

Motorcycle Safety and Last Mile Connections in Lusaka and Maputo Study

SSATP: Improving Road Safety and Traffic Management in African cities

27th April 2022

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Programmes Manager



≡ MAKE ROADS SAFE

Launched **Make Roads Safe** campaign to call for UN Ministerial Conference.



Devised and led successful Call for a **Decade of Action for Road Safety**.

SUSTAINABLE
DEVELOPMENT
GOALS

Led successful campaign for road safety to be included in the **Sustainable Development Goals**.



Supported successive Ministerial conferences in **Moscow, Brasilia, Stockholm**.

FIA FOUNDATION
20
YEARS
2001-2021

ROAD SAFETY PARTNER FOR THE UNITED NATIONS



World Health Organization

Funded first **WHO** five year strategy for global road safety.



THE WORLD BANK

Provided start-up funding for **World Bank Global Road Safety Facility.**



Developed and funded first **UNICEF** strategy for child road traffic injury prevention.



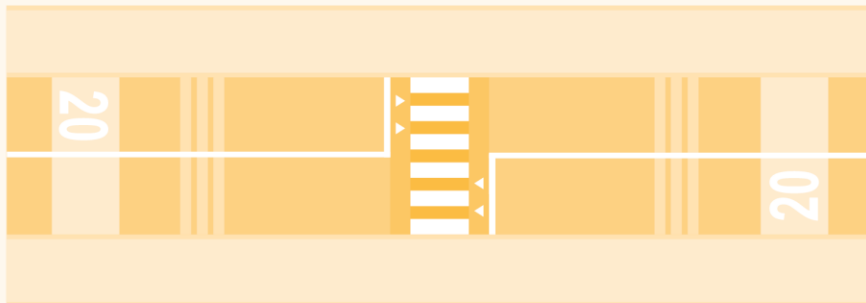
THE ROAD SAFETY FUND

Lead start-up donor for **UN Road Safety Fund.**



United Nations

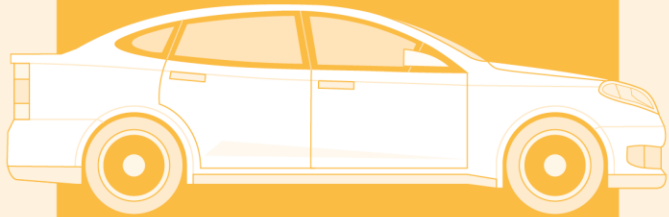
Supporting Office of **UN Special Envoy for Road Safety.**



 **FOUNDATION**

20
YEARS
2001-2021

SAFER VEHICLES



Latin NCAP

136

Ratings Since 2010

ASEAN NCAP

135

Ratings Since 2011

Safer Cars for India

37

Ratings Since 2014

Safer Cars for Africa

16

Ratings Since 2017

 FOUNDATION

20
YEARS
2001-2021

SAFE ROADS

★ ★ ★ ★ ★
1.3m km

Star rating and designs for **1.3m km** of road



38,000 people trained in iRAP assessments

155

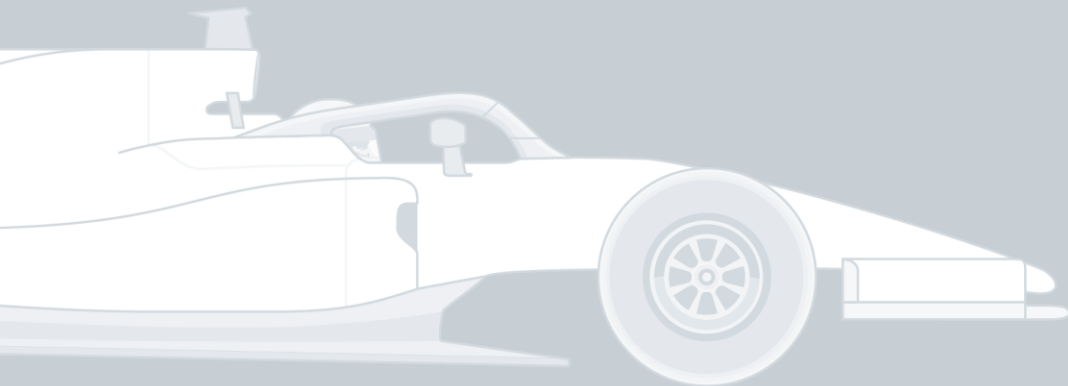
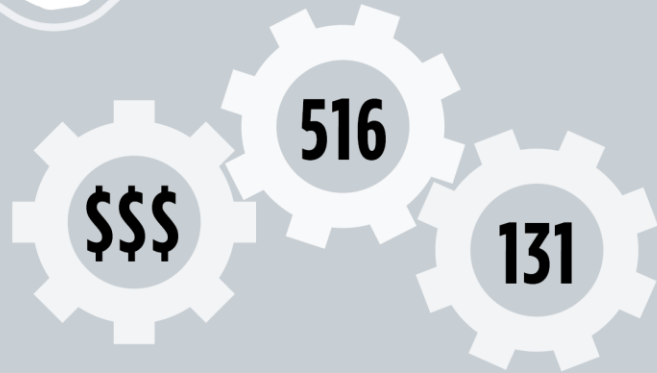
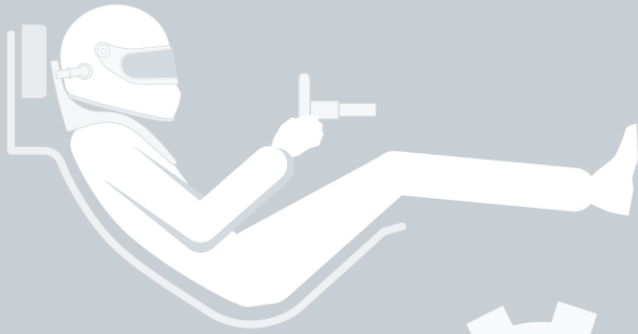
155 IRAP accredited suppliers

