



Mastering Mobility Series

SUMP Türkiye – Road Safety

1st February 2024 at 9:00 – 15:00 CET

Training Developed By



Donors:



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MobiliseYourCity Secretariat

Since being launched in December 2015 at COP21, the MobiliseYourCity Partnership has become the leading global Partnership for sustainable urban mobility planning, policy development, and increasing investment for sustainable transport in developing and emerging economies.



Donors



Implementing partners



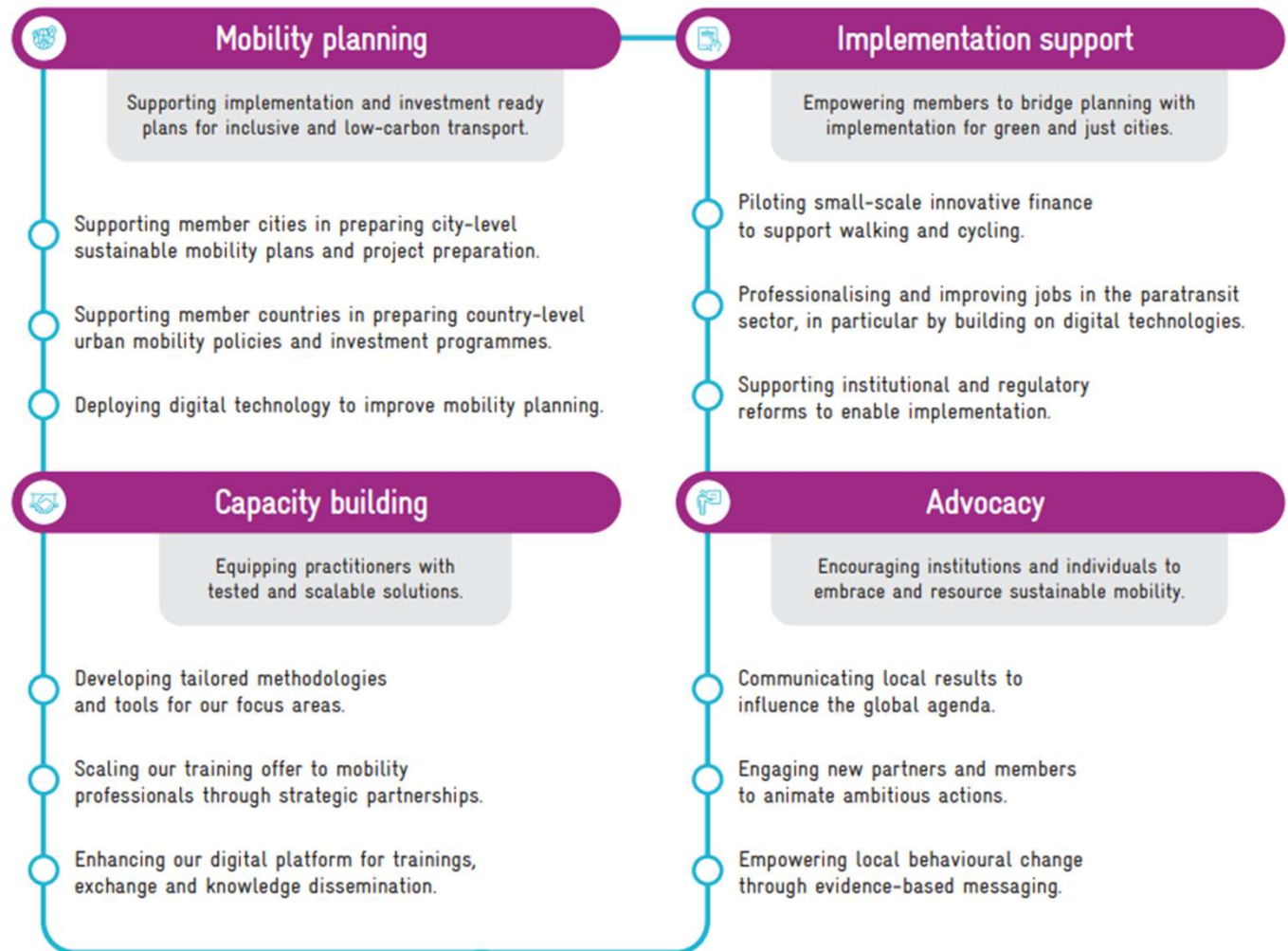
Knowledge and Network Partners



In collaboration with



→ Our Areas of Action



The MobiliseYourCity Global Partnership

Our members and donors

69 Cities

15 Countries

6 Donors

Click on the city/country of your interest to be redirected to the factsheet.

