



AFRICAN DEVELOPMENT BANK GROUP

# Traffic Impact Assessment Toolkit for Africa cities

## Study launched by the AfDB

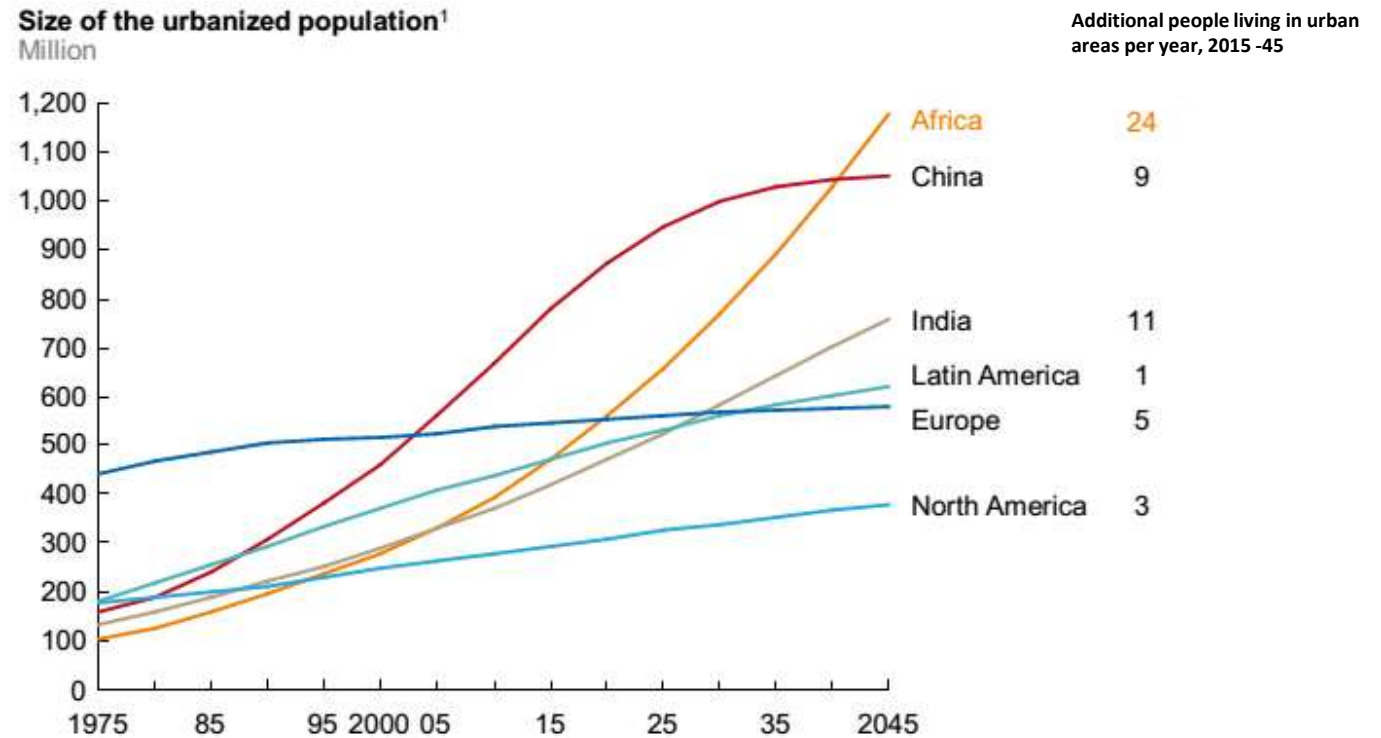
**Stefan ATCHIA, Transport Policy and focal point UD  
Transport, Urban Development and ICT Department.**

**22 February 2017, Marrakech – SSATP Annual Meeting.**

# Traffic Impact Assessment (TIA) guideline: **Why do we need it?**

- In February 2017, the AfDB launched a study for the production of a Traffic Impact Assessment Toolkit, an adapted and easy to use tool for our African Cities. The study is financed under the Nigerian Technical Cooperation Fund.
- Why? Cities in Africa are growing very fast +24 million/year. A key question is how to control, coordinate, plan this growth.
- Part of the urban growth will be the planning of the built environment, existing as well as new physical developments (housing, commercial, offices, industrial etc....).

