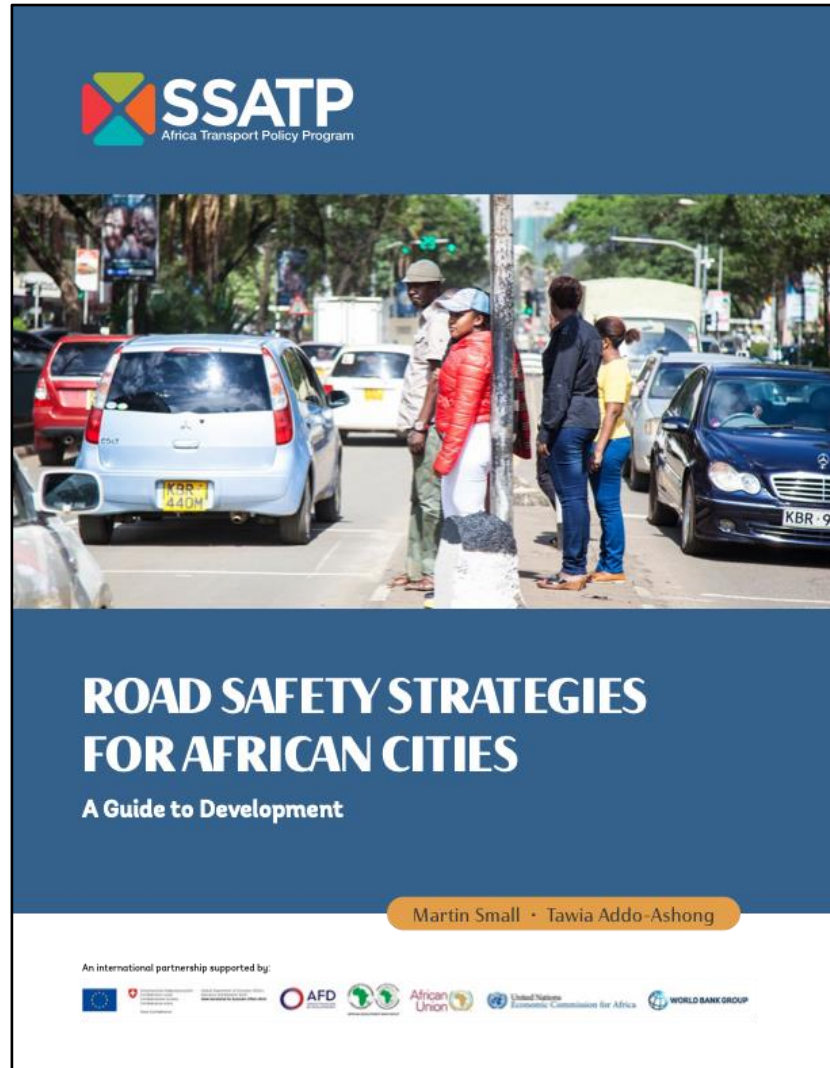# Road Safety Strategies for African Cities: A Guide to Development

**Martin Small & Tawia Addo-Ashong**
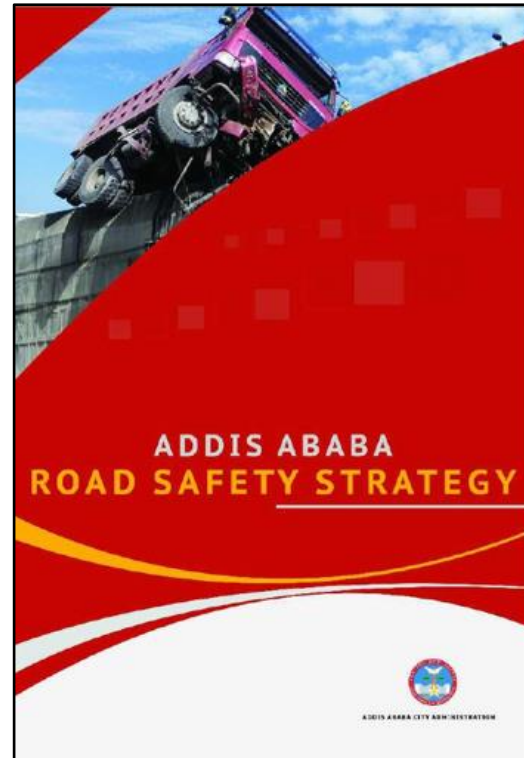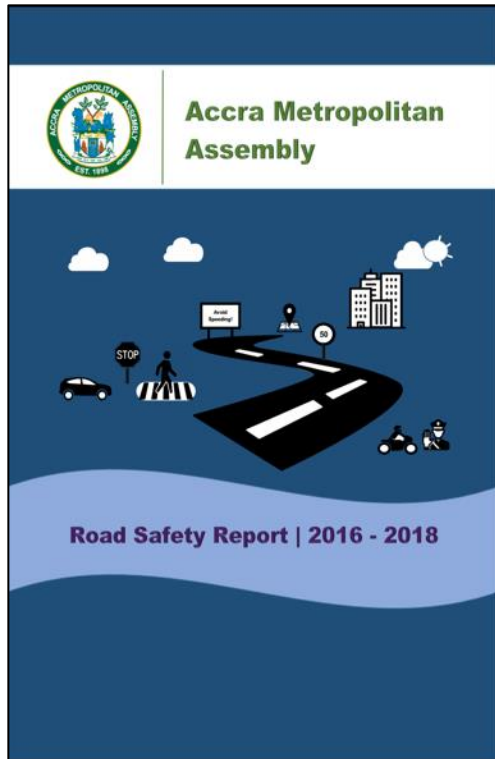
# Presentation



