

UN Decade of Action and UNRSC “Safer Roads & Mobility”

Susanna Zammataro
Director General, International Road Federation

National Workshop for Safer Road
Infrastructure

Dar Es Salaam, 16-18th March 2021



International Road Federation
Fédération Routière Internationale
Federación Internacional de Carreteras



DECADE OF ACTION FOR
ROAD SAFETY



2021 - 2030



Action Plan



Key contents - Overview

- Strengthens the technical pillars of the safe system (infrastructure, vehicles, road users, post-crash care and modal shift) in a holistic way
- Emphasizes the role of road safety governance (priority setting, coordination, financing, human resources as well as knowledge management) in implementation
- Brings and holds everything together through a cycle of continuous improvement



Safer Roads & Mobility Group

- Named after Pillar 2 of for the Decade of Action for Road Safety
- Focuses on the support and tools needed to achieve the safety and protective quality of road networks for the benefit of all road users, especially the most vulnerable: pedestrians, cyclists and motorcyclists.
- Voluntary participation. Meets at least twice per year with UNRSC plenary.

Safer R&M Group in a sentence



Sharing expertise to identify and build solutions together and fostering partnerships to ensure effective implementation.

Focus Areas

FOCUS AREA

01

Integrating Road Safety into Existing Systems and Policy



FOCUS AREA

02

Road Safety Infrastructure Management: Tools and Methods



FOCUS AREA

03

"How-to" road safety solutions



FOCUS AREA

04

Road safety engineering capacity building





www.gtkp.com



Latest additions to the library

23 Feb 2021 Test JR gros document	05 Apr 2018 Comparison of Road Traffic Crash Sc...
08 May 2018 SaferAfrica Newsletter n.1 - July 2017	14 Mar 2018 Cause of injury investigation and blc...
07 May 2018 MOVING TOWARDS SAFER SPEED: A ...	14 Mar 2018 Current Status of Advanced Trauma L...
10 Apr 2018 Abu Dhabi Road Safety Strategy 2016...	14 Mar 2018 Reducing the burden of injury in India...

Search knowledge center

Enter keyword here (Required)

Select related theme ▼ Enter author here

Enter organization here Enter year here

Select type of knowledge ▼ Select relevant region ▼

Select relevant country ▼ Select language ▼

Global Plan for Decade of Action

PILLARS

- 1 Road Safety Management
- 2 Safer Roads and Mobility
- 3 Safer Vehicles
- 4 Safer Road Users
- 5 Post-crash Response

Testimonials



Jun Hada
Nepal

“I feel that the web-based gTKP newsletter is very informative. I also circulate the newsletter to my field staff for them to be able to learn

4. Opportunities for development banks to influence road safety

FOCUS AREA

01

Integrating Road Safety into Existing Systems and Policy



It requires a set of thorough legal and regulatory measures together with significant investments in standards for road design, technical standards for construction, and standards for vehicles and road safety conditions. Additionally, policy tools such as country-wide policy setting and action plans, cement, financial and other penalties, data collection and capacity building of related authorities, and campaigns are all critical to building the foundation necessary to systematically address road safety.

If a road is constructed to an insufficient standard, it is much more difficult and costly to improve it to a safe standard. Upgrading an existing unsafe road requires significantly more investment than would have been required had the road originally been designed to an appropriate, safe standard. Once designed and built inappropriately, the road will remain as a source of significant road safety risk for 10- 20 years until the next major rehabilitation work is performed. This problem becomes even more acute for communities living along main transit corridors going through settlements.

4.1 European Bank for Reconstruction Development

The EBRD strives to incorporate road safety considerations into the Road Project Preparation Process as early as possible in order to ensure that relevant measures are designed from the beginning. Brief overview how road safety is integrated into the road project process can be found in Annex 1. In most cases for the state road network and main transport corridors it is a responsibility of the State Road Service.

Box 1: Case study

For one road rehabilitation project already underway, the EBRD received several complaints from NGOs and local communities claiming that particular sections of the road were unsatisfactorily constructed. The criticism was that it seriously affected the life of the villages located along the rehabilitated road, increasing the amount of accidents and casualties.

