



ETHIOPIA NMT STRATEGY 2019-2028

The Federal Democratic Republic of Ethiopia has an urban population of 21 million residents. Despite a high level of reliance on non-motorised transport (NMT) in Ethiopian cities and rural centres, many streets are not designed for people to walk or cycle. Greater emphasis on walking, cycling, and public transport is needed to achieve more equitable allocation of road space.

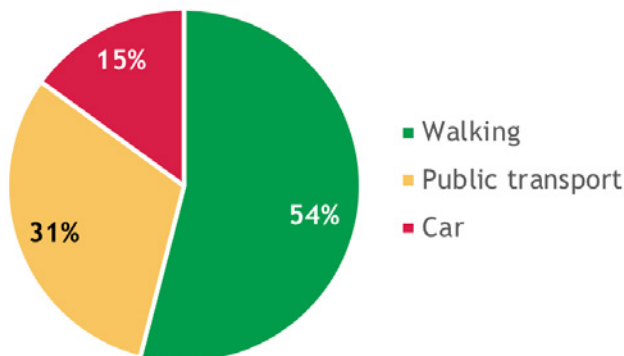
EXISTING CONDITIONS

Cities and towns in Ethiopia are undergoing rapid population and economic growth. Walking is the dominant mode of transport in Ethiopian cities, including Addis Ababa, where pedestrian trips account for 54 percent of all travel. However, transport planning and the provision of infrastructure in these cities have been largely car-centred, underestimating the importance of NMT. Agencies have limited institutional capacity to implement high-quality NMT facilities, leading to inappropriate infrastructure designs and poor management of street space.

Many footpaths are not wide enough for pedestrian volumes and the available pedestrian network is incomplete and



Shared street in Aksum



Addis Ababa mode split

inaccessible to persons with disabilities. Pedestrian and cycle facilities are compromised by parking and vending encroachments, forcing pedestrians to walk in the carriageway.

In many small towns and secondary cities such as Bahir Dar, Hawassa, Nazret, and Dire Dawa, cycling makes up a large percentage of trips. The widespread availability of small-scale bicycle rental services represents an opportunity to promote cycling. However, streets lack dedicated cycle facilities. Greater technical and policy investment is required to ensure convenient, safe, and comfortable walking and cycling options.

OPPORTUNITIES & CHALLENGES



Basic footpaths on many streets



Parked vehicles obstruct footpaths



Widespread presence of cycle rentals



Lack of universal access



Absence of vending management systems



Lack of cycle facilities

STRATEGY DEVELOPMENT PROCESS

The Ethiopia NMT Strategy was developed following extensive consultations including one-on-one stakeholder meetings and capacity building workshops. The planning team, comprised of ITDP, UN-Habitat, and UN Environment, also conducted site visits to Addis Ababa, Adwa, Aksum, Bahir Dar, Debre Birhan, Hawassa, Gondar, and Lalibela to observe the quality of existing walking and cycling facilities and understand the challenges faced by NMT users.

A national-level workshop was organised in March 2019, bringing together representatives from government agencies at the national and local levels, academic institutions, NGOs, and practitioners. The workshop included a review of current policies and processes related to the NMT environment. Participants deliberated on strategies that could help improve convenience and safety for pedestrians, cyclists, and disabled road users. Particular emphasis was placed on the need for measures to improve the capacity of federal and local agencies in project planning, implementation, and maintenance.

Stakeholders involved in the consultation process included the following:

- Ministry of Transport
- Federal Transport Authority
- Ethiopian Roads Authority
- Ministry of Finance and Economic Cooperation
- Ministry of Urban Development and Construction
- Ministry of Environment
- Stakeholders in Addis Ababa: Addis Ababa Transport Bureau,

Addis Ababa City Road Authority, Addis Ababa City Plan Commission, Addis Ababa Traffic Management Agency.

- Stakeholders in Hawassa: Hawassa Municipality City Planning Office, Urban Development and Housing, Hawassa Municipality Transportation and Road Development Office, Industrial Park Corporation, Hawassa University Technology Faculty, Civil Engineering Department.
- Stakeholders in Bahir Dar: Bahir Dar City Planning Office, Bahir Dar Road Infrastructure development Office, Bahir Dar University Technology Department, Bahir Dar City Master Plan Preparation Office.
- Civil society organisations: Association of Ethiopian Architects, Global Green Growth Institute, University of Addis Ababa, World Resources Institute.



NMT Strategy stakeholder workshop

NMT STRATEGY PRINCIPLES

- **Safety:** Making non-motorised modes of transport viable and convenient requires rebalancing street space so that it caters to all modes transport. Catering to NMT requires systematic traffic calming to reduce motor vehicle speeds on smaller streets and pedestrian and cycle infrastructure that is physically separated from motor vehicle traffic on larger streets.
- **Universal access:** All Ethiopian citizens have the right to safe and efficient transport services and infrastructure. Universal access is the concept of designing transport services and environments that as many people as possible can use, regardless of age or ability.
- **Equitable allocation of resources:** Transport investments will prioritise modes used by lower-income groups, including walking, cycling and public transport, and road space will be allocated equitably to facilitate safe access.
- **Environmental protection and energy conservation:** The promotion of NMT and efficient public transport are key means of mitigating greenhouse gas emissions and reducing energy use.
- **Collaboration and public participation:** Development and implementation of the NMT Strategy will be achieved through close collaboration among government departments, civil society, the private sector and other partners.