**Africa is urbanizing faster than any other region; its cities are expected to gain 24 million people each year until 2045**



**Africa urbanized**

%

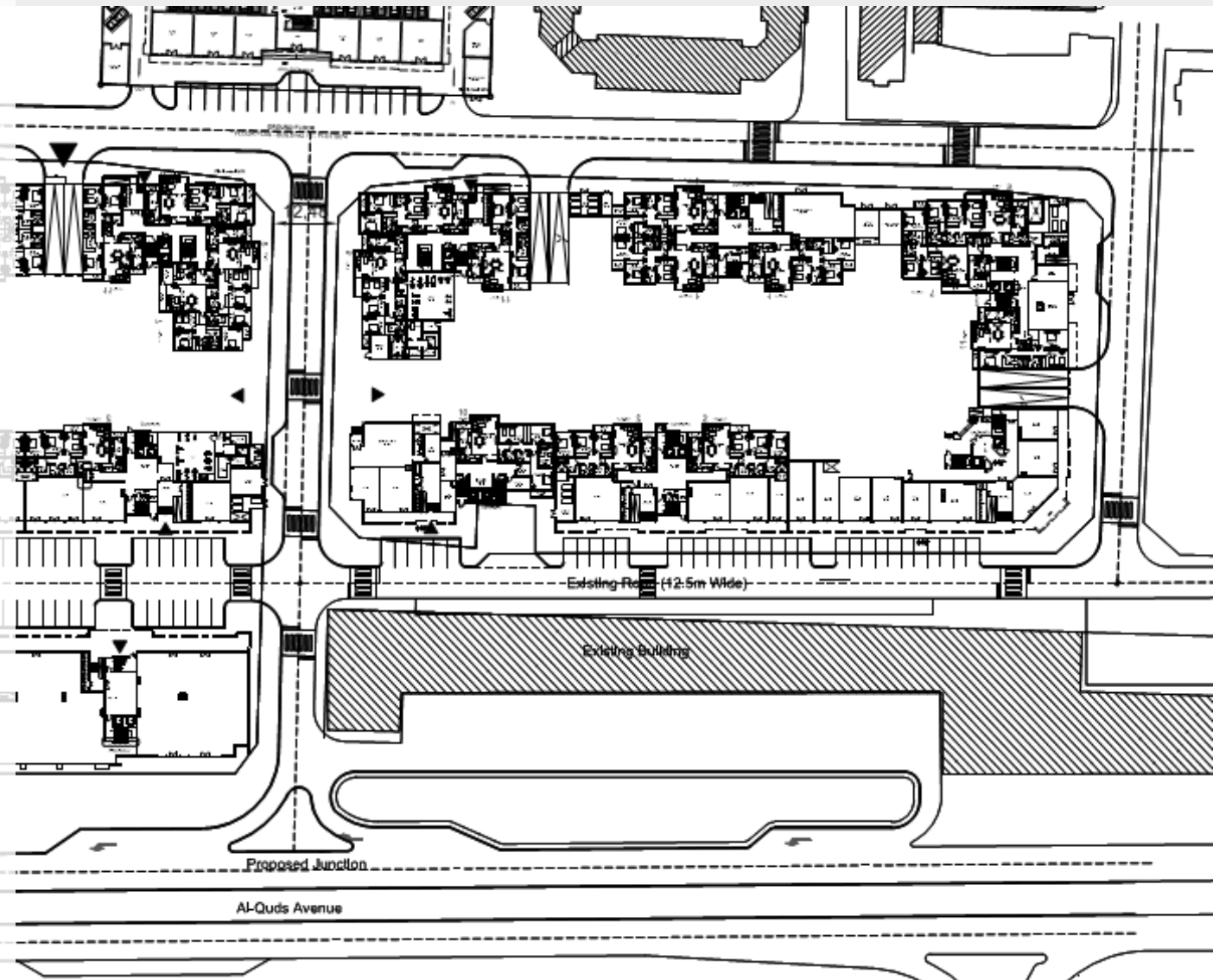
25 29 33 36 40 45 49 54

<sup>1</sup> Population living in urban areas. UN forecasts last adjusted in 2014.