US\$ 80 billion of road construction made safer



 FOUNDATION
20
YEARS
2001-2021

MAKING MOTOR SPORT SAFER



Funded the **FIA Institute for Motor Sport Safety** and its research and training programmes.

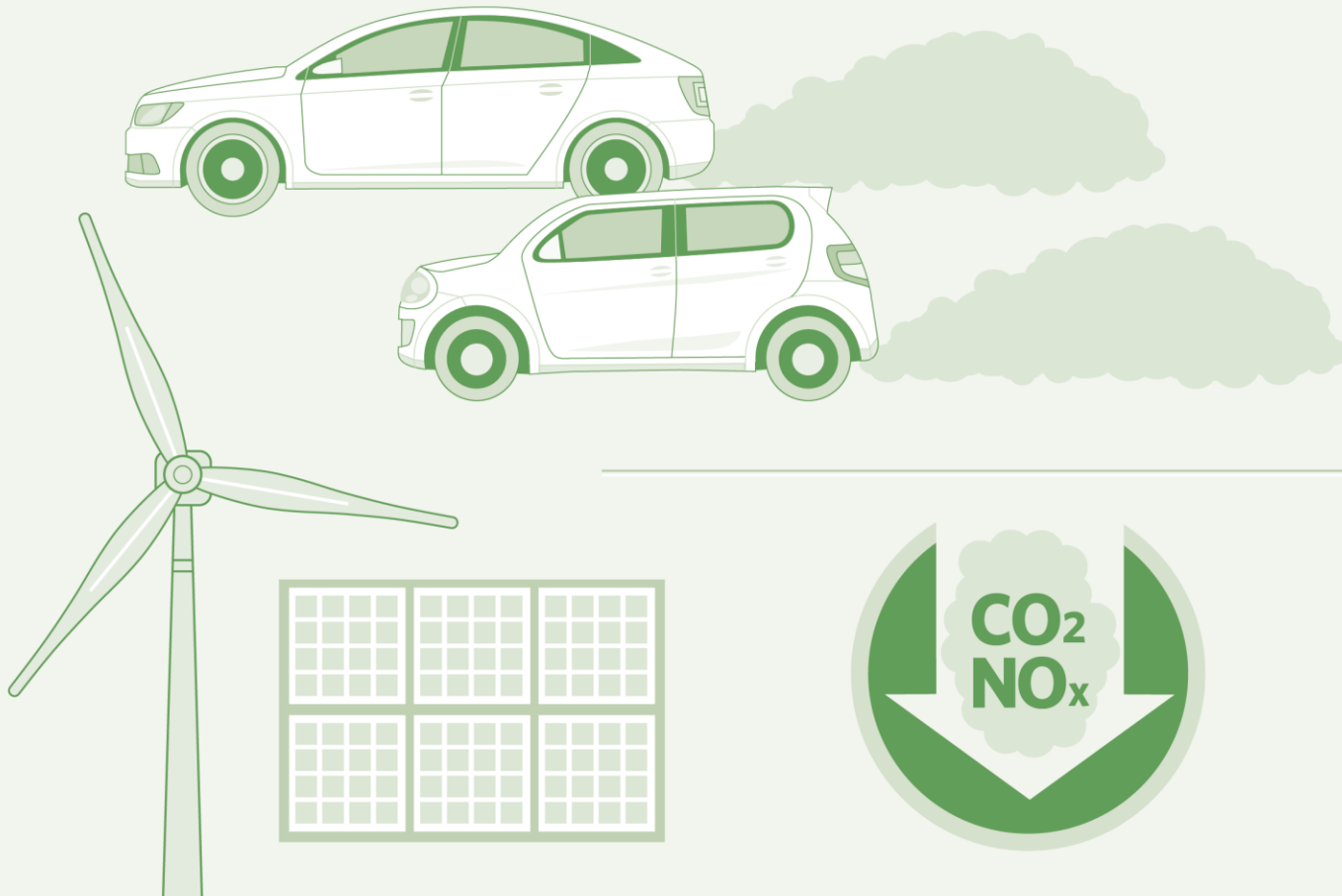
Through the FIA Sport Grant Programme we have contributed to **516** projects in **131** countries, led by national sporting authorities.

