

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 motorcycle (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)

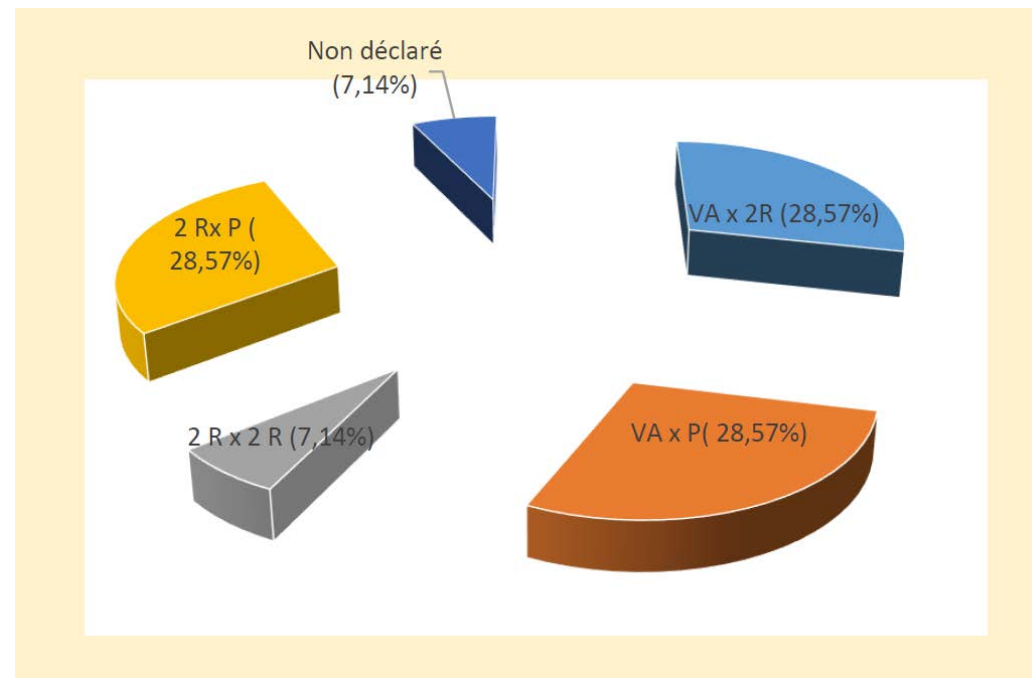
- **918 accidents on the road**
- **14 killed, 69 serious injuries, 718 slight injuries**

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



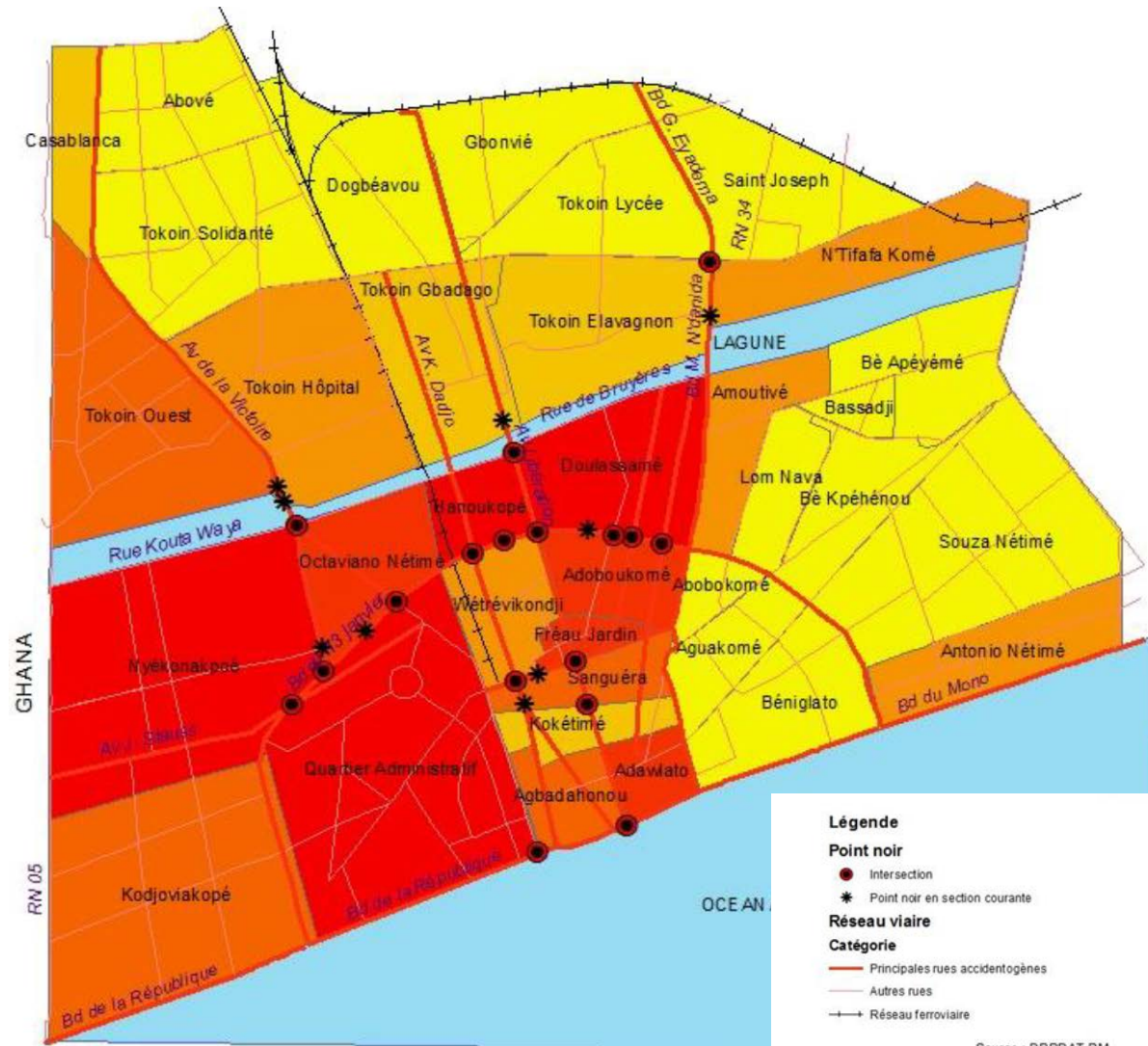
Identification of accidents location during year 2016

