

Bouaké, Ivory Coast

Sustainable Urban Development Plan

Completed

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Basic information

Population (metropolitan area) → 800,000 inhab. (2021)

Growth rate → +2.6%¹

Urban area → 292.5 km² in 2014

Motorisation rate → Motorcycle ownership in 37 % of households; individual car trips account for about 7 % of trips

GDP per capita → USD 2,286 (National)

Modal Share

Taxi → 27%

Moto-taxis → 24%

Motorcycle → 20%

Walking → 21%

Car → 7%

Bicycle → 1%

Transport emissions per capita → ≈ 0.55 t CO₂eq per year (as reported in SUMP executive summary)

Exposure to climate change → HIGH



Context

Bouaké sits at the crossroads of two major international road corridors in the central Ivory Coast, linking Abidjan with Burkina Faso, Mali, Ghana, southern Guinea, and Liberia. As a key rail and air hub, the city also hosts a central wholesale market for regional food products, forming the backbone of its economy. MobiliseYourCity has supported Bouaké in developing and implementing its Sustainable Urban Mobility Plan.

¹ The number is calculated from the difference between ~0.75 million residents in 2021 and ~1.1 million projected for 2036

Mobility planning - Sustainable Urban Mobility Plan

Technical Assistance: Support to develop a Sustainable Urban Mobility Plan (SUMP)

Funded by: European Union - INTRA ACP programme

Funding amount: EUR 550,000/400,000

Implemented by: Agence Française de Développement (AFD)

Local counterpart: Municipality of Bouaké, with support from the Ministry of Transport (INTRANT) and regional authorities

Consultant(s) involved: Egis

Final SUMP Report: No public SUMP report available

SUMP Summary

SUMP Status	Validated
SUMP Development Timeline	Bouaké joined MobiliseYourCity in Q2 2018 Project start: 2021 Diagnostic and scenario development: 2021–2022 SUMP validation: Q1 2023 SUMP Implementation period: 2023 – 2038
SUMP Vision	"A transport system is envisioned in which inclusivity is ensured within an improved living environment, safety and environmental preservation are promoted, and efficiency and organisation are maintained through strengthened governance and sustainable financing."
Key expected results (GHG, modal share and access)	The SUMP aims to reduce congestion, enhance safety, increase the share of collective and active modes, and establish an Urban Mobility Authority. Projections include doubling daily trips by 2038 while maintaining accessibility. <ul style="list-style-type: none"> • GHG reduction: up to 30 % in transport emissions by 2038 (compared to business-as-usual). • Modal share: Public and non-motorised transport to reach 60 % of total trips. • Access: Over 80% of residents are within 500 m of a public transport stop or a safe pedestrian/cycling route. Increase access to public transportation to 43% of Santo Domingo citizens from 10%
Total SUMP Investment Requirement	SUMP requires funding of EUR 27.8 million approx., over 15 years. Types of resources possible: <ul style="list-style-type: none"> • State – Own budget or donor program: EUR 18.6 million • Municipality – Transfer of state loan from donors: (8.8 million euros) • Municipal budget: EUR 0.3 million The combined investment requirement is around EUR 27.8 million, primarily for urban planning 76.8% (organize parking areas for heavy goods vehicles, organize and renovate intercity stations, develop strategic intersections and improve traffic lights, specific road improvements for buses) and transportation and institutional organization 23.2% (Sustainability and development of SOTRA in Bouaké, technical assistance: City Hall - AOMU mobility group, traffic plan...)

The SUMP preparation process and stakeholder involvement

Bouaké SUMP built its action plan through a multi-step process involving a broad range of actors.

Functional urban area: The SUMP addresses the entire metropolitan area of Bouaké. The urban footprint has expanded rapidly—from about 3,800 ha in 1980 to 8,000 ha in 2000, and then to 29,250 ha in 2014. This growth reflects the absorption of numerous peripheral villages and districts into the city's built-up area.

Stakeholder involvement process: The project brought together the municipality, AFD and the European Union. During the SUMP preparation, numerous meetings of technical and steering committees were held in each phase (up to six during the final phase), and broad consultations with community associations were organised. The team also held a Mobility Day to collect proposals from various stakeholders. Local transport unions currently provide basic organisation for taxis and gbakas, the main institutional stakeholders in the planning process were the municipality, AFD

and the EU. To ensure implementation, the municipal council established, by decree in August 2022, an Urban Mobility Working Group (GTMU). This group marks the start of PMUD implementation and is responsible for coordinating actions, securing funding and communicating the plan to stakeholders.