Foundation funding has powered sport safety research including **HANS** system, **Halo**, **high speed barrier testing**, **chassis testing**, **fire-resistant clothing**, **F1 helmet** and **bio-metric analysis**.

ACTION FOR CLIMATE AND CLEAN AIR



Our **Global Fuel Economy Initiative (GFEI)** is working with 100 countries advising on data and policy.



The **Real Urban Emissions Initiative (TRUE)** is engaging with more than 30 cities worldwide and has an emissions database of 60 million readings.



As a partner in the **Clean Air Fund** we are pooling resources with other philanthropies to promote clean air and climate action.



ADVOCACY, LEGISLATION AND IMPLEMENTATION



Supporting **AIP Foundation** in Vietnam since 2008 we helped implement a 2007 motorcycle helmet law, by funding specific action for children. Since the law, Vietnam has avoided **25,700** deaths; prevented **846,500** head injuries; and saved **6.2 billion USD**.

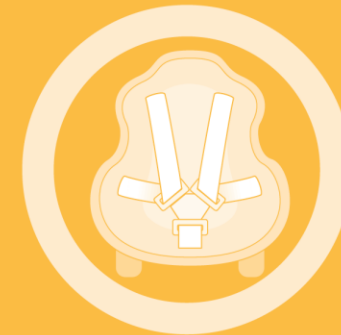


In Cambodia we supported **AIP Foundation** advocacy for a 2014 road traffic law mandating helmet use for all motorcycle riders.



In **Georgia, Armenia and Moldova** new seat belt laws were secured following advocacy by the **EASST** network.

New child seat regulations in **Uruguay, Argentina and Chile** resulted from advocacy by **Fundacion Gonzalo Rodriguez**.



