

ADDIS ABABA ROAD SAFETY STRATEGY

(2017 - 2030)



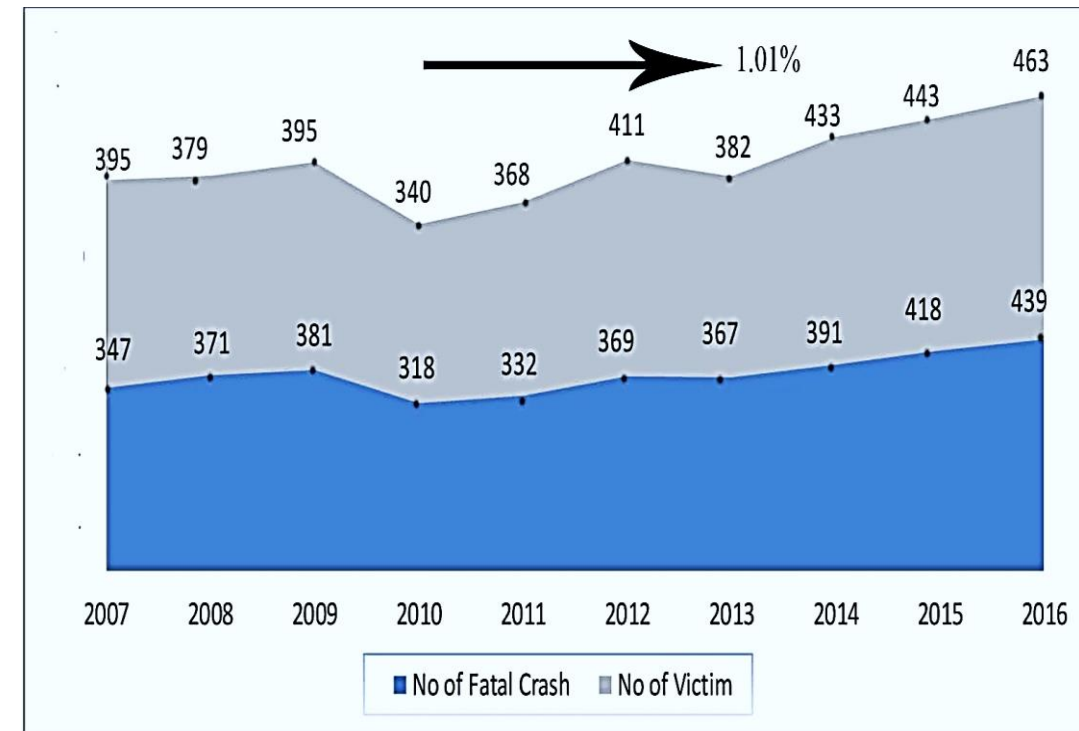
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Presentation: Daniel Molla

