



Traffic Management options to improve Road Safety

Examples from Lomé and Solutions in Casablanca







Road Safety Issues: example of Lomé (Togo)

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Motorisation on 2 wheels

Three out of 10 households own a motocycle (28,3%).

This rate has grown (+ 6,1 %) between 2011 and 2015.

During the same period, the proportion of household owning at least one car decreased from 8,7% to 6,1%.









Accidentology in Lomé Municipality (250 000 inhabitants)

- 918 accidents on the road
- 14 killed, 69 serious injuries, 718 slight injuries

Il s'agit de la zone de couverture du Commissariat central de la ville de Lomé qui représente à peu près le Grand Lomé



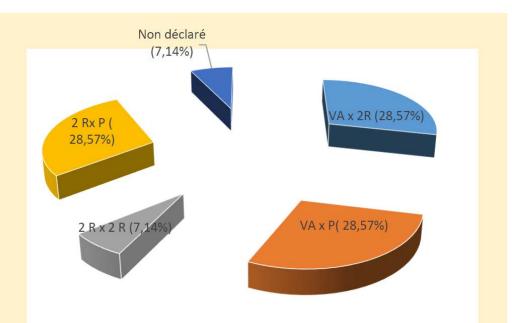






Vehicules involved in fatal accidents

- Fatal accidents involve in the same proportion (28,5 %):
 - Pedestrians and automobile
 - Pedestrians and 2-wheelers
 - 2-wheelers and automobile







Identification of accidents location during year 2016

- 2/3 of accidents are record in the link section on the 10 main roads.
 - 631 accidents
 - 575 slight injured;
 - 51 serious injured;
 - 11 fatalities
- Among them 10 are on black spots
 - 53 accidents;
 - 57 slight injured;
 - 7 serious injured;



- 15 junctions are especially dangerous:
 - 136 accidents;
 - 173 slight injured;
 - 6 serious injured;
 - 2 fatalities.



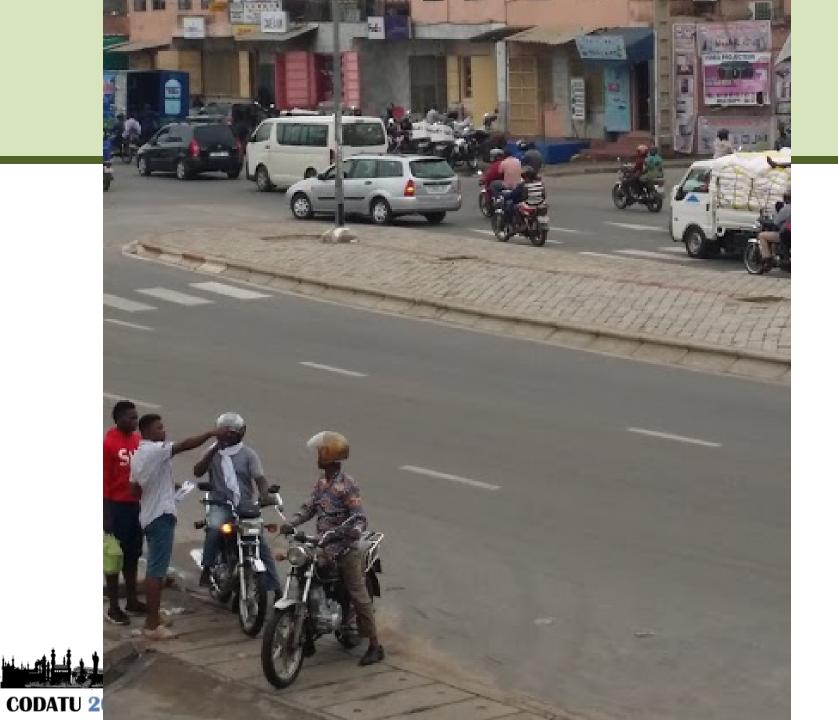
Mapping of back spots in Lomé City CEnter

- A black spot is a junction or a specific pllace on a link section where more than 2 accidents with bodily injuries during year 2016
- 25 black spots have been recorded (15 junctions and 10 in link section)
- 11 black spots on the « boulevard circulaire »
- Better street design is urgently needed!

