(Source : McKinsey Global Inst. Sept 2016)

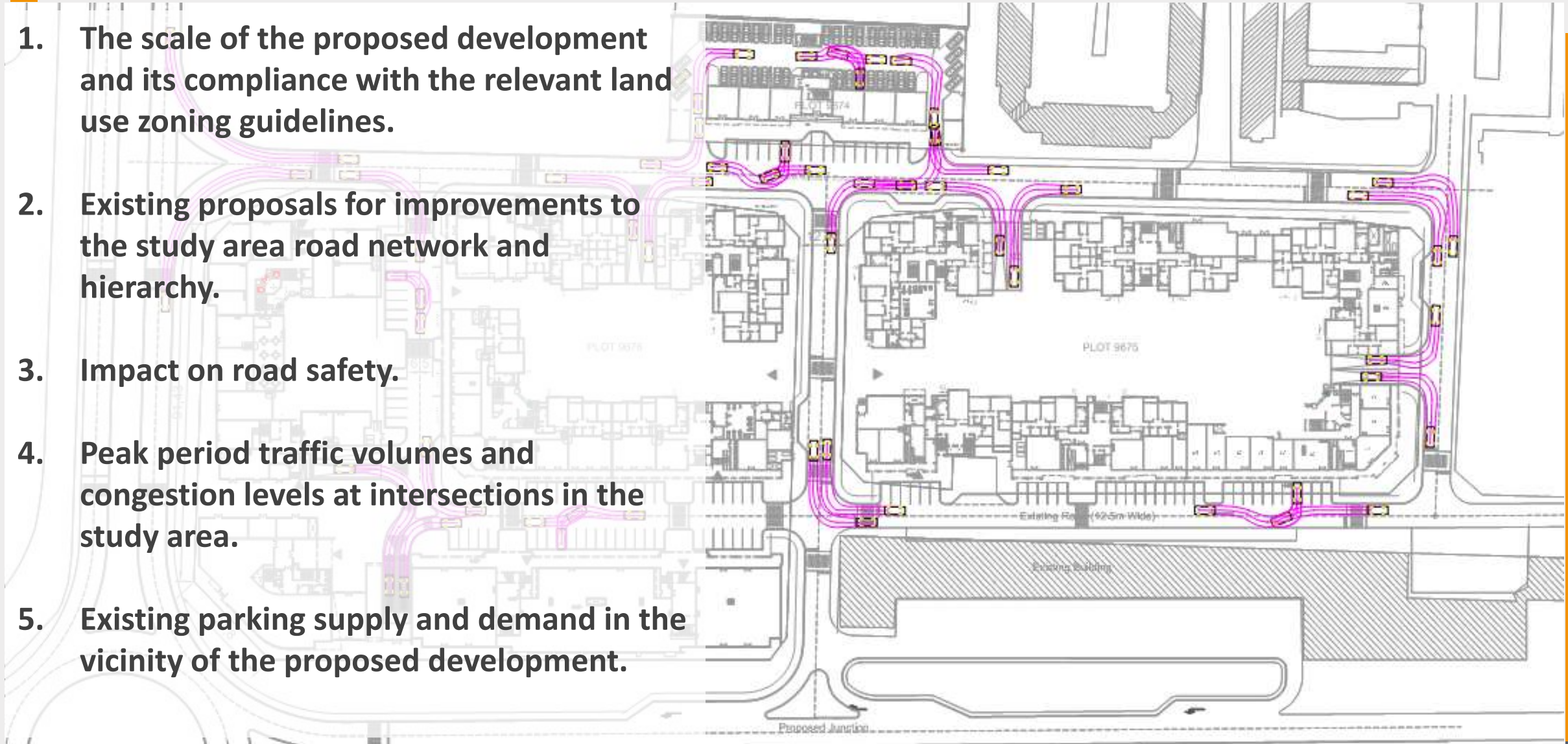
# Traffic Impact Assessment **What does it do?**

- A Traffic Impact Assessment (TIA) is a technical appraisal of the traffic and safety implications relating to a development.
- The information provided in the TIA study enables authorities to assess the traffic impact of a development.
- TIA is usually undertaken by engineers / planners who specialize in traffic engineering and transportation planning.
- The TIA study is rarely compulsory on our continent for the developer to obtain the building permit. This is a reform that need to be brought forward.



