

# SUMMARY REPORT



## Africa Regional Workshop on Road Safety and Urban Mobility

(20&21 August 2018, Accra, Ghana)



## **I. Introduction: Background**

The United Nations recognizes the significant negative social and economic impact of road crashes around the world. Sustainable Development Goal (SDG) 11 on sustainable cities and communities, particularly Target 11.2: “By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons” provides a basis for all UN organizations and road safety stakeholders to take concerted action.

Achieving SDG target 11.2 entails examining the nexus between the growing urbanization trend and safe urban mobility. Urban development and growth must be achieved without compromising safety on roads. Africa is the epicentre of global urbanization as the continent is undergoing a rapid urban transition. In 1990, only a third of Africa’s population was urban (31 per cent) and projections are that by 2035, the figure is likely to reach 49 per cent and by 2050, about 60 per cent of Africans will live in an urban area.

Road traffic fatalities are estimated to be the fourth leading cause of death of persons aged 5 through 44 years globally. Every year, road crashes are estimated to claim over 300,000 lives in Africa. The correct number is unknown due to the very poor road accident crash data recording and management system in the region. According to WHO, the African region has 2 per cent of the world’s registered vehicles but a disproportionate 16 per cent of the world’s road traffic deaths. Roads are often unlit, vehicles are overcrowded, drivers are speeding and executing dangerous passing manoeuvres on narrow roads, and roads are poorly designed imposing significant risks to pedestrians and cyclists.

The road safety trend shows that the urban areas are increasingly having a larger road safety challenge when compared to the rural areas in Africa due to the concentration of vehicles in and around the urban centers and the nature of transport operations. As urbanization increases in Africa, the subsequent increase in motorization and vehicle ownership place a heavy burden on the transportation systems of the rapidly expanding cities. In an effort to meet this expansion, many African cities are increasing their road networks, without the necessary planning around the development of the transportation systems and related traffic management. As a result, many people die and are injured unnecessarily in road traffic crashes with the consequential social economic and health burdens imposing heavy constraints on sustainable development. Urban road safety affects the most vulnerable road users and often involve a high proportion of buses and commercial vehicles. Several studies have shown that vulnerable road users in African countries constitute over 65 per cent of the road crash victims. In urban areas, pedestrian fatalities range between 50 per cent in South Africa and up to 90 per cent in Ethiopia.

Despite high numbers of road fatalities and unsafe transport services and infrastructure, major efforts have been undertaken by various African countries with regards to improvements on policy, law enforcement, safety regulations and infrastructure design. There is need to comprehend the underlying success factors of such efforts and catalyse on their replication potential.

It is important to assess how safe urban mobility fits within the existing road safety framework in Africa and how road safety efforts on the continent may benefit from the inclusion of clear road safety policy and targets in the planning for the urbanization. The growing concerns over urban development and road safety has resulted in Secretariat of the United Nations Secretary-General’s Special Envoy for Road Safety, United Nations Economic Commission for Africa, United Nations Economic Commission for Europe, the Africa Transport Policy Program (SSATP), the United Nations Human Settlements

Programme (UN-Habitat) organizing a workshop, hosted by the Ghanaian Ministry of Transport, to work with African governments to address the challenge and produce solutions to improve outcomes.

The overall objective of the workshop was to improve the understanding of the linkages between road safety and urbanization, and to support the achievement of SDG target 11.2.

The specific objectives were as follows:

1. Share best practices in road safety in urban areas through city case studies and analyze the factors that led to success of these interventions;
2. Assess the progress and challenges in managing urban road safety and addressing road safety in urbanization policy, considering the UN road transport and road safety related legal instruments;
3. Identify critical gaps at country and city levels; and discuss areas and mechanisms of intervention to support the efforts of countries to sustainably address road safety in Africa and ensure that cities and human settlements are inclusive, safe, resilient and sustainable;
4. Determine the extent to which Member States are linking urban development and road safety and ensuring that increased mobility in cities does not compromise safety;
5. Identify the opportunities and challenges to the implementation of the existing Road Safety Frameworks in context of the growing urbanization in Africa, proposing key priorities to achieve SDG target 11.2 in the region.

## **II. Participation**

The workshop was well attended by all relevant stakeholders. Over 100 participants representing nearly 30 African government ministries of infrastructure/transport, national road safety authorities and councils, African sub-regional and regional organizations, international organizations, non-governmental organizations (NGOs), academic and research institutions, and the private sector were attending the two-day workshop on road safety and urban mobility in Accra, Ghana.

## **III. Opening Session**

The workshop underscored the linkages between growing urbanization and expected rise in the number of road traffic fatalities in the region. It was opened by Ghana's Minister of Transport, Hon. Kwaku Ofori Asiamah, UN Secretary-General's Special Envoy for Road Safety, Mr. Jean Todt, Executive Secretary of the UN Economic Commission for Africa, Ms. Vera Songwe, UN Resident Coordinator for Ghana, Ms. Christine Evans-Klock, the World Bank Country Director, Mr. Henry Kerali and a representative of UN Habitat.

The workshop was inspired by the UN Secretary-General's Special Envoy for Road Safety, Mr. Jean Todt, and former UN Secretary-General Mr. Kofi Annan, who had intended to participate in the meeting before his sudden illness caused him to cancel his trip to Ghana. The meeting on 20 August began with a moment of silence in respect for Mr. Annan and in sympathy with his family at his recent passing. "I



shared with him the plight this great continent faces in terms of road safety and he, as expected, was ready to help make a difference... I am honoured to carry on his legacy through the outcomes of this workshop and in our continued work towards improved road safety in his country and region", said Mr. Todt on Mr. Kofi Annan's desire to end road deaths in Africa.

