric analysis

The bibliometric analysis, conducted using VOSviewer, primarily identified the most frequent and most repeated terms, thereby illustrating the importance and centrality of keywords in each publication. Co-occurrence refers to the frequency with which two keywords appear together in the same article (or in the same set of documents) [18]. A network is then constructed where each node represents a keyword and the node's size reflects the keyword's frequency, the edges represent co-occurrences between keywords, and the thickness of these edges indicates the strength of their association. This approach underpins co-occurrence graphs and the detection of thematic clusters.

The network analysis was conducted using the full-counting method, drawing directly on the standardized metadata from the bibliometric database, without an external thesaurus file. For keyword co-occurrence, a minimum threshold of 5 occurrences was used to select 36 terms out of 1,187. Regarding the co-authorship network, the selection was based on a threshold of 2 documents per author (21 authors selected out of 783), while maintaining the standard exclusion threshold of 25 authors per article to neutralize the effect of very high-volume publications.

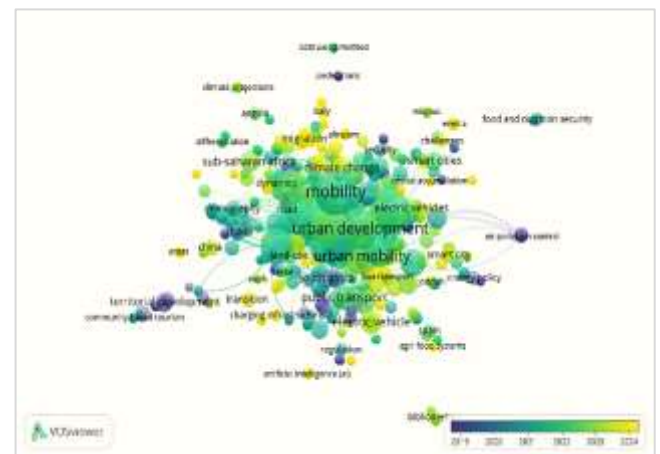


Figure 5. Keyword co-occurrence network generated by VOSviewer

The resulting network displays several clusters of keywords, corresponding to separate but interconnected research subfields. Figure 5 illustrates the keyword co-occurrence network within the included publications, highlighting thematic clusters and the relationships between concepts. In our corpus, the terms “mobility,” “urban mobility,” and “urban development” appear most frequently and play a central role in conceptual exchanges, while highlighting the relationships and complementarities between these different themes.

The VOSviewer software also allows us to visualize the links between authors who have collaborated on common themes. Specifically, each cluster in the author network represents a community of intellectual collaboration, where the links between nodes reflect co-publications among researchers. The size of a node corresponds to the total number of publications by an author in the corpus, while the thickness of an edge indicates the strength or frequency of collaborations between two authors.

The co-authorship analysis reveals that the network comprises 21 authors grouped into a single cluster, indicating that these researchers are interconnected by at least one joint publication (Figure 6). This network highlights established collaborations on urban mobility and territorial development in Africa. Although limited by the inclusion thresholds used, which do not allow for the conclusion that the regional scientific community is fully integrated, this mapping highlights significant potential for the development of future research synergies.

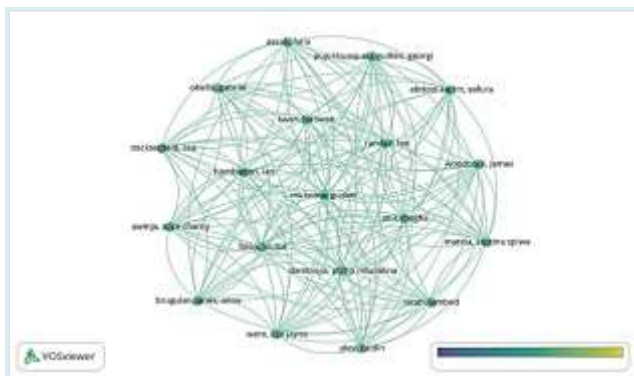


Figure 6. Network of collaborations among authors according to VOSviewer

5. Discussion of the Results

Urban mobility policies are now a key driver of regional development. Their effectiveness, however, depends on access to reliable data that accurately reflects on-the-ground realities, an integrated governance framework involving all relevant stakeholders, and structural, sustainable funding. To be effective, these policies must be part of a comprehensive regional planning approach, rather than being limited to ad hoc technical solutions.

This analysis is based on the results of the 228 articles selected for the systematic review. A comparative analysis identified several major thematic areas that provide insights into the issue at hand.

Our literature review highlights the decisive influence of urban mobility policies on territorial development, but their impact depends heavily on several key variables.

5.1 Variability in the Impacts of Mobility Policies in Africa

The impact of mobility policies on territorial development is highly context-dependent. In Africa, institutional and technical capacities vary considerably among cities, leading to divergent outcomes. In several urban areas, transportation projects can generate exclusionary effects by reinforcing the centrality of already privileged areas, or by causing involuntary displacement that shifts urban pressure without equivalent benefits for the entire population [19].