These public complaints prompted the EBRD to commission a road safety inspection to identify the problems, develop prioritized road safety actions for improving safety on the road, and ensure that similar problems for other road projects do not arise.

The main finding of the Road Safety Inspection was that the highway was inappropriately designed, and that the road layout and design speed through villages was unsafe and incompatible with the EU's road standards. The road inspection also identified particular features of the new road layout that were most likely the cause of collisions and serious or fatal injuries, and revealed serious risks to drivers and pedestrians. Problems included:

- The road separated villages, so was intensively used by residents and farmers to move and cross that require additional security measures. At the same time, two-level pedestrian crossings and underpasses were not installed;
- Very unsafe, high-speed traffic (> 90km/h) in settlements with a lack of speed limits, so that the existing pedestrian crossings could not provide a safe crossing of the road;



4. Entry to Tool and Method Information by New/Existing and Proactive/Reactive Classification

	New Roads	Existing Roads
Proactive approaches	Road Safety Impact Assessment Road Safety Audit Star Rating (iRAP) – New Roads and Schemes WorkZone Safety Guidelines	Maintenance Inspections Star Rating (iRAP) – Existing Roads Road Safety Inspection
Reactive approaches		Blackspot Analysis and Treatment Route/Corridor Analysis and Treatment Network/Area Analysis and Treatment Road Safety Assessment

Guidance is also provided on:

- Economic Appraisal of Potential Solutions
- Monitoring and Evaluation

5. Entry to Tool and Method Information by Tools and Method List

Blackspot Analysis and Treatment

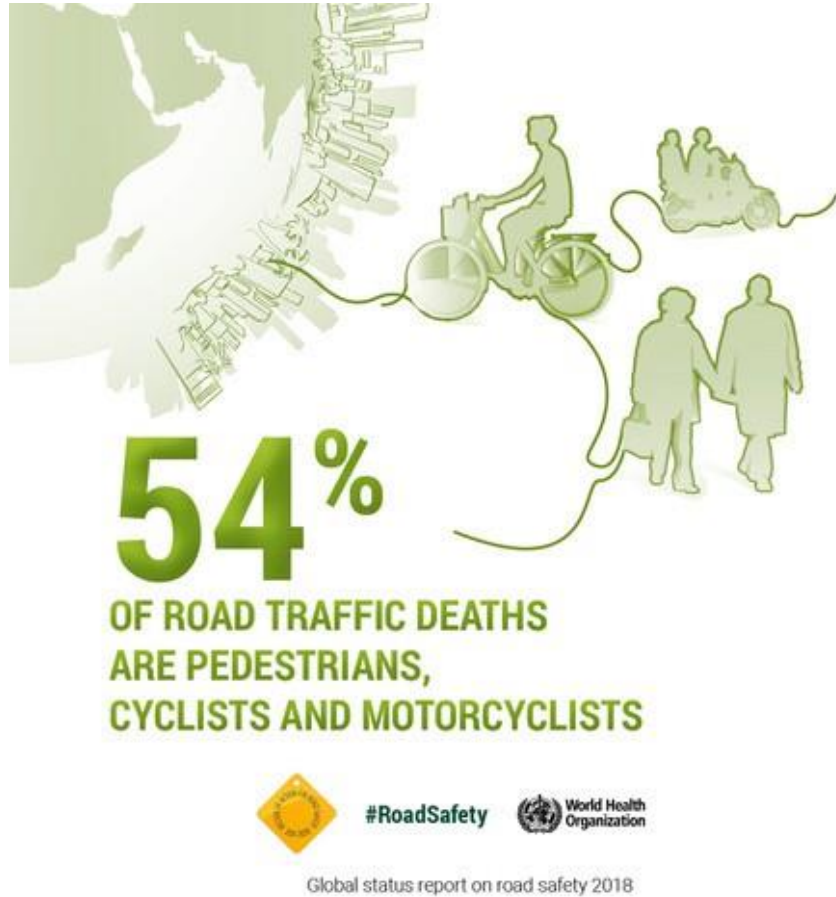
Maintenance Inspections

Network/Area Analysis and Treatment

Road Safety Assessment

Road Safety Audit

Road Safety Impact Assessment



3. Solutions for different road user safety problems

3.1 Pedestrian crashes

A detailed crash investigation is required to identify crash causation and crash severity factors. This information will form the basis for the selection of the targeted cost-effective remedial treatment options.