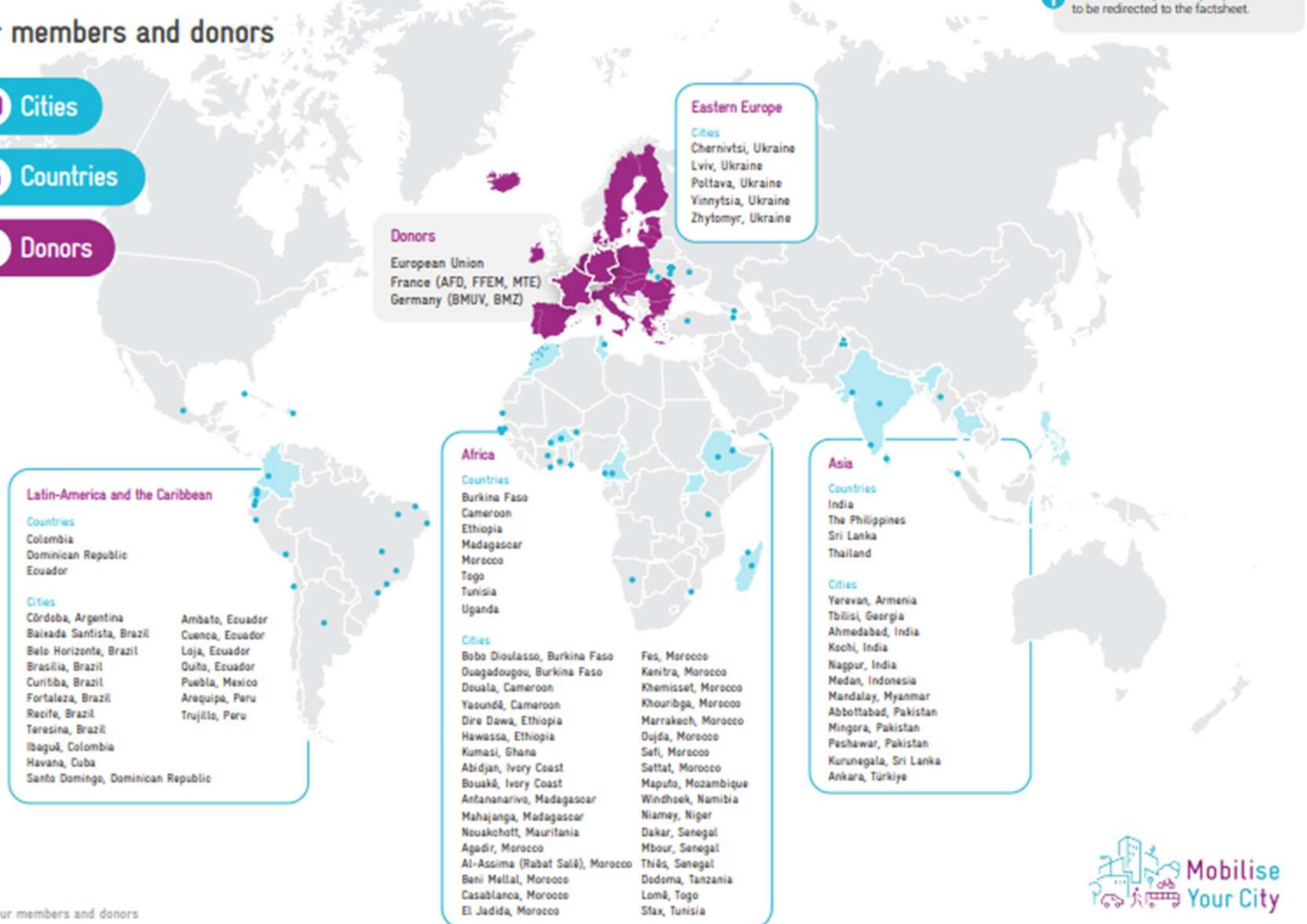
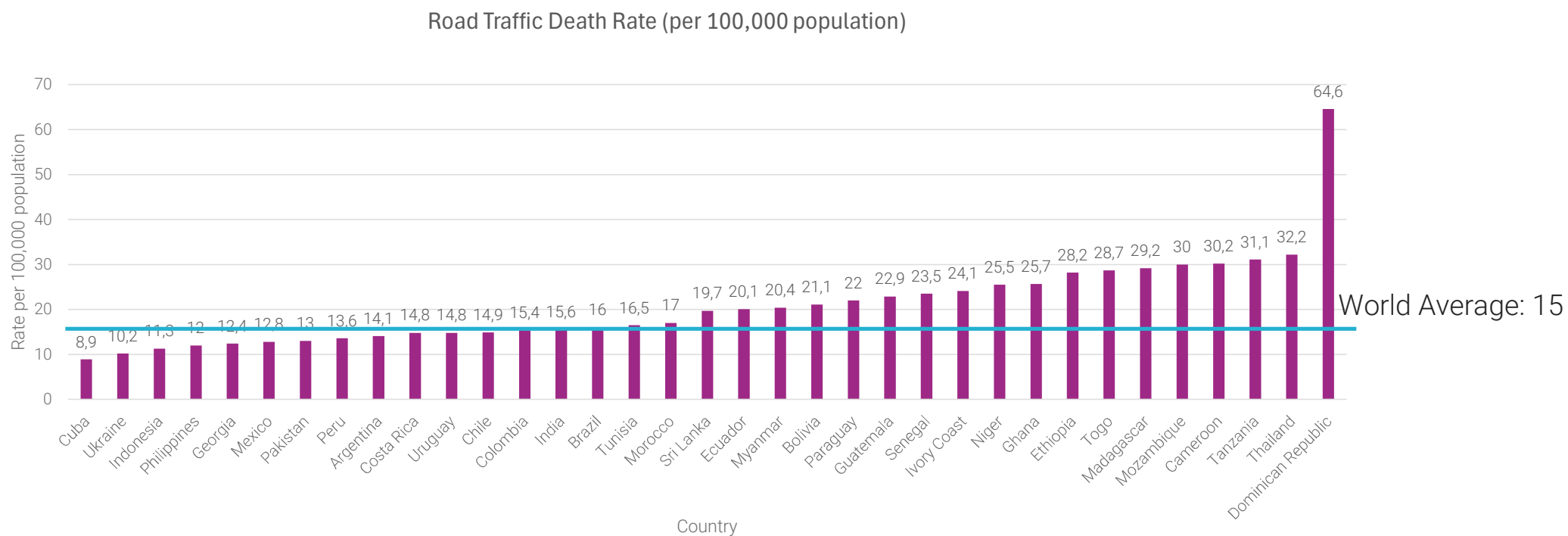


Figure 2. Our members and donors



Road Safety Situation in MobiliseYourCity Geographies



Source: WHO, 2019

Slide 11

MGO

Please help me creating a graph indicating the number of deaths per country where we work. Take the countries from the sheet a. Projects of the cockpit:

https://gizonline.sharepoint.com/:x:/r/sites/MobiliseYourCityPartnershipwithguests-08Monitoringanddata/_layouts/15/Doc.aspx and the number of deaths from the WHO database:

<https://www.who.int/data/gho/data/indicators/indicator-details/GHO/estimated-number-of-road-traffic-deaths>, check if there is new information available, because the latest report on road safety was published on december last year

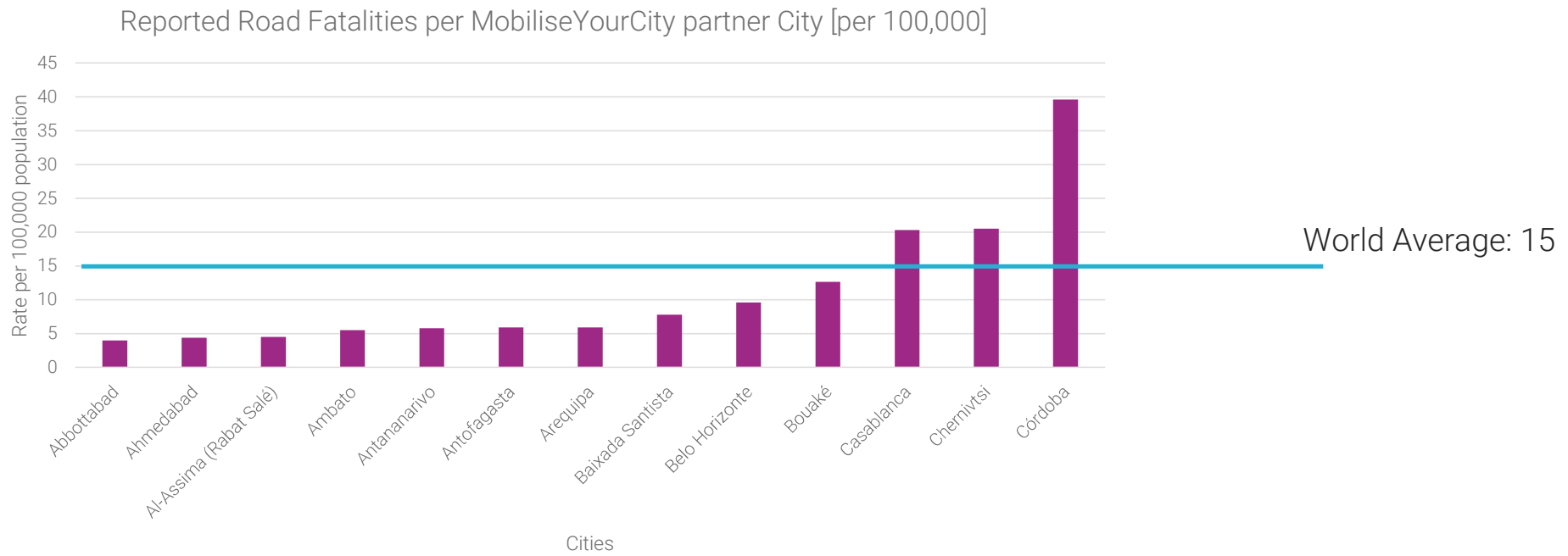
Milnael Gomez, 2024-01-24T13:48:11.935

EFO 0

[https://www.who.int/data/gho/data/indicators/indicator-details/GHO/estimated-road-traffic-death-rate-\(per-100-000-populatic](https://www.who.int/data/gho/data/indicators/indicator-details/GHO/estimated-road-traffic-death-rate-(per-100-000-populatic)

