Motorcycle Safety and Last Mile Connections in Lusaka and Maputo Study

SSATP: Improving Road Safety and Traffic Management in African cities
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Aggie Krasnolucka
Programmes Manager
Launched Make Roads Safe campaign to call for UN Ministerial Conference.

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

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

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

UNICEF

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

RSF

Lead start-up donor for UN Road Safety Fund.

United Nations

Supporting Office of UN Special Envoy for Road Safety.
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
SAFE ROADS

1.3m km

Star rating and designs for 1.3m km of road

155

155 IRAP accredited suppliers

US$ 80 billion of road construction made safer

38,000 people trained in iRAP assessments

FIA FOUNDATION
20 YEARS 2001-2021
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**.
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.
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 SARSAL programme for school infrastructure assessment which has protected more than 80,000 African children and won prestigious WRI Ross Cities Prize.
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

Motorcycles

- Motorcycle survey (100 interviews per city)
- Household survey (1,500 interviews per city)
- Focus group discussions (1 per city)

Last mile access to public transport

- Validation and explanation of key findings of household survey

- Motorcycle user motivations
- Motorcycle user safety

- Last mile access modes
- Last mile journey experience
- Last mile journey perceptions
- Overall motorcycle perceptions
Target communities in the context of Lusaka District

Sites’ locations - 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 been 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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