Overview

□ Addis Ababa

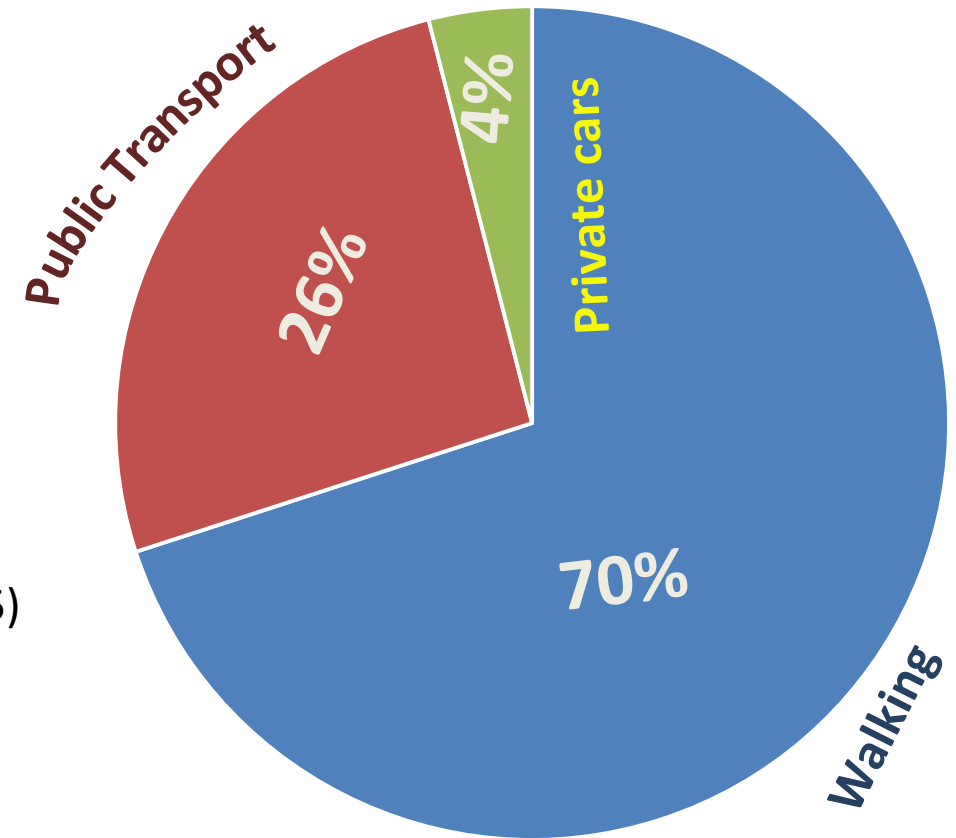
- Capital City of Ethiopia, Seat of AU
- **Area:** 540 km² **Population** ≈ 3.4 million
- Road safety crises ≈ 400 fatalities annually
- Massive changes in population and prosperity
 - Rapid population growth of **2.5%**
 - Rapid urbanization (**15%** in 2005 to **24.1%** in 2025)
 - Rapid increases in motor vehicle traffic - **25%** since 2009



Critical Safety Issues in Addis Ababa

1. Pedestrians

- Very high pedestrian activities
- Very low levels of safety protection
- Very high proportion of pedestrian casualties
 - ▣ **88%** of all fatalities were pedestrians (2010 to 2015)
- This road safety strategy has a very strong focus on saving pedestrians