The solution selected will ultimately depend upon available budget, prevailing site factors, treatment cost, CRF or CMF and economic worth of the treatment.

The combined effectiveness of multiple remedial treatments is NOT additive. Refer to Section 1.4 for calculating the expected effectiveness of multiple treatments.

Solutions	Tmt Life (years)	Effectiveness	Cost
Pedestrian crossing (un-signalised)	1-5	✓	\$
Traffic calming (localised / threshold treatments)	10-20	✓	\$
Hatched/painted medians	1-5	✓	\$
Pedestrian crossing raised (un-signalised)	5-10	✓✓	\$
Parking improvements ^[2]	5-10	✓✓	\$
Pedestrian fencing	10-15	✓✓	\$
Kerb extensions	5 - 10	✓✓	\$
Traffic calming (treatments along a road segment)	10-20	✓✓	\$\$
Sight distance improvements / remove obstruction	10-15	✓✓	\$\$
School zones ^[3]	5-10	✓✓	\$\$
Median – raised / pedestrian refuge	5-10	✓✓	\$\$
Skid resistance improvements	5-10	✓✓	\$\$

2. Road safety engineering skills

2.1 Scientific and technical skills

A priority group of required skills for working in road safety relates to the scientific and technical areas which are necessary for the use and implementation of available tools and approaches.

They include:

- The importance of good traffic and crash data
- Methods of statistical analysis, quantification and communication of measures of risk
- Descriptions and measures of risks – from hazardous location ranking to risk maps to rating systems
- Spatial and temporal distributions of road deaths
- Difference between urban and rural areas and different classifications of roads and crashes
- Key causal and other epidemiological factors involved in crashes – how and why people die
- Evaluating the effectiveness of treatments (i.e. 'before' and 'after' statistical testing)

2.2 Analysis and implementation skills

A second group of skills relates to knowledge of technical matters such as the methodologies and countermeasures themselves and their effectiveness, road safety audits and approaches to road safety inspection.

They may include:

- The tools available – from crash analysis, to route action to mass action plans to safety audit to network risk assessment
- Interventions and effective crash countermeasures – their efficacy, social and economic benefits and implementation needs
- Tracking performance of roads after interventions and other methods of monitoring and learning from successes and mistakes
- Investing resources in local efforts to plan and implement crash countermeasures
- The critical importance of collaborative planning, implementation and evaluation



Safer roads and mobility



An estimated 1.35 million people die on the world's roads and 20 to 50 million more are injured every year. Road traffic crashes are a major cause of death among all age groups and the leading cause of death for children and young adults aged 5–29 years. The risk of dying in a road traffic crash is more than 3 times higher in low-income countries than in high-income countries.



THE FIVE PILLARS OF ROAD SAFETY

Millions of lives can be saved and injuries prevented with well-enforced road safety laws on speeding, drinking and driving, and use of seatbelts, child restraints and motorcycle helmets. Road design, improved vehicle standards and better emergency care also save many lives.

The UN Road Safety Collaboration (UNRSC), hosted by the World Health Organization (WHO) is committed to raising the profile of road safety and advocating for evidence-based interventions to save lives on the world's roads.

Bringing together practitioners across international agencies, NGOs, and civil society, the UNRSC have created five project groups to share knowledge and organise activities based on the key areas of road safety outlined by the WHO.



Safer roads & mobility - Flyer

UNRSC - Safer Roads & Mobility: Tools and Resources

Pillar 2 of the Global Plan for the Decade of Action for Road Safety is Safer Roads and Mobility. This pillar focuses on the support and tools needed to achieve the safety and protective quality of road networks for the benefit of all road users, especially the most vulnerable such as pedestrians, cyclists and motorcyclists.

This will be achieved through the implementation of road infrastructure assessment and improved safety-conscious planning, design, construction and operation of roads.

Hosted by gTKP and coordinated by the UNRSC, an online library of resources has been created to focus on four key areas for action.