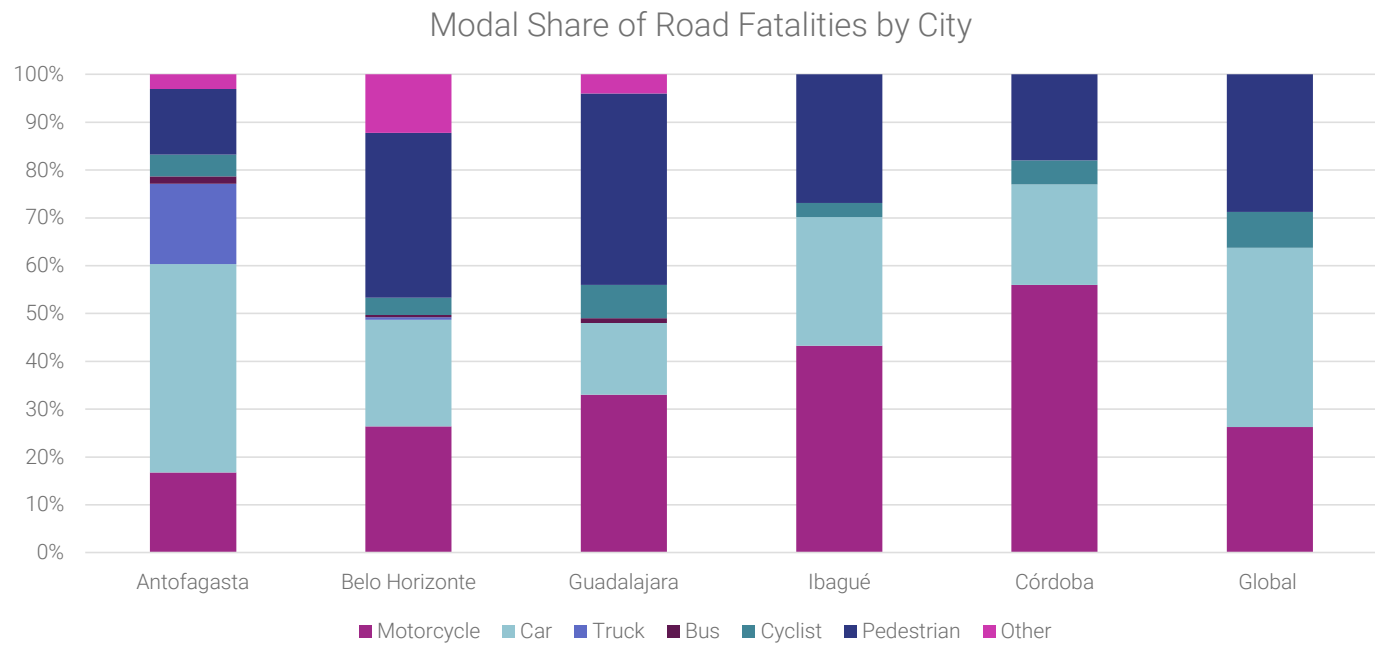
Emily Olivia Fox, 2024-01-28T21:01:06.188

→ Road Safety in MobiliseYourCity Cities



Source: SUMPs and official sources

→ Road Safety in MobiliseYourCity Cities



Slide 13

EFO If you want to update- in the excel sheet there's another column: global
Emily Olivia Fox, 2024-02-01T09:57:33.939

→ Road Fatality Facts

- Road deaths decreased for all user groups; there were an estimated 1.19 million road traffic deaths in 2021 – a 5% drop when compared to 2010.
- Exception: users of powered-two wheelers (PTWs), where road traffic deaths increased by 6.7%.
- As of 2019, road traffic injury remains the leading cause of death for children and young people aged 5–29 years.
It is the 12th leading cause of death when all ages are considered.
- Overall female-to-male fatality ratio 1:3.
- Over 50% of fatalities are among pedestrians, motorcyclists, and cyclists (6%).
- 3% of deaths are among users of micro-mobility devices such as e-scooters.
- Nearly 80% of all roads assessed do not meet a minimum rating for pedestrian safety, while just 0.2% of all roads assessed have cycle lanes.
- Global macroeconomic cost of road traffic injuries estimate: US\$ \$1.8 trillion, equivalent to 10–12% of GDP.

