Gashaw Aberra
National Non Motorized Transport Strategy

National Non Motorized Transport Strategy

Inclusive walkway design
National NMT Strategy

Facts -

• Walking is the dominant mode in Ethiopian cities, including Addis Ababa

• However, the mode share for personal motor vehicles is fast increasing, particularly in cities like Addis Ababa & Hawassa

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Challenges on our walkways and cycling environment around cities in Ethiopia
2019 WOMEN and TRANSPORT AFRICA CONFERENCE

National Non-Motorized Transport Strategy

NMT initiative - Pedestrian network

• Create high-quality walkways
• Improve design of crossings & intersections
• Safe access in school zones
• Develop pedestrian priority precincts

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NMT initiatives and targets for Ethiopian cities

<table>
<thead>
<tr>
<th>Initiatives</th>
<th>10-year target</th>
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</thead>
<tbody>
<tr>
<td>Footpaths</td>
<td>10 km per 100,000 population</td>
</tr>
<tr>
<td>Cycle tracks</td>
<td>5 km per 100,000 population</td>
</tr>
<tr>
<td>Traffic calming</td>
<td>All streets outside schools have traffic calming</td>
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<tr>
<td>Universal access</td>
<td>All footpaths and road crossings accessible to persons with disabilities.</td>
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<tr>
<td>Bicycle Sharing</td>
<td>200,000 shared cycles per 100,000 population</td>
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<tr>
<td>Rapid Transit</td>
<td>3 km per 100,000 population, for cities with a population over 1 million</td>
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<tr>
<td>Parking Management</td>
<td>400 spaces per 100,000 population managed through and IT-based parking management system</td>
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<tr>
<td>Land use</td>
<td>All rapid transit corridors identified as transit oriented development corridors. The largest dimension of blocks in all new developments to be 150 m or less.</td>
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<tr>
<td>Outreach and communications</td>
<td>Spend 1% of the city’s transport budget on campaign to create awareness among citizens and policy makers until at least 75% of the goal are achieved.</td>
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</tbody>
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Goal -
- **Women** constitute 50% of cyclists.
- The strategy seeks to ensure gender equity by supporting the development of an integrated and safe transport

Communications and outreach -
- Introduce safe cycling techniques and encourage ridership among new users, especially **women and youth**.

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National Non-Motorized Transport Strategy

“ Inclusive designs help to improve the experiences of women and girls, making it easy to walk, cycle, or use public transport. ”

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Marita Walther & Hilya Ekandjo

Interventions to Create Safe Walking & Cycling
How E-Mobility is Changing Rural Mobility

Co-Founder
Ebikes4Africa

Owner
Okathitu Bike Shop

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TRANSPORT IN NORTHERN NAMIBIA

“...Hosts vast economic and social development potential...which would be further advanced through improvement in transport...”

- Hosts 40% of population
- Most populated of 14 regions
- Catchment area for inter- & intra- regional transportation
- PT = predominantly taxis with no formal schedule


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E-Hubs provide modular solutions to serve rural needs.
“I am proud of what I do, because I get a chance to train others in my community, and through that I play an important part in the development of our country.

Today, I am inspired and empowered.”

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Interventions to Create Safe Walking & Cycling

- Affordable
- Easy to operate
- Simple to maintain
- Low service fees
- Accessible, also for women

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“The electric bicycle brought big change to many lives...

...it’s an eco-friendly alternative, used to go to church, school, or visiting family and friends, and also transport goods and other people.”
Carolyn Ndanu & Shirley Sang

Interventions to Create Safe Walking & Cycling

Nairobi Walkability Project, Luthuli Avenue, Nairobi CBD.
60% of Nairobians walk to work.

35% use Matatus

5% use private cars

However, there remains a disproportionate investment to ‘invite’ people to walk and bike

National vehicle population growth rate of **19.9% p.a.**

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Interventions to Create Safe Walking & Cycling

- **3,000** die from road crashes in Kenya p.a.
- **40%** of victims are Pedestrians
- Costs **5.6% of the GDP~ Ksh.300 billion** p.a.

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Co-creating Luthuli Avenue with the Users
Luthuli Avenue Before

Outcomes are marvelous!

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Improved Walking and Cycling Experience

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Outcomes are Marvelous!
“Our cities have great cycling and walking potential, which if tapped into, can revolutionise mobility”

Carolyn Ndanu & Shirley Sang

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REGATU SOLOMON

Interventions to Create Safe Cycling

THE CASE OF ADDIS ABABA

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ADDIS ABABA SAFE CYCLING PROGRAM

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Interventions to Create Safe Cycling

ADDIS ABABA SAFE CYCLING PROGRAM

Policy
Awareness
Design
Manuals and Guidelines
Research and Studies
Capacity Building

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Challenges

- Infrastructure
- Congestion
- Awareness and Culture
- Capacity

Long queues and congestion during evening rush hour in Addis Ababa, ITDP Africa

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Interventions to Create Safe Cycling

Opportunities

• Political support
• Car free day
• International partners
• Sustainable transport ongoing initiatives
• NMT unit

Cycle Training Program for Children at Addis Ababa’s Car Free Day

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My Experiences as a Female Road and Transport Engineer and Public and NMT Team Leader

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Regatu Solomon

Interventions to Create Safe Cycling

“When you put the needs of women and children at the center of cycling programs, the more inclusive and safe cycling is for all”

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INTERVENTIONS TO CREATE SAFE WALKING AND CYCLING SPACES