A Safer Journey to School

Safe School Zone (SSZ) in Addis

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Addis Ababa (Addis) is the capital city of Ethiopia, seat of African Union (AU)
- Area = 540 sq. Km;
- Population ≈ 3.9 Million

Trend of the city towards traffic congestion and safety hazards
- Rapid population growth (2.5%);
- Rapid urbanization (15%);
- Rapid increase in motor vehicles (25%)

\(^1\) In the past five years 137,129 accidents have occurred
- Very high proportion of pedestrian causalities

9,844 (7.1%) accidents have occurred within school zones.
According to the above data in the second half report of 2021, 67% of injuries and 82% of death in Addis occurred on pedestrians- Attention to VRU-PEDESTRIANS and BICYCLISTS.
Safe school zones in Addis Ababa

- Every year the lives of approximately 1.3 million people are cut short as a result of a road traffic crash (WHO, 2022)
- In Addis there are 1007 schools; 787 primary and 222 secondary schools—More than 80% of them are private owned.
Brief background on why this work: Existing conditions within road safety

- Inadequacy of road safety measures, deteriorated pedestrian facilities, and deprived drivers take the biggest share for accidents around schools
- The road features that CHARACTERIZES the existing condition of Addis roads towards SAFETY:

(a) Inadequate and/or deteriorated pedestrian walking facilities
Brief background on why this work:
Existing conditions within road safety

- The road features that CHARACTERIZES the existing condition of Addis roads towards SAFETY:

b) Absence of safe Crossing Facilities
Brief background on why this work:
Existing conditions within road safety

- The road features that **CHARACTERIZES** the existing condition of Addis roads towards **SAFETY**:

  c) Vehicles parking around school gates
Brief background on why this work:
Existing conditions within road safety

- The road features that CHARACTERIZES the existing condition of Addis roads towards SAFETY:
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d) Absence of school zone indicators: Road Furnitures and convenient geometry
Brief background on why this work: 
Existing conditions within road safety

- The road features that **CHARACTERIZES** the existing condition of Addis roads towards **SAFETY:**

  e) Aggressive road users’ behavior
Brief background on why this work: Existing conditions within road safety

- The road features that CHARACTERIZES the existing condition of Addis roads towards SAFETY:

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f) Slow improvements of roads to land use and settlement pattern changes
Brief background on why - why this work, existing conditions within road safety

- The road features that CHARACTERIZES the existing condition of Addis roads towards SAFETY:

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Fixed program that manages safe school zones

1. WHO Report
2. School Selection
3. Traffic Survey
4. Data Analysis
5. SAFETY Inspection
6. Define Countermeasures
7. Public Engagement
8. ACTION
Partnership of multiple stakeholders

国际合作伙伴和捐赠组织

- ITDP
- WRI
- NACTO
- Bloomberg Philanthropies Initiative for GRF

政府机构

- Addis Ababa Transport Bureau
- Addis Ababa City Roads Authority
- Addis Ababa Police Commission
- Addis Ababa Educational Bureau
- School Community
Institutional arrangements

There is a dedicated team for the overall projects that are related to traffic safety and engineering works in TMA and TB

- A dedicated person is there assigned for study and implementation the team for SSZ Projects

- A yearly plan of working on countermeasures towards safety of school zones exists in TMA that are evaluated every month
There has not been any dedicated fund for school zone in the past years. Safety interventions has been taken from other safety related projects.

From this year onwards, the city starts having a dedicated budget for ensuring Safe School Zones
Countermeasures Towards Safety In Addis

1- Intervention on improving road Geometry

• Retrofits space to pedestrians
• Reduces turning radiuses of vehicles
Countermeasures Towards Safety In Addis

2- Reducing Motorway width

- Avoids parking vehicles near intersections
- Reduces speeding

1. WHO Report
3- Dedicating pedestrian Paths

- Providing cut-through for pedestrians’ convenience
- Providing ramps to allow accessibilities to all road users - disables and elders
4- Fencing

- Pedestrian side: segregates pedestrians from motor vehicles
- Median side: Avoids illegal pedestrian crossing
5- Speed Calming Interventions

• Vertical Obstruction: Providing concrete and rubber speed humps
• Horizontal Obstructions: Chicanes
• Reducing speed limits: 80Kph → 40Kph; 70KPH → 30KPH
The Safe Schools Program Ethiopia Assessment Report:


WRI School zone projects:

ITDP and TMA Safe school project on selected two schools in Addis Ababa, ongoing project.
Thank you