

## 2<sup>nd</sup> GRSP Africa Road Safety Event (2013) – Wrap Up

The Global Road Safety Partnership (GRSP) in collaboration with the Sub-Saharan Africa Transport Policy Programme (SSATP) has held its second seminar addressing road safety management in African cities. The seminar “Moving People Safely in Cities” was held in September, 2013, at the United Nations Conference Centre in Addis Ababa, Ethiopia and follows on from our 2012 seminar aimed at road safety in cities.

### **The Seminar Objective and Summary**

The main objective of the seminar was to improve road safety management in African cities by promoting a paradigm shift to a people-oriented approach in the planning and provision of transport infrastructure, transport services, and in the formulation and implementation of related transport policies and strategies.

The seminar was well attended by more than 80 delegates representing governments, lead agencies, NGOs and the private sector.

The Short Summary of the Seminar is provided below, with a more detailed document and opportunities for further communication and engagement for participants and interested parties currently under development.

### **Short Summary**

- “Moving people safely” must be at the heart of urban policies and planning
- Good Practice strategies for moving people safely in cities must include:
  - Safe public transport
  - Safe corridors
  - Safe walking and cycling
  - Pro-active city partnership
- City engineers may need further training capacity, (technical plus road safety role and mandate; engineers as pedestrian activists?)
- Emergency response capacity in Africa needs attention:
  - First Aid response at community level
  - Integration of First Aid in the National Health System
  - Training of professionals and managers
  - Equipment and resources
- The seminar highlighted the powerful role of corporate initiatives with mature CSI responsibility and leadership
- Global and local resources are required to leverage strategic projects in Africa
  - Strategic partnerships in Africa (GRSP, Lead Agency, Corporates with CSI Leadership, NGOs – different in each country)
  - Role of GRSP
- Road Safety Agenda
- Road Safety Leadership and Coordination in Africa
- Road Safety and Sustainable Development Goals



## **Specific Projects**

- Grow Red Cross Society involvement in road safety (RS Education, Trauma Response)
- Safe schools projects – partnership for growing the knowledge / transfer of knowledge and tools
- Corridor focus has high impact / platform for partnerships

### **The Addis Ababa Long Short Walk**

Among the highlights of the agenda was the Addis Ababa Long Short Walk. The Long Short Walk campaigns for the rights of pedestrians and children on the road to be recognized and urges greater investment in safe footpaths, cycle-ways and crossing points on streets with lower speed limits, especially around schools. Participants take and record a walk along a chosen path, note pedestrian hazards and log the walk to a central point from where they are uploaded online and combine into one Long Walk, providing a snapshot of streets and journeys all across the world.

### **Background and Rationale**

More than 1.2 million people die on the world's roads every year and the injured could be as high as 50 million, with low and middle-income countries accounting for nearly 85 percent of the deaths and 90 percent of the injuries.

The risk of dying as a result of a road traffic injury is highest in Africa, even though Africa is the least motorized of all the regions. Vulnerable road users (pedestrians, cyclists and motorized 2- and 3-wheelers) constitute more than half (52%) of road users killed on the roads, with pedestrians alone being 37%. Whereas a safe public transport system can contribute to creating a safer traffic environment, public transport in the region is not seen as a safe mode of travel.

### ***The growing challenge for cities in Africa***

A contributor to an increase in road crashes is Africa's development trajectory as one of world's most rapidly growing economic regions. This growth would be accompanied by an increase in vehicle ownership and travel.

It is expected that the number of vulnerable road users in urban areas will rapidly increase, along with the projected rate of urbanization. More than 90% of future population growth will be accounted for by the large cities in the developing countries. In the developing world, Africa has experienced the highest urban growth during the last two decades at 3.5% per year and this rate of growth is expected to hold into 2050.

***Projections indicate that between 2010 and 2025, some African cities will account for up to 85% of the population.***

While investment towards provision and upkeep of road infrastructure is on the rise, there is still a huge backlog of road rehabilitation work. Funding towards road capacity improvements and enhancement of road service levels is unlikely to be significant. The quality of public transport services in rural and urban Africa is also not likely to improve appreciably.