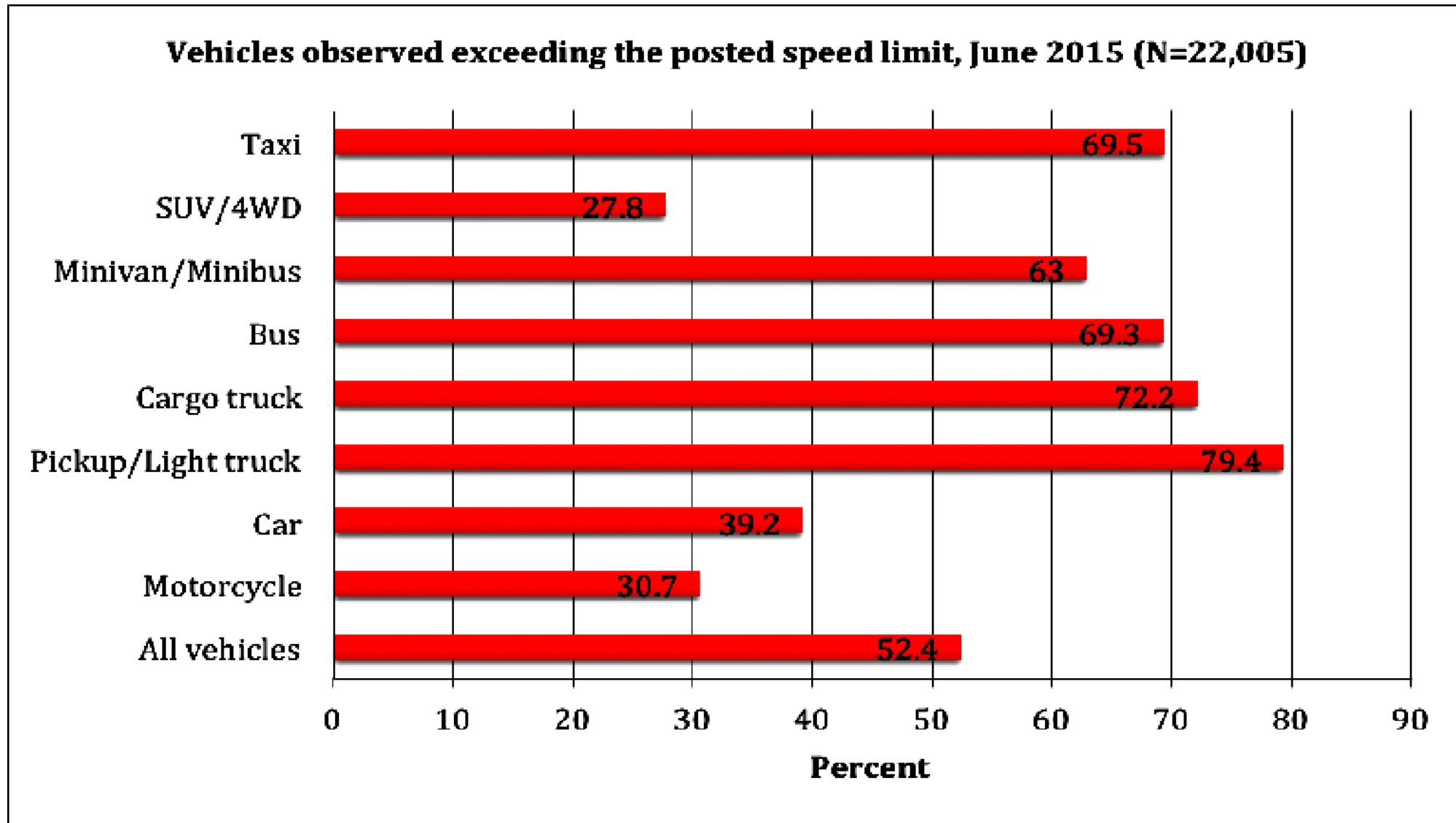


Critical Safety Issues in Addis Ababa

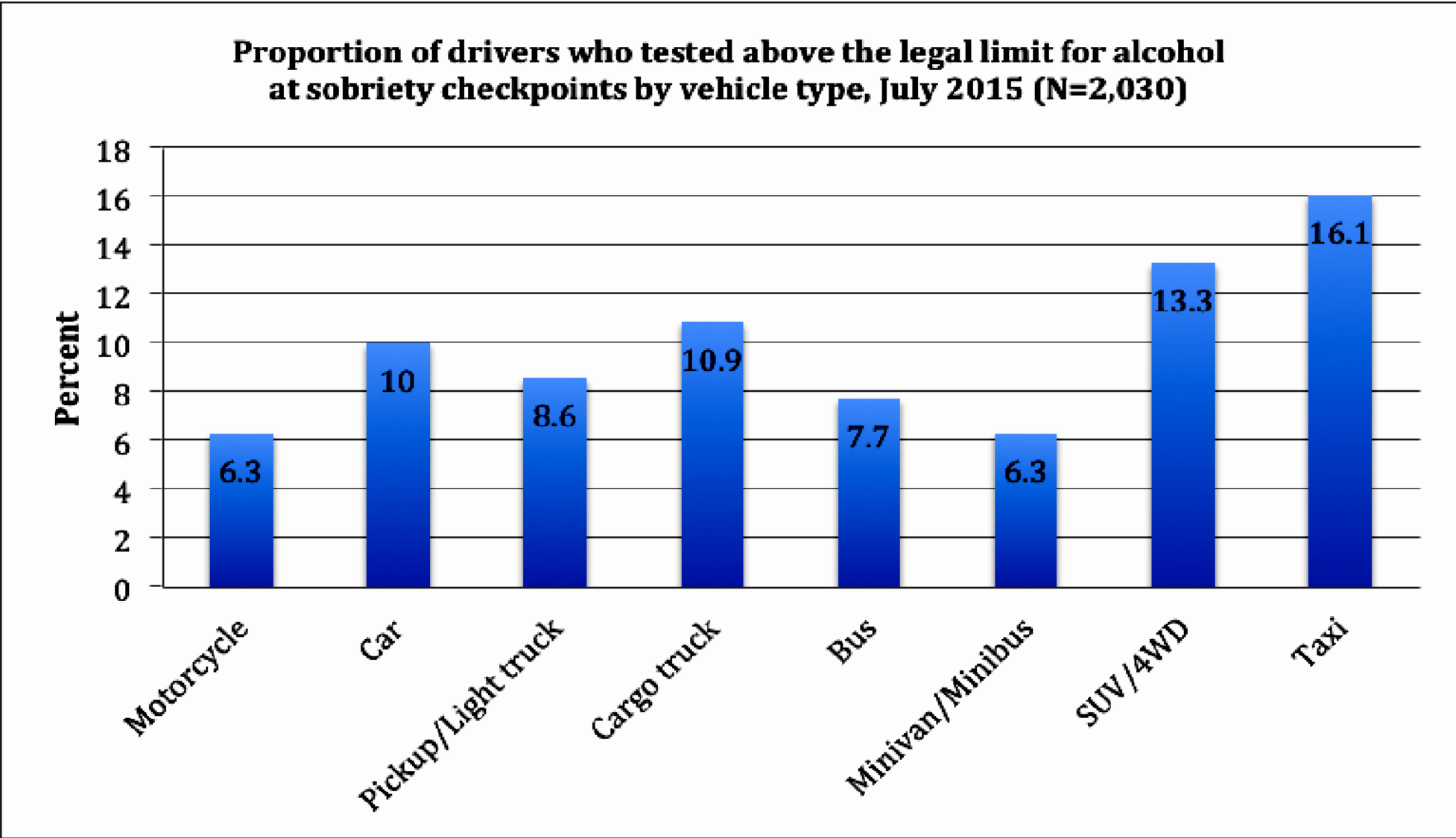
2. Compliance

- Proportion of fatalities involving commercial vehicles - High
- Nationally
 - ▣ **73%** - 2004/05
 - ▣ **75%** - 2007/08
 - ▣ **85%** - 2009/10
- Addis Ababa
 - ▣ **63%** - 2010 to 2015

Observational Survey on Speeding



Observational Survey on Drink-Driving



Source: JHU

Critical Safety Issues in Addis Ababa

3. The Road Environment

- The City's road networks have poor safety performance
- iRAP has assessed safety ratings of 114km main roads
 - ▣ Star Rating System (1 to 5 stars)
 - **≥ 3 stars** – acceptable safety performance
 - **< 3 stars** - unacceptable