- Context
- A Guide in Five Parts
- Nine Big Issues to Consider
- Key Messages

Context

# Africa, Addis Ababa & Accra

Rapid urbanisation and motorisation is placing significant stress on Africa's urban mobility systems, leaving many residents killed and seriously injured

SSATP supported Addis Ababa and Accra through a relatively simple strategy process:

- bilateral engagement with major stakeholders

- rapid knowledge transfer on critical issues for road safety in Africa

- collation and analysis of available data

- multi-sectoral engagement – vision, targets, critical issues, strategic directions

- strategy drafting, stakeholder review, validation, and political endorsement.

# Road safety in low and middle-income cities

A study of road safety in Nairobi, Mumbai and Bogota put forward six strategies to improve road safety in LMIC cities:

- bundle road safety with more prominent or popular issues

- reframe road safety in the public and political debate

- seek opportunities and build alliances at all levels of government

- take advantage of wider institutional and governance reform

- sequence actions, prioritizing an integrated approach

- do not wait for perfect data

# A safe and sustainable urban mobility system
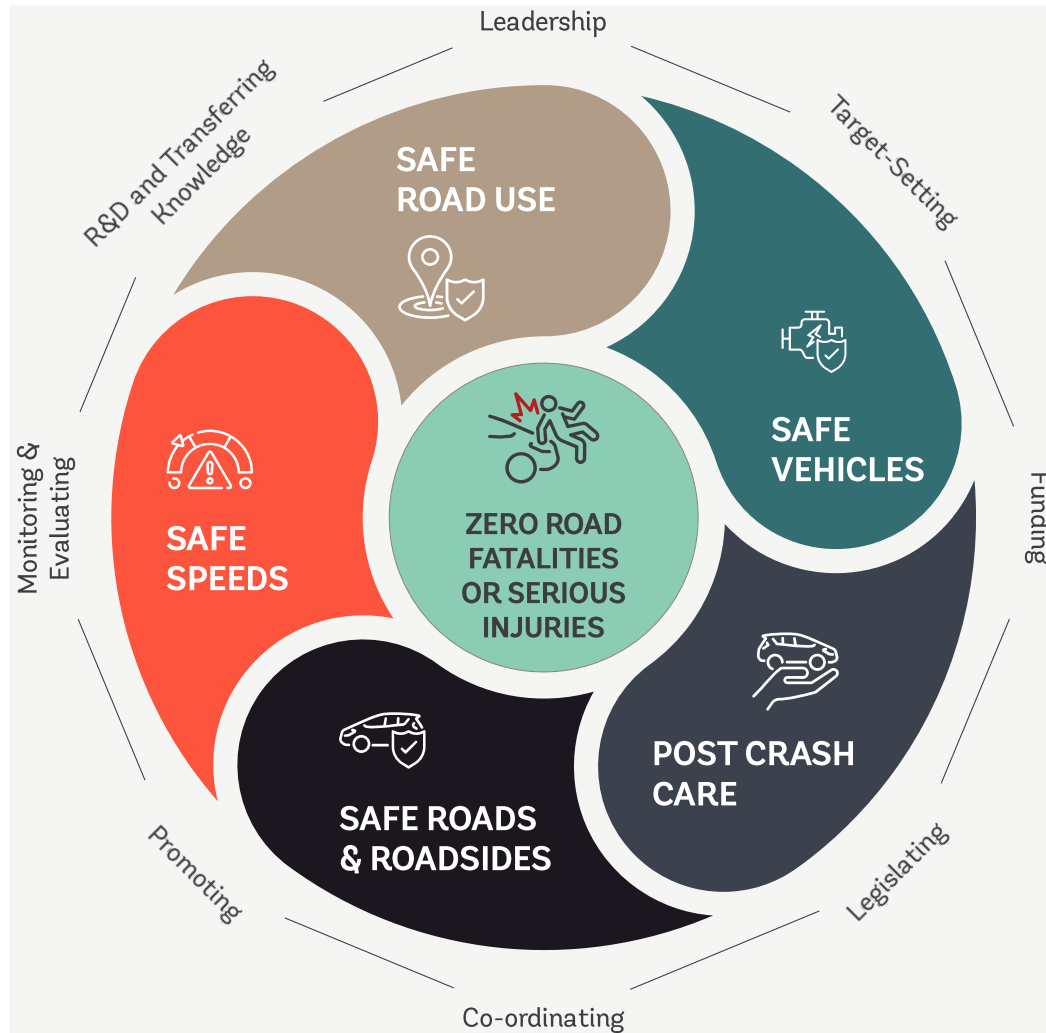


A "safe system" illustration

The "safe system" approach to road safety is fully compatible with sustainable mobility imperatives

Sustainable Development Goal 11 *Sustainable Cities and Communities* includes the following target: "By 2030, provide access to safe, affordable, accessible, and sustainable transport systems for all"
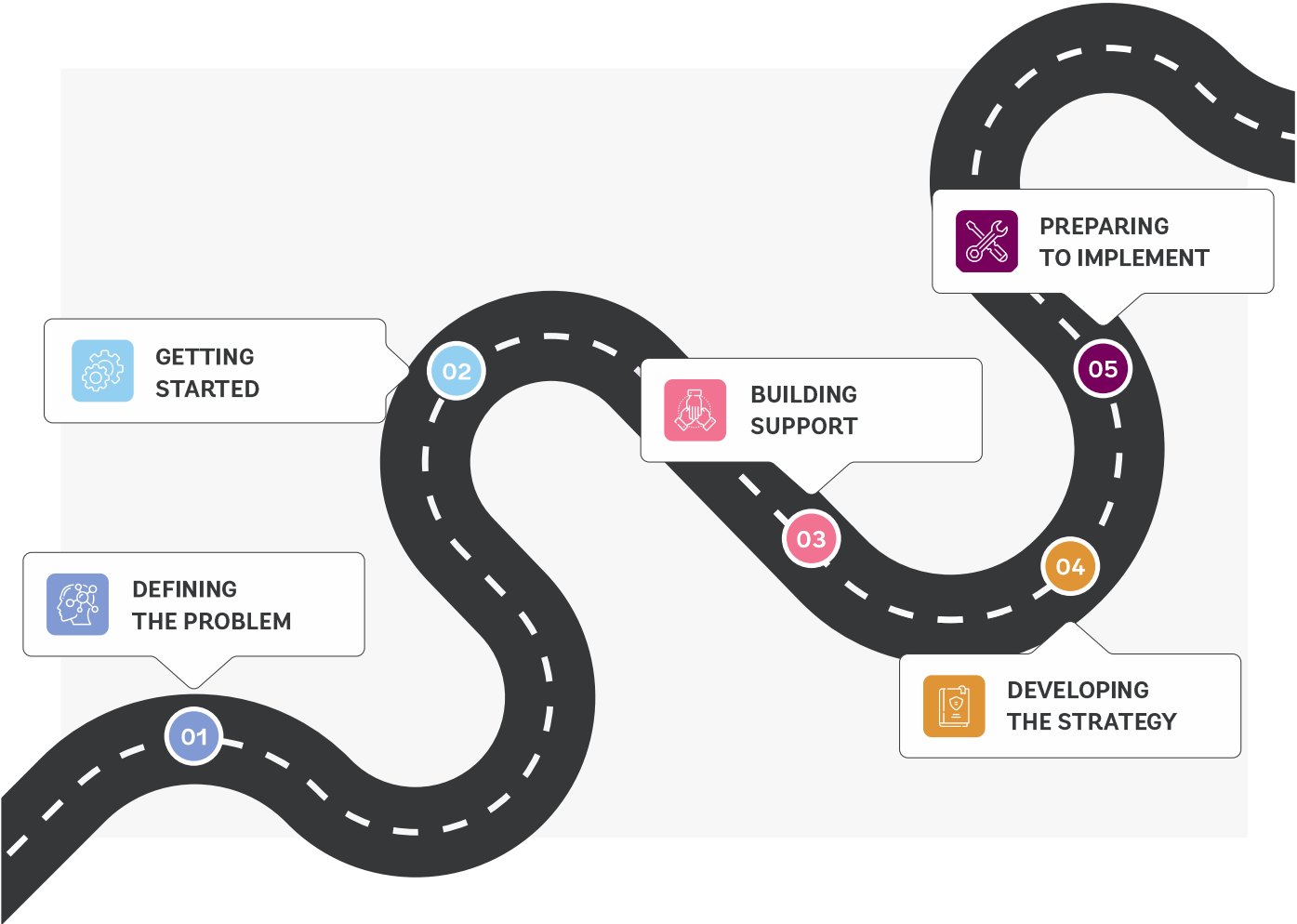
Safety priorities in African cities should:

- focus on the needs of pedestrians, cyclists, and public transport users
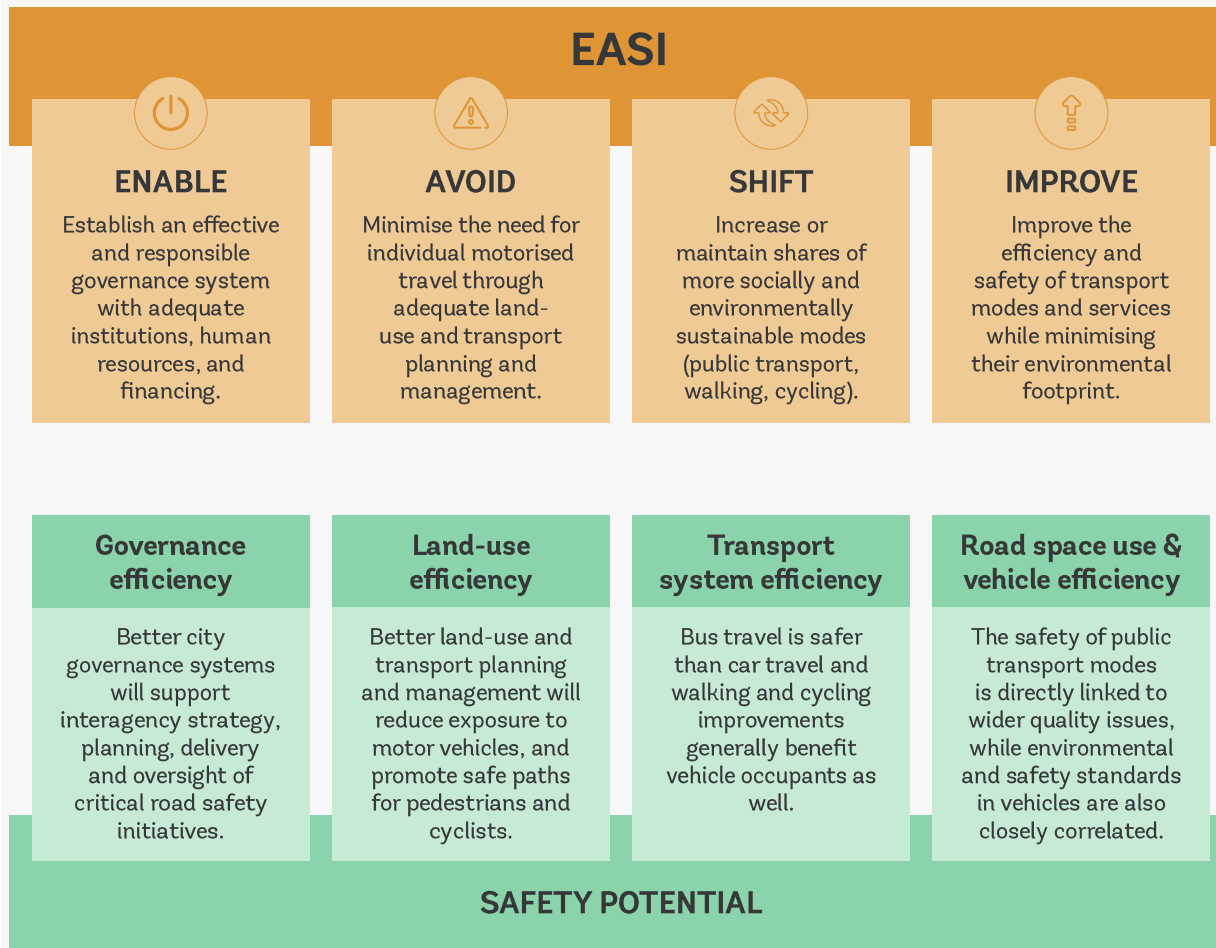- enhance the overall sustainability of the urban mobility system