Diagnosis of urban mobility in Bouaké

Urban and territorial context

Bouaké, the second-largest city in Côte d'Ivoire, has experienced rapid demographic and spatial growth, with a population of approximately 680,000 inhabitants in 2020 and projections exceeding 1 million by 2030. This growth is driven largely by rural migration and post-crisis resettlement, resulting in the rapid expansion of unplanned peripheral neighbourhoods. The city covers roughly 71 km² and is structured along a north-south axis linking residential areas to administrative and commercial centres. This linear urban form, combined with a weak road hierarchy and fragmented development, results in long travel distances and dependency on informal transport. Urban expansion has outpaced service delivery: road infrastructure is often unsealed or degraded, drainage is poor, and pedestrian facilities are scarce. Consequently, accessibility to key services (education, health, markets, and employment) remains limited for large parts of the population, particularly for low-income and peripheral communities.

There is a mismatch between land use and mobility infrastructure. Economic, educational, and administrative functions remain highly concentrated in the city centre, while housing development sprawls toward the outskirts without transport integration. This uncoordinated growth leads to daily congestion along central corridors and long, costly commutes for suburban residents. Land-use planning tools exist but are weakly applied, resulting in informal settlements, poor road connectivity, and insufficient right-of-way preservation for future transport corridors. Integrating mobility and land-use planning will be crucial to ensuring accessibility, limiting urban sprawl, and promoting a sustainable urban form.

Urban mobility supply and demand

Informal transport modes largely dominate urban mobility in Bouaké. The most commonly used means of transport are taxis, moto-taxis, motorcycles, and walking, which together account for the vast majority of trips made within the city. Private cars represent only 7% of total trips, reflecting limited individual vehicle ownership. The Société des Transports Abidjanais (SOTRA) introduced a bus service in Bouaké in 2021, which currently operates 7 routes. However, coverage remains partial, and the service has yet to reach all districts, especially peripheral neighbourhoods. Motorcycle ownership is widespread, 37% of households own at least one, illustrating the affordability and flexibility of this mode in navigating narrow or unpaved streets. Combined, taxis and moto-taxis account for 51% of all trips and 65% of motorised trips, underscoring their crucial role in meeting daily mobility needs. Yet, this heavy reliance on informal transport limits planning efficiency, fare regulation, and environmental control.

Répartition des déplacements par modes de transport

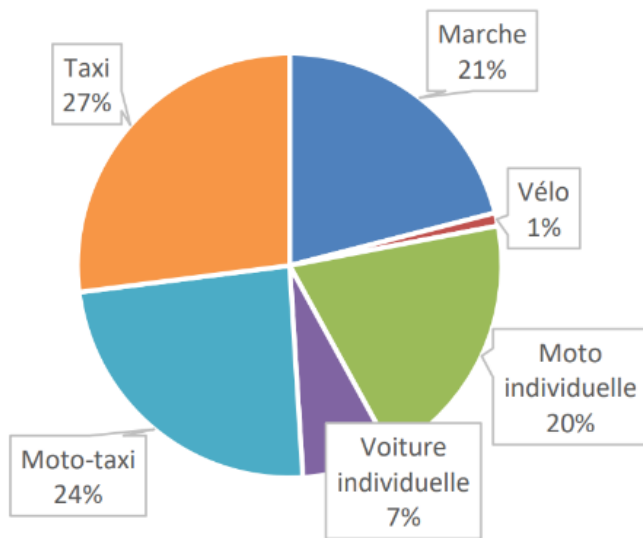


Figure 1 Modal share of urban mobility in Bouaké

Bouaké's road network extends approximately 300 km, of which only about half is paved. Infrastructure deficiencies, such as a lack of sidewalks, poor drainage, insufficient street lighting, and degraded road surfaces, restrict mobility and increase safety risks. Peripheral areas often have poor road access, isolating communities and limiting access to jobs and services. Public space design favours vehicles over pedestrians and cyclists. Approximately 70% of vehicles park on sidewalks, worsening congestion and creating unsafe walking conditions. Active mobility plays a dominant role: walking accounts for over 60% of trips yet remains poorly supported. There are no dedicated cycling lanes, and pedestrian facilities are inadequate or encroached upon by vehicles. Improving walkability and public space design will be critical for sustainable urban accessibility.