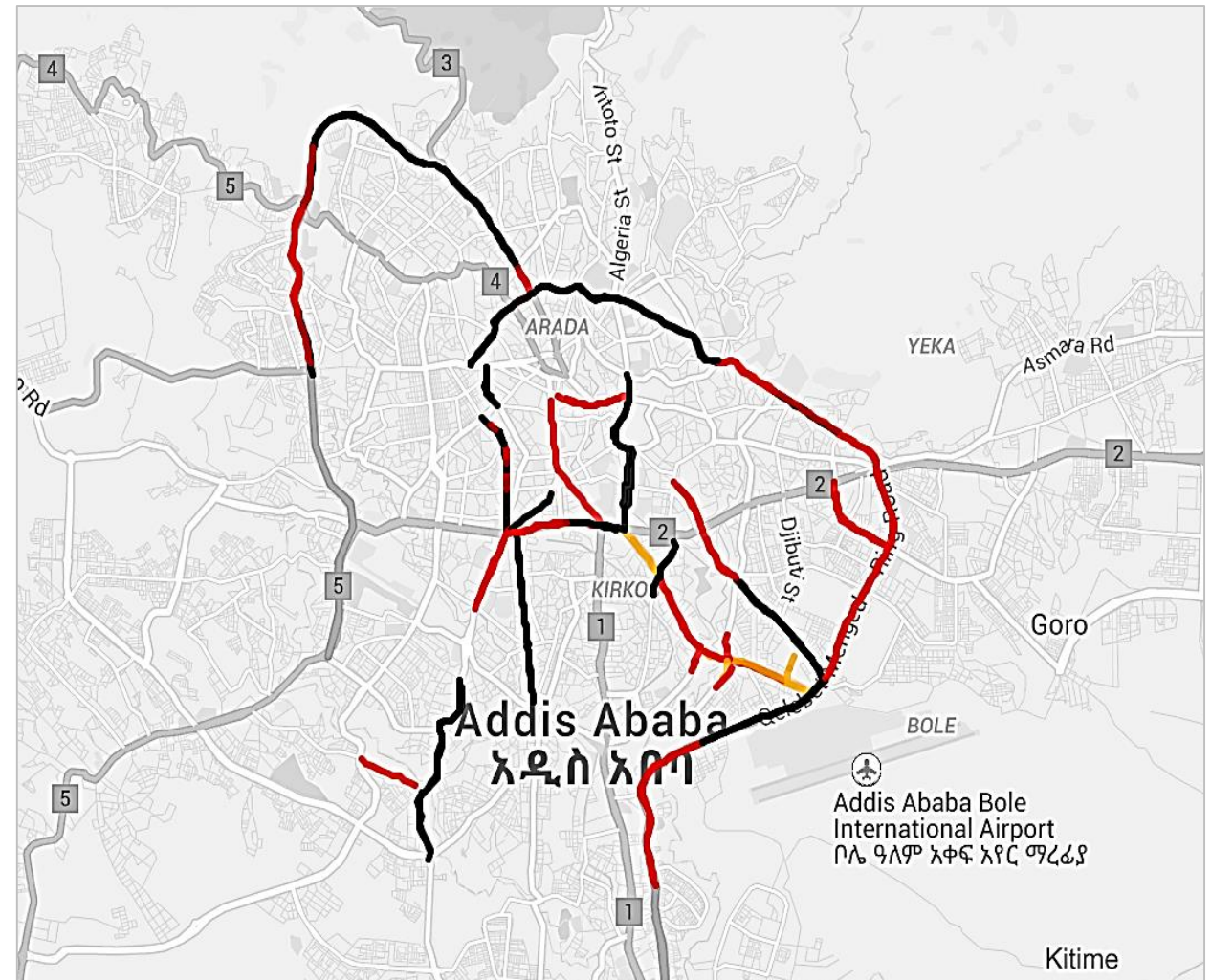


Table 1: Star ratings of 114km road network before countermeasure implementation (iRAP)

Road user type	Length (km)	★	★★	★★★	★★★★	★★★★★
Vehicle occupants	114	17%	45%	38%	1%	0%
Motorcyclists	114	36%	44%	20%	0%	0%
Pedestrians	114	49%	36%	11%	3%	0%
Bicyclists	114	34%	41%	24%	0%	0%

Critical Safety Issues in Addis Ababa

4. Management and Leadership

- Management and leadership - critical components for road safety success
- Addis Ababa City Administration has established three new institutes recently .
 - ▣ Addis Ababa Roads and Transport Bureau
 - **Traffic Management Agency**
 - Drivers and Vehicles Licensing and Monitoring Authority
 - Public and Freight Transport Authority

Road Safety Targets

- Addis Ababa's road safety targets are
 1. By **2023**, the city will **halve** the number of deaths and injuries from road traffic crashes
 2. By **2030**, provide access to safe, affordable, accessible and sustainable transport systems for all
- Achievement of Target 1 require
 - ▣ **10%** reduction in fatalities and serious injuries annually from the baseline **448 fatalities** and **1912 serious injuries** reported in 2015.