- **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;
 - 2 fatalities
- **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 place 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

Casablanca: requalification of a Boulevard

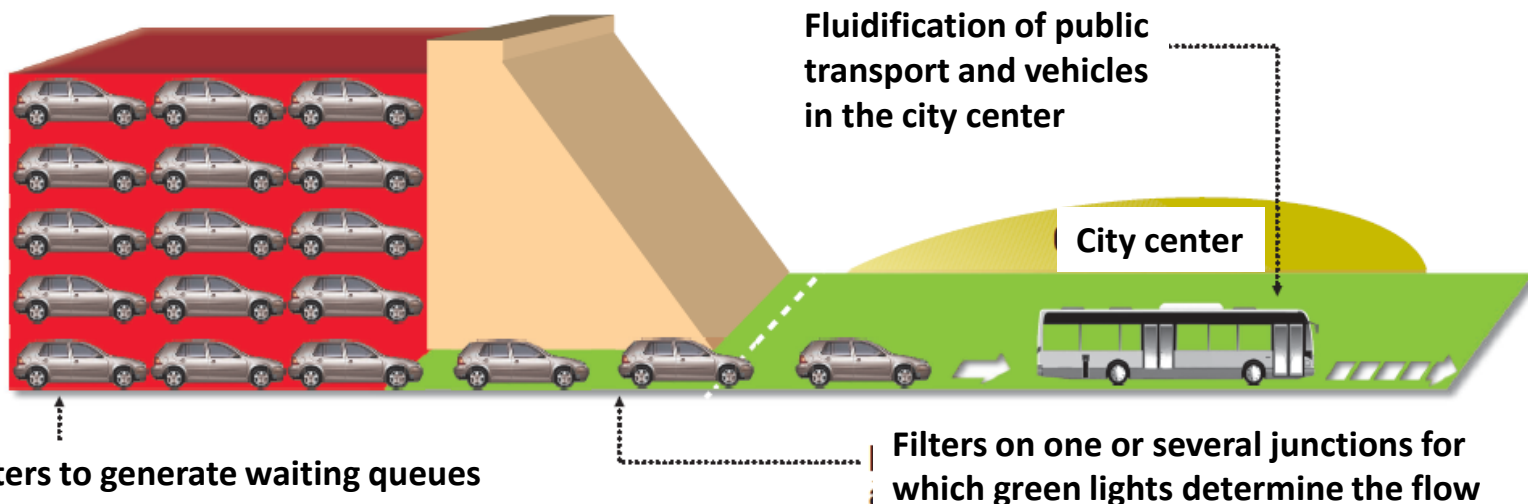


Traffic Management to improve road safety

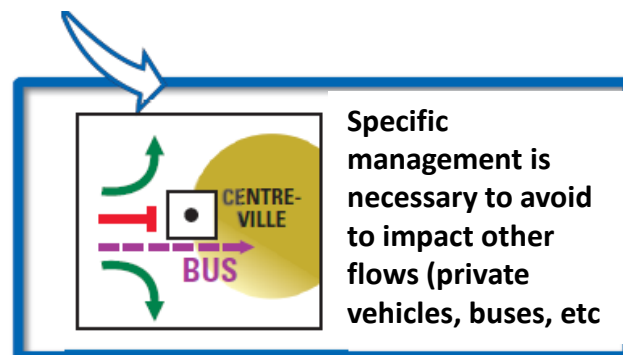
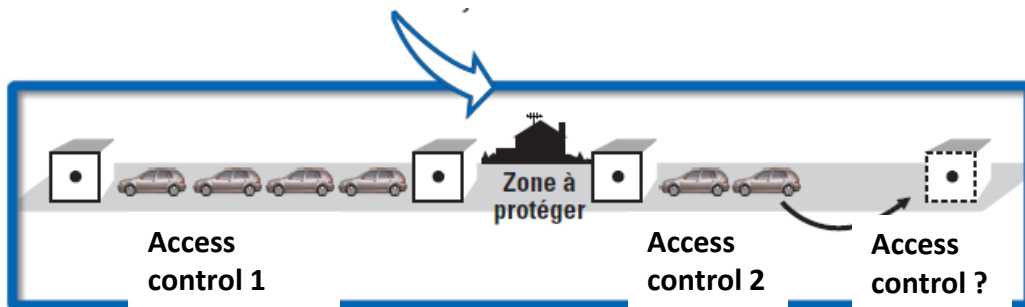
... with a multimodal approach

Why Using Access Control ?