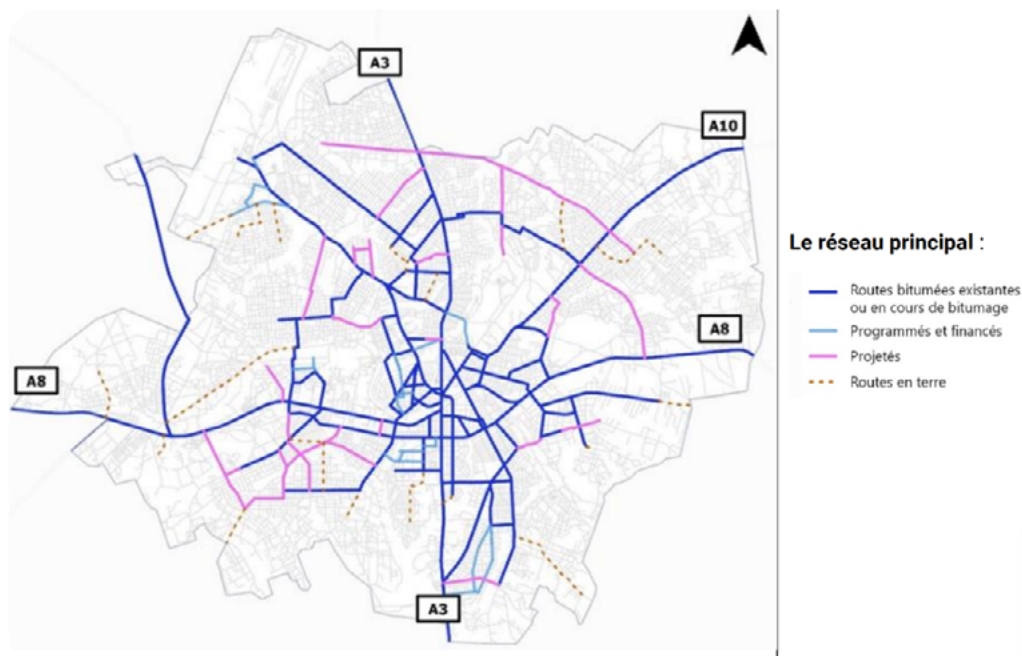


Figure 2 Road network in Bouaké

Socioeconomic and gender inequality, safety and comfort

Traffic safety is one of the city's most urgent issues. Conflicts between pedestrians, motorcycles, and taxis are common, especially where sidewalks are absent or occupied by vehicles. The dominance of two-wheelers, often unregistered and lacking helmets, has contributed to a rise in traffic accidents. There is no systematic enforcement of speed limits, helmet use, or vehicle maintenance standards. Furthermore, the lack of regulated parking, poor signage, and inadequate lighting aggravate risks. Comprehensive road safety programs, combined with infrastructure upgrades and community awareness, are necessary to improve urban comfort and reduce fatalities.

Gender disparities are significant. According to mobility surveys, women make fewer trips per day (0.98) than men (1.44). This gap suggests limited access to mobility for women and reflects barriers such as safety concerns, limited affordability, and restrictive social norms regarding movement and work-related travel. Women also tend to rely more on walking and informal transport modes, which are often unsafe, unreliable, and time-consuming. Addressing gender inequalities in mobility planning, through safer infrastructure, accessible public transport, and targeted awareness campaigns, will be essential to achieving inclusive urban mobility in Bouaké.

The absence of an affordable, regulated public transport system imposes a significant financial burden on households. Most residents depend on informal services, where fares are unregulated and fluctuate with fuel prices and demand. For low-income populations, these costs represent a substantial share of monthly income, often limiting access to education, employment, and healthcare. Despite these challenges, municipal investment in mobility remains low, and public transport subsidies or fare integration systems are virtually absent. Strengthening public transport financing, introducing integrated ticketing, and supporting low-emission collective transport solutions are key recommendations to enhance affordability and sustainability.

Environmental challenges and climate resilience

Bouaké's SUMP highlights growing environmental concerns linked to increased motorisation and the predominance of ageing, poorly maintained vehicles. Without mitigation measures, rising traffic levels will lead to higher air pollution and greenhouse gas (GHG) emissions, worsening public health and climate impacts. Without intervention, emissions from urban transport are projected to be 198 million tCO₂eq per year, whereas with SUMP implementation, they are projected to be 186 million tCO₂eq per year by 2038. While the diagnostic identifies the risk of deterioration in urban air quality, it does not yet provide quantified data on current pollutant concentrations.

Institutional and financial constraints

Bouaké currently lacks a dedicated urban mobility planning department. Responsibility for transport planning, road maintenance, and regulation is divided among multiple national entities, including the Ministry of Transport, the Road Management Agency, and the Municipality. This institutional fragmentation hinders coordination and data-based decision-making. Revenues from mobility-related taxes (on taxis, motor-taxis, and parking) account for around 10% of municipal income, but these funds are not reinvested in mobility improvements. Furthermore, there is no dedicated budget line for transport infrastructure or public transport development. Establishing a Local Mobility Authority with planning, financial, and regulatory capacity is a key step toward implementing the SUMP.

SUMP visions and goals

"A transport system is envisioned in which inclusivity is ensured within an improved living environment, safety and environmental preservation are promoted, and efficiency and organisation are maintained through strengthened governance and sustainable financing."

