

Recommitting to Road Safety

Webinar Series Summary

Recommitting to Road Safety was a **webinar series that received over 150 participants**. Keep reading to find out all the relevant resources from the 3-day online event, organised by C4O Walking and Cycling Network, UN-Habitat Sustainable Urban Mobility, and ITDP Cycling Cities, between April and May 2024.

Second Decade of Action, April 24th

In this first session open to the general public, speakers discussed where the world is at, according to the latest [Global Plan for the Decade of Action for Road Safety 2021 - 2030](#) developed by the World Health Organisation. Good practices and concrete examples from Addis Ababa showed that **developing and implementing local road safety strategies, can lead to a 0% increase in road fatalities**.

Resources: [slides](#) and [recording](#).



Matts-Åke Belin, Global Lead, Decade of Action for Road Safety World Health Organisation.



Yohannes Legesse Dadi, Programme Manager Bloomberg Philanthropies Initiative for Global Road Safety, Addis Ababa.

Safe System Approach, April 30th

The second session was delivered in a hybrid webinar/workshop format aimed at city representatives, to work around the Safe System Approach principles. Speakers reminded us that with **1.19 million people killed each year on the roads, we are facing a public health crisis**. In order to face this crisis, cities like the Mexican capital have created a road safety coordination to make sure that resources are allocated accordingly to prevent more deaths.

Resources: [slides](#) and [recording](#).



Rebecca Bavinger, Public Health Team, Bloomberg Philanthropies.



Constanza Delón, Director of Road Safety and Information Monitoring, Mobility Secretariat of Mexico City.

Mayors' Communique on Road Safety, May 7th

During the last session of the series, **the UN Road Safety Fund announced an upcoming (09/2024) call for proposals to fund governments on road safety initiatives** related to: a) adopting and implementing laws and standards, and b) unlocking sustainable domestic financing. Likewise, the UN-Habitat shared its recent [Global Alliance of Cities for Road Safety](#), and the benefits of endorsing the Mayors' Communique.

Resources: [slides](#) and [recording](#).



Nneka Henry, Head of the UN Road Safety Fund.



Daniel Kariamburi Munene, Urban Mobility and Street Design Assistant, UN-Habitat.

Key takeaways

- **Cities are setting ambitious targets to improve road safety**, and while overall road deaths are trending down in some places, targets are being missed and for certain modes (i.e.: motorcycles) dangerous traffic incidents are increasing
- **Institutionalisation of road safety within mobility/transport agencies** is important to have a truly systemic approach, including facilitating data collection and transparency, developing policies, etc.
- Most cities participating in the workshop are focused on **improving vehicle safety** (especially public and heavy duty vehicles), **limiting speeds** (through traffic calming and school streets), and **redesigning roads** to separate pedestrians and cyclists from vehicles and designate more street space for low-speed modes
- Speed limit enforcement and behaviour change around speeding, and well as post-crash care, emerged as key needs.

For questions, reach out to:

- **Dana Yanocha**, Senior Research Manager & Cycling Cities Lead, ITDP (dana.yanocha@itdp.org).
- **Jordi Bosch Pla**, Programme Officer, Sustainable Urban Mobility, UN-Habitat (jordi.boschpla@un.org).
- **Camila Herrero Rodríguez**, Walking and Cycling Senior Manager, C40 (cherrero@c40.org).

Case studies

Addis Ababa road safety strategy was launched in 2017 with a goal to reduce road injuries/fatalities by 50% by 2023.

- In the Ethiopian capital pedestrians are most vulnerable with 86% of crash victims.
- Speed management is a key issue, particularly from motorcycles speeding most frequently compared to other vehicles. However, from 2017-2020 motorcycle driver and passenger helmet wearing trend upwards. Besides there was an overall slight drop in speeding from in those same years: 24% → 14% 10-19 km/h over; 11% → 4% 20+km/h over.
- Together with Johns Hopkins University, the city developed a road traffic safety management system, responsible for monitoring, evaluating, collecting and analysing road safety data every 6 months
- Between 2017-2019 Addis saw a 0% increase in road fatalities and a 4% decrease in 2020. Between 2017 and 2023 there was a 16% reduction in deaths.

Mexico City Created a road safety coordination area within Semovi (Mobility Secretariat for Mexico City).

- The city has compiled quarterly traffic event reports since 2019, which show that Incidents involving vehicle drivers and motorcyclists are trending upward.
- To improve safe infrastructure, Semovi added 260 km of cycle lanes between 2019 and 2023 and expanded them to peripheral neighbourhoods.
- The city has reconfigured 117 intersections to improve safety for pedestrians and cyclists and added safe routes to school, and pedestrian crossing improvements.
- To make public transport vehicles safer, the city has scrapped older minibuses, replacing them with new - safer, universal access.
- To protect users, Mexico City has enforced speed limits for public transport drivers, and improved motorcycle licensing and evaluation with safe operating workshops (for instance, with a helmet-wearing campaign). Besides, the city launched a bike school for public transport operators, speeding offenders, and children, and implemented a campaign to raise awareness of cyclists on the street.

Good practices

What elements of the Safe System approach have cities implemented?

- **Safe vehicles**
 - Mandatory blind spot detection for heavy trucks entering Area B (Milan)
 - Michuki law includes seatbelt requirements for public vehicles (Kenya)
 - Speed governors for trolleybuses (Mexico City)
 - Higher safety standards for imported vehicles (Nairobi)
- **Safe speeds**
 - Traffic calming measures
 - 100 30km/h school streets to be implemented in 2024 (Milan)
 - National regulation sets 50kph and 30km/h speed limits (Bogota)
- **Safe roads/road users**
 - Car-free zones/road pacification (Kigali)

- Separating pedestrians from vehicles through street design (Lviv, Kampala)
- Accommodations for people with disabilities in mobility hubs (Barcelona)
- Universal access accommodations linked to Olympic games (Milan)
- **Post crash care**
 - Training first responders in first aid to improve survival rates (Kampala)

What visions do cities have for the later half of the Second Decade of Action?

- **Research, monitoring and evaluation**
 - Conducting a road safety audit (India)
 - Police crash data collections (Mombasa)
 - Knowledge gap: Data shows increases in crashes/injuries at night when congestion is low and speeding is prevalent - what can be done? (Mexico City)
- **Education and communication**
 - Need for behaviour change for groups pushing back on speed limits (Bogota)
 - Awareness-raising campaign for heavy vehicle blind spots alongside technology requirements (Milan)
 - Campaign for school children to be more aware of boda bodas and tuk tuks (Mombasa)
 - Mainstream media campaign to promote road safety around holidays (Nairobi)
- **Standards and training**
 - Capacity building for road engineers and contractors (Mombasa)
 - Capacity building for Kenya police, NTSA, County Inspectorate (Mombasa)
- **Design and engineering**
 - Cycle track design standards through BICI (Mombasa)
 - Need for self-enforcing, speed-limiting infrastructure (Mexico City)
- **Compliance/enforcement**
 - Monitoring speed limits and system to penalise speed violations (Nairobi)
- **Investment**
 - Identifying funds to support cycle lanes and public space reallocation (Milan)
 - Collaborating with Transport and Finance departments to allocate more budget to road safety interventions and building in-house capacity (Mombasa)
- **Legislation/regulation**
 - Transport Policy and Road Safety Policy to be approved (Mombasa)
 - SUMP with preference given to walking/cycling (Lviv)
 - Need for regulation and realignment of incentives around which hospitals road crash victims are taken to (Bogota)
 - Kenya Road Safety Action Plan, 2024-2028