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

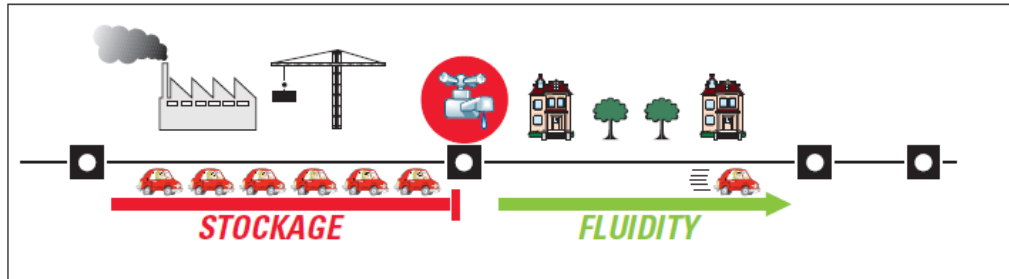


You select the area to protect

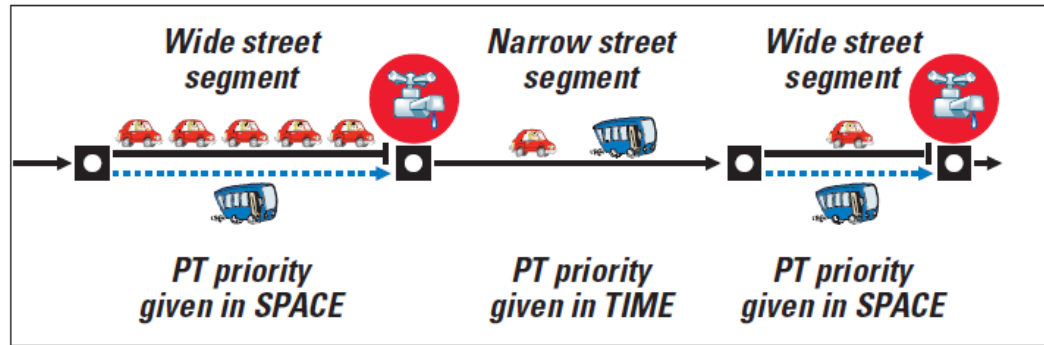


Access control allow to fluidifie the selected area for public transport; the filters should not penalize them

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

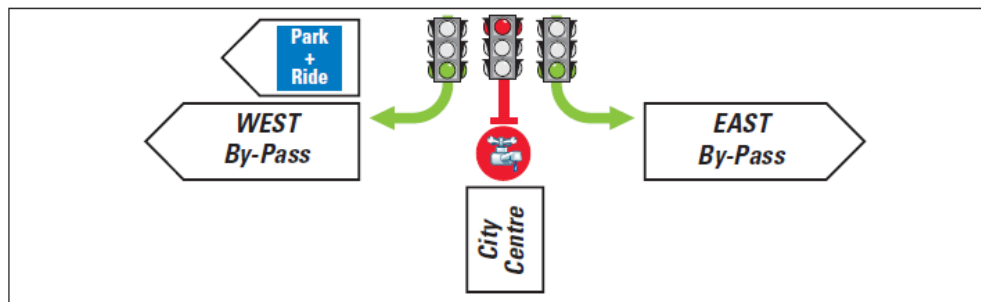


2) Filter located where public transport services must be prioritized, for instance in non-homogeneous positions of the network