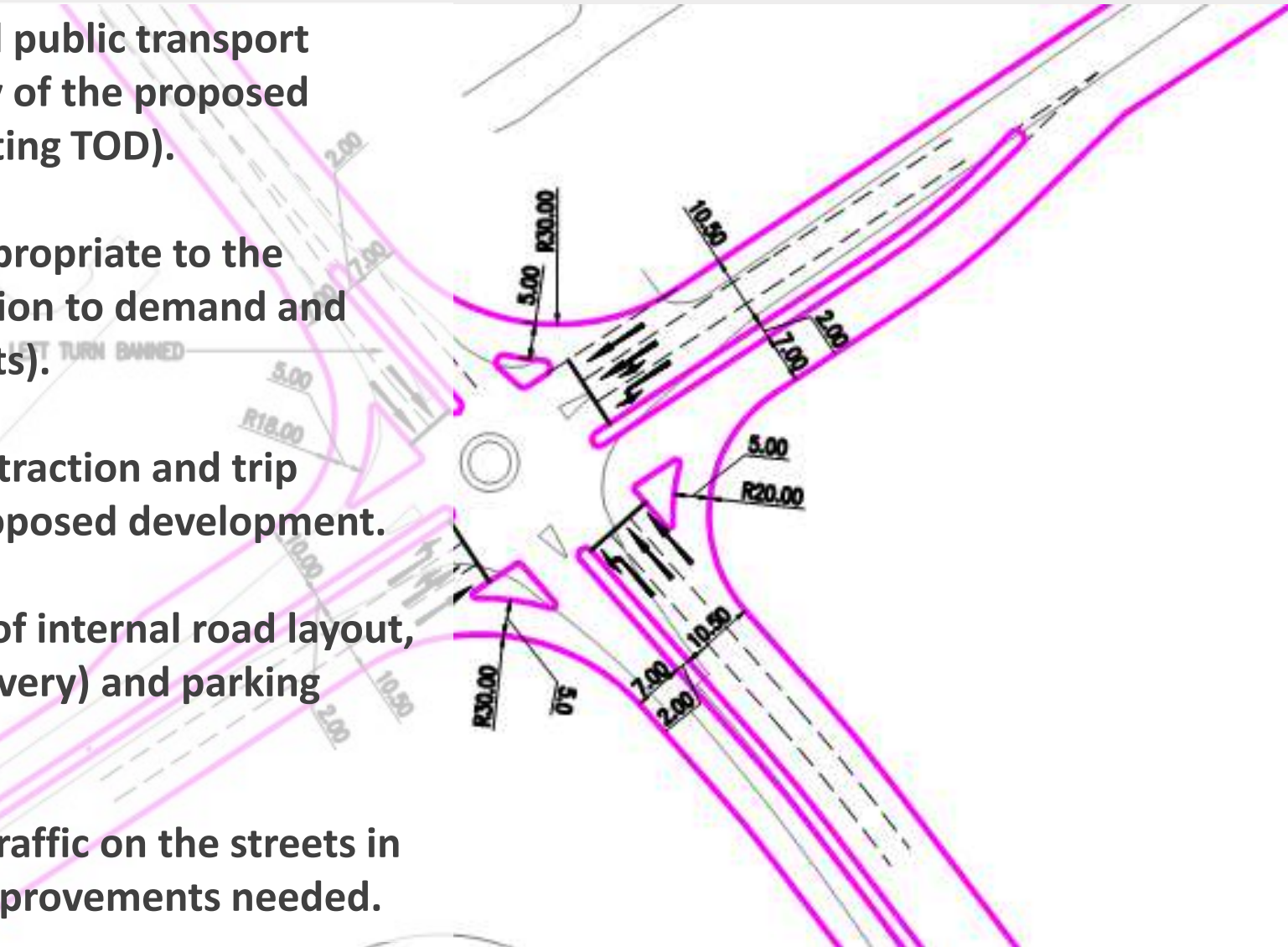
# Traffic Impact Assessment **What does it cover?**