In terms of non-motorized mobility, the landscape is still emerging: the planned modal share of cycling and walking remains low. A few pilot projects exist in specific contexts (e.g., Rabat, Kigali, Cape Town), but adoption remains limited by the lack of dedicated infrastructure, which hinders the full environmental and social potential of active solutions.

5.2 Informal Mobility and Intersectoral Coordination

Many African cities rely heavily on informal transport systems that provide extensive territorial coverage, particularly in areas lacking adequate public services. However, the failure to integrate these systems into planning processes creates territorial imbalances and undermines the ability to develop a coherent mobility strategy in the medium term. This coexistence of formal and informal systems creates friction and hinders the emergence of a structuring network capable of supporting homogeneous urban development [20].

With regard to public transit and land use planning, major public projects (for example, the tramway in Algiers, Rabat, and Casablanca, or the Bus Rapid Transit (BRT) system in Lagos, Casablanca, Marrakesh, and Rabat-Salé) can shape the land use landscape and reorganize urban centers. However, issues of spatial inequality persist, despite efforts to improve infrastructure. Integrated approaches that combine formalization, regulation, and local participation could help reduce these disparities and promote more inclusive mobility.

Governance and intersectoral coordination play a central role in the effectiveness of public mobility policies and their contribution to territorial development. Certain theoretical proposals, such as the integrated governance models of highlight

participatory and territorialized planning as a path to improvement [21].

The major challenges for inclusive mobility often lie in governance issues, insufficient funding, and persistent informality, for example shared taxis (Grand taxi in Morocco and Taxi-brousse in West Africa), minibuses (Matatu in Kenya and Danfo in Nigeria), motorbike taxis (wôrô-wôrô in Côte d'Ivoire and Moto-taxi or ben-sikin in Cameroon), and motorized tricycles (Tuk-tuk in Egypt).

This underscores the need to develop shared governance that involves stakeholders in planning and mobility master plans, to establish coordination mechanisms, and to strengthen funding mechanisms dedicated to inclusive mobility (grants, public-private partnerships adapted to the local context), in order to promote a more holistic approach tailored to the local context.

5.3 Mobility, Land Use Planning, and Sustainable Development

The literature agrees that urban mobility policies play a central role in the structuring and planning of urban space. When well-planned, they promote accessibility to outlying areas, reduce spatial inequalities, and support urban growth dynamics [22].

Several studies show that public transit infrastructure, particularly Bus Rapid Transit (BRT) or

tram lines, helps manage densification around transit corridors, thereby creating polarization effects that benefit secondary urban centers [23].

With regard to urban mobility and territorial accessibility, the majority of studies emphasize that improvements to urban transport networks, particularly public transit (BRT, trams, buses), promote access to essential services (education, health, employment), especially in peri-urban areas. Thus, in the case studies of the cities of Dakar, Casablanca, and Nairobi, the extension of transit lines will help improve spatial inclusion.

A more recent trend in the literature advocates for mobility policies that explicitly integrate the objectives of sustainable territorial development. This involves coordinating transport infrastructure, land-use planning, and socio-economic objectives to promote more balanced territorial development while addressing environmental and social concerns [24].

This literature review, which draws on recent studies on urban mobility policies and territorial development in an African context marked by rapid urbanization, urban sprawl, and inequalities in access to infrastructure and services, has identified several dimensions as well as emerging trends. Table 5 provides a summary of these, highlighting the key trends and associated territorial challenges.

Table 5. Dimensions, trends, and key lessons

Dimensions	Trends	Territorial challenges
Governance	- Public-Private Partnerships (PPPs) - Decentralization, - Sustainable urban mobility plans	- Coordination between local and national authorities - Creation of dedicated urban transportation authorities - Effectiveness of programs and projects - Issues of consistency between transportation and urban planning schemes
Infrastructure	- Deployment of major infrastructure projects: BRT, tramways, etc. - Pedestrian and bicycle paths	- Urban structuring - Density control - Congestion reduction - Improved connectivity
Data	- GIS - Multimodal mapping	- Equitable planning - More precise targeting of underserved areas
Technology	- Emergence of electromobility - Digital payment methods - Fare integration	- Improvement of environmental quality - Technological and energy dependence
Informality	- Presence of unregulated services - Persistent informal modes of transport	- Need for regulation - Risk of marginalization of outlying areas
Social and spatial equity	- Improves accessibility in outlying neighborhoods	- Reduction of inequalities in access to basic services - Improved social cohesion

Our literature review highlights the significant role of urban mobility policies in territorial development; however, this impact depends heavily on the degree of territorial integration, the quality of

governance, the consideration of local specificities, and consistency with land-use planning objectives. Thus, to be effective, mobility policies must be

designed as full-fledged land-use planning tools, rather than as isolated technical solutions.

In light of the data and results obtained, we propose a conceptual framework illustrating the main relationships identified between the various variables. This diagram is intended to serve both as a synthesis tool and as a heuristic framework for understanding the complexity of the phenomenon under study.

It aims to model the observed phenomenon and provide a clear visual representation of the underlying mechanisms, and constitutes a theoretical contribution capable of guiding future research and informing practical decisions in the field in question.