Safety Directions for Addis Ababa

□ Safety Directions

- Safety Direction 1: **Developing a road safety management system**
- Safety Direction 2: **Focusing on the main roads, where trauma is most concentrated**
- Safety Direction 3: **Prioritizing pedestrians first, second and third**
- Safety Direction 4: **Enforcing key safety laws**
- Safety Direction 5: **Improving Crash and Injury Data Management**
- Safety Direction 6: **Improving Post-crash trauma response**
- Safety Direction 7: **Demonstrating, and scaling up investment**

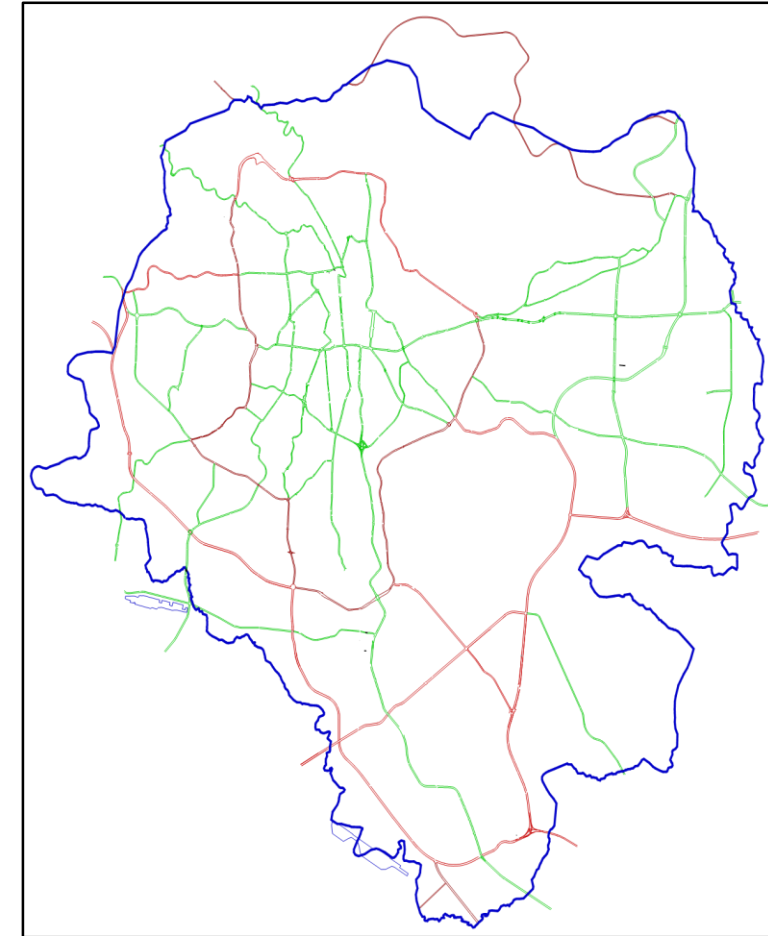
Safety Direction 1: Developing a road safety management system

Traffic Management Agency

- Lead the process of developing a road safety management system, and strengthening it over time
 - ▣ Have a strong and consistent voice for road safety
 - ▣ Brings stakeholders together and coordinate their contributions
 - ▣ Review key safety standards and rules - strengthen enforcement
 - ▣ Identify required road safety funds, lead fund raising - ensure proper allocation
 - ▣ Monitor and evaluate road safety programs and projects

Safety Direction 2: Focusing on the main roads, where trauma is most concentrated