This information will help governments and road safety practitioners to use a safe system approach to improve road safety and save lives.

1. INTEGRATING ROAD SAFETY INTO EXISTING SYSTEMS AND POLICY

A guide to key motivators and incentives to ensure road safety is fully and successfully integrated into existing systems and policies within governments and other organisations, for road planning, design and construction.

2. ROAD SAFETY INFRASTRUCTURE MANAGEMENT - TOOLS AND METHODS

A suite of management tools to assist road safety practitioners in undertaking road safety tasks, to enable them to evaluate, prioritise and monitor infrastructure and operational safety performance.

3. 'HOW-TO' ROAD SAFETY SOLUTIONS

A useful guide for governments and road safety practitioners highlighting evidence-based and cost effective measures to reduce the incidence and severity of road crashes.

4. ROAD SAFETY ENGINEERING CAPACITY BUILDING

A practical framework for improving capacity in road safety engineering.

1

Road Safety Management

Contents

1. Introduction
2. Road Safety Institutional Arrangements and Processes
3. Road Safety Data Systems
4. Funding Road Safety
5. Country-Level, Regional, and International Road Safety Management Context



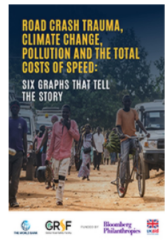
1. Introduction

Pillar 1 of the Global Plan for the UN Decade of Action for Road Safety focuses on the need to strengthen institutional capacity to further national road safety efforts. It includes activities such as putting into practice major United Nations road safety conventions, establishing a lead agency for road safety in the country involving partners from a range of sectors, developing a national road safety strategy, and setting realistic and long-term targets for related activities with sufficient funding for their implementation. It also calls for the development of data systems to effectively monitor and evaluate activities. Below, a list of important publications that can help road



2. Road Safety Institutional Arrangements and Processes

This section covers publications that provide both a focus on the institutional arrangements and processes around effective road safety management. These publications discuss issues such as the development of road safety national strategies, lead agencies, setting appropriate road safety targets, effective methods for implementing road safety interventions, and several other important topics related to effective road safety management.



Road Crash Trauma, Climate Change, Pollution and the Total Costs of Speed: Six graphs that tell the story

The impacts of speed on the safety of road users, on congestion, on pollution, and on total costs of road travel are broadly misunderstood: often based on wrong assumptions, with effects taken as self-evident, failure to consider multiple impacts, externalization of costs by many stakeholders, and under-estimation of impacts (especially economic costs of higher speeds). The purpose of this brief note is to provide information on these relationships relevant to fundamental road transport policies, design, and operation.



Supporting healthy urban transport and mobility in the context of COVID-19

The guide explains ways through which existing WHO guidance on physical distancing and hygiene measures can be implemented in the transport sector. It specifies what national and local governments, transport operators and commuters can do to ensure that these measures are implemented in the transport sector to guarantee the health and safety of travellers and transport workers.



Vaccines for Roads V (2020 edition)

iRAP's Big Data Tool, Vaccines for Roads V, shines a light on the human impact of road trauma and unlocks the potential of the world's largest road infrastructure safety database to explore how safe the world's roads are and provide the Business Case for 3-star or better roads for all road users worldwide





The Ten Step Plan for Safer Road Infrastructure

- Finalised by UNRSC PG2 end of 2019
- Launched at Stockholm Ministerial in February 2020
- Tanzania first pilot
- Embodies the true essence of UNRSC: sharing expertise & fostering partnerships

The Ten Step Plan for
Safer Road Infrastructure



SUSTAINABLE
DEVELOPMENT
GOALS

Conclusion

The sector has proven that it has the tools to design and build safer roads, but these must be more widely implemented.

It is essential that when we plan, design and deliver infrastructure that we do so with the safety of ALL road users at its core.





International Road Federation
Fédération Routière Internationale
Federación Internacional de Carreteras

SUSANNA ZAMMATARO

DIRECTOR GENERAL

Tel: +41 22 306 0260

Email: INFO@IRFNET.CH

Website: WWW.IRFNET.CH

 irfgtkp