Bouaké's SUMP articulates a clear long-term vision for transport and mobility. The SUMP aspires to an inclusive transport system that enhances quality of life, improves safety, protects the environment and operates efficiently under strengthened governance and sustainable funding. In other words, everyone, regardless of where they live or their personal circumstances, should be able to move around the city easily and safely. At the same time, emissions and pollution are kept in check, and the system is well-organised and financially viable.

To achieve this vision, the SUMP sets out five strategic axes, each with specific goals:

- 1. Strengthen governance and funding:** Build institutional capacity within the municipality, engage transport stakeholders, develop stable funding streams and establish and enforce a tailored regulatory framework. The administration should consult users and be accountable to them.
- 2. Ensure inclusive mobility:** Overcome the isolation of underserved neighbourhoods and guarantee access for all residents—particularly vulnerable groups—to the city's districts, services and activities.
- 3. Improve efficiency:** Reorganise and rank the road network, coordinate modes of transport and promote intermodal integration for people and freight. Maintain infrastructure and equipment, manage households' travel time and costs, reduce congestion in central areas and develop information technology tools that benefit users.
- 4. Enhance safety:** Reduce feelings of insecurity and exposure to violence during travel, promote fair sharing of road space, improve road-traffic safety and ensure vehicles comply with technical and regulatory standards.
- 5. Improve quality of life and protect the environment:** Limit the growth of private motorised transport by offering attractive alternatives, reorganise public space to balance different uses, expand non-motorised modes and make journeys more comfortable.

Together, this vision and the associated strategic goals provide a comprehensive framework for transforming Bouaké's transport system into one that is equitable, safe, efficient, sustainable and well-governed.

Test scenarios and selected scenario

The Bouaké SUMP evaluates three planning scenarios:

Scenario "au fil de l'eau" (Business-as-Usual): This baseline scenario extrapolates current trends with no significant public sector interventions. It predicts that congestion, pollution, GHG emissions, accidents and travel times will all worsen as travel demand grows. Modes like moto taxis and informal minibus services *gbakas* continue to operate largely unregulated, while walking and cycling remain marginal due to a lack of infrastructure.

Scenario "du Changement" (of changing): A progressive reform scenario where the municipality gradually strengthens governance and coordinates the transport system. Informal services are organised into structured lines, bus services are prioritised, and intermodal hubs are introduced. Moto taxi operations are regulated (helmet use, one passenger per trip, designated pickup areas), and dedicated bus infrastructure and better pedestrian facilities improve safety and accessibility. This scenario aims to curb the growth of individual motorised modes by offering more attractive public transport.

Scenario "de Rupture": A radical restructuring where informal transport (*gbakas* and mototaxis) is phased out quickly, and public transport becomes the monopoly of one or more regulated operators. Only taxis and ride-hailing services remain among individual public modes, and private

vehicle use is constrained through strict parking and circulation controls. Implementing this scenario would require major institutional reforms and substantial investment, and it would have significant social impacts by eliminating informal transport jobs.

Which scenario was chosen?

After comparing the scenarios against criteria such as achievement of SUMP objectives, financial viability, technical feasibility, institutional feasibility, and social acceptability, the second scenario, “du changement,” was chosen as the preferred option. The SUMP Action Plan is “established based on the scenario of change, together with the common measures that serve as a baseline for upgrading the transport system”. The scenario of rupture is retained only as a long-term aspiration beyond the SUMP’s horizon, as its measures are complex and not compatible with the city’s economic and social context.

SUMP key measures

The following table shows the breakdown of projected costs for the SUMP development (2022 prices)

Cluster	Measure (brief description)	Cost estimate (EUR)	Proposed financing source	Implementation schedule
Urban Planning	M01 – Improve strategic junctions and traffic lights	2,500,000	State / local budget + donor funds	2023 – 2026
	M02 – Moderate traffic zones (30 km/h & semi-pedestrian areas)	500,000	Municipality + donor support	2023 – 2026
	M03 – Develop / safeguard road crossings	500,000	Municipality + local funding	2023 – 2026
	M04 – Landscape pedestrian walkways & PT waiting areas	30,000	Local budget + partner contributions	2023 – 2026
	M05 – Secure pedestrian routes in neighbourhoods	560,000	Local / donor blended funding	2023 – 2032
	M06 – Pedestrian crossings in the lowlands	30,000	Local funds	2023 – 2026
	M07 – Redevelop the “Grand Marché” area	1,500,000	Municipality + market redevelopment funds	2027 – 2032
	M08 – Organise / rehabilitate interurban stations	2,250,000	State + transport operator funds	2027 – 2032
	M09 – Cycle & pedestrian routes (10 km sidewalks + 5 km cycleways)	250,000	Municipality + donor funds	2023 – 2032
	M10 – Organise lorry parking areas	8,000,000	PPP / infrastructure financing	2027 – 2032
	M11 – Horizontal road markings/signs	720,000	Local / traffic authority funds	2023 – 2026
	M12 – Redesign main network (safety & mixed-use focus)	– (included in road program)	Road infrastructure budget	2027 – 2032
	M13 – Bus infrastructure improvements (terminals + stops)	3,350,000	State + donor transport funds	2027 – 2032
	M14 – Exchange hubs between buses & small-scale transport	1,000,000	Transport authority + donors	2027 – 2032
	M15 – Motorbike-taxi stations	150,000	Local + partner funds	2023 – 2026