- Serious road trauma is concentrated on main roads with unsafe pedestrian conflicts
- Proposed measures on main roads
 - ▣ Reduce speed limits in areas of high pedestrian activity
 - ▣ Provide good quality footpaths, safe at-grade crossings; Improve pedestrian signals
 - ▣ Identify hot spot locations and carryout safety improvement countermeasures
 - ▣ Enforcement of key safety laws



Safety Direction 3: Prioritizing pedestrians first, second and third

- Pedestrian priority will be transformed in three ways
 - ▣ Pedestrian movements
 - Should get the highest design priority
 - Should be the rationale to determine improvements schedules
 - ▣ Protection of pedestrians - primary consideration for enforcement and awareness campaign
- Provide comprehensive and safe pedestrian networks
 - ▣ Reduced traffic speed – speed limit, speed calming measures, enforcement
 - ▣ Safe, accessible and continuous footpaths
 - ▣ Frequently spaced safe at-grade crossings with refuge spaces

Safety Direction 4: Enforcing key safety laws

- Capacity building improvements to strengthen enforcement
 - ▣ Defined enforcement strategies and targeted operational plan
 - ▣ Allocate sufficient human and equipment resources
 - ▣ A dedicated team to systematically process, analyze and use data for planning enforcement operations
 - ▣ Extensive, ongoing leadership and operational training to deliver and sustain good enforcement practices
- Support by strategic communication - media campaign

Safety Direction 5: Improving Crash and Injury Data Management

- Proposed Improvement Priorities
 - ▣ Developing new road crash and traffic infringement forms to allow easy collection and analysis
 - ▣ Training road police leadership teams to oversee data collection and analysis,
 - ▣ Training police officers to correctly record and report incidents
 - ▣ Promoting data sharing amongst different stakeholders

Safety Direction 6: Improving Post-crash trauma response

- Proposed prior measures
 - ▣ Train laypeople and first responders in basic injury care
 - ▣ Improving the coordination of transportation to a health-care facility – provide universal, centralized access number with central dispatch
 - ▣ Consistent and systematic evaluation of patients in health care facilities so that they are treated in priority order
 - ▣ Trainings on trauma care for doctors and nurses

