ETHIOPIA NON-MOTORISED TRANSPORT STRATEGY 2020-2029













This work is licensed under a Creative Commons Attribution 4.0 License. Feel free to copy, distribute, and transmit, as long as you attribute the work. All photos courtesy ITDP unless otherwise noted.

PREPARED BY



SUPPORT FROM





FOREWORD



As Ethiopia is experiencing rapid economic and population growth, an inclusive transport system is essential for the country's development. Although a majority of Ethiopians walk and cycle, motorised transport is still favoured over non-motorised transport, leading to increasing congestion, worsening air quality, and poor access to employment and educational opportunities. This government is committed to adopting a more equitable approach that addresses the mobility needs of all citizens.

I am pleased to launch the Ethiopia Non-Motorised Transport (NMT) Strategy 2020-29, which outlines measures that the country will implement over the next ten years to improve mobility and facilitate inclusive urbanisation. The Government of Ethiopia will invest in walking, cycling, and public transport and manage private vehicle use. The Strategy emphasises the necessity of considering all residents, including women, children, and persons with disabilities, in mobility plans and budgets.

The Ministry of Transport, through the Federal Transport Authority (FTA), will play a leadership role in disseminating the NMT Strategy and monitoring progress over time. In addition, FTA will drive coordination among the different implementing agencies by forming a national NMT Committee. Implementation will be driven by respective government institutions at the national and regional levels. Each city will prepare a Sustainable Mobility Plan (SMP) that complements the city's Master Plan. All projects funded by the national government involving construction of streets will need to incorporate high-quality NMT facilities, as guided by an urban street design manual.

The Ministry will follow an inclusive planning process, and we call on all residents to play an active role in the transformation of our streets and our public spaces. Sustainable transport not only will improve mobility for all Ethiopians, but also will lead to a climate-friendly, healthy, active and prosperous future for our nation.

Dagmawit Moges Ministry of Transport, FDRE





CONTENTS

1. Introduction	1
2. Emerging mobility challenges & opportunities	5
2.1. Lack of a complete pedestrian realm	6
2.2. Absence of cycling facilities	8
2.3. Bicycle rentals	9
2.4. Poorly managed on-street parking	10
2.5. Road safety	10
3. Guiding principles	13
3.1. Safety	13
3.2. Equitable allocation of resources	16
3.3. Environmental protection & energy conservation	17
3.4. Collaboration and public participation	17
4. Vision and goals	19
5. NMT initiatives	29
5.1. Pedestrian network	29
5.2. Bicycle network	32
5.3. Greenway network	34
5.4. Street lighting	35
5.5. Intersection improvements	35
5.6. Bicycle sharing	37
5.7. Bicycle rentals	40
5.8. Trade policies	41
5.9. Review of street design standards	42
5.10. Parking management	42

	5.11. Vendor management	45
	5.12. Animal-drawn vehicles	. 46
	5.13. Communications and outreach	47
	5.14. Review of building control & planning regulations	. 50
	5.15. Guidelines for mobility planning	52
6.	Implementing the NMT Strategy	55
	6.1. Implementation plan	55
	6.2. Institutional framework	55
	6.3. Planning	. 60
	6.4. Funding	61
	6.5. Capacity building	. 64
	6.6. Monitoring and evaluation	. 65
7. I	Definitions	. 69
8. /	Abbreviations	71



预览已结束,完整报告链接和二维码如下:

https://www.yunbaogao.cn/report/index/report?reportId=5_17812