**Mr. Jean Todt** urged African governments to consider road safety as a critical element for consideration when planning for sustainability in urban areas in their respective countries. He highlighted the challenges around road safety and urban mobility but emphasized that substantial progress was possible and it is therefore important that governments implement strategies that decouple growth of mobility from the growth of road crashes. As urban areas continue to flourish and become rampantly inhabited around the world by people, vehicles and new road networks, he emphasized that safety is a critical element for consideration when planning for sustainability.

In order to do this, road safety must be considered as part and parcel of sustainable mobility and transport, he noted, adding that it is not yet an additional criterion, but a basic condition for liveable cities. Mr. Todt indicated that sustainable transport and mobility in the urban setting required a combination of policy elements, including safe, reliable and affordable public transport, investment in infrastructure for motorized and non-motorized transport as well as environmentally friendly, efficient and multimodal transport options.

“These policies must align with urban and spatial planning, land management, housing, environmental and other relevant policies” he said, adding that transport and mobility even with all these elements can only be sustainable if they are also safe. Mr. Todt who was celebrated as a road safety ambassador at the workshop called on governments to prioritize building local technical capacity in this regard including acceding to and implementing the UN convention on road safety, road signs and signals as well as on vehicle regulations, which also address emissions.



According to **Hon. Ofori Asiamah**, “road safety deficiencies suppress the socio-economic benefits we have derived from the investment made in the provision of urban transport infrastructure and services”. He highlighted the lack of reliable and comprehensive data which impedes the prioritization of road safety among other national development challenges and priorities in Africa. The costs incurred due to unsafe roads are huge in Africa and they outweigh the benefits experienced from the ongoing growth boom within Africa.

**Ms. Vera Songwe**, Executive Secretary of the UN Economic Commission for Africa, Addis Ababa, highlighted that safety needs to be “built into” infrastructure investment, as this is far less costly than retrofitting roads afterwards to be safer. She called for a renewed political will, if African countries want to improve the road safety and urban mobility situation on the continent. This workshop is particularly relevant because it addresses the nexus between two issues, road safety and urban mobility, that have profound implications for Africa’s socio-economic development. She concluded by saying



that Africa must improve its transport infrastructure and services in order to reap the benefits of urbanization. It is our [the continent’s] duty to ensure that these benefits are not compromised by injuries and deaths and indeed the overall high cost of crashes on the continent’s urban roads. This requires proper urban planning, safe urban transport infrastructure including facilities for vulnerable road users, road-worthy vehicles plying streets, and proper road-user behaviour.

In addition to physical infrastructure, the UN Resident Coordinator for Ghana, Ms. Christine Evans-Klock, emphasized the need to improve coordination among government agencies, to reduce corruption, and to enforce existing safety regulations and traffic laws. Ms. Evans-Klock also suggested that the most significant sign of respect from the regional workshop to the former UN Secretary-General would be “the seriousness with which we take up this life-and-death topic and the commitments we follow through to improve road safety and urban development.”



“We are fortunate that in the last few years the world has come together with a vision to tackle road safety in the Sustainable Development Goals, with specific targets under SDG 3.6 to reduce road fatalities, and improving access to safe transport systems under SDG 11.2”, said **Mr. Daniel Adom of the UN-Habitat**, “to develop action plans, that help us translate these global goals into transformative implementation projects. The New Urban Agenda provides the framework for cities for the next 20 years and helps to localize these global goals”. Participants at the workshop were assessing how to better integrate safe urban mobility within existing road safety frameworks and discussing how to incorporate road safety into urban planning and infrastructure development process. They were sharing good practices, evidence-based solutions, progress and challenges, considering the UN road transport and road safety related legal instruments, in support of the achievement of SDG targets 11.2 and 3.6.



Of the 1.3 million global road traffic fatalities every year, more than half are accounted for in urban areas. Road traffic fatalities are estimated to be the fourth leading cause of death globally of persons aged 5 through 44 years. There are several issues that affect the road safety situation in a country, including quality of road infrastructure, level of law enforcement, safety of vehicles, road user behaviours and post-crash care. In the urban area, it is critical to address the safety of vulnerable road users such as pedestrians, cyclists, children and motorcyclists.

To provide a “How-To-Guide” to local and national governments, UN-Habitat, in collaboration with ITDP, recently developed a Toolkit on “Streets for walking & cycling – designing for safety, accessibility and comfort in African cities” that was disseminated during the workshop. The involved international organizations will continue to work with African governments to address the challenge of road safety and urban mobility and support them to meet their commitments to implement the Sustainable Development Goals and the New Urban Agenda.

“Road safety is routinely a key component of World Bank transport projects but more can be done,” – said **Mr. Henry Kerali**, World Bank Country Director for Ghana. Human impact of traffic crashes is enormous. Families are being driven into poverty because of the death of their breadwinner or the mounting costs of medical care and rehabilitation for accident victims. But the growing magnitude of the problem is also bringing a national dimension to it, contributing to the demographic crisis and imposing additional burdens on country economies which lose billions of dollars every year as a result of traffic injuries and fatalities.



He added that the Bank stands ready to support countries’ programs to improve road safety - including road safety reviews, strengthening capacity of national road safety authorities, improving safety features of road infrastructure, tightening enforcement, implementing public campaigns for safer driving, and strengthening emergency medical services. He underscored the need for data on causes and number of fatalities, and injuries in order to assess the actual magnitude of the road safety problems and to give it the correct national priority in the region. He concludes by saying that growing urbanization, accelerating growth in the number of vehicles, and patchy efforts to legislate and enforce road safety measures result in continued growth of road injuries and fatalities, and the time has arrived to support concerted efforts to make roads in African countries safer.

## Session I: Overview of Road Safety in Urban Mobility

### 1. Status of Urban Mobility in Africa: addressing the challenge of integration

(Presenter: Magnus Quarshie, Urban Planner, World Bank/SSATP)

The presentation attempted to raise awareness about urban mobility interventions by development partners such as the SSATP Urban Mobility and Accessibility project. Currently the eight (8) pilot countries participating in the study. Study countries include Senegal, Guinea, Côte d'Ivoire, Ghana, Nigeria, Ethiopia, Rwanda and Kenya.