Cluster	Measure (brief description)	Cost estimate (EUR)	Proposed financing source	Implementation schedule
Transport Organisation	M16 – Awareness campaigns on good transport practices	50,000	Municipality + NGOs	2023 – 2026 (Short term)
	M17 – Study of service pricing & marketing	300,000	Donor/consultant funds	2023 – 2026
	M18 – Strategic study: sustainability & bus operator development	1,000,000	State + technical assistance	2023 – 2026
	M19 – Define & implement traffic plan	750,000	Municipality + traffic engineering funds	2023 – 2032
	M20 – Regulate heavy-goods-vehicle access & routes	10,000	Local traffic authority	2023 – 2026
	M21 – Taxi-sector reorganisation	100,000	Transport authority + local funds	2023 – 2026
	M22 – Introduce collective taxi lines	800,000	Local / transit funds	2027 – 2032
	M23 – Revitalise minibus ("gbaka") routes & governance	700,000	Operator + regulator budgets	2027 – 2032
	M24 – City-centre parking management	170,000	Municipality + parking revenue	2023 – 2026
	M25 – Pilot electric motorbike-taxis & tricycles	150,000	Donor + climate finance	2027 – 2032
	M26 – Professionalise & regulate motorbike-taxi sector	200,000	Local authority + sector funding	2023 – 2026
	M27 – Promote good practices & change image of moto-taxis	150,000	NGO / local partnership	2023 – 2026
	M28 – Develop digital booking platform for motor-taxis	20,000	Tech-partner / start-up funds	2023 – 2026
	Governance	M29 – Empower Town Hall as Urban Mobility Organising Authority (OMO)	– (no cost)	Municipality (integrated)
M30 – Technical assistance for municipal mobility group		1,000,000	Donor technical assistance	2023 – 2026
M31 – Entrust City Council with co-management of rehabilitation projects		–	Municipality/project budget	2023 – 2026
M32 – Strengthen routine maintenance service for rapid interventions		700,000	Road maintenance fund	2023 – 2026
M33 – Create traffic service + signalling system		200,000	Traffic authority funds	2023 – 2026
M34 – Create transport-planning service		150,000	Municipality + planning budget	2023 – 2026

Expected results and impact

The Bouaké SUMP does not provide a full quantitative impact matrix. However, the following indicators and qualitative impacts are noted:

Indicator	Change BAU vs SUMP	Baseline - 2021	BAU Scenario (Horizon 2038)	SUMP Scenario (Horizon 2038)
Total annual GHG emissions (SDG 11)	≈ 6% reduction compared to BAU	Not quantified	198 million t CO ₂ e/year (reported total emissions under BAU by 2038)*	186 million t CO ₂ e/year
Per capita emissions	—	Not quantified	Not quantified	Not quantified
Accessibility (SDG 11)	—	Not quantified (no % within 500m baseline provided)	Not quantified	Not quantified
Air pollution (SDG 11)	Qualitative improvement only	Qualitative diagnosis of pollution increase linked to traffic growth	Not quantified. Increase expected under BAU	Not quantified. Reduction expected under PMUD
Modal share	Qualitative modal shift towards organised transport	Taxi 27% Mototaxi 24% Motorcycle 20% Walking 21% Car 7% Bicycle 1%	Not quantified. Increase in individual motorised modes under BAU	Not quantified. Stabilisation/reduction of individual motorised modes; strengthening of organised public transport
Public transport share (aggregated)	Structural reorganisation rather than % target	Taxi + Mototaxi ≈ 51%	Not quantified. Informal modes remain dominant	Not quantified. Professionalised and regulated services integrated
Road safety (SDG 3)	Qualitative reduction	5.9 fatalities/100 000 hab	5.9 fatalities/100 000 hab	2.95 fatalities/100 000 hab
Affordability of public transport	—	Not quantified as % of disposable income	Not quantified	Not quantified

Insights from practice: lessons learned from the SUMP development process

A dedicated mobility authority and planning service is essential for the municipality to coordinate stakeholders and implement projects effectively

The Bouaké SUMP identifies institutional fragmentation as a major constraint to effective mobility planning and implementation. Responsibilities for transport planning, traffic management, infrastructure delivery and regulation are spread across multiple actors, with limited coordination capacity at the municipal level. The absence of a dedicated urban mobility authority and a permanent technical planning unit weakens the commune's ability to steer projects, align investments, and coordinate stakeholders, including national ministries, operators, and donors. In response, the SUMP recommends strengthening governance by clarifying institutional roles and establishing coordination mechanisms, including the Urban Mobility Working Group, created by municipal decree in 2022, as a first step toward more integrated planning and implementation.