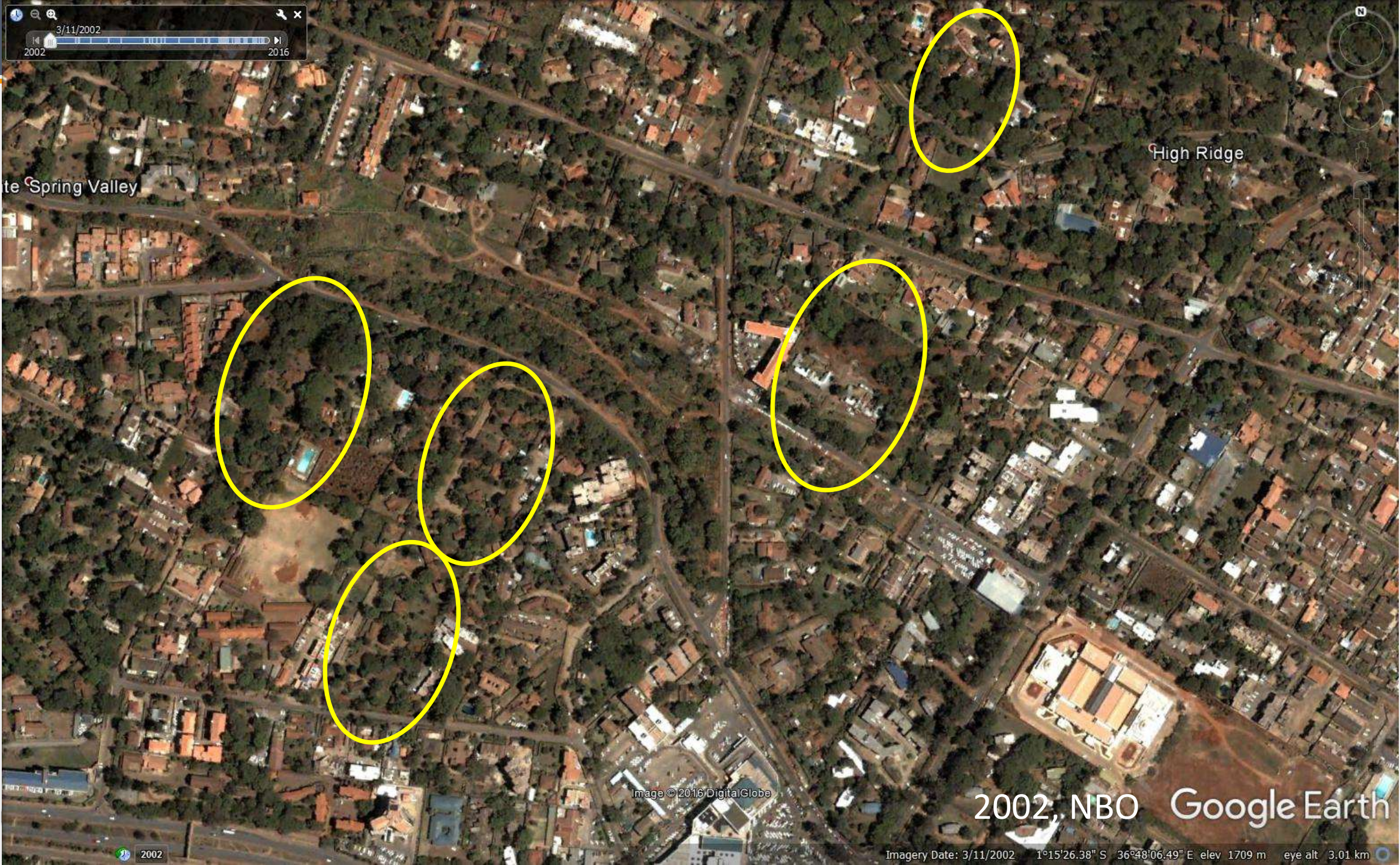
1. The scale of the proposed development and its compliance with the relevant land use zoning guidelines.
2. Existing proposals for improvements to the study area road network and hierarchy.
3. Impact on road safety.
4. Peak period traffic volumes and congestion levels at intersections in the study area.
5. Existing parking supply and demand in the vicinity of the proposed development.



# Traffic Impact Assessment **What does it cover?**

6. Existing and proposed public transport services in the vicinity of the proposed development (promoting TOD).
7. Parking provisions appropriate to the development (in relation to demand and statutory requirements).
8. Traffic generation / attraction and trip distribution of the proposed development.
9. Safety and efficiency of internal road layout, including service (delivery) and parking areas.
10. Impact of generated traffic on the streets in the study area and improvements needed.