The project aims to fostering knowledge and institutional strengthening of Urban Transport and Mobility for African Cities. Some of the general finding from the study suggested that primarily, urban transport governance and institutional challenges are key issues that cities need to address in order to find sustainable solutions to urban mobility.

#### **Main findings from the study are group under six thematic areas as follows:**

- *Urban Transport Governance*: Some of the challenges identified were the absence of a well-articulated and adopted policy and strategic framework for the sector as well as fragmentation and duplication of institutional responsibilities among the various bodies; and levels of government;

- *Funding urban transport management*: Funding for urban transport management was found to be a challenge in all countries in the region. Funding is largely infrastructure provision driven with very little focus on service improvement.

- *Civil Society Participation*: Few examples of civil society participation can be listed in transport management of African cities; one such case is that of LAMATA. In most other cities, Federal, State and Local authorities have all limited contact with civil society groups.

- *Multi-modal planning and operations*: The lack of integration between transport planning and land use planning as well as lack of documented and clearly defined vision for cities is a major obstacle in developing multimodality in African cities

- *Public transport performance*: Planning authorities tend to view paratransit as modes that need to be eradicated from the system. Private service providers therefore resort to aggressive defense of their interests by opposing reform programmes and general refusal to part-take in any type of systemic reform processes

- *National government support for urban transport management in secondary cities*: Need for leadership from the Central Government to address the persistent mobility problem of each city.

With these issues no addressed people living in African cities have to struggle with heavily congested traffic.

In Accra for example commuters spend 2 hrs. in each direction (morning and evening) on major corridors for distances of less than 10 km (National Transport Survey of 2012) and the cost of congestion around the Ring Road is estimated to cost \$1.6 billion annually. In Nigeria, Lagos collectively lose 3 billion hours to traffic congestions yearly. A 20per cent reduction in this would save the state at least \$1 billion (about N150 billion) yearly.

Going forward, we need clear vision for our cities; cities that are designed for people not for cars. We need to identify a champion, (like LAMATA in the case of Lagos) who would really be responsible for urban mobility, as well as address the institutional gaps and build the capacities of the relevant agencies.

There is also the need to recognize active transport as an essential mode of urban transport and make infrastructural provisions for users. An effective and efficiently designed Mass Transit system like the BRT holds the key to addressing the challenge of mobility in African cities.

**Mr. Maina Gachoye**, Transport Planner from Institute for Transportation and Development Policy (ITDP), remarked that walking and cycling play a fundamental and unique role in the efficiency of transport systems. Most cities across the continent of Africa have a large percentage of walking and cycling as a mode share for trips. These cities are fundamentally walking and cycling cities, but often lack sufficient infrastructure to support their use. Where walking and cycling facilities do exist, they are often crowded by parked cars and vendors, and are poorly maintained. This in combination with a public transport service that is largely informal, poorly regulated and provides a low quality of service, renders most commuters with few travel options especially if one cannot afford to use other means. Despite these conditions, many cities still focus on building for cars often at the expense of other forms of transport. Large proportions of transport budgets are allocated to building urban highways, with investment in transit a distant second, and pedestrian infrastructure often being completely left behind

This, in part, contributes to the high proportion of cycling and pedestrian deaths in African cities, with these vulnerable road users comprising over 43 per cent of traffic crash deaths compared to a global average of 26 per cent. While many efforts to address road safety in the African context emphasize awareness and enforcement, it is equally important to give attention to the critical role of physical road design in encouraging safe user and driver behaviour. Despite the growing recognition of the important role of non-motorized transport in the urban transport system, infrastructure projects neglect to construct adequate, accessible facilities for pedestrians and cyclists. Road designs seek to maximize speeds for private cars, often at the expense of safety, accessibility, and convenience for the majority of road users who rely on walking, cycling, and public transport for their daily commutes. Immediate steps must be taken to improve the safety of all road users, especially the most vulnerable, in African cities. To redress this, efforts should aim to incorporate safety and urban mobility needs into the transport planning and design process. In sum Mr. Maina four recommendations included the following form part of a comprehensive approach: (1) **Enabling policies and strategies:** Urban transport policy frameworks that lay out street design principles and financing priorities are necessary to help foster a supportive policy environment. (2) **Reforming design standards:** Developing and adopting city-specific guidelines for the design of safe urban streets and audit of facilities streamlines the entire design process to ensure development of contextually appropriate and consistent quality infrastructure. (3) **High-quality public transport as the backbone of urban mobility system:** Improving the quality of paratransit services and carving out a dedicated right-of-way for high capacity systems such as bus rapid transit (BRT) along high demand corridors with features such as enclosed stations, pre-board payment with smart cards, rapid boarding and infrastructure and dedicated infrastructure for non-motorized transport (walking and cycling). (4) **Knowledge and capacity:** Enhancing the knowledge and capacity of officers responsible for implementing road infrastructure ensures they have the ability to respond to challenges, changes and opportunities they may encounter and implement safer streets.

