ADDIS ABABA ROAD SAFETY STRATEGY

(2017 - 2030)

Feb 22, 2017
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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
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
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

Vehicles observed exceeding the posted speed limit, June 2015 (N=22,005)

- Taxi: 69.5%
- SUV/4WD: 27.8%
- Minivan/Minibus: 63%
- Bus: 69.3%
- Cargo truck: 72.2%
- Pickup/Light truck: 79.4%
- Car: 39.2%
- Motorcycle: 30.7%
- All vehicles: 52.4%

Source: JHU
Observational Survey on Drink-Driving

Proportion of drivers who tested above the legal limit for alcohol at sobriety checkpoints by vehicle type, July 2015 (N=2,030)

Source: JHU
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)

<table>
<thead>
<tr>
<th>Road user type</th>
<th>Length (km)</th>
<th>★</th>
<th>★★</th>
<th>★★★</th>
<th>★★★★</th>
<th>★★★★★</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle occupants</td>
<td>114</td>
<td>17%</td>
<td>45%</td>
<td>38%</td>
<td>1%</td>
<td>0%</td>
</tr>
<tr>
<td>Motorcyclists</td>
<td>114</td>
<td>36%</td>
<td>44%</td>
<td>20%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>114</td>
<td>49%</td>
<td>36%</td>
<td>11%</td>
<td>3%</td>
<td>0%</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>114</td>
<td>34%</td>
<td>41%</td>
<td>24%</td>
<td>0%</td>
<td>0%</td>
</tr>
</tbody>
</table>
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
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 carry out 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
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!