

## Road Reality in Nairobi, Kenya

- In Nairobi 60% of road users walk or cycle, 35% use public transport, and only 5% use private cars
- Road accidents are the third highest cause of death after malaria and HIV/AIDS
- In 2004 the national cost of road injuries and fatalities was 5% of GDP
- 50-60% of accident victims are pedestrians and cyclists
- Over 75% of road traffic casualties are economically productive young adults



*UNEP is working with the FIA Foundation for the Automobile and Society to help developing countries and cities achieve mobility and environment goals through improved financing for cycling and walking facilities as part of investments in road infrastructure.*

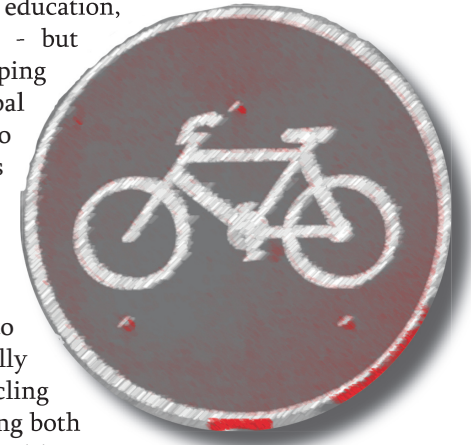


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## Africa on the Move:

### Building Safer Roads that Improve Mobility & Lower Transport Emissions

Roads are crucial for ensuring access to education, employment, and health care everywhere - but they are particularly important in developing countries. Africa has the lowest global percentage of paved road surface and also the world's most dangerous roads. Roads in Africa require investment and renewed interest from donors and investors promises to address years of neglect.



However, roads must be designed and built to be safer while also promoting environmentally friendly transport. Roads that enable safe cycling and walking are an important part of achieving both safety and lower emission goals, especially in cities.

In most major cities in Africa more than 50% of all trips are non-motorized, mainly on foot. Designated cycle lanes and sidewalks can help to reduce congestion, fuel consumption, greenhouse gas emissions, local air pollution, and road hazards. Sidewalks and cycle lanes will help road users to meet mobility needs more efficiently, securely, and affordably.

Smart, safe design can benefit all road users, making roads safer and easier to use for everyone - pedestrians, cyclists, and drivers. Dedicating a percentage of road infrastructure funds (e.g. 10%) for safety, including cycling and walking facilities, is a relatively simple way to improve road safety and overall mobility in Africa while lowering dangerous pollution and CO<sub>2</sub> emissions.

*"Instead of jumping in a car to go 500 meters, if we use a bike or walk it will make an enormous difference..."*

- Dr. Rajendra K. Pachauri, Chairman, Intergovernmental Panel on Climate Change

*"At a minimum 10% of all road infrastructure projects should be committed to road safety. This principle should be rigorously and consistently applied by all bilateral and multilateral donors."*

