



Presentation title: Evidenced-based Interventions to improve and sustain safer roads for all users

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Background

The International Road Assessment Programme (iRAP) is an international charity aiming at eliminating high risk roads. iRAP has a global mandate through SDGs target 3 and 4 and acts on providing training, support, tools and Key performance Indicators (KPIs) for safer roads around the World.

Our programme has developed Star Ratings, Risk Assessment and KPIs and safer roads toolkit to provide simple, modern, accessible and measurable evidence of how to significantly impact of the “built-in” safety condition of a road infrastructure.

These tools, together with our capacity building programs, are key to achieve Global road safety targets on safer road infrastructure for all users, and not only motorized users.

The evidence-based interventions to reduce road trauma are well established and cost-effective. Targeted investment in safer road infrastructure, safer vehicles and safer road users can deliver internal rates of return exceeding 20%. With costs of road trauma predominately in the health and insurance sector and/or borne by individual businesses or families this disconnect is causing a large underinvestment in road safety.

Establishing an impact investment platform for road safety where pipelines of investible projects with results-based metrics can be defined and certified for their safety performance will deliver market confidence for all participants (e.g. pension industry, sovereign wealth funds, institutional investors, aid agencies, donors and MDBs).

Aim

Provide with evidence-based investment in infrastructure for sustainable, climate-friendly modes of transport in cities, in particular for pedestrians and cyclists.

Method

Efforts to ensure bicyclist and light mobility users feel safe travelling around cities are critical to support new and greener mobility choices. However, the lack of data about bicycle crashes and the associated underreporting of cyclist injuries is a significant challenge for investment prioritization. The quality of crash data for those users remains poor, leading to underestimation of risks. Poor safety is also a leading disincentive for people transitioning to more sustainable and active modes of transport.

At the same time, cities worldwide are facing a steep increase in the use of bicycles and other light mobility vehicles. Rapid changes in technologies (such as electric-powered vehicles), the appearance of cycling service providers (such as bicycle food delivery), the sharing economy boost, and the high demand for cycling in the post-covid era are some of the contributing factors to the exponential growth of two-wheels vehicles and associated cyclist death and injury.

Monitoring, managing, and addressing safety on facilities used by bicyclists and light mobility vehicles is crucial to attracting more users and supporting climate friendly cities. Addressing these gaps and reinforcing its commitment to reduce road death and injury, iRAP has developed 'CycleRAP', an evidence-based infrastructure risk evaluation model specific to bicyclists and other light mobility. CycleRAP aims to reduce crashes by identifying high-risk locations without the need for crash data. The model uses approximately 50 data points collected for the street or path to evaluate the risk of crashes for bicyclists and light mobility users—irrespective of the type of facility. The CycleRAP model is now supporting investment in sustainable, inclusive and resilient infrastructure through pilots across more than 1,000km of bicycle facilities in 10 countries.

Results

Results from 10 countries Worldwide will be shared to demonstrate the progress made in building and monitoring safer road infrastructures for cyclists. Based on the lessons learnt and progress made in other countries around the world, iRAP will present its initiative in Africa and the expected output for African cities, including: safer road for cyclists, how to capitalize on international best practices, how to adapt methods and tools to the context of African cities, how to engage with partners locally and at international level. Tools, training, support that are accessible for free from iRAP will be presented along with project's oriented perspectives to found such opportunities.

Conclusions

Main take-aways

- Evidenced-based interventions for safer roads and safer road infrastructures for African cities
- Road map, tools and capacity building opportunities for building up on a CycleRAP initiative in African cities
- Lessons learnt and best practices on how safer roads can be designed, implemented and monitored, for all users and in particular for vulnerable users such as cyclists (2-wheelers) and pedestrians.