Mototaxis and informal taxis are vital, but must be professionalised and integrated into the transport system

The SUMP recognises that informal transport modes, particularly mototaxis and informal taxis, play a central role in Bouaké's mobility system, accounting for a large share of daily trips and providing essential accessibility where formal services are limited. However, the plan also highlights the negative externalities associated with the current lack of regulation, including road safety risks, congestion, environmental impacts, and precarious working conditions for operators. Rather than eliminating paratransit, the SUMP proposes its gradual professionalisation and integration into the overall transport system through registration, training, fleet management measures, and clearer operating rules, aiming to improve service quality while preserving livelihoods.

Bouakés SUMP prioritises measures that can be implemented quickly to build momentum for implementation before larger investments

Given Bouaké's limited financial and institutional capacity, the SUMP adopts a phased implementation strategy that prioritises "quick-win" measures alongside longer-term investments. Early actions focus on studies, regulatory reforms, capacity building, road safety interventions and small-scale infrastructure improvements that can be implemented rapidly and at relatively low cost. This approach is intended to build institutional experience, demonstrate tangible results, and strengthen political and public support before advancing more capital-intensive projects. The phased strategy also allows the city to better align implementation with progressively mobilised financing.

Extensive consultation, including a Mobility Day, ensured that community needs and concerns were considered

The SUMP places strong emphasis on stakeholder participation throughout the planning process. Consultations were conducted through technical and steering committee meetings, targeted discussions with transport unions and operators, and broader public engagement activities, including a dedicated "Mobility Day" where citizens were invited to share concerns and proposals. This participatory approach helped ensure that the plan reflects local mobility needs and constraints, particularly regarding informal transport, road safety, and accessibility. The SUMP highlights stakeholder engagement as a key factor for social acceptance and future implementation, especially in a context where behavioural change and regulatory reforms are required.

SUMP finance leverage

Leveraged financing (resulting or enabled by the SUMP preparation process)

Description	Source of financing	Status	Amount (EUR)	Type
National financing for SUMP	Ivory Coast national gov	Planned	12,200,000	Budget allocation
National financing under local management for SUMP	Ivory Coast national gov	Planned	5,800,000	Budget allocation
Local financing for SUMP	Commune de Bouaké	Planned	300,000	Direct budget allocation
Pilot project on road safety near schools	EU	Secured	150,000	Grant
Pilot project on road safety data	EU	Secured	180,000	Grant
Projet d'Amélioration de la Mobilité à Bouaké – MAMBO ²	AFD and EU	Secured	55,000,000 (AFD 40,000,000 and EU 15,000,000)	Loan from AFD and grant from EU

Perspectives for implementation

The EU continues support for Bouaké's SUMP implementation

The €55 million Mambo project in Bouaké, financed through a blending operation, aims to modernise urban mobility and strengthen public transport systems. Implementing the Sustainable Urban Mobility Plan and following up on the project "Bouaké Ville Durable," the project focuses on developing infrastructure, including bus stops, road networks, and market areas, while preparing the ground for an expanded role of SAUTRA, the Abidjan-based transport company, in Bouaké.

This initiative is in addition to the AFD support regarding road safety.

² <https://www.taldfacility.eu/documents/ENG%20Local%20and%20Regional%20Authorities%20in%20the%20Global%20Gateway.pdf>

Implementation support 1 – SERIOUS pilot project

Technical assistance: Pilot Project - System for Surveillance of Road and Health Accidents – SERIOUS project

Funded by: European Commission

Funding amount: EUR 180,000

Implemented by: AFD through IRD

Local counterpart: Municipality of Bouake

Supported activities:

- Collect data from different sources, including the police, firefighters and hospitals, to produce reliable real-time statistics on road safety.
- Develop a crash and trauma monitoring platform to identify crash-prone areas and crash causes.
- Measure the extent of the consequences on people's health.

Status of the implementation

Project start: Q1 2022

Project completion: Q4 2024

Completed outputs:

- Creation of an online, open-source platform on road safety for Bouaké with reliable, integrated data.
- Better understanding of road crash factors and road crash victims.
- Multi-sector team training to monitor data and respond to road safety issues based on data.
- Identification of high-risk areas, vulnerable groups and priority areas for actions for road safety improvement.

Since its launch in early 2022, the system has recorded thousands of accidents and guided concrete responses such as improved infrastructure and targeted awareness campaigns – achievements that the award specifically seeks to highlight as models of effective, data-driven road safety innovation.