# A Guide over Five Phases

# Phases are not linear, but are each important



GETTING STARTED — 02

DEFINING THE PROBLEM — 01

BUILDING SUPPORT — 03

PREPARING TO IMPLEMENT — 05

DEVELOPING THE STRATEGY — 04

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### EASI

| ENABLE | AVOID | SHIFT | IMPROVE |
|---|---|---|---|
| Establish an effective and responsible governance system with adequate institutions, human resources, and financing. | Minimise the need for individual motorised travel through adequate land-use and transport planning and management. | Increase or maintain shares of more socially and environmentally sustainable modes (public transport, walking, cycling). | Improve the efficiency and safety of transport modes and services while minimising their environmental footprint. |

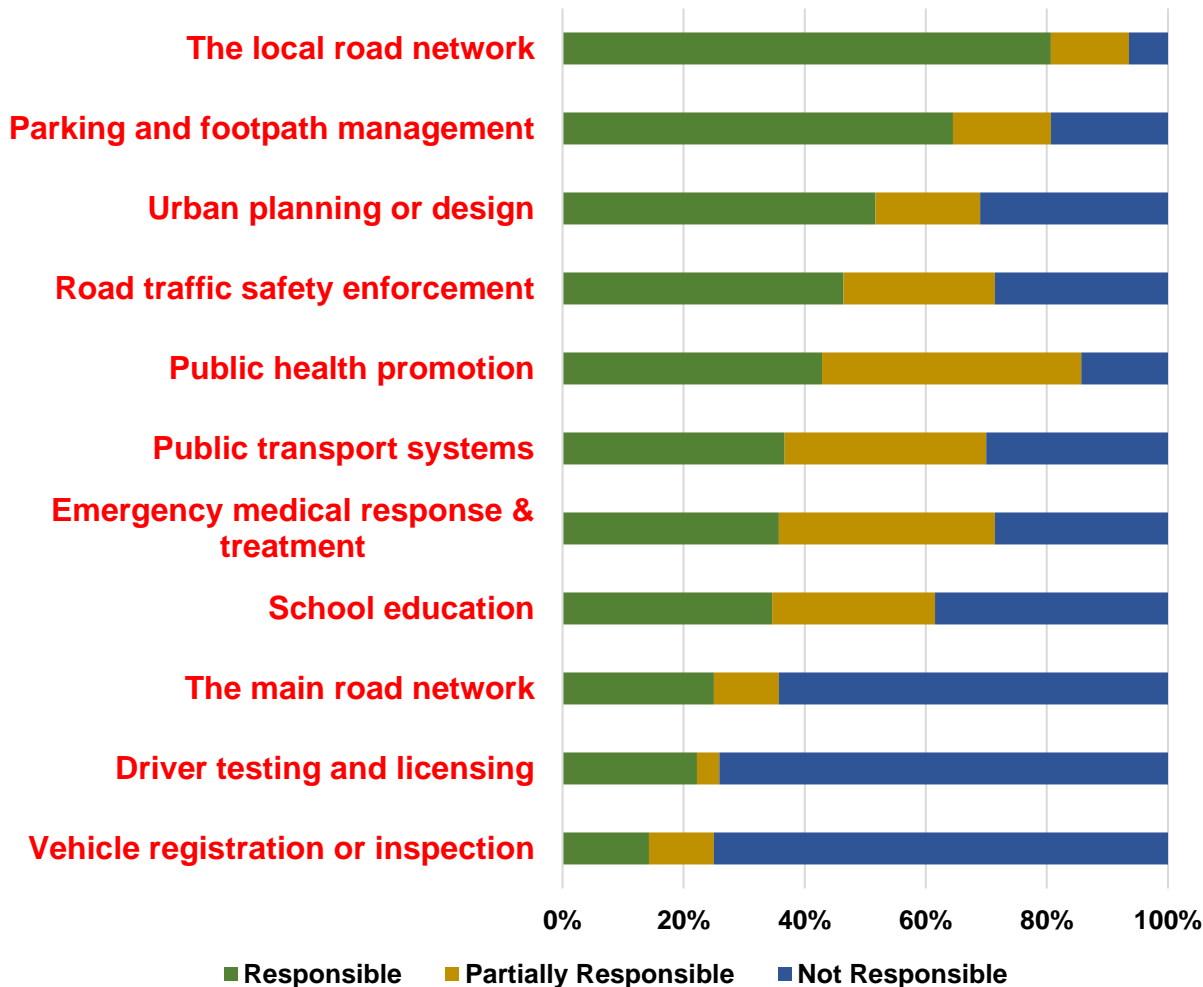| Governance efficiency | Land-use efficiency | Transport system efficiency | Road space use & vehicle efficiency |
|---|---|---|---|
| Better city governance systems will support interagency strategy, planning, delivery and oversight of critical road safety initiatives. | Better land-use and transport planning and management will reduce exposure to motor vehicles, and promote safe paths for pedestrians and cyclists. | Bus travel is safer than car travel and walking and cycling improvements generally benefit vehicle occupants as well. | The safety of public transport modes is directly linked to wider quality issues, while environmental and safety standards in vehicles are also closely correlated. |