## **2. ECA Road Safety Initiatives in Africa**

(Presenter: Ms. Jane Karonga, Economic Affairs Officer, ECA)

**Ms. Karonga** presented the “*Performance of African Countries in Implementing Road Safety Initiatives*”. She outlined the progress made during the implementation of African Plan of Action, noting a number of achievements in all pillars of the Action Plan. Ms. Karonga noted that despite

progress made, some challenges remained including weak institutional and technical capacities and lack of minimum data set. She informed participants that according to the African mid-term review report on the implementation of the African Road Safety Action Plan 2011-2020, data management continues to be a major challenge in most African countries. Ms. Karonga noted that some countries have demonstrated significant reductions through the implementation of appropriate interventions, for instance:

- Coordination: MoU for RS stakeholders in Zambia, & Namibia;
- National RS Council/Committee: Burundi, Burkina Faso, Guinea, Ethiopia, Lesotho, Cote d'Ivoire.
- Road Safety Strategy/Action Plan (Malawi, Zambia, South Africa, Senegal, Burundi, Burkina Faso, Ethiopia)
- Infrastructure: Road safety audits/inspections (Malawi, Zambia)
- Commitment: Government funding/Annual RS conference in Namibia; Road fund allocation: (Ghana, Ethiopia, Guinea)

Furthermore, Ms. Karonga elaborated about the African Road Safety Charter, that serve as an advocacy tool and instrument for Road Safety improvement on the Continent that aimed at facilitating the creation of an enabling environment to drastically reduce the road traffic crash in the region. ECA is signatory to UN RS Fund-avail financial resources for **implementation** of RS recommendations, says Ms. Karonga. Ongoing collaboration with SSATP to formulate the Minimum Road Safety Indicators and ARSO per Lomé Mandate and Road Safety Training were also informed by the speaker.

## Session II: Road Safety and the SDGs

(Presenter: Ms. Stefanie Holzwarth, Urban Mobility Expert UN-Habitat)

**Ms. Holzwarth** discussed the priorities for and tracking of progress toward SDG 11, Target 11.2. We are fortunate that in the last few years the world has come together with a vision to tackle urban road safety. The Sustainable Development Goals provide a global mandate for all UN entities and the global community to take action on making urban mobility safer. In February 2016, a set of indicators to measure the achievement of the SDG targets was established and various international agencies were allocated as custodian agencies to develop metadata and monitoring mechanism of each indicator. Amongst them, there are two targets with indicators directly related to road safety, transport and mobility. While SDG target 3.6 aims to “halve the number of global deaths and injuries from road traffic accidents,” SDG target 11.2 aims to “provide access to safe, affordable, accessible and sustainable transport systems for all.”

Ms. Holzwarth explained that SDG 3.6 represents a specific stand-alone target in the Health Goal to reduce road traffic fatalities by 50per cent by 2020 – illustrating a very ambitious target. WHO, the custodian agency for this target, is in the process of finalizing the country specific estimates for 2016; the new global estimates will be 1.36 million deaths which is indicative of an increase over the 1.25 million that was quoted in 2010. This is due to the growth of the world population, urbanization and rapid motorization rates. However, it should be noted that the rate of deaths/100,000 (relative number) has not increased and there is even a small decline in recent years, albeit not enough to reach a 50per cent by 2020.





### 11. SUSTAINABLE CITIES AND COMMUNITIES

Make cities and human settlements inclusive, safe, resilient and sustainable.

#### TARGET 11.2 BY 2030

Provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

### 3. GOOD HEALTH

Ensure healthy lives and promote well-being for all at all ages.

#### TARGET 3.6 BY 2020

Halve the number of global deaths and injuries from road traffic accidents.

SDG 11.2 aims to successfully monitor the use and access of public transportation systems and move towards reducing the reliance on the private means of transportation. This includes improving the access to areas with a high proportion of transport-disadvantaged groups such as the elderly citizens, physically challenged individuals, and low-income earners - and reducing the need for mobility by decreasing the number of trips and the distances travelled. The accessibility-based urban mobility paradigm also critically needs good, high-capacity public transport systems that are well-integrated in a multi-modal arrangement with public transport access points located within comfortable walking or cycling distances from homes and jobs for all. The indicator aims to monitor the spatial access (walking distance) of 500 m to a public transport station. However, this needs to be combined with “quality” indicators of public transport such as frequency, perception of safety, safe and comfortable station environments, etc. Setting measurable SDG targets and indicators are essential if there is to be global progress towards the SDG agenda on urban road safety. They provide a clear set of actions to be prioritized by governments worldwide. Data collection systems need to be implemented in order to fully understand the extent of the status quo, but also to inform policy makers and the public on progress and impact of implementing the SDGs. Reliable information will help shaping policies in the future and direct action towards safe transport systems.

The custodian agencies (WHO for SDG 3.6, UN-Habitat for SDG 11.2) are collaborating with partners and governments, including national and local authorities, National Statistical Offices, NGOs, private

sector and academia in promoting the implementation of the SDGs and in extending the monitoring efforts on the respective targets.

UN-Habitat and the UN Regional Commissions have started providing trainings to National Statistical Offices in Asia and Africa in supporting monitoring efforts on national and city level. However, tremendous work in capacity development is needed to further establish national and local data collection and monitoring systems on road safety and public transport systems.

Simultaneous to the SDGs, efforts are required to develop action plans, that help us translate these global goals into transformative implementation projects. The New Urban Agenda, that was adopted during the Habitat III conference in Quito, Ecuador, in 2016, provides the framework for cities for the next 20 years and helps to “localize” these global goals. During this process, cities have committed to develop multi-level policies and take measures to improve road safety and integrate it into sustainable mobility and transport infrastructure planning and design – with a focus on non-motorised transport. In addition, cities want to further promote the safe system approach called for in the United Nations Decade of Action for Road Safety accompanied by awareness-raising initiatives.

Over the next few years, it will become very important to better understand the nexus between urbanization and road safety. The rapid urbanisation that is anticipated for the coming decades will undoubtedly result in an increased demand for transport activities. We need to find ways that urban development and growth can be achieved without compromising road safety and putting urban residents at risk. Urbanization can be turned into an opportunity to create safer, more sustainable and healthier cities, if it is well planned and managed.

### **Session III: UN Road Safety Conventions and Urban Road Safety**

(Presenter: Mr. Robert Nowak, Economic Affairs Officer, UNECE)

**Mr. Nowak**, Economic Affairs Officer of UNECE made a presentation about selected United Nations road safety conventions mainly on road traffic and road signs and signals. In consideration was the 1968 Convention on Road Traffic and the 1968 convention On Road signs and signals.