Subsequently, urban mobility policies in Africa exert a significant influence on territorial development. They are likely to structure space, improve access to services and facilities, and contribute to the reduction of social and spatial inequalities.

African experiences, although relatively few in number, demonstrate the importance of participatory governance. The involvement of local actors, public and private operators, and communities allows projects to be aligned with real needs and improves acceptance and sustainability.

Moreover, adapted and stable financing mechanisms (multi-year budgets, public-private partnerships tailored to the context, incentives for the formalization of informal operators) are essential to move from planning to actual investment.

The integration of various stakeholders in the development of master plans and urban planning ensures better resource allocation, greater coherence between levels (local/national), and increased urban resilience.

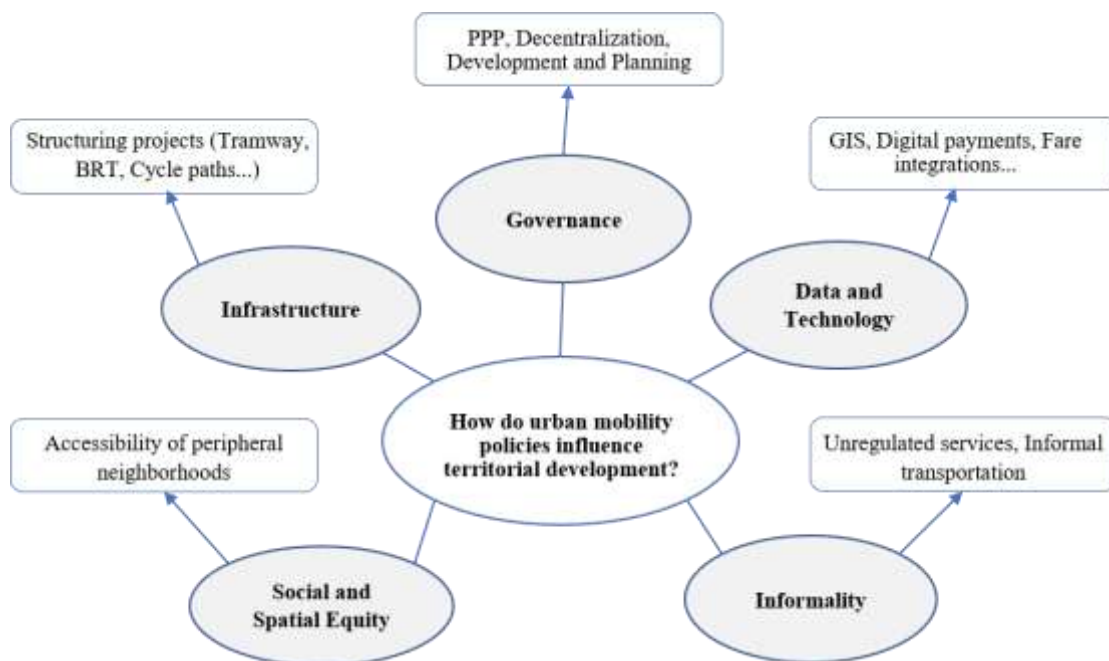


Figure 7. Dimensions and Trends of Our Issue

6. Conclusion

Our thematic analysis highlights key trends regarding urban mobility and territorial development in Africa. First, policies focused on public transit (tramways, BRT, buses) improve accessibility to outlying areas and strengthen spatial integration. However, their effectiveness remains contingent on the level of available funding, technical aspects, and the organizational structures put in place. Second, non-motorized mobility remains limited in urban transportation plans, primarily due to a lack of dedicated infrastructure and a still underdeveloped multimodal planning framework.

Furthermore, the significant role of the informal sector in transportation is a defining characteristic of African cities. This informality can undermine governance, planning, and regulatory efforts, while being perceived by part of the population as a legitimate alternative in the context of exclusion from formal modes. These dynamics underscore the importance of approaching mobility not as a series of technical solutions, but as an integrated lever for land use planning and territorial development.

The review also highlights the imperative for integrated, multisectoral governance capable of incorporating planning and development dimensions into a coordinated and sustainable approach. It points

to a significant gap: the lack of empirical research measuring the effects of mobility policies on territorial planning and sustainable development. This gap fully justifies our research topic, which is grounded in a framework of mixed empirical approaches and comparative analyses, in order to identify lessons that can be applied across diverse contexts.

Ultimately, urban mobility, when approached in a multidimensional way, can become a key driver of urban cohesion and the reduction of social and spatial disparities, thereby contributing to a more sustainable and inclusive territorial dynamic in Africa. To achieve this, it is essential to adopt an integrated approach that brings together transportation, urban planning, land use, financing, and community participation, while strengthening data collection capacities and evaluation methodologies to accurately measure the effects of policies on urban planning and sustainable development.

Declarations

Author Contributions

All authors collectively contributed to the different stages of this work: conceptualization, methodology, formal analysis, investigation, data curation, writing, and validation. All authors have read and approved the final version of the manuscript.

Data Availability Statement

No Primary empirical data were collected. The review data consist of information extracted from published studies included in the systematic review.

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Conflicts of Interest

We declare that there are no conflicts of interest between the authors regarding the publication of this manuscript.

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