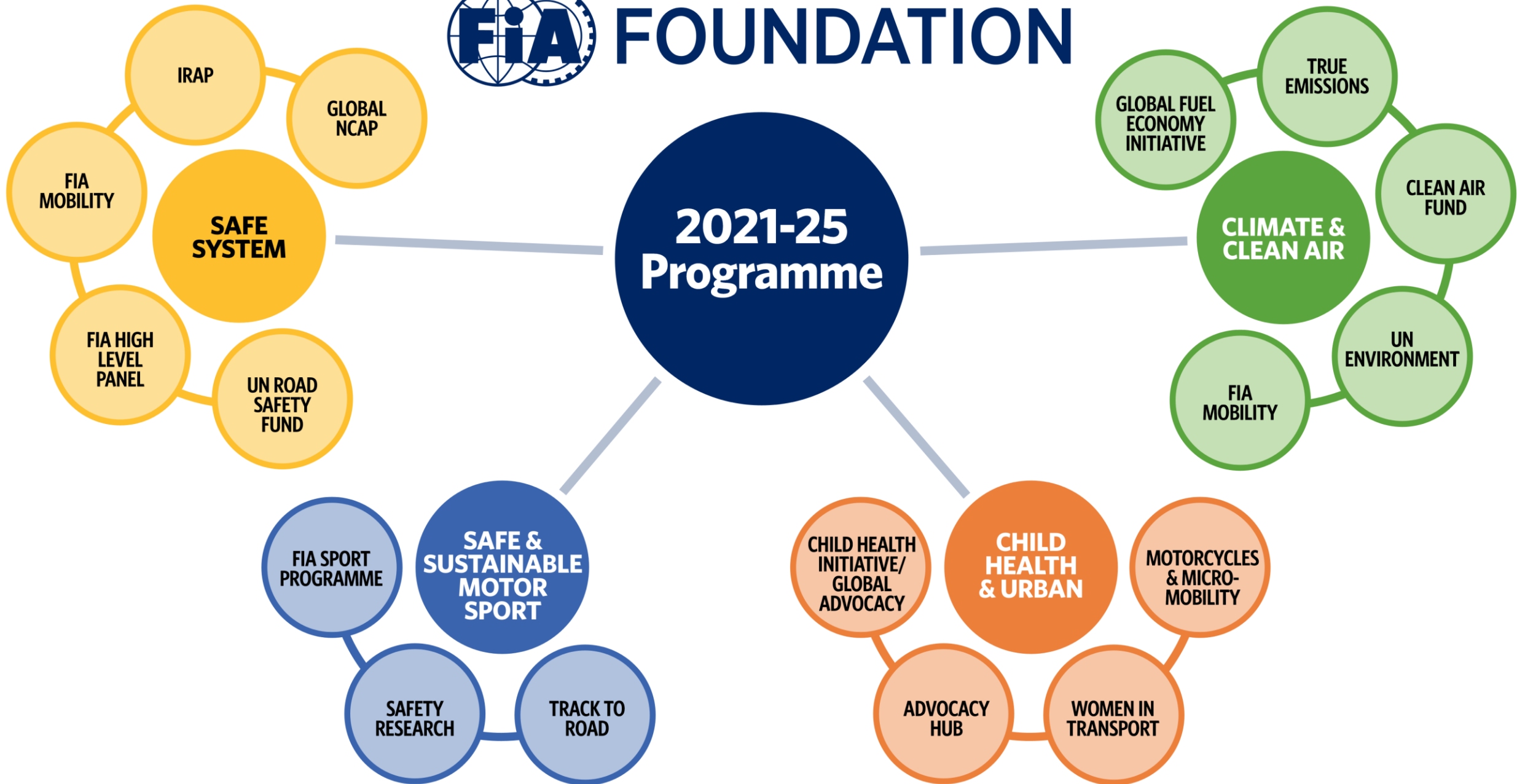
Fostered **Amend's SARSAI** programme for school infrastructure assessment which has protected more than **80,000** African children and won prestigious **WRI Ross Cities Prize**.

 FOUNDATION

20
YEARS
2001-2021



FOUNDATION