Exemple of Casablanca street design to improve road safety







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Casablanca: requalification of a Boulevard

A TOM OF THE REAL PROPERTY OF THE REAL PROPERTY OF **POINT POSITIF** • Belle marge de manoeuvre en termes d'emprise pour la regualification de l'axe DYSFONCTIONNEMENTS • Cumul de multiples vocations fonctionnelles incompatibles, et déficit dans l'organisation de l'accès à l'espace public • Circulation en accordéon à l'heure de pointe du soir, provoquant de multiples nuisances Marché Tarik sonores et environnementales • Multiples points de conflits accidentogènes (sécurité mal assurée pour tous les modes en présence, en particulier les modes doux) Légende Ave collecteur Mosquée Tarik Zone commerciale Parc de loisir Stationnement VP Forte pression des traversées piétonnes (absence de dispositifs de sécurité) Cafés et commerces de quartier Parc de loisir Point accidentogène Station grands taxis Ecole Forte présence de marchands ambulants **OBJECTIFS** • "Pacifier" l'axe et le requalifier comme symbole fort du noyau urbain de Sidi Bernoussi Organiser l'accessibilité multimodale à son usage en fonction des besoins fonctionnels existants • Limiter les dysfonctionnements et risques dus à la forte pression du trafic automobile transitant sur l'axe • Favoriser l'accessibilité des transports collectifs (bus) à la poche locale et assurer les besoins en mobilité des populations captives de ce mode de transport Améliorer la sécurité de tous les modes empruntant l'axe, et concéder une attention particulière à la progression des modes doux plus compatibles avec la vocation fonctionnelle principale de l'axe Concevoir un aménagement urbain et paysager de qualité, favorable à la convivialité CONTRAINTES • Garantir l'accessibilité VP à la zone résidentielle desservie par le Bd. Abi Dar Al Ghafari, et tenir compte de la demande de stationnement Concilier les besoins en déplacements (surtout motorisés) et la présence de l'activité des marchands ambulants Assurer l'accessibilité de l'activité livraisons à la zone commerciale (motorisées et non motorisées), Tenir compte de la présence des grands taxis



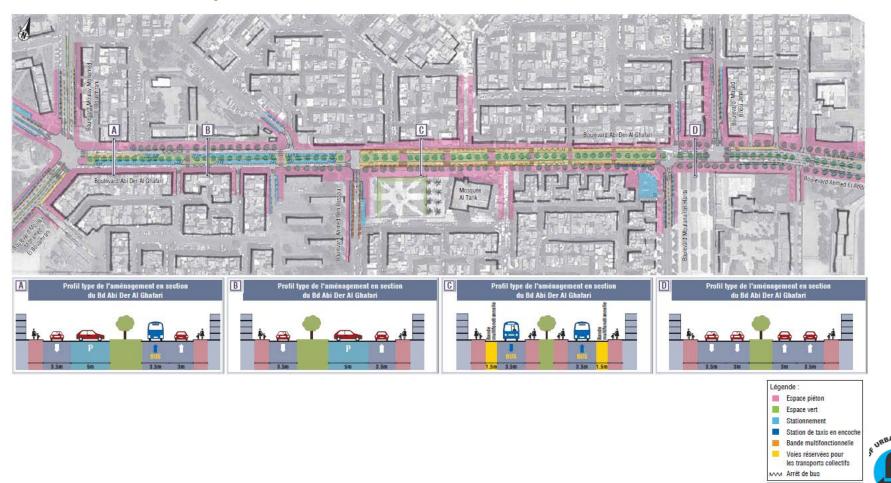




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Casablanca: requalification of a Boulevard









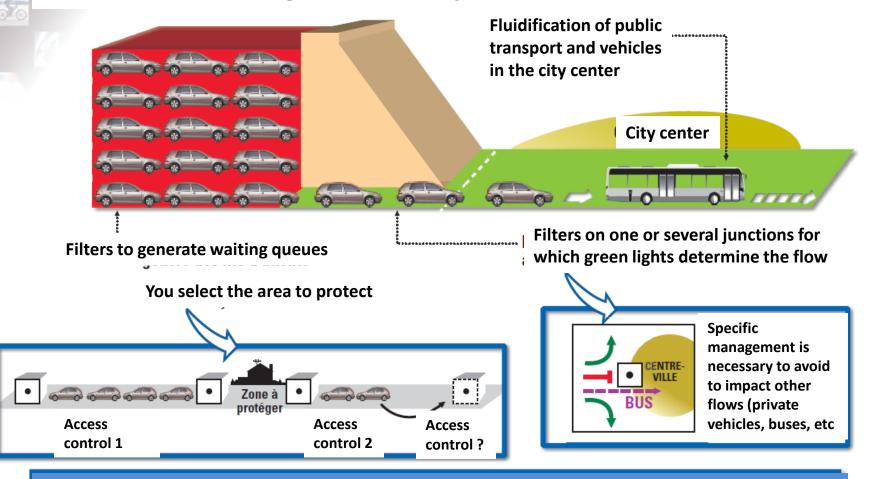
Traffic Management to improve road safety