Slide 14

MGO

Check if there are any interesting insights on the WHO report:

<https://www.paho.org/en/node/94019#:~:text=The%20report%20shows%20that%20the,safety%20are%20having%20an%20imp>

the ITF report: <https://www.itf-oecd.org/road-safety-annual-report-2023> that are related to our countries (either countries where we work or countries with the cities that we work with)

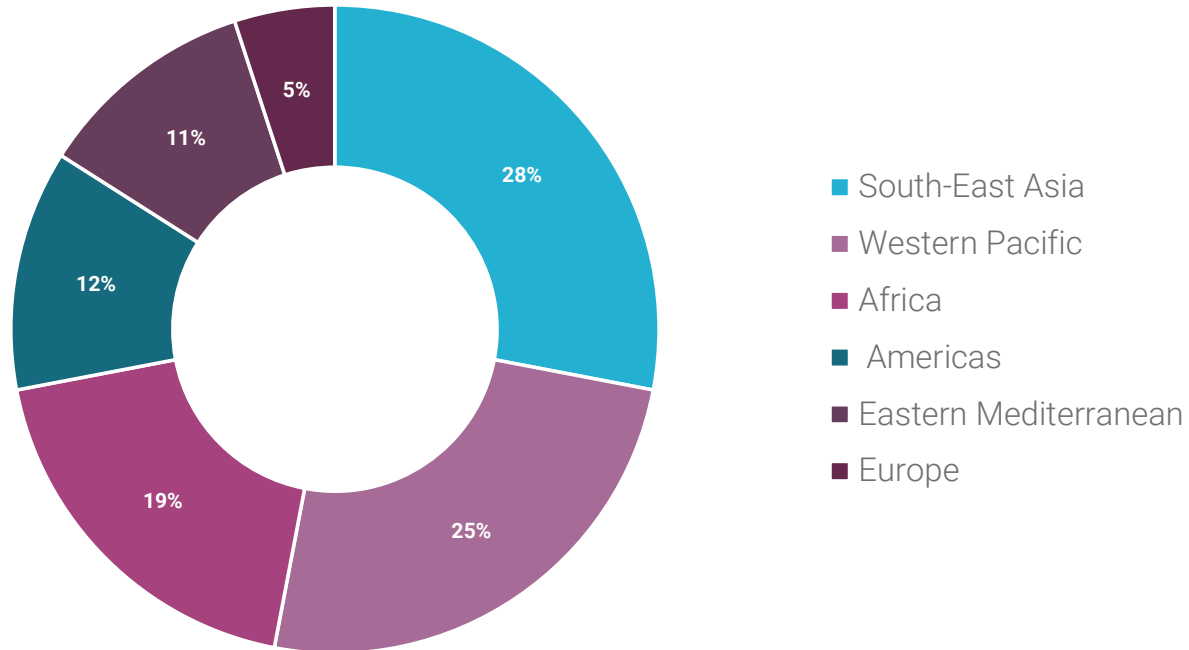
Milnael Gomez, 2024-01-24T13:52:47.501

EFO 0

here I cannot see the report in the link, just the data, is that what you intended?

Emily Olivia Fox, 2024-01-26T15:09:16.305

→ Fatalities by Region



92% of deaths occur in **low- and middle-income countries**.

The **risk of death is 3x higher in low-income countries** than high-income countries **despite these countries having less than 1% of all motor vehicles**.

Question to the audience

Participate in the chat or raise your hand

What are the most affected modes in your city? (modes with the highest number of fatalities)





Malaysia: -30% motorcyclist fatalities
Thailand: -21% motorcyclist fatalities and -
41% head injuries

Cost-benefit ratio: 1 in 1.3-16

Source: WHO



After adoption/application of a statute:
United Kingdom: -35% hospitalizations
Australia: -26% of car occupant fatalities

Cost-benefit ratio: 1 in 3-8



Risk factor: Speed

In Europe, speed reduction measures have reduced the number of crashes by 15% to 80%

In Ghana, speed bumps have reduced the number of crashes in high-risk areas by 35%.