### SAFETY POTENTIAL

Over time, road traffic safety has become an urban mobility and a wider development problem for African cities.

Define the problem you are addressing in a road safety strategy by considering road safety issues:

- in a systematic manner

- as part of the wider mobility issues in your city

- within the wider development context of your city

# Phase 2: Getting Started

City responsibility for urban road safety functions

| Function | Responsible | Partially Responsible | Not Responsible |
|---|---|---|---|
| The local road network | | | |
| Parking and footpath management | | | |
| Urban planning or design | | | |
| Road traffic safety enforcement | | | |
| Public health promotion | | | |
| Public transport systems | | | |
| Emergency medical response & treatment | | | |
| School education | | | |
| The main road network | | | |
| Driver testing and licensing | | | |
| Vehicle registration or inspection | | | |

Initiating strategically oriented action on road safety within your city requires you to familiarize yourself with:

- the political and legislative framework governing road safety

- institutional responsibilities for delivering road safety

- the stakeholders who will be necessary to help drive a strategy forward

# Phase 3: Building Support
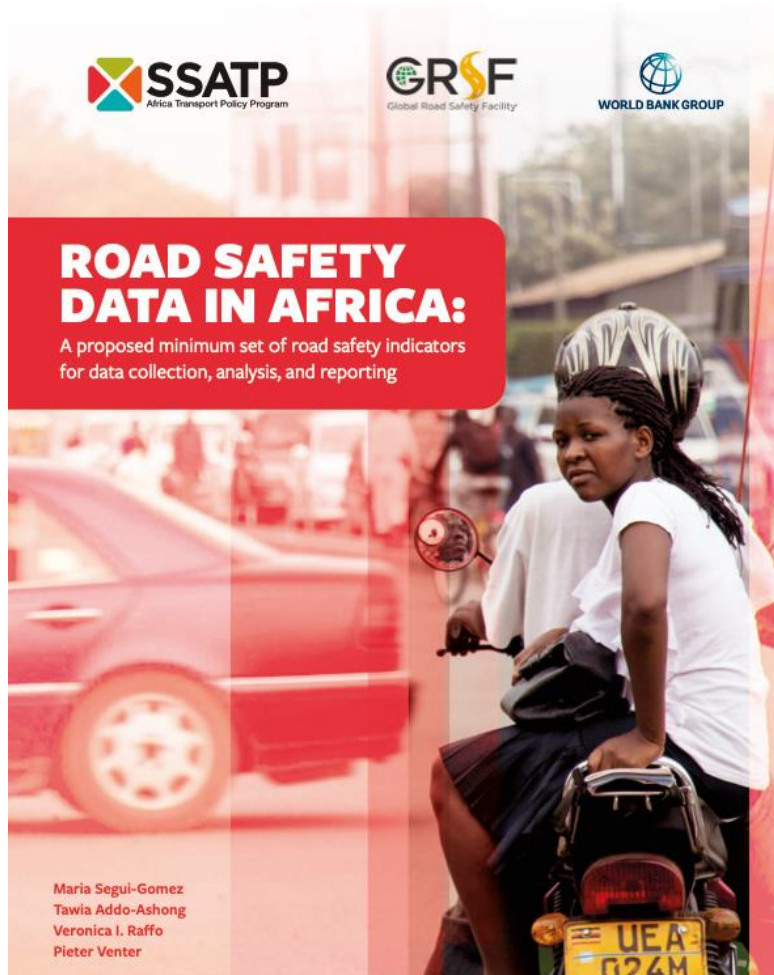


Prepare a short document which identifies why a strategy is important, and share and discuss this with stakeholders:

- gather ideas on how to establish a coalition of interests to support sustained action

- discuss the values that underpin the concerns of stakeholders

- investigate road safety data and existing knowledge about the problem

- prepare to make use of opportunities that may arise and innovate
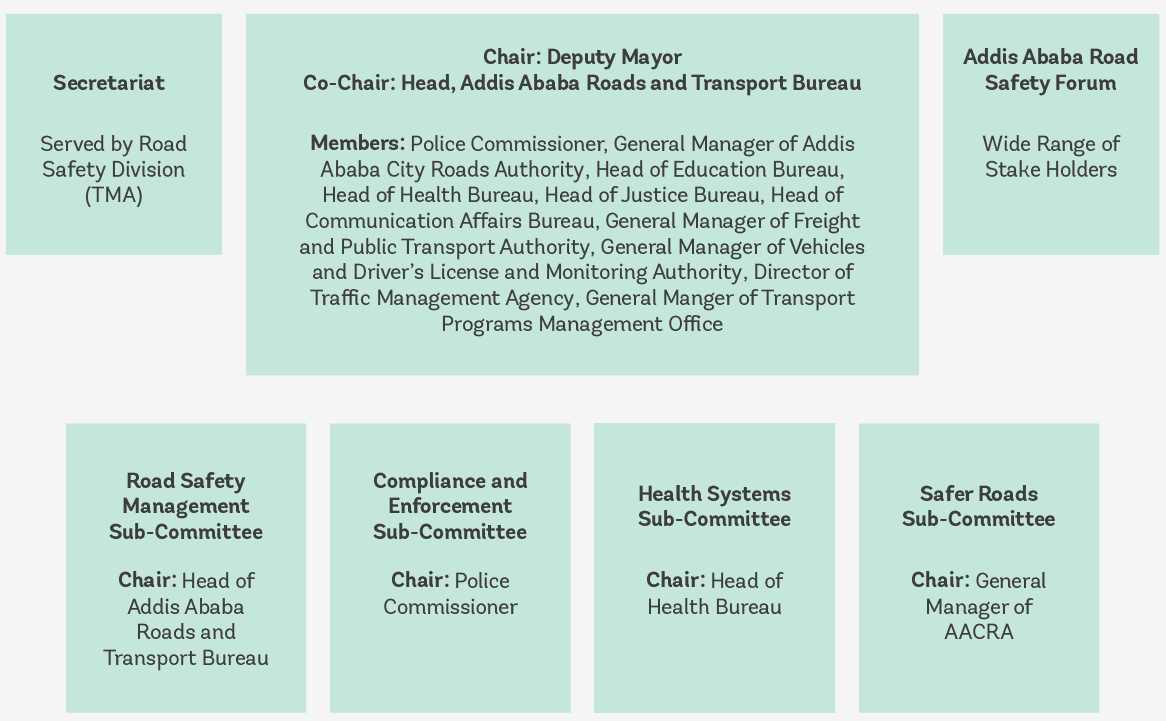
# Phase 4: Developing the Strategy

After initial engagement with stakeholders and familiarising yourself with any data issues, work collaboratively to:

- prepare a vision for road safety in your city

- consider and adopt a number of vital targets to provide direction and track progress