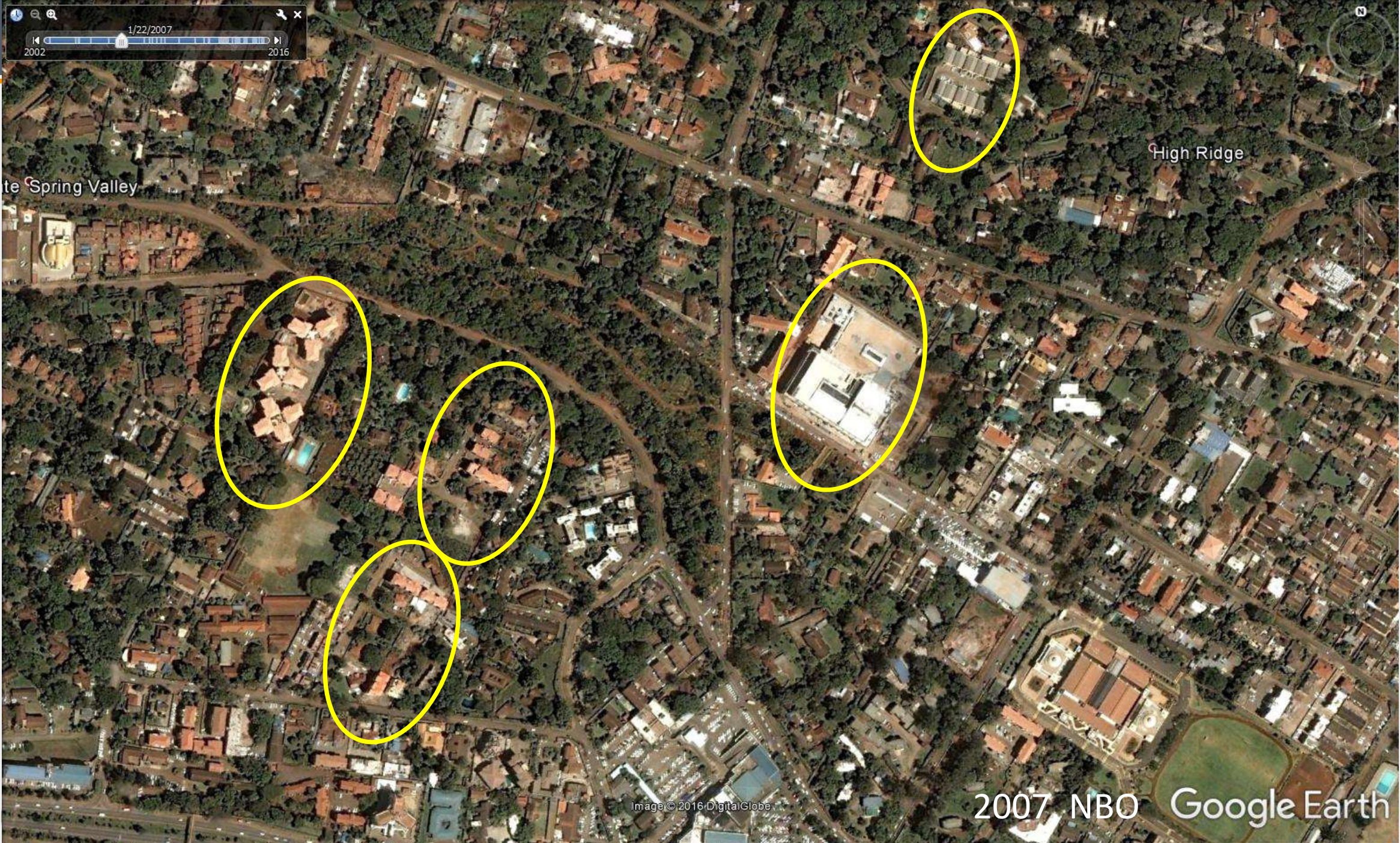


te Spring Valley

High Ridge

Image © 2016 DigitalGlobe

2002, NBO Google Earth



te Spring Valley

High Ridge

Image © 2016 DigitalGlobe

2007 NBO Google Earth

2002

1°15'26.38" S 36°48'06.49" E elev 1709 m eye alt 3.01 km



1/17/2011

te Spring Valley

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2011 NBO Google Earth

2002

Imagery Date: 1/17/2011 1°15'26.38" S 36°48'06.49" E elev 1709 m eye alt 3.01 km



6/27/2015  
2002 2016



Spring Valley

High Ridge

Image © 2016 DigitalGlobe

2015, NBO Google Earth

2002

Imagery Date: 6/27/2015 1°15'26.38" S 36°48'06.49" E elev 1709 m eye alt 3.01 km

10/24/2016

Spring Valley

High Ridge



Image © 2016 DigitalGlobe

2016 NBO Google Earth

2002

Imagery Date: 10/24/2016 1°15'26.38" S 36°48'06.49" E elev 1709 m eye alt 3.01 km