The 1968 Convention on Road Traffic provides rules on all aspects of road traffic and safety, and serves as a reference for national legislation. It describes all road user behaviour, such as what drivers and pedestrians must do at crossings and intersections. It promotes safe road user behaviour.

1968 Convention on Road Signs and Signals provides over 250 commonly agreed road signs, signals and road markings. It classifies road signs into three classes (danger warning, regulatory and informative), defines each and describes their physical appearance to ensure visibility and legibility. It focuses on safe infrastructure which contributes to safer mobility.

The presenter provided examples of benefits that transposition of the legal instruments offers and gave examples of comparisons of Ghanaian current road signs and signals to those recommended in the conventions. Furthermore, Mr. Nowak discussed about the benefits of a State being party to the convention and called upon the Ghanaian Government to ratify the conventions in order to access the benefits.

**Steps to accession include:** (i) Translate the legal instrument into the national language; (ii) Conduct and provide a cost-benefit analysis, outlining the resources (fiscal or human) required for implementation (e.g. training, setting up certification authorities or enforcement agencies); (iii)

Determine a list of any required national legal reforms; (iv) Consult with industry representatives and civil society to ensure full transparency and legal certainty for everyone affected by the new rules.

Mr. Nowak also briefed about how to become a contracting party, and explained that any United Nations Member State can submit an instrument of accession, acceptance or approval to the Secretary-General of the United Nations. Accession only occurs when governments and other involved institutions provide their formal approval. For this to happen, African relevant institutions should be informed of these instruments and convinced of their benefits.

Furthermore, Mr. Nowak called for commitment to accede to UN Road Safety Conventions and involvement of local experts to disseminate the lessons/information from the session.

## **Session 4: Case Studies and Expert Panel Road Safety Performance Review in Cities**

### **A. Abuja Case Study (Presenter: Ms. Anthonia Ekpa)**

During the morning session, the meeting received a presentation from Ms. Anthonia Ekpa, Director of Road Transport and Mass Transit Administration of the Federal Ministry of Transportation, Abuja. The presentation covered the following key areas:

- Abuja in the Heart of Nigeria
- Abuja Intended Alternative City to Lagos
- Abuja Unique in Every Sense
- Abuja Development Sequence
- 2008 Reviewed Master Plan
- Abuja Intermodal Transport System
- Rail System for Urban Mobility: FG& FCT Partnership
- Realising the Urban Mobility and Road Safety Vision in the Planned City
- Road Transport Modes
- Mobility and Road Safety Challenges: Congestion
- Mobility and Road Safety Challenges in Abuja: Enforcement of Road -User Conduct
- Mobility and Road Safety Challenges
- Government- Level Interventions

Ms. Ekpa went on to elaborate the conception of Abuja as Federal Capital Territory (FCT). Several reasons informed the government choice of Abuja including its ethnic neutrality and central location in the heartland of Nigeria, potentially accessible (physically and socially) to all parts of the country. The Federal government accepted the recommendation affirming that a centrally located Federal Capital in a spacious area with easy access to all parts of the Federation would be an asset to the nation and would help in generating a new sense of national unity. Abuja's paramount role however is to serve as a symbol of Nigeria's aspiration for unity and greatness'.

The Master Plan was ready in February 1979. Subsequently, a Central Area Urban Design Team was appointed to articulate the elements of the Central Area Plan further. The Master Plan took the declared nationalistic aspirations of the decree and expounded on them. Consequently, some seven principles, explicit and implicit, can be identified in the philosophy that underpinned the planning of the new

Capital City. The 1979 Master Plan Coordinates Land Use, Transportation Systems, Infrastructure, Housing and other services recognizing their interrelationships and spatial requirements. Moreover, the Master Plan provides for two levels of development, namely City and Regional. It has a prescribed pattern for the provision of Social Infrastructure in the Territory for an ultimate population of about 3.1 million over an area of 256km<sup>2</sup> (25,600Ha).

In 1999 (twenty years after the making of the Master Plan and at the expiration of its lifespan), a workshop was held in preparation towards its review. After examining all aspects of the philosophy, objectives and implementation of the Master Plan so far, the over-500 workshop participants, made up of various stakeholders (government, professionals, private sector and the general public) concluded in their final communique that the philosophy and objective for the creation of Abuja remained valid.

The goal of the 2008 review of the original Master Plan which reaches back up to 30 years was to identify the factors that are constraining development according to plan. Land use, urban design and infrastructure have been adopted as to facilitate further successful development. This work contained the review of the land use plans and the development controls; a concept for the vitalisation of the central roads (boulevards concept); test layouts for relevant development zones (for example railway station, parks, the capital mall, central square, high rise zones); traffic and access concepts for the entire area.

The close coordination between planners and engineers of various disciplines and numerous departments of the Federal Capital Development Authority of Abuja achieved a concept that meets best the contemporary expectations for the future development of Abuja.

Ms. Ekpa stated that the Transportation Master Plan for the FCT provides for Road Network, Light Rail and Airport for Local and International flights i.e., intermodal system. Furthermore, she highlighted some of mobility and road safety challenges facing Abuja: Congestion; insecurity; designed Bridges are not user- friendly; design nightmare; overloading; speeding...etc.

The presenter mentioned/highlighted some of the interventions that the government of Nigeria did in Road Safety and Urban Mobility:

- Providing Political will at the highest level;
- Creation of Lead Agency –Federal Road Safety Corps FRSC;
- Placement of FRSC in office of Secretary to Government of the Federation;
- Ensuring Oversight of FRSC by National Assembly;
- Backing FRSC operations with relevant laws;
- Making FRSC nationally relevant and well-funded;
- Constituting National Road Safety Advisory Council (NaRSAC) comprising Vice President Governors, Ministers...etc, as members of NaRSAC;
- Poised to deliver on UN Decade of Action /SDGs.