- examine "Big Issues" and develop some strategic directions

- facilitate stakeholder discussion on vision, targets, and direction

# Phase 5: Preparing to Implement

| Secretariat<br><br>Served by Road Safety Division (TMA) | **Chair: Deputy Mayor**<br>**Co-Chair: Head, Addis Ababa Roads and Transport Bureau**<br><br>**Members:** Police Commissioner, General Manager of Addis Ababa City Roads Authority, Head of Education Bureau, Head of Health Bureau, Head of Justice Bureau, Head of Communication Affairs Bureau, General Manager of Freight and Public Transport Authority, General Manager of Vehicles and Driver's License and Monitoring Authority, Director of Traffic Management Agency, General Manger of Transport Programs Management Office | **Addis Ababa Road Safety Forum**<br><br>Wide Range of Stake Holders |
|---|---|---|
| **Road Safety Management Sub-Committee**<br><br>**Chair:** Head of Addis Ababa Roads and Transport Bureau | **Compliance and Enforcement Sub-Committee**<br><br>**Chair:** Police Commissioner | **Health Systems Sub-Committee**<br><br>**Chair:** Head of Health Bureau | **Safer Roads Sub-Committee**<br><br>**Chair:** General Manager of AACRA |

| Action | Evidential support | Responsible Agency | Timeframe | Funding | Evaluation |
|---|---|---|---|---|---|
|  |  |  |  |  |  |

Implementation arrangements need to be a focus of discussion as the strategy is developed and documented:

- an ongoing governing body needs to established, supported by a dedicated work group

- a concise action plan is needed to implement the strategy, with clear funding commitments

- attention is required to monitor and evaluate implementation, and to report on safety progress.

# Nine Big Issues that need to be considered

# Big Issues

- A good road safety strategy addresses the big issues, the "vital few", using evidence-based approaches
- A small number of big issues which you and your stakeholders should consider as you develop your city road safety strategy are:
  - Pedestrians
  - Motorcyclists
  - Public transport
  - Vehicles
  - Roads
  - Speed
  - Alcohol
  - Seatbelts
  - Post-crash response
- They may not all have the same priority in your city, but they all need to be considered. Think about what can be done at a city level.

# Pedestrians & Motorcycles

Africa walks to school, work, and play, and **PEDESTRIANS** need to be prioritised first, second and third in any city safety strategy. City streets should prioritise pedestrians and mass transit, busy roads need to set aside footpath space for pedestrians, and include refuges and medians to allow pedestrians to easily and safely cross the road.

**MOTORCYCLES** are the cheapest and least safe form of motorised transport, and their rapid increase across Africa is a symptom of bigger mobility issues. Nevertheless, proper use of quality helmets is essential, is easily enforced at city intersections, and can be directly addressed in any city safety strategy.

# Public Transport & Roads

**PUBLIC TRANSPORT** and paratransit are playing a critical role across the continent, and a city safety strategy has to be relevant to the wider mobility needs that they serve. Better investment (linked with pedestrian movement), and better regulation (strengthening services and improving safety), can lock in significant safety improvements over the life of the strategy and beyond.

An iRAP assessment will provide city administrations with hard data, a list of priorities, and an inbuilt evaluation process to track progress towards 3 star safety rated **ROADS**. Other design tools are available to improve safety by prioritising pedestrians, cyclists and public transport users and slowing speeds to survivable levels. Re-allocating space to pedestrians is a critical safety measure for Africa.

# Speed Management



The long term **SPEED MANAGEMENT** solution is to build a safe city environment, and there are plenty of traffic calming options for this. While the network is being improved, speed limits need to be lowered to safe levels, and enforced.



| Road and section types combined with road users | Safe speed |
|---|---|
| Roads and sections used by cars and vulnerable users | 30 km/h |
| Intersections with possible side-on conflicts between cars | 50 km/h |
| Roads with possible frontal conflicts between cars | 70 km/h |

# Alcohol & Seatbelts

**ALCOHOL** is a major risk factor for non-communicable diseases generally, and is lethal in the road traffic system.  City road safety strategies can usefully connect to campaigns targeting alcohol distribution and consumption, and have a major role to play in strong behavioural campaigns which support credible alcohol enforcement operations by Traffic Police.

**SEATBELTS** provide critical protection for all vehicle occupants.  The need to use seatbelts can be very easily communicated, and their use can be easily enforced on city streets by Traffic Police in static operations.

# Post-Crash Response & Vehicles

The effectiveness of **POST-CRASH RESPONSE** is an important road safety success factor. Encouraging community responses, reducing response times, and investing in appropriate facilities, training and equipment will support other health needs and help build support for the city's road safety strategy.

Thousands of used light **VEHICLES** enter Africa each month from North America, Japan and Europe. National regulation needs to be significantly strengthened, but testing equipment and centres are needed in all cities, along with trained mechanics to maintain safety features, such as brakes, steering, lights and seatbelts.

# Key Messages

- **Preparation is key**
- **Build alliances**
- **Don't wait for perfect data**
- **Identify the "vital few"**
- **Make sure of implementation**

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