# Traffic Impact Assessment **Who should use it?**

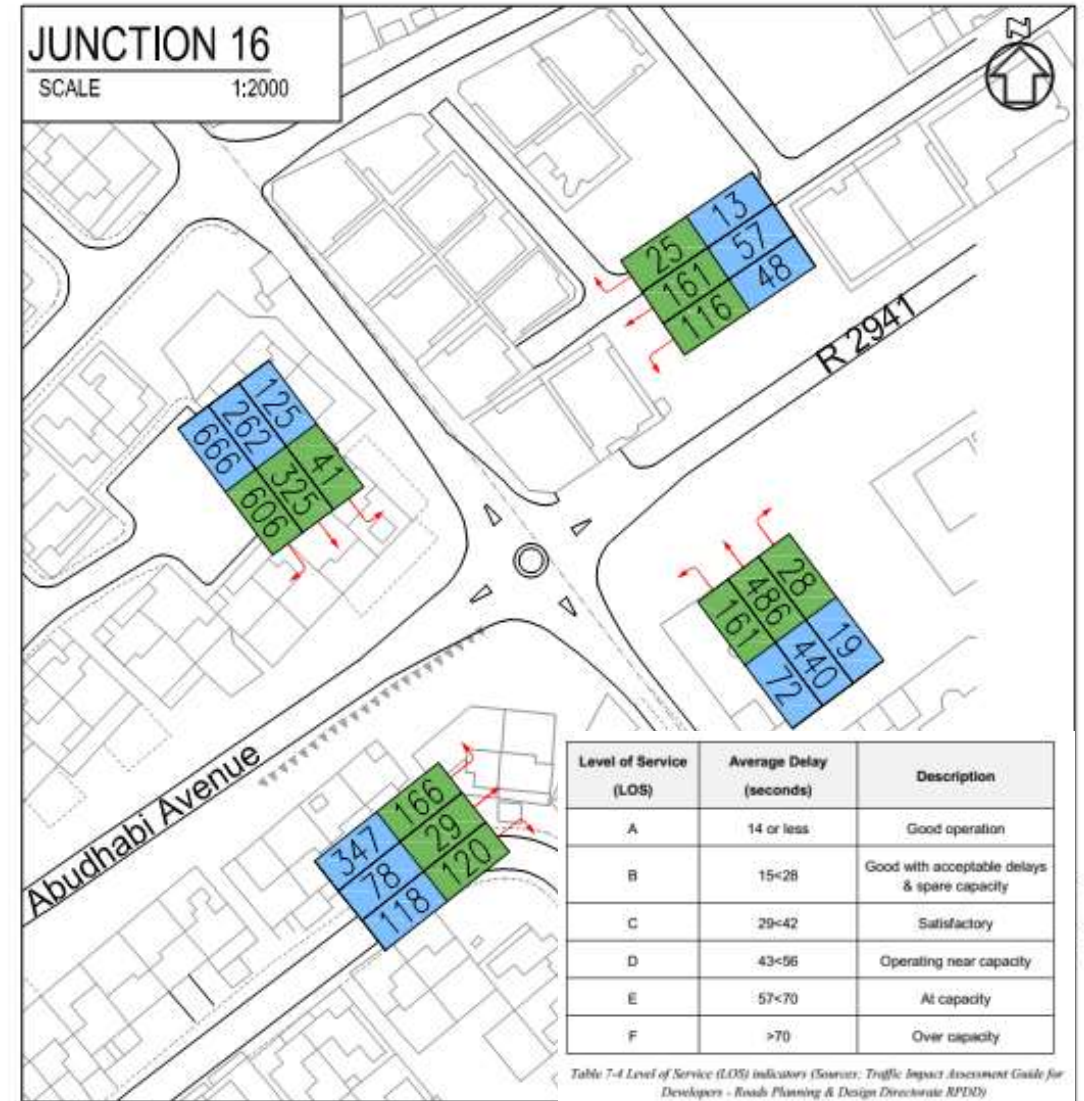
## The TIA Toolkit should be geared towards:

- New development (real estate / commercial / residential etc....) of a certain size;
- Existing development needing improved access;
- New transport projects (roads projects, interchanges, public transport projects etc....)

## The TIA Toolkit will be used by:

- Developers (architect firm, engineering consultants etc....)
- Local or national government officials (planners, city engineers, road and highway administrations etc....)
- Highway authorities (planning and design offices)

**The Study will be carried out in consultation with the SSATP. Members interested to join the study are most welcome. TIA should be ready by Aug 2017**



# Thank you

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**African Development Bank Group**

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