The Federal Ministry of Transportation also ensures implementation of International Conventions, Protocols, Treaties, and facilitates capacity building on road safety issues with UN, Agencies, World Bank (SSATP). It also holds Annual Road Transport & Mass Transit Operations Workshop/Conference. Introduction of road crime control system (RCCS) and Road Corridor Monitoring is also worthwhile to mention it.

## **B. Addis Ababa Case Study (Presenter: Mr. Jiregna Hirpa)**

Mr. Jiregna Hirpa, Deputy General Director, Road Traffic Management Agency made a presentation regarding the Bloomberg initiative for Global Road Safety, Addis Ababa.

Addis Ababa is the capital of Ethiopia, the seat of African Union and other international organizations such as UN Economic Commission for Africa. The city is also a commercial hub of the country. With the rapid economic growth of the country during the past couple of decades, the city has also shown dramatic growth in all perspectives. It is 10 times the second biggest city in terms of population and it is the only city in the country with a population of more than a million. More than 60 per cent of vehicles in the country are registered in the city.

The city's growth was accompanied with road traffic fatalities growth until recently. But in the last two Ethiopian fiscal years (EFY) (July 2016- July 2018) the city could calm and stop road traffic fatalities (RTF) growth rate substantially. In last EFY (July 2017-July 2018), no growth in RTF was recorded comparing with the previous year, when an increase of 14per cent was observed at national level.

This promising achievement is results of institutional reform, support of international organizations and having clear strategy. To solve the city's complicated transport problem Road and Transport Bureau of the city was restructured, new institutions were established and the existing ones were capacitated with clear mandate. One of the newly established institutions under the bureau is Road Traffic Management Agency with a mandate of traffic management and safety. The agency is now playing a role of lead agency for road safety improvement.

In its effort, the city has benefited from international knowledge through the support of Bloomberg Initiative for Global Road Safety (BIGRS). Since 2015, many trainings in the areas of proofed interventions and practical pilot programs have been initiated with responsible city institutions. In addition, a development of city's road safety strategy guided road safety improvement efforts in the city. The strategy was developed based on available evidences on the causes of city's traffic crash, knowledge of possible intervention method and capacity of the city. It envisages road traffic injury free Addis Ababa, and sets a goal to half fatal and serious injuries by 2023. It also provided clear directions to achieve the goal and result trucking methods.

Since the start of its implementation, the following major interventions has been initiated:

- Drink and driving (DD) campaign: training and equipping of traffic police, and enforcement supported by hard hitting media campaign. The result is reduction of DD from 9.7per cent when the campaign was started to 2.7 per cent.
- Speed control campaign: speed zoning, training and equipping of police, and enforcement supported by media campaign is going on.
- Improvement of locations with more than 3 yearly fatalities: 69 speed humps were constructed in a year and other interventions such as fencing and bollard installation were implemented.
- Pedestrian walkway maintenances and construction
- Maintenance and installation of street lights: 1,900 street lights were maintained or installed in the past EFY.

Other initiatives such as safe interventions programs and strengthening city's crash data management system are also being implemented. The city's aim is to achieve a success that could become a lesson for national and regional road safety improvement.

### C. Bloomberg Initiative for Global Road Safety, Accra Case Study (Presenter: Ing. Samuel Danquah)

Ing. Samuel Danquah, Road Design and Transportation Coordinator, made presentation on Bloomberg Initiative for Global Road Safety – Accra. His presentation focus under the following headings:

- Bloomberg Initiative for Global Road Safety (BIGRS) and its intervention areas;
- Safety Interventions - Safer Street and Mobility;
- Next Steps and Sustainability Plan;

The Bloomberg Initiative for Global Road Safety (BIGRS) 2015-2019 seeks to reduce fatalities and injuries from road traffic crashes in low- and middle-income countries and cities by **strengthening** road safety legislation at national level and implementing proven road safety interventions at city level. Through Bloomberg-supported road safety efforts approximately 125,000 lives will be saved from strengthened legislation, improved infrastructure and safer sustainable urban transportation as well as increased seat-belt and helmet use, and reduced drinking and speeding. Accra Metropolitan Assembly (AMA) was selected among ten cities in the world and five countries.



The AMA-BIGRS is a five-year initiative supported by Bloomberg Philanthropies with four components: **safer streets and mobility, enforcement, strategic communication, and surveillance.**

Some activities and interventions to enhance road safety undertaken since the AMA-BIGRS partnership began in 2015 included; road assessments to guide design recommendations for safer roads (iRAP); capacity building; the launch and continuous implementation of the Pedestrian Safety Action Plan. *For instance, the city utilised part of \$50K BP award to provide a 300m pedestrian walkway to reduce the risk of pedestrian fatalities along the Dansoman Beach Road (covering a school area). Besides, 14 new pedestrian crossings have been marked at locations with high pedestrian footprint. This has created an*

increased awareness among motorists to prioritize pedestrian safety. This intervention was achieved in collaboration with the NRSC and Evonik.



Others are the formation of a task force including: The Motor Traffic and Transport Department (MTTD) of the Ghana Police Service and City Metropolitan Guards, Mobile Application – Crowdsourcing (undergoing testing), and road safety communication campaigns to reduce drink-driving during festive occasions.