Motorcycle Safety and Last Mile Connections in Lusaka & Maputo – research



Research Background

Role of motorcycles in urban transport, and the implications of this for road safety.

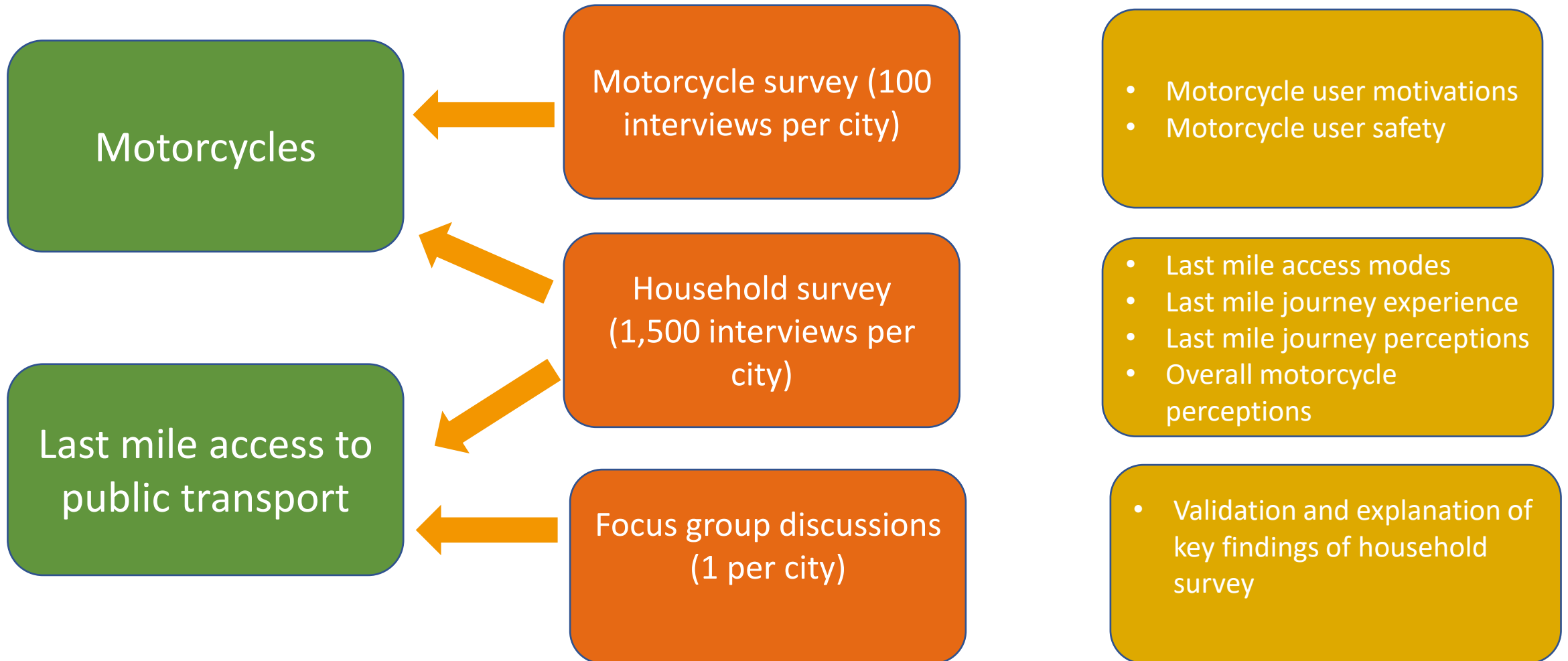
Understand access to transport services at a household level (particularly last mile).

