

**UN-HABITAT UNRSF ETHIOPIA**  
**ROAD SAFETY PROJECT**



# UN-HABITAT

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### Safe road-scaling safe street designs in Ethiopia

Ethiopia is confronted with a very high road-related fatality rate, as 26.7 road deaths per 100,000 inhabitants are recorded each year. In Addis Ababa, pedestrians represent about 80% of all road victims. Many of these fatalities are associated with speeding in the dense urban environment. A speed management program, accompanied by a powerful mass media campaign "It's 30 for a Reason" was launched in Addis Ababa in 2017. The city reviewed its speed regulations, setting speed limits from 50 km/h for arterial roads, to 20 km/h for shared streets without dedicated walkways. The enforcement of these limits resulted in reduction of average over-speeding by 10 km/h. The implementation of speed-limiting infrastructure at identified black spots reduced road deaths in these locations by 90%.

**Nearly half of Ethiopian road casualties are between 15 and 29 years old, with children under fifteen and the elderly making up 15.3 percent. Two out of three victims were male (Abegaz & Gebremedhin 2019) in Ethiopia, where pedestrians and cyclists are overrepresented in the country's startling road accident-related statistics, with a prevalence of road traffic accidents as high as 25.3 per 100,000 (WHO 2013).**

**UN-Habitat**, supported by the **United Nations Road Safety Fund** and in partnership with the **Institute for Transportation and Development Policy (ITDP)**, the **Ethiopian Ministry of Transport** and the **Addis Ababa Transport Bureau**, launched the '**Scaling Up Safe Street Designs in Ethiopia**' project to help the authorities tackle the road safety issues. The project resulted in the adoption of a Non-Motorised Transport Strategy for Ethiopia and Addis Ababa, and a five-year implementation plan for 69 cities and towns with harmonised street design guidelines guiding investments in safer facilities for walking and cycling. Championed by **Ethiopia's Minister of Transport, H.E. Dagmawit Moges**, car-free days and 'placemaking' events helped to build public support for walking and cycling, promoting a shift to sustainable mobility focusing on the needs of vulnerable road users. Bringing together local and national government, the public, and the private sector, the project paved the way for safe, accessible and inclusive non-motorised transport that will allow all Ethiopians to reach their destinations in a climate-friendly safe and healthy way.



## FIRST KEY RESULTS

Despite the disruption caused by COVID-19 and recent unrest in Ethiopia, the -project has made strong progress over the course of reporting year 2020 and achievements stand out, contributing heavily to meeting the project's expected accomplishments:

- **The National Non-Motorised Transport (NMT) Strategy was launched** by the Ethiopian Minister of Transport, H.E. Ms Dagmawit Moges in June 2020. This presents a crucial step towards planning and budgeting for walking and cycling and the implementation of safe, adequate and integrated pedestrian and bicycle infrastructure in the country, leaving no-one behind and ensuring access to socioeconomic opportunity.
- **Nationwide harmonised street design guidelines have been drafted, with implementation plans being developed for the 69 largest cities.**
- **Project partners have initiated the development of two online platforms for inclusive citizen participation** in future urban mobility planning processes, the first on cycling corridors and a bike-sharing system, and the second on inclusive street design planning.
- 6.8km of cycle lanes incorporating best-practice safety features have been constructed and are in use in Addis Ababa, with a further 17.7km under construction across the city, and **concrete future plans**, together with budgetary allocations, have been made **for 3,000km of walking and cycling facilities** across the country, covering the primary and arterial roads in urban environments across Ethiopia.
- **A Sustainable Urban Mobility Plan (SUMP)** with priority to road safety for Bahir Dar is being developed, with primary data collection and initial stakeholder meetings completed, setting a leading example for the country.

<https://www.youtube.com/watch?v=cQAaxPB6QJc>

Ethiopia has one of the highest numbers of road fatalities in the world, and most victims in urban areas are pedestrians. In the rapidly growing capital, Addis Ababa, they account for nearly 90% of road deaths. UN-Habitat, supported by the United Nations Road Safety Fund and in partnership with the Institute for Transportation and Development Policy (ITDP), the Ethiopian Ministry of Transport and the Addis Ababa Transport Bureau, launched the 'Scaling Up Safe Street Designs in Ethiopia' project to help the authorities tackle the road safety issues.

### Road Safety Addis Ababa Speeding – YouTube

In Addis Ababa, pedestrians represent about 80% of all road victims. Many of these fatalities are associated with speeding in the dense urban environment. A speed management program, accompanied by a powerful mass media campaign "**It's 30 for a Reason**" was launched in Addis Ababa in 2017. The city reviewed its speed regulations, setting speed limits from 50 km/h for arterial roads, to 20 km/h for shared streets without dedicated walkways. The enforcement of these limits resulted in reduction of average over-speeding by 10 km/h. The implementation of speed-limiting infrastructure at identified black spots reduced road deaths in these locations by 90%.



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FOR A BETTER URBAN FUTURE

E-mail: [unrsf\\_secretariat@un.org](mailto:unrsf_secretariat@un.org)

<https://unroadsafetyfund.org>

Non-motorized transport plays a key role in creating safe low-carbon mobility in cities. Walking & cycling are healthy & central to building back better.