... with a multimodal approach



Why Using Access Control?

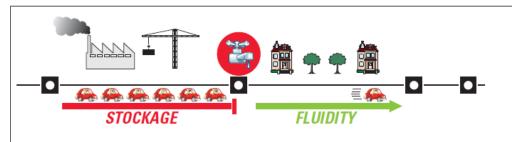
As a dam avoid from flood, Access control manage the traffic flows to avoid congestion in city-center



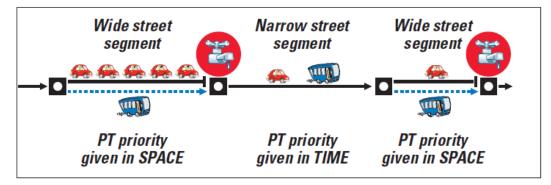


Access control allow to fluidifie the selected area for public transport; the filters should not penalize them

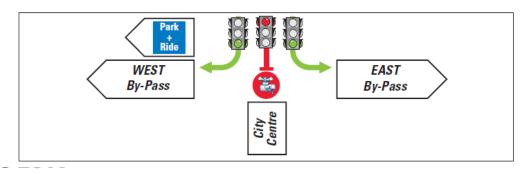
1) Filter located in less sensitive portions of the network (upstream from sensitive city quarters) where road space allows to stock possible waiting queues



2) Filter located where public transport services must be prioritized, for instance in nonehomogeneous positions of the network

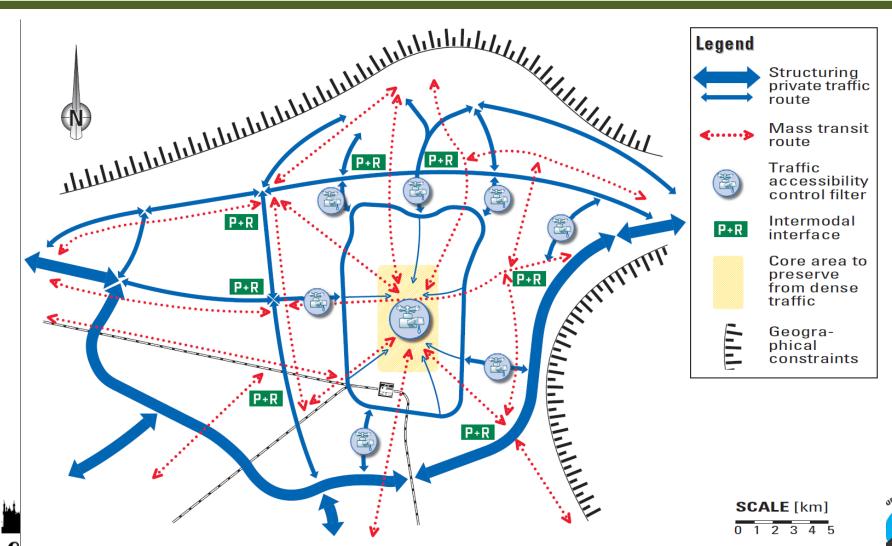


- 3) Filter located at the level of specific intersections in order to induce users to:
 - choose certain itineraries (max. green time given)
 - avoid certain itineraries (min. green time given)





Example of a city-wide multimodal concept



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Conclusions

- In Lomé as in many cities, many people die because of inadequate road network bad traffic management.
- Some specific street design (like in Casablanca) could allow road safety in urban areas -> « street safety »
- But strategies for traffic management is needed ... with a multimodal approach!
- Using trafic lights as a filter to determine an an Access control to specific areas









Thank You!

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