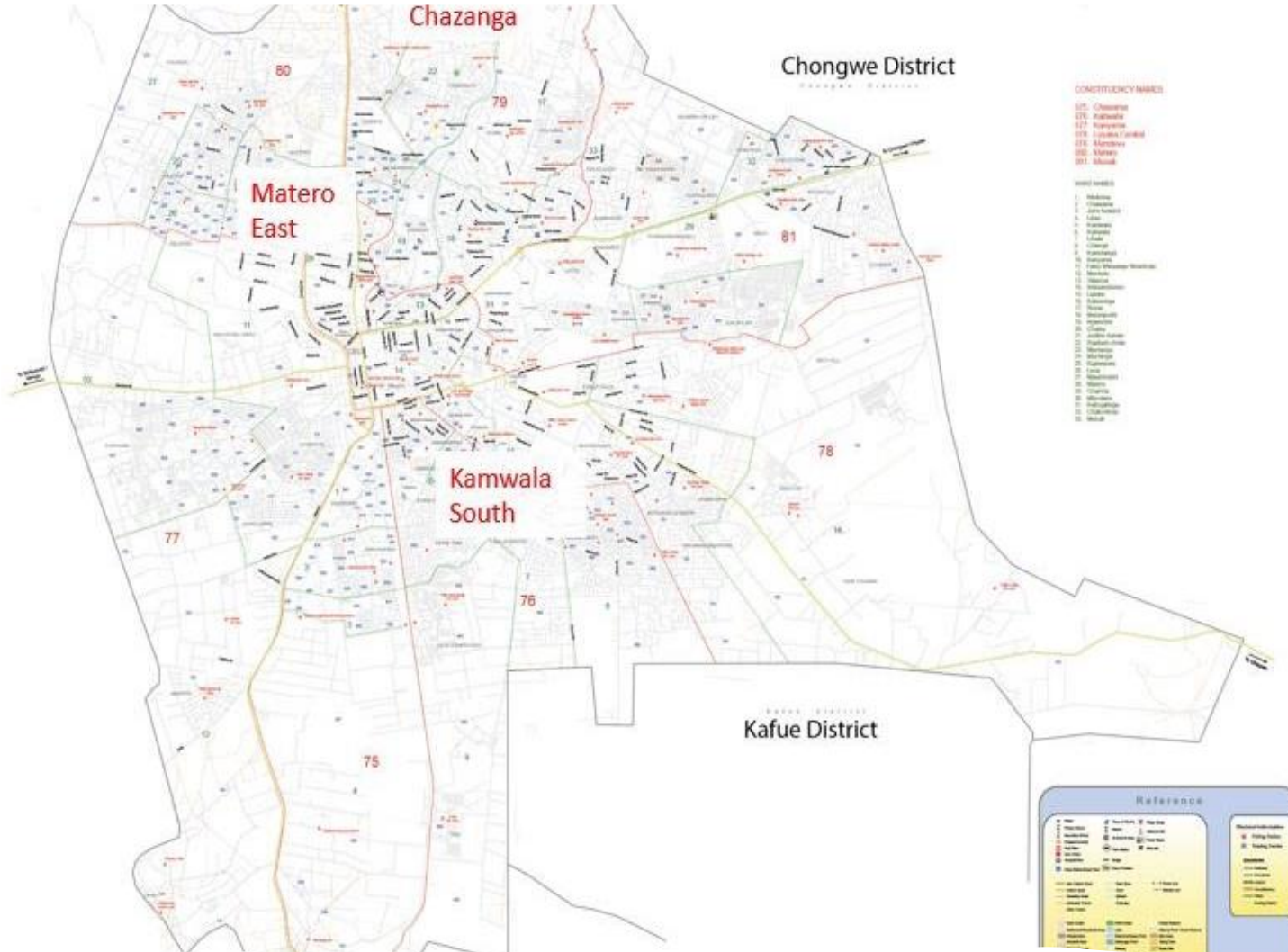


Identify the implications of this for public transport reforms in Maputo & Lusaka.

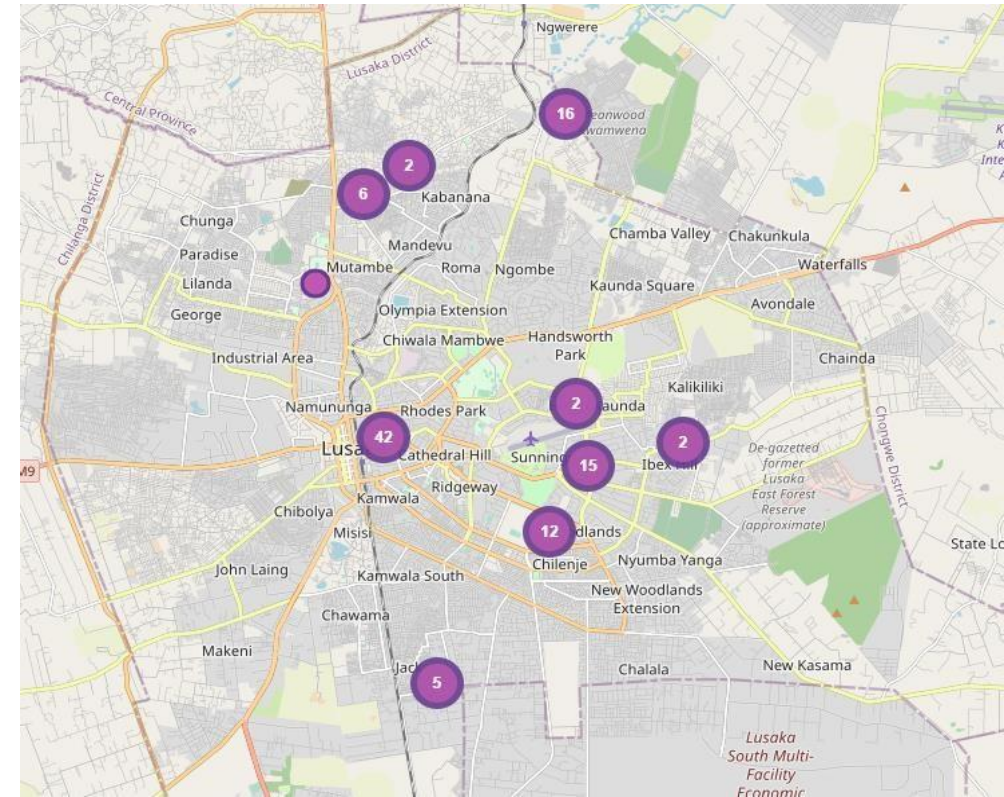
Identify broader learnings around transport in African cities.