NMT STRATEGY INITIATIVES

The Strategy outlines a comprehensive approach to achieving a better NMT environment through the following actions:

- **Pedestrian network:** Major streets in all cities and rural centres in Ethiopia need high-quality footpaths. Well-planned footpaths provide continuous space for walking and include continuous tree cover. Safe pedestrian access in school zones should be prioritised.

Ten-year goals for an improved NMT environment.

Goal	Targets for 2028
Increased mode share of walking, cycling, and public transport	<ul style="list-style-type: none"> • Mode share of NMT remains at or above 60% of trips • Public transport constitutes 80% of motorised trips • Women constitute 50% of cyclists
Reduction in the use of personal motor vehicles (PMV)	<ul style="list-style-type: none"> • Vehicle kilometres travelled (VKT) by PMVs are no more than 2019 levels
Improved road safety	<ul style="list-style-type: none"> • Fatalities of pedestrians and cyclists are reduced 80 per cent below 2019 levels
Improved air quality	<ul style="list-style-type: none"> • WHO ambient air quality norms are met 350 days a year • Greenhouse gas emissions follow the targets set in Ethiopia's Nationally Determined Contribution



Footpath construction in Addis Ababa

- **Bicycle network:** To enhance the safety of cyclists and attract new users, Ethiopian cities and towns should plan for networks of dedicated cycle tracks with safe and user-friendly and convenient infrastructure.
- **Greenway network:** To supplement walking and cycling improvements on city streets, open spaces in the city will be developed as NMT corridors that support commuting as well as recreational uses.
- **Street lighting:** Adequate street lighting improves NMT user safety and security. Faulty street lights will be repaired and street lighting will be expanded into new streets.
- **Intersection improvements:** Good intersection design can reduce road crashes, injuries and fatalities. Black spots with frequent crashes will be identified through geo-referenced road safety data and prioritised for interventions.
- **Bicycle sharing:** Bikeshare can serve short trips and improve last-mile connectivity to public transport through a healthy, safe, and environmentally friendly means of transport.
- **Bicycle rentals:** Rental systems make cycles available to individuals on a short to medium-term basis without the need for advanced technology and hardware. Cycle rental options will be expanded in smaller cities.



Footpath in Bahir Dar



Covered walkway in Aksum

- **Trade policies:** Bicycles traditionally have been considered luxury goods and subjected to 20 percent import tariffs. To increase access to high-quality bicycles, tariffs on bicycles should be eliminated.
- **Review of street design standards:** A harmonised urban street design manual for use by national and local authorities will be developed.
- **Parking management:** IT-based on-street parking management systems with demand-based fees will be introduced to prevent encroachments on NMT spaces.
- **Street vending management:** Street vending management programs will be launched to manage the use of street space
- **Animal-drawn vehicles:** Street designs should improve safety for animal-drawn vehicles.
- **Communications and outreach:** Car-free days and other engagement activities will play a key role in building public support for the NMT Strategy.
- **Review of building control and planning regulations:** Policies will be reviewed to encourage compact, pedestrian-friendly development along public transport corridors.
- **Mobility planning guidelines:** Guidelines should be prepared to set minimum standards for sustainable urban mobility plans.

IMPLEMENTING THE STRATEGY

Achieving the ambitious goals outlined in the Ethiopian NMT Strategy will require steady progress over time, strong political

SUCCESS FACTORS

- > Creation of an NMT cell within the Federal Transport Authority
- > Political support from the Prime Minister's office
- > Consultative planning process involving federal agencies and regional governments

will and public support. While change may be difficult at the beginning, determined efforts can help Ethiopia to move towards making cycling and walking safe and enjoyable for all city residents.

Successful implementation of street design projects will involve cooperation among multiple stakeholders. National, regional and city-level agencies all have a role to play in the implementation of NMT facilities. The Federal Transport Authority (FTA) under the Ministry of Transport will play a leadership role in disseminating the NMT Strategy and monitoring progress over time.

Implementation of the Strategy will require a concerted effort to build institutional capacity and skill sets of individual practitioners. The FTA will be responsible for organising continuous training for engineers, urban planners, and consultants at the national and city levels.

Monitoring will consist of two broad components:

- Tracking of progress toward implementation targets (e.g., km of footpath, km of cycle tracks, etc.)
- Measurement of NMT Strategy outcomes (e.g., mode share of walking and cycling, local air pollution levels, etc.)

To inform the measurement of these indicators, initial NMT facility audits should be conducted by all local authorities. Over time, this database can be updated when street improvement projects are implemented on particular corridors. Other implementation target indicators can be measured directly through government data and records.

MORE INFORMATION

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How to develop a non-motorised transport strategy or policy

Visit nmttoolkit.itdp.org