Informing Road Safety Action in Bouaké: Evidence from the Road Safety Platform

Through the platform, 551 accidents, 2546 injuries, and 90 fatalities were recorded and analysed between February 2022 and November 2024. It allowed the analysis of the following information:

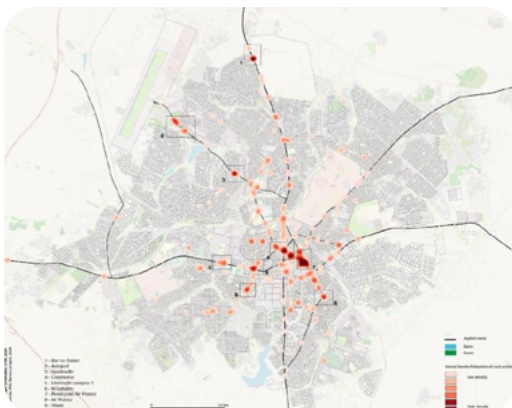


Figure 3 High accidentality areas in Bouaké

Profile of road users involved: Detailed data on vulnerable road users, including pedestrians, motorcyclists, and other high-risk users, are systematically recorded through the monitoring platform. E.g. 53% are under 30 years old; 20% are women; women injured are passengers during their accident (80% of cases).

Types of road users involved: Records show that motorcycles and other two-wheelers are among the vehicles most frequently involved in crashes. E.g. moto drivers account for 64.73% of injuries at peak times.

Locations and high-risk areas: The systematic collection of precise crash locations has enabled the identification of specific accident-prone areas, notably around schools, markets, and major urban roads with high traffic volumes.

Timing and trends: The system captures temporal data, allowing accidents to be monitored in real time and analysed by time of day or peak periods, thereby facilitating trend analysis.

Injuries and severity data: While the platform primarily focuses on urban crash occurrence, complementary studies already provide quantified data on fatalities and serious injuries, enriching the health-related datasets linked to the project. E.g. 64% of injuries are taken care of by firefighters; 30 minutes on average between when the crash occurs and arrival at the Emergency Room.

Road users' behaviours: The data also takes into account individuals' behaviour and speed. E.g.: 60% of motorcycle users do not wear helmets.

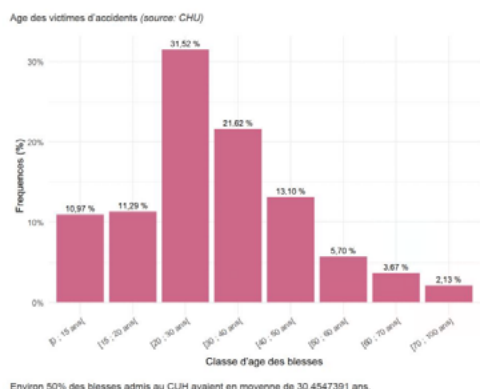


Figure 4 Frequency of road safety events by age group

Insights from practice: key pilot project takeaways

Bouaké Accident and Trauma Observatory: a pilot project to bridge data gaps by bringing actors together

The lack of reliable, comprehensive accident data in Bouaké has limited the authorities' ability to identify high-risk locations and design effective road safety interventions. The Bouaké Accident and Trauma Observatory brought together police, health services, fire brigades, and research partners to systematically collect, visualise, and monitor crash data, thereby enabling more targeted and informed safety actions.

Road safety is a highly cross-sectoral policy area (health, mobility, infrastructure, law enforcement...). This pilot project showcases the opportunity presented by collaboration among actors across various policy fields for comprehensive data gathering in road safety. Indeed, the Bouaké road safety pilot project led to the development of an open, online platform³ for road-safety monitoring, enabling real-time mapping of accidents, identification of high-risk locations and behaviours, and identification of vulnerable populations. This work was paired with a follow-up of road traffic injury cases at Bouaké University Hospital, allowing for an evaluation of post-crash victim care and management.

Comprehensive data gathering and monitoring allow for road safety action

The SERIOUS project demonstrated that coordinated data collection and analysis are essential to pinpoint accident hotspots and to support evidence-based road safety improvements and decision-making. Strengthening multisectoral coordination, particularly with the health sector, is essential for improving prevention and victim care. The pilot has already contributed to the design and implementation of concrete measures, such as enhanced safety around schools, improved infrastructure planning, and promotion of helmets among motorists.

Staff rotation and training to ensure continuity and acknowledgement of the critical role of data gathering

The successful adoption by field agents and the absence of technical or network failures highlight the project's effectiveness. However, several challenges emerged. Frequent staff rotations require ongoing training to maintain data-collection continuity. Additionally, some agents perceive data entry as an added workload, underscoring the need for sustained motivation and awareness efforts. Lastly, integrating emergency data collection with medical teams remains a key area for improvement to enhance the system's reliability and completeness.