Research Design

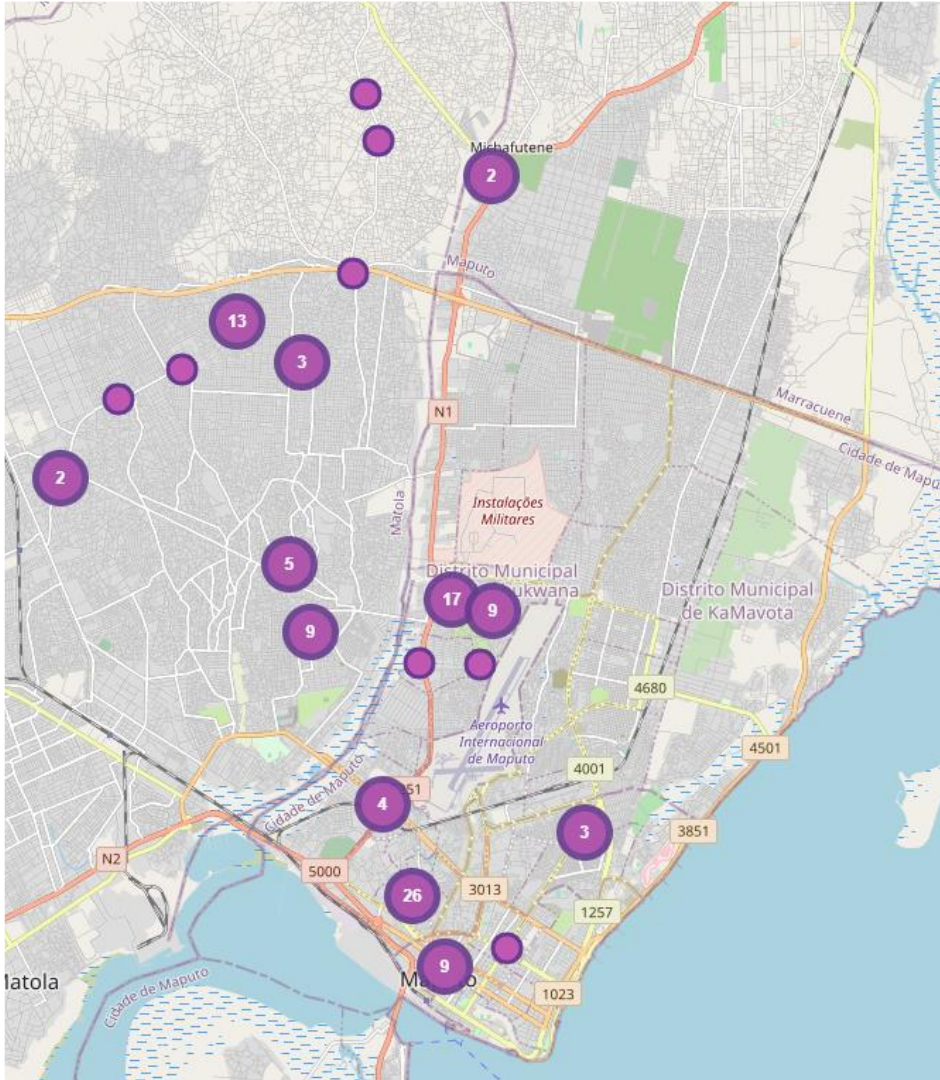




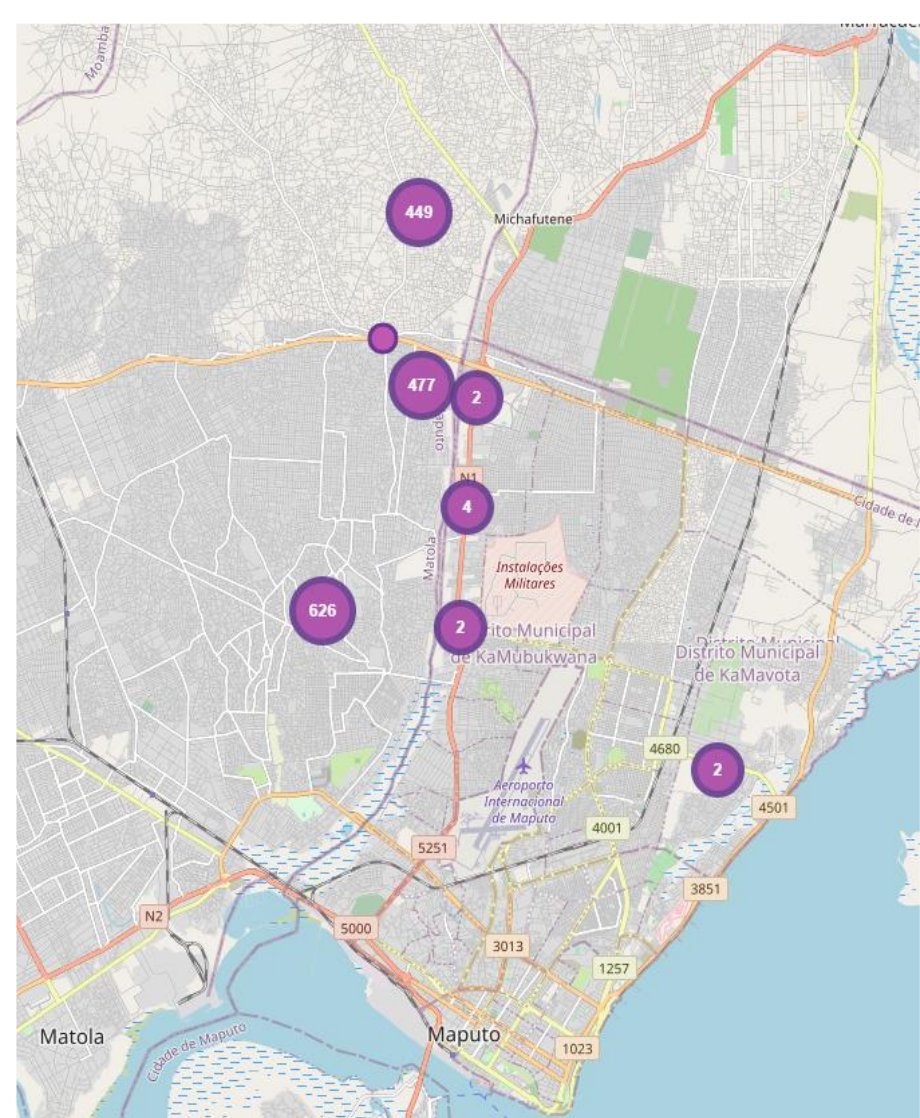
Target communities in the context of Lusaka District