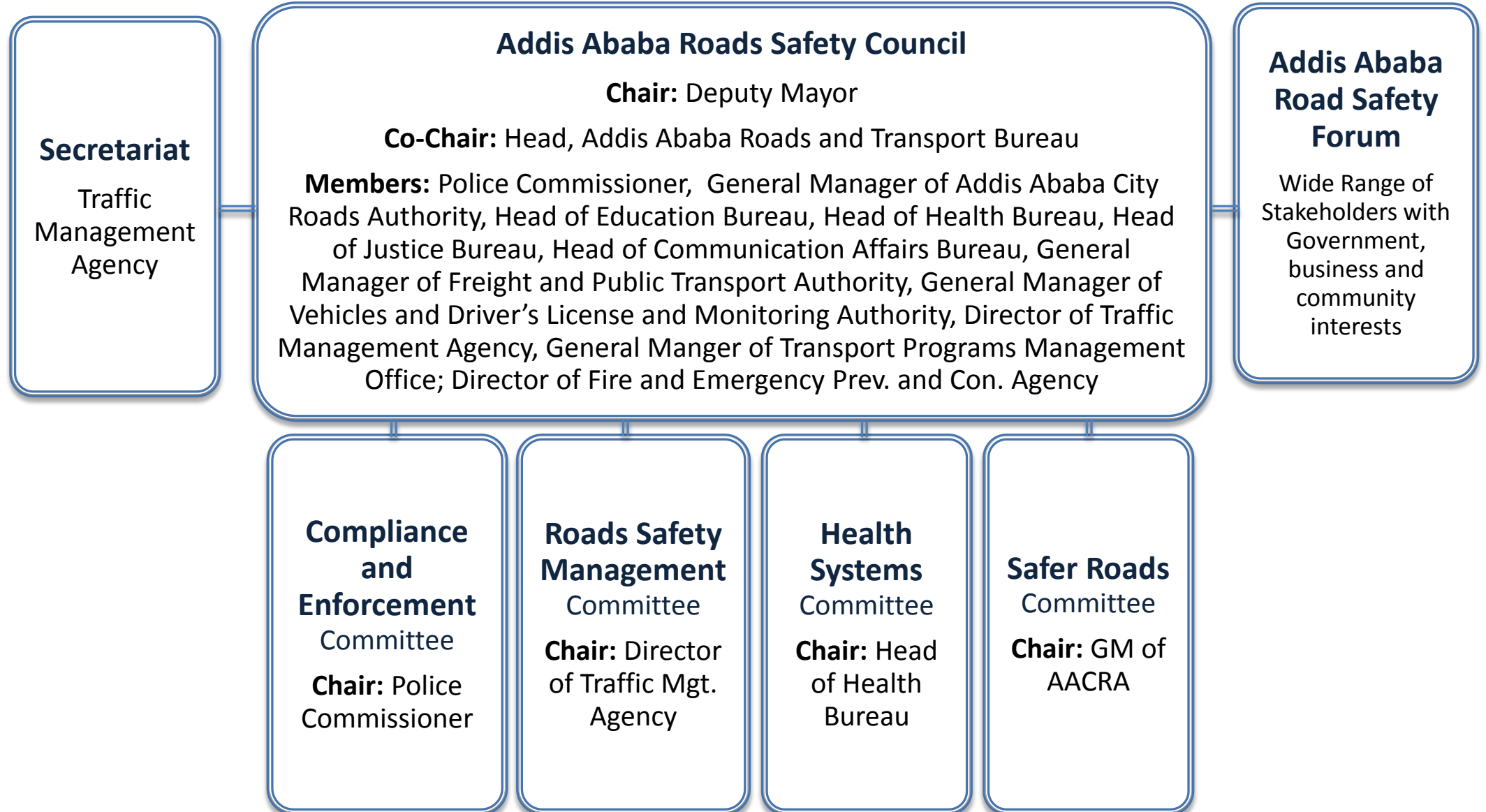
Safety Direction 7: Demonstrating, and scaling up investment

□ Proposed Prior Interventions

- ▣ Lower speed limits, speed reduction platforms, safe crossings and footpaths
- ▣ Improving intersections and corridors giving priority for pedestrians
- ▣ Keeping footpaths free from encroachment; improving pedestrians' routes
- ▣ Targeted enforcement on drink driving or speeding
- ▣ Developing more intense localized emergency medical response systems

Governance

Addis Ababa Roads Safety Council



Results

1. Final Safety Outcomes

- The highest level results being sought
 - ▣ Reduced fatalities and serious injuries

2. Intermediate Safety Outcomes

- Intermediate results to assess progress – safety improvement

3. Institutional Outputs

- The deliverables implemented to affect the intermediate results
 - ▣ Number of crossings, junctions, etc. treated for safety improvements per annum
 - ▣ Number of breath alcohol tests administered per annum

THE ROAD SAFETY ROADMAP

Vision

- Promote the strategy, its vision, targets, and safety directions it will pursue (Q 1)
- Engage community, business and religious leaders on the prevention of road trauma (Q 1&2)

Governance

- Form and convene the AA Road Safety Council (at Strategy launch, then quarterly)
- Publicly mandate and resource the TMA as lead agency (at Strategy launch, then ongoing)
- Form and convene the Road Safety Management Group (at Strategy launch, then monthly)

Planning

- Jointly scope and plan five demonstration projects across the city (Quarters 1&2)
- Prepare a highly focused and funded action plan through to 2020 (Quarters 2&3)

Delivery

- Oversee delivery of demonstration projects by relevant organizations (Quarter 4 onwards)
- Initiate new development projects under action plan (Quarter 5 onwards)

Evaluation

- Quarterly reporting to AARSC (Quarter 2 onwards)
- Review implementation of the strategy (2018)
- Prepare new action plan for implementation (2020)

Thank You!