Perspectives for scaling

Staff continuity and ownership: key conditions for long-term impact and replication

The project offers a valuable opportunity to enhance road safety in Bouake and could serve as a best practice for other African cities. However, ensuring its sustainability beyond the technical assistance phase remains a key challenge, mainly due to the need for continuous training of new personnel and effective stakeholder coordination. Staff turnover, data entry workload, and integration with medical teams are critical for the long-term effectiveness and reliability of the data collection system.

Long-term sustainability will enable the city to build a historical data repository, facilitating the assessment of road safety trends and the impact of policy measures over time.

Additionally, governance efforts need to continue through local authorities' support, enhanced capabilities of local NGOs, and tackling specific issues such as helmet use on motorcycles and motorbike taxi behaviour.

³ <https://rci.traffic.cloudlyours.com/dashboard>

Implementation support 2 - Road safety improvements around schools

Technical assistance: Road safety improvements around schools

Funded by: European Commission

Funding amount: EUR 415,000/150,000

Implemented by: AFD through AMEND

Local counterpart: Municipality of Bouaké

Supported activities:

Improving child road safety in Bouaké by delivering low-cost, high-impact street design and traffic-calming measures around four pilot schools.

Types of infrastructure installed:

- Speed humps → installed at all four schools
- Zebra crossings → new raised and standard crossings
- Footpaths → extended or newly constructed sidewalks
- Safety platforms & bus stops → added at key crossing points
- Signage and school entrances → improved, widened, and clearly marked

The methodology consists of adapting and scaling the award-winning School Area Road Safety Assessments and Improvements (SARSAI) model. The SARSAI model, developed by the NGO Amend, is an evidence-based program designed to reduce road traffic injuries among children in high-risk urban areas of sub-Saharan Africa.

Using site assessments, injury data, and consultations with children, parents, and school staff, interventions were tailored to the most dangerous school zones, ensuring practical and context-sensitive solutions. It improved safety for more than 5,700 children across four schools.

The approach places users at its core, focusing on reducing vehicle speeds at points where children and traffic interact, creating safe pedestrian pathways to separate children from vehicles, and ensuring that school entrances are secure and clearly identified. Between January and August 2025, Amend and its partners designed and delivered infrastructure improvements around four schools, selected jointly with local stakeholders due to their high-risk environments. The interventions were guided by injury data collected in partnership with the French National Research Institute for Sustainable Development (IRD), complemented by on-site assessments and extensive consultations with school communities, including teachers, students, street vendors, parents, and municipal authorities.

The AMEND project demonstrated that a combination of data-driven planning, infrastructure upgrades, and community engagement can significantly reduce risks for vulnerable road users.

Status of project implementation

Project start: 2022

Project completion: 2025 (ongoing monitoring)

Completed outputs:

- Four high-risk school zones in Bouaké were transformed with safer infrastructure, markedly reducing traffic hazards and enabling safer journeys for thousands of children.

Insights from practice: key pilot project takeaways

Road safety data, stakeholder collaboration, and targeted infrastructure improvements to protect children and inform municipal urban mobility strategies

The project highlights that small, well-targeted interventions such as traffic calming measures, pedestrian crossings, and safer school entrances can have a meaningful impact on local engagement and monitoring.

Results and perspective for scaling

The pilot has generated momentum for scaling safe school zone interventions

By improving safety for more than 5,700 children across four schools, the pilot has shown how targeted planning and partnerships can yield visible results. Lessons from Bouaké are already feeding into larger infrastructure plans co-financed by partners such as AFD and the EU, and are shaping broader mobility strategies in other cities. The proven effectiveness of the approach positions it for further expansion under the Safe Schools Africa programme across Côte d'Ivoire, Senegal and beyond.

Necessity to keep stakeholders mobilised and outline a roadmap for future implementation in additional schools

The key to the project's success has been effective coordination among stakeholders, which provides valuable insights for strengthening road safety decision-making bodies, such as a road safety council. To sustain stakeholder engagement, it is crucial to highlight the impact and results achieved while outlining a roadmap for future implementation in additional schools.

Highlights in the past year

The pilot project on road safety was awarded the Prince Michael International Road Safety Award⁴

The SERIOUS project in Bouaké was honoured with the Prince Michael International Road Safety Award, one of the most prestigious global recognitions in the field of road safety, at a ceremony held in London on 25 November 2025. This award, presented annually by HRH Prince Michael of Kent to exemplary initiatives that demonstrate significant innovation and impact in road safety, recognised SERIOUS for its groundbreaking contribution to improving how road crash and injury data are collected, integrated and used in policy and practice.

Last updated December 2025

⁴ <https://www.afd.fr/en/press-releases/afd-bouake-serious-road-safety-project-awarded-prestigious-prince-michael>