Following the enactment and enforcement of new speed limit laws:

Switzerland: -12% of fatalities after a 5 km/h drop

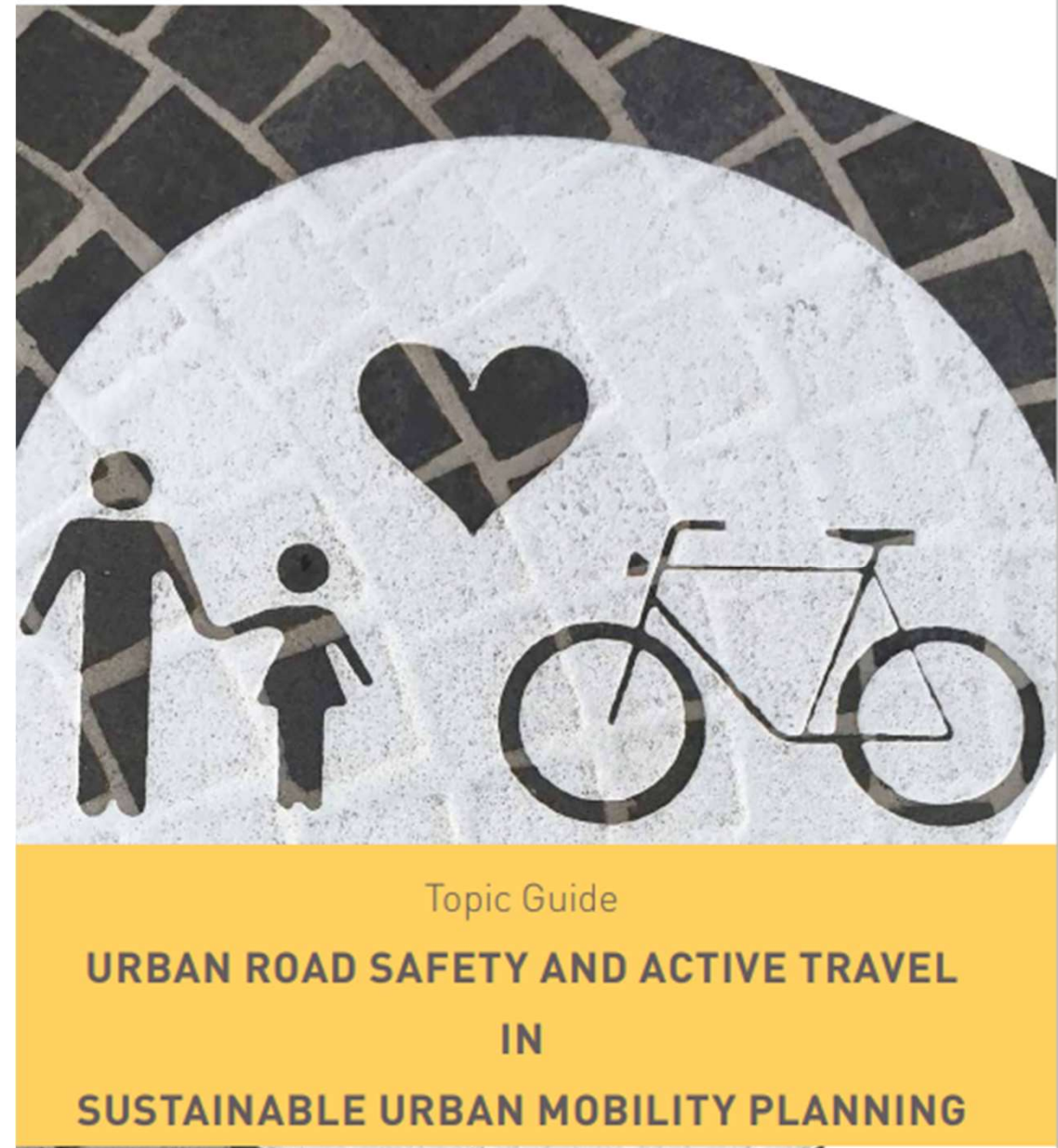
United States: +19-34% deaths after an increase of 2-4 km/h

