ADDIS ABABA’S CHALLENGES:
Integration of urban mass transit network and urban development

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Presentation outline

1. Introduction

2. Some Data & Figures on Ethiopia and Addis Ababa

3. Current Situation
   1. Earlier Planning
   2. Implementation

4. The Future Plan

5. Major Stakes/Challenges
I. Introduction:

Preparation of CODATU Booklet
2. Some Facts & Figures

ETHIOPIA:

- Total Population = 85 million
- Its area is > 1.0 million Sq.km
- Has 9 Regional States and two City Administrations
- One of the fast growing economies (>10%)
- Level of Urbanization is 18%
- Urbanization is expected to reach 30% by 2025 and 50% by 2040
2. Some Facts & Figures: Addis Ababa

- Found in the midst of Oromia Region
- Elevation goes up to 2400 m. asl
- Area is 540 sq.km
- Administratively subdivided into 10 Sub cities and 116 Woredas
- Population >3 million; including the region it is >4 million
2. Some Facts & Figures: Addis Ababa

- Diplomatic capital of Africa as it hosts AU, UNECA, UNDP, more than 100 embassies and other diplomatic missions
- International level hotels and conference centers
- Major African transportation hub
- Hub of the Ethiopian Economy and Transport System
2. Some Facts & Figures: Addis Ababa

- >45% of the city mobility is pedestrian
- Car ownership is 1:25
- Celebrating its 125th Birth year
3. Current Situation:
   Earlier Planning

- Creation of Mass Transit as back bone connecting the Main Center with the Sub-Centers
- Creation of Green Spaces for Recreation and Environmental purposes
- Fruitful French cooperation
3. Current Situation: Implementation

The City has shown Tremendous Growth & Development:

- Physically Built up area has increased by 20% in last decade
- Massive construction
3. Current Situation: Implementation

The City’s Tremendous Growth & Development:

- **Economically**

- **MSEs as the major employment generating institutions**

- **City Revenue grew five folds to reach USD 1 billion during the last decade**
3. Current Situation: Implementation

- Reservation of the Right-of-ways on two main axis

- BRT and LRT Studies through Ethio-French Cooperation
3. Current Situation: Implementation

- Transport Master plan
- Anbessa boosted its capacity
- AACRA implemented many roads and roundabouts
3. Current Situation: Implementation

- Road & Transport Bureau
- ERC implementing national rail network and LRT in Addis

- A National Policy to promote mass transport and pedestrianization

- The future urban form of Addis depends on what we decide and do today on transport planning & management

- Plan to make mass transit operational in the coming few years
4. The Future Plan: Regional

Introducing Transit Oriented Urban Development to promote development along corridor

Development of Nodes (Satellite towns)

Encouraging Annexation of Edge Settlements Through Transit Oriented Development
4. The Future: City level

- Development projects need to be integrated with this mass transit

- We need to create a strong link between transport and urban planning

- Polycentricity: Core main center and at sub centers to bring services as closer to the residents as possible
4. The Future: Core Level

- Public mass transport system along major arterials
  - Multiple, but complementary and reinforcing modalities: LRT, BRT, Anbessa buses, Mini-buses, etc)
  - Pedestrian and NMT facilities: adequate space for pedestrians walking
4. The Future Plan: Core Level

Development of Terminals and stations

- La gare as a multimodal, integrated passenger terminal
- Develop stations as important public spaces

• Bringing Development Around Transport Nodes
5. Major Stakes & Challenges

- Integration with the national railway network
- Sustained Cooperation with the Region
5. Major Stakes & Challenges

- **Walking**
  - 45%
  - (3.48 million trips)

- **Public Transport**
  - (Anbessa, minibuses and taxis)
  - 46%
  - (3.56 million trips)

- **Private Modes**
  - 9%
  - (0.7 million trips)
5. Major Stakes & Challenges

• Population 4 million (2012); 6 million (2025) and 10 million (2040)

• Large volume of traffic entering/exiting the core area

• Very high pedestrian traffic (45%) without adequate services

• High demand for parking
5. Major Stakes & Challenges

- **Car parking strategy**: parking buildings, park- and-ride in peripheries and near stations

- **Transport and Traffic management System**: disciplining driving

- **Strengthening institutional arrangements**
  - Capacity building
  - Joint forums: ERC, Transport Bureau, AACPPO, Land management
THE ROLE OF MOBILITY IN RESHAPING CITIES

THANK YOU