- Commission for Global Road Safety

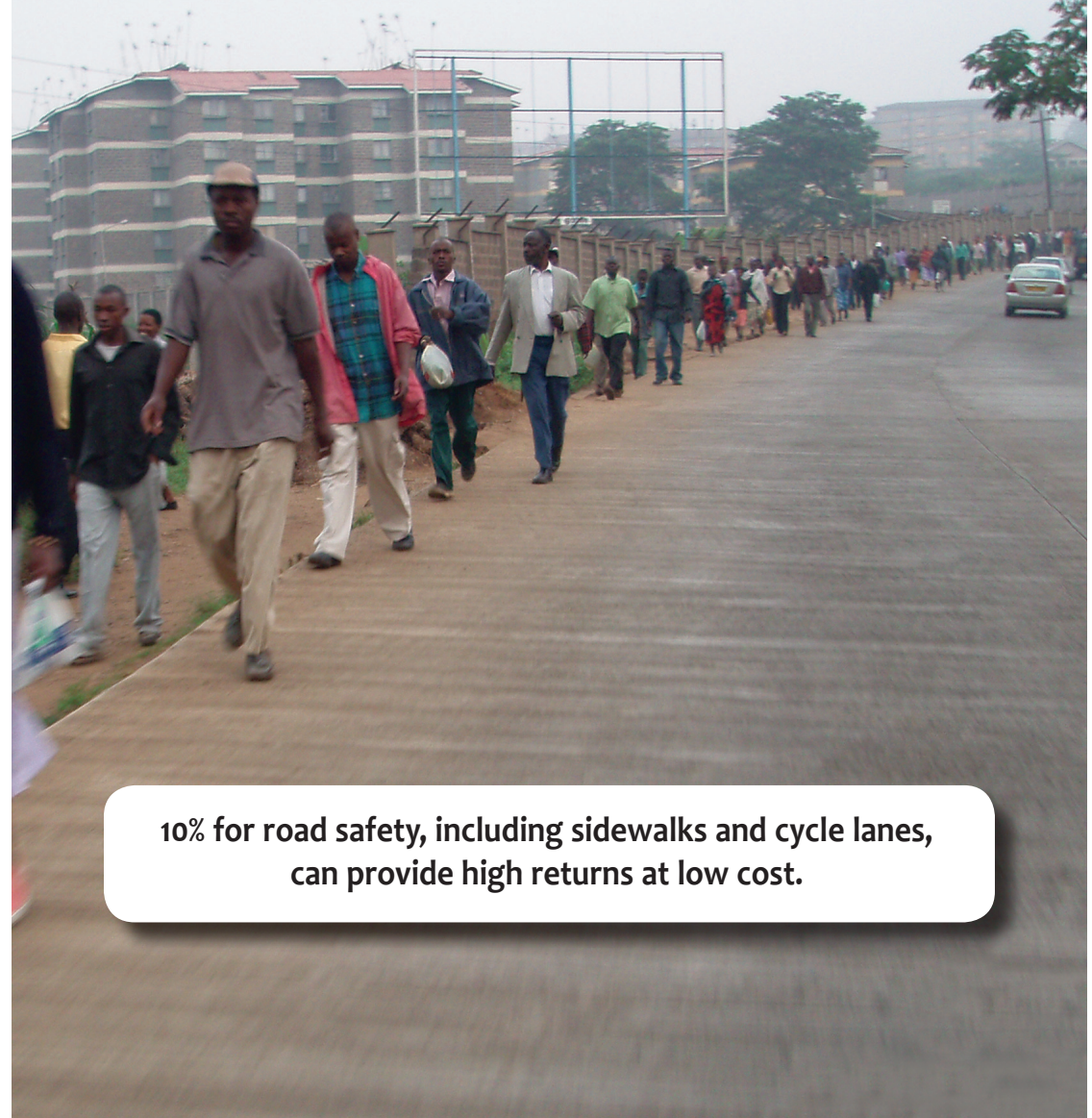


## Ten reasons to invest in safer cycling and walking:

1. Africa's rate of urbanization is the highest in the world - by 2030 most Africans will live in cities. Short city trips are ideal for cycling and walking when safe, adequate sidewalks and cycle lanes are available.
2. The world's light duty vehicle fleet is set to triple by 2050. By then almost two-thirds of the global vehicle fleet will be found in developing countries, with an estimated six-fold increase of the non-OECD fleet from current levels. Public transport, cycling, and pedestrian facilities will help to offset congestion and growing emissions.
3. Africa's roads are the world's most dangerous and becoming worse - by 2020 road accidents will kill or disable more people than war, tuberculosis, and HIV combined. The current cost estimate for African countries is around 2% of GNP, or US\$ 6.2 billion.
4. The most vulnerable road users are often those forced to compete for road space with cars and trucks - i.e. pedestrians and cyclists who cannot afford other transport means. Figures from Nairobi, Kenya show that 50-60% of accident victims are pedestrians and cyclists.
5. The environment and human health costs of road transport are part of a growing global problem that is reaching overwhelming proportions. Urban air pollution causes over 800,000 deaths each year, with more than 70% in developing countries.
6. Road transport is responsible for an estimated 70-90% of air pollution in urban areas, and 74% of the world's total transport-related CO<sub>2</sub> emissions from fossil fuel combustion. Safer, more abundant cycling and walking facilities can increase the modal share of non-motorized transport and help to lower emissions. Cycling and walking provide 100% energy savings on trips when substituting car use.
7. 6 bicycles can fit in the same road or parking space of 1 car. Encouraging cycling and walking will mean more efficient use of land resources and road space, moving more people more economically and with less environmental impact.



8. There is sufficient demand for walking and cycling facilities to justify a proportional investment as part of road building. In most major cities in Africa more than 50% of all trips are non-motorized, mainly on foot.
9. Improving road safety by providing adequate sidewalks and cycle lanes will contribute to the achievement of the Millennium Development Goals by improving access to basic services, education, and employment while ensuring environmental sustainability.
10. Improved access to mobility and more equitable road space allocation between transport modes (e.g. cars, cyclists, and pedestrians) can also help to address social and economic inequalities.



**10% for road safety, including sidewalks and cycle lanes, can provide high returns at low cost.**

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