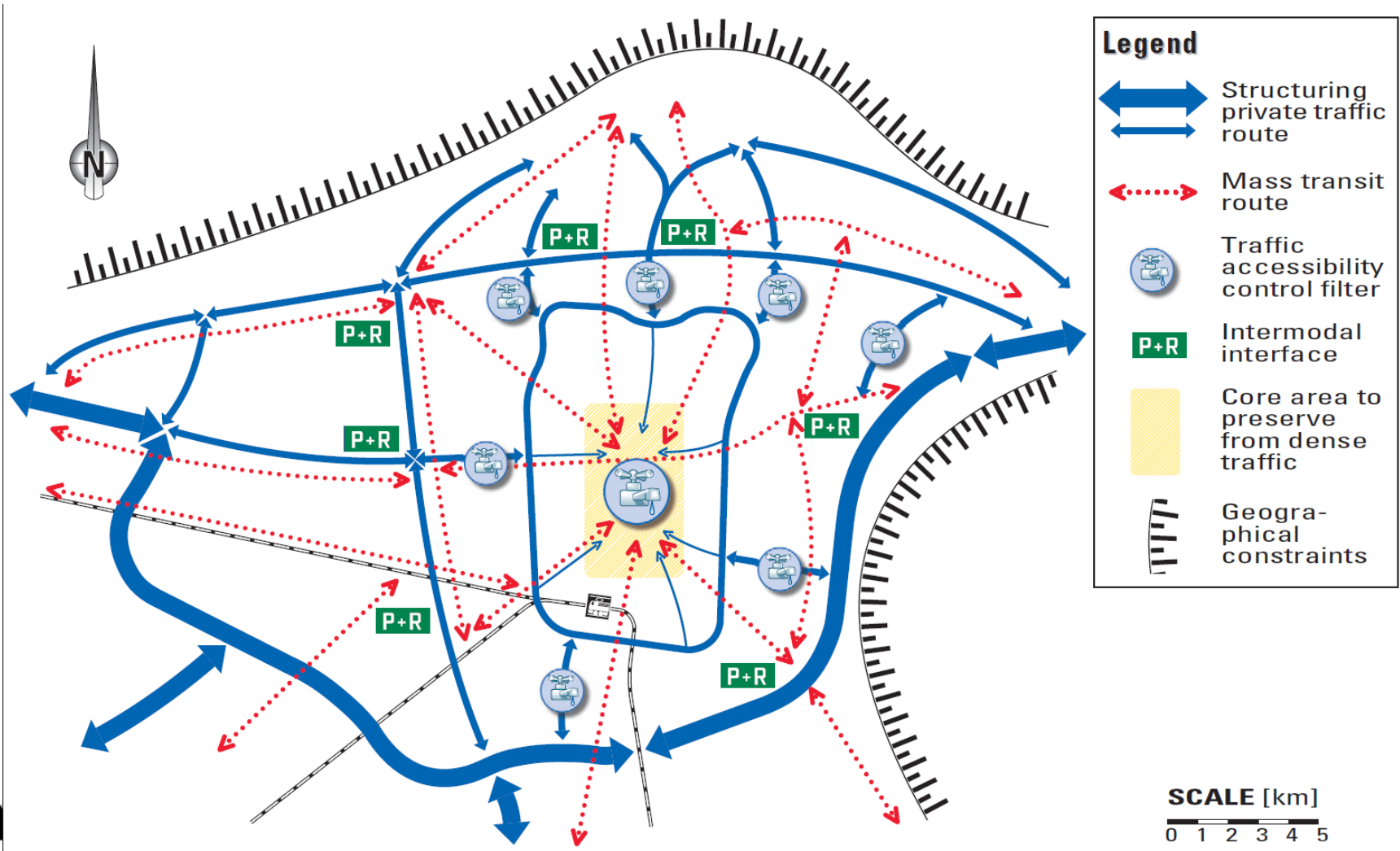


3) Filter located at the level of specific intersections in order to induce users to:

- choose certain itineraries (max. green time given)
- avoid certain itineraries (min. green time given)



Example of a city-wide multimodal concept



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 traffic lights as a filter to determine an an Access control to specific areas



Thank You!

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