Sites' locations - Lusaka



Target communities in Maputo – motorcycles surveys



Location of last mile surveys in Lusaka

Sites' location: Maputo

Key Questions: Motorcycles



- How widespread is motorcycle use?
- Who is using motorcycles?
- What are the motorcycles use for?
- What are the safety issues associated with motorcycles?
- Perception of motorcycles and their use?

Findings

- Motorcycles are an evolving transport mode in both Maputo & Lusaka, with greater penetration in the latter.
- Reason to believe that a nascent (if clandestine) motorcycle taxi sector may be emerging in Lusaka.
- Motorcycles either used for commuting or as part of the job.
- Women use motorcycles with the same frequency as men in Lusaka, women's motorcycle uptake in Maputo is lower.
- A significant age variations in motorcycle users between the cities.

Findings

- Motorcycles are seen as an uncomfortable transport mode
- Cost does not appear to be a universal barrier to motorcycle uptake, seen as an affordable transport mode.
- Safety is perhaps the biggest perceived issue facing motorcycles in the two cities.
- A large minority of motorcycle riders in both cities reported having being involved in a serious crash.
- A large variation in helmet use between the cities.

Conclusions

- Given continent wise boom of motorcycle taxi services growing exponentially, there is a need for policymakers in both cities to be prepared for the further growth.
- Rates of serious crashes are high in both countries.
- Multi-stakeholder strategy to share responsibility.
- An explicit part of transport policy.
- Promote appropriate behaviour: training, licensing, speed & alcohol enforcement.
- Compulsory standard helmets enforced and relevant laws.

Key Questions: Last Mile



- How do people access and use mobility services?
- How often do people use public transport?
- What is people's experience of travel at the first and last mile?
- What are people's priorities for improvement of transport in their area?

Findings

- Buses and chapas (minibus taxis in Maputo) are the principal mode of travel in both cities.
- Two different urban models:
 - Mozambique - more long-distance radial journey for employment in the city centre.
 - Lusaka - work and study more localized.
- Walking appears to be the prevalent mode of travel in peripheral Lusaka, also a major transport mode in Maputo although to a smaller degree.

Findings

- Residents in Lusaka felt safer than those in Maputo In terms of safety from crime and harassment.
- Road safety (i.e. insufficient dedicated walk space) was also considered an issue.
- Priorities for public transport:
 - Coverage (i.e. a public transport stop closer to home)
 - Shorter journey times were also important in Lusaka
 - A direct route to their destination in Maputo driven by the strong time and cost penalty of interchange.

Conclusions

- A genuine improvement and public transport reform ensures equity.
- Any future investments in transport in the two cities should consider active travel infrastructure and citizen security (e.g. lighting, sightlines, etc).
- Ensuring pedestrians' safety should become a priority.
- Public transport reforms should, in addition to increasing capacity and efficiency of the key public transport corridors, improve connections into neighborhoods and expand coverage.
- Future public transport reforms should be cognizant of a need to reduce these penalties of interchange through quality of interchange facilities, tackling capacity constraints (to reduce wait times) and considering how integrated fare systems can reduce the cost penalty for interchange between feeder services.

Thank You.

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