The presenter highlighted some of the interventions undergoing:

- Increasing the pedestrian signal timing (crossing times) to 41s: This will lead to more people crossing the entire 14 lanes all the way without waiting in the middle, and people are less likely to disobey the signal.
- Lowering of kerbs where pedestrians cross the roads. This will ensure unimpeded and safe pedestrian flow; as well as that of the physically disabled.
- Remarking the crossings and other pavement markings (pedestrian crossing, strips, centre line marking...etc.). This ensures general safety at the junction, enables pedestrians to cross at designated crossing locations.
- An increased median refuge allows for more pedestrian volumes (and not to spill unto the carriageway), better protection and visibility for people waiting in the middle of the road.
- Narrowing of lane widths as they approach the junction will encourage vehicles to slow before and at the junction. It will also reduce the pedestrian crossing distances, exposure, etc.
- Replacing destroyed signals (for better communication) and crash barriers for (to reduce the risk of crashes)

#### **D. Nairobi Case Study (Presenter: Mr. Estom Njiru)**

Mr. Estom Njiru briefed about the Nairobi's County efforts towards better accessibility and road safety in the city.

In Nairobi road safety is being given more consideration, if not priority, in public policy and planning. The Nairobi Metropolitan Area Transport Authority (NAMATA) and the National Transport and Safety Authority were both recently established, and a new non-motorised transport policy was created for Nairobi. Reported fatality numbers in the city have been dropping since 2013, and this may be related to these changes. He informed participants that there is concern that any road safety measures will slow travel times, anger car-users and damage the economy. Attempts to increase traffic regulation are often resisted by public transport operators, including the matatu owners, who fear more regulation will reduce their profits.

Mr. Njiru mentioned that Kenya does have a National Transport and Safety Authority (NTSA), which has a huge remit to improve road safety but limited power and resources. Road safety improvements like pedestrian crossings are not always considered in infrastructure design decisions. These decisions tend to be purely about economic investment. The NTSA should be able to influence road designs, but isn't able to review all road construction plans. Even if it does make recommendations to improve safety, it can be ignored. Public demand for road space for private cars and the appealing political and physical tangibility of road construction contracts skews government investment towards expanding roads rather than improving the safety of existing roads for pedestrians and cyclists.

The presenter noted that politicians focus on large-scale, car-oriented projects that generate short-term political rewards. Legal or regulatory changes to improve road safety are strongly resisted by powerful interest groups. Recently created institutions dedicated to road safety present an opportunity for better coordination and proactivity. A recent plan for non-motorised transport also shows a promising shift in the attention it pays to vulnerable road users.

A number of suggestions were presented related to Land Use Planning; Transport policy; Resources – Technical & Financial; and Public sensitization/education followed by enforcement.

#### **E. Open Streets Initiative, Cape Town Case Study (Presenter: Ms. Marcela G. Casas)**

Ms. Marcela Guerrero Casas' presentation impressed on a citizen-driven initiative working to change how we use, perceive and experience streets.



A group of volunteers founded Open Streets Cape Town (OSCT) in 2012, and registered a non-profit organisation in 2013. She mentioned that OSCT enjoyed the full support of the City of Cape Town, as well as Civil Society Organisations and many individual volunteers from across the city. OSCT has its



roots in street action, as well as research, and has grown as a dynamic and organic movement of street-minded citizens.

Ms. Casas' said OSCT works to challenge the paradigm of urban mobility by carrying out campaigns, temporary interventions, dialogues and walks that raise citizen awareness, spark public debate, and ultimately drive behaviour change around the role of streets in the life of the city.

The presenter highlighted the organisation is small, with only five permanent staff members including herself. The organisation has a board and a large number of volunteers who support their activities on an ongoing basis. The organisation's flagship programme, which launched the organisation, is a series of Open Streets Days that are spreading across Cape Town. These take inspiration from Bogotá's Ciclovía, a recreational programme that creates 120km of car-free streets in the Colombian capital every Sunday and public holiday. More than 400 cities around the world have followed suit with their own versions of streets that provide space for recreation and social interaction.

This Cape Town initiative is at the vanguard of the Open Streets movement in Africa, and offers a practical way to help bridge the city's social and spatial divides. The aim is to create shared spaces that bring people together, no matter who we are or how we move, for a more equitable, integrated, vibrant and safer cities and towns.

#### **F. City of Casablanca – Reconciling Urban Mobility with Road Safety (Presenter: Mr. Benacer Boulaajoul)**

Mr. Benacer Boulaajoul, Head of CNPAC, informed the meeting that road accidents remain a major challenge to Morocco's human, social and economic development, causing more than 3,000 fatalities per year. Several studies since 2000 have shown that vulnerable road users in Morocco constitute 80 per cent of the road crash victims. Pedestrian accident fatalities occur primarily in urban areas, according to historical data. Over 75 per cent of the casualties are of productive age between 16-50 year.

Casablanca's traffic deaths are still on the rise, fuelled by several factors, such as the behaviour of users, pedestrians and drivers, and the quality of road infrastructure. Traffic accidents are thus a real socio-economic cataclysm, due to their costs and their social impact on the families of the victims.

The new 2016-2025 road safety strategy is expected to reduce traffic deaths considerably, with its long term and more demanding vision to adopt a safer and more responsible behaviour on our roads. This new security strategy aims to reduce traffic mortality by 50 per cent by 2025.

While many efforts were deployed to fix road infrastructure and develop more secure vehicles, one of the main reasons of traffic accidents is still the driver's responsibility. The human factor is present in more than 90 per cent of recorded accidents in the city.

To counter this issue, the National Committee of Traffic Accidents Prevention runs continual field studies to measure behavioural indicators. The results of these studies show a serious disrespect of traffic laws, including disregard of stop signs and not wearing seatbelts. The Ministry is planning to reinforce traffic control with high-tech radar and a more vigilant traffic police.



The speaker reiterated that developing road safety interventions is an intensive and time-consuming activity and it is essential to develop interventions that work. It is widely recognised that road and traffic engineering measures have an important role to play in contributing to safer roads, in recent years there

has been considerable emphasis on the treatment of accident black spots and significant funding of remedial programs targeted at improving the safety of city-sites which have a demonstrated accident record. More pro-actively, good road design, training and well-developed traffic management measures (guide) produce roads which are safer and which are less likely to develop as black spots, while road safety audit procedures can be used to attempt to ensure that both new and existing roads have potential safety problems removed before they lead to crashes.

Mr. Boulaajoul shared/recommended the following best practices:

- Favourable institutional and regulatory framework;
- Guide to traffic engineering practice or manuals and guides produced by government for local/city level use;
- Attractive public transport;
- Planning of urban mobility and optimal management of public space;
- Sustainable financing;
- Amendment of the municipal charters/ constitution improve service delivery mechanisms through agglomerations and local companies;
- Creation of local public companies, with the associated State, dedicated to the realization of mass transport projects: E.g., Société Casa-Transports in developed site and Rabat-Salé Tramway Company. Besides, creation of an independent authority for Urban Travel in Casablanca in 2008 in a conventional setting could be an excellent show case;
- Creation of a National Commission for Urban Travel/Mobility;
- Capacity building of local communities through the establishment of a training program.

### **G. Expert Panel Review:**

The level of participation and enthusiasm at the meeting demonstrated that there is demand for such learning events among African road safety practitioners. Moreover, the outcomes generated by the presentations and lively discussions at the event served as valuable input to the deliberations during the panel discussion.

The last event was a panel discussion on the subject of road safety and urban mobility. Panel members included Open Street Cape Town, ITDP, UN-Habitat, SSATP/World Bank, and UNECE.

#### **Issues raised during expert panel:**

- The issue of substandard helmets, counterfeit helmets is a big problem in most cities;
- The cost to replace road sign and signal and domestic driving licenses that do not comply with UN RS conventions.
- Safer city integrates and leverages a 3'E' approach, Engineering, Enforcement and Education into one framework to maximize key resources. This is done by working together with key stakeholders to:
  - Reduce crashes;
  - Reduce calls for service;
  - Create a safer road network;
  - Raise the profile of road safety in the community.
- Road traffic injuries are the leading cause of death among young people, so better to engage them at the early stage of their lives.

- Studies/reported results indicate that the 'shared space' approach leads to significantly reduced traffic speeds, the virtual elimination of road casualties, and a reduction in congestion;
- Safe, pleasant roads designed for people and communities – not cars – should be the norm where we live, work and shop.
- It's time for pedestrians to reclaim our streets with 20mph speed limit;
- Cause Effect in two different spheres (*physical and behavioural*). It is a complex web of spatial, social, political, environmental factors and interactions
- Infrastructure is very important but regulation (operation) is also vital component to address Road Safety in our cities.
- Advocacy and Communication is essential for awareness creation
- Transportation should support Land use;
- We need to reframe the narrative of road safety: who is against healthy people? Or happy kids? Or safety for all? People assume that transport planning is technical and not about language / culture/ politics;
- Responsible planning has always been vital to the sustainability of safe, healthy, and secure urban environments in Africa. Population is growing and, with more people migrating from rural to urban areas, the planning profession must increasingly deal with urbanization issues, such as: *conversion of land from natural habitats to urban built areas, maintenance and use of natural resources and habitats, development of transportation related infrastructure, & ensuring environmental protection.*
- Transportation is a means to an end, and that end is often determined by local land use decisions but local land use decisions are influenced by transportation demand and infrastructure;
- Coordinate inter-sectoral infrastructure investments, planning and development projects;
- African cities should be more prescriptive on density. Density is key issue for efficient land use which public transport and various legislation and policies seek to promote;
- Urbanization is growing at an incredible pace in Africa, but urban designing/planning isn't keeping up;
- Although the concept of 'land use planning' is now firmly enmeshed in African urban planning, its meaning still remains vague;
- Many problems afflicting the transport sector in our countries will not be solved unless governments demonstrate political will to do so.

## Session V: Field Trip (Road Inspection, and Sustainable Mobility Plans)



A site visit was undertaken and delegates were shown what to look out for when undertaking road safety assessments, inspection in the context of sustainable mobility plans.

## IV. Workshop Wrap-up and Closing Remarks

After a short closing remarks provided by the representatives of UN- Habitat, SSATP, ECE, and ECA, the Minister of Transport from Ministry of Transport of Ghana, Honourable Kwaku Ofori Asiamah, gave a brief closing remarks, on behalf of His Excellency the President, Nana Addo Dankwa Akuffo and good people of Ghana. The Minister started by thanking the co-organizers and said “I believe this two days’ workshop has been inspiring and we are all energized to make a change from the business as

usual approach to a more proactive measures in tackling road safety and urban mobility challenges in our respective countries. I also wish to thank the UN Secretary-General's Special Envoy on Road Safety, Mr. Jean Todt for gracing this occasion and acting as a road safety ambassador in Ghana. We would continue to rely on the support received so far as we strive to move our cities beyond traffic fatalities”.

Honourable Minister further elaborated that it is worrying that African cities are still congested and lives are being lost to road traffic crashes on daily basis across the continent. The loss of productive man hours and the socio-economic cost of road traffic crashes is overwhelming. We are all here because we all desire sanity and affirmative action in addressing road safety and urban mobility challenges. He expressed his confidence that the e presentations, discussions and experiences shared have enriched our understanding of the issues confronting us. At the broad policy level, he encouraged actions to ensure efficient and responsive urban transport systems that also incorporate the needs of the vulnerable groups in our society.

From the discussion, highlighted Honourable Minister, we all agreed that we need to re-strategize in the way we plan our urban transport infrastructure and services. He urged Africa countries to build their cities for people and not for cars. Prioritizing sustainable public mass transport and integration with non-motorized transport facilities should be our hallmark as transport professionals and policy makers. The Minister shared his hope that the experiences shared and the recommendations so far would be reflected in our policy interventions and initiatives in our respective cities. Hon. Asiamah reiterated his Ministry's appreciation to the co-organizers for their support, and also thanked the participants for active participation, and declared the two-day workshop a close.