Important results of the automatic sanction control in France

Source: WHO

Guide on urban road safety and active planning from ELTIS

[urban_road_safety_and_active_travel_in_sumps.pdf](#)
(europa.eu)

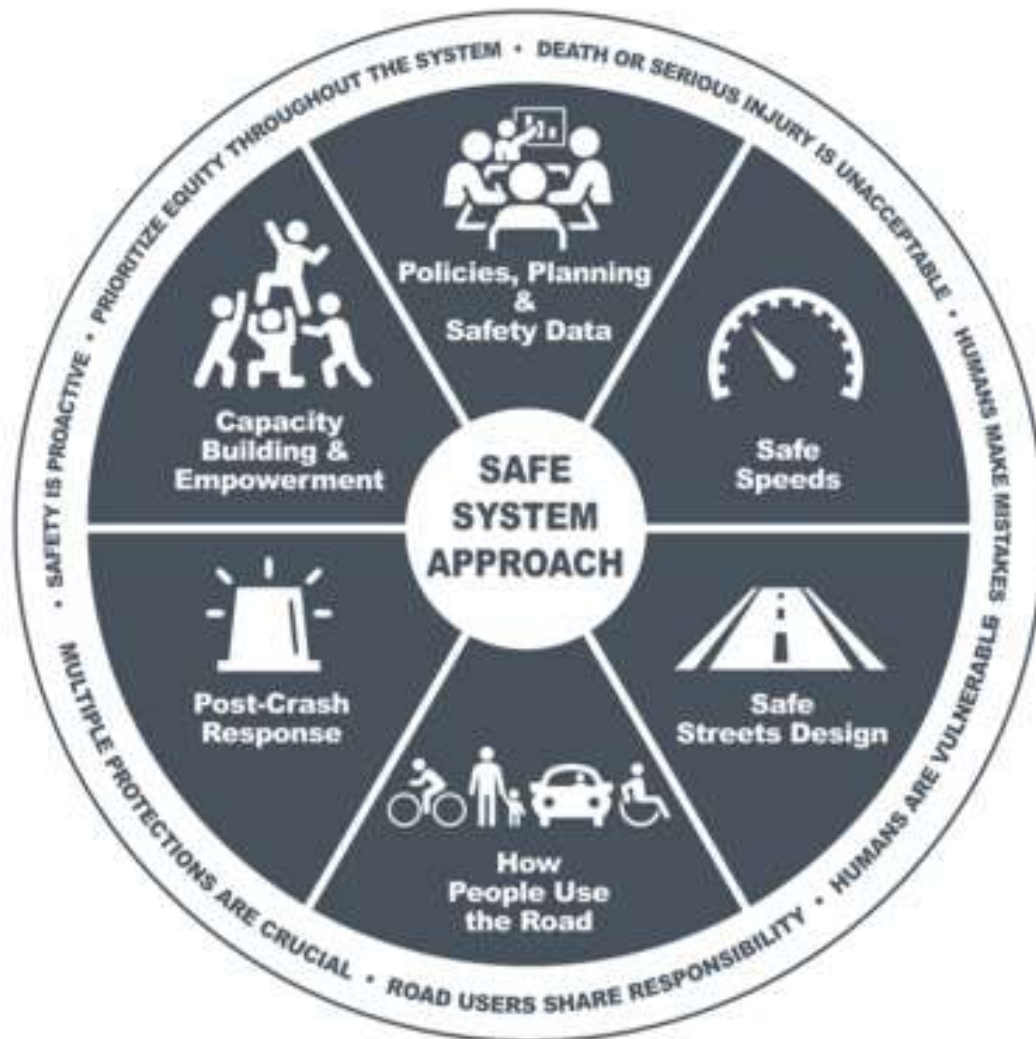


Vision Zero

→ Each vision on Road Safety should include “vision zero” which targets an overall reduction of the number of road deaths to “zero”. Vision Zero can be regarded as a leverage point to generate and motivate change and needs to be far-reaching and long-term, looking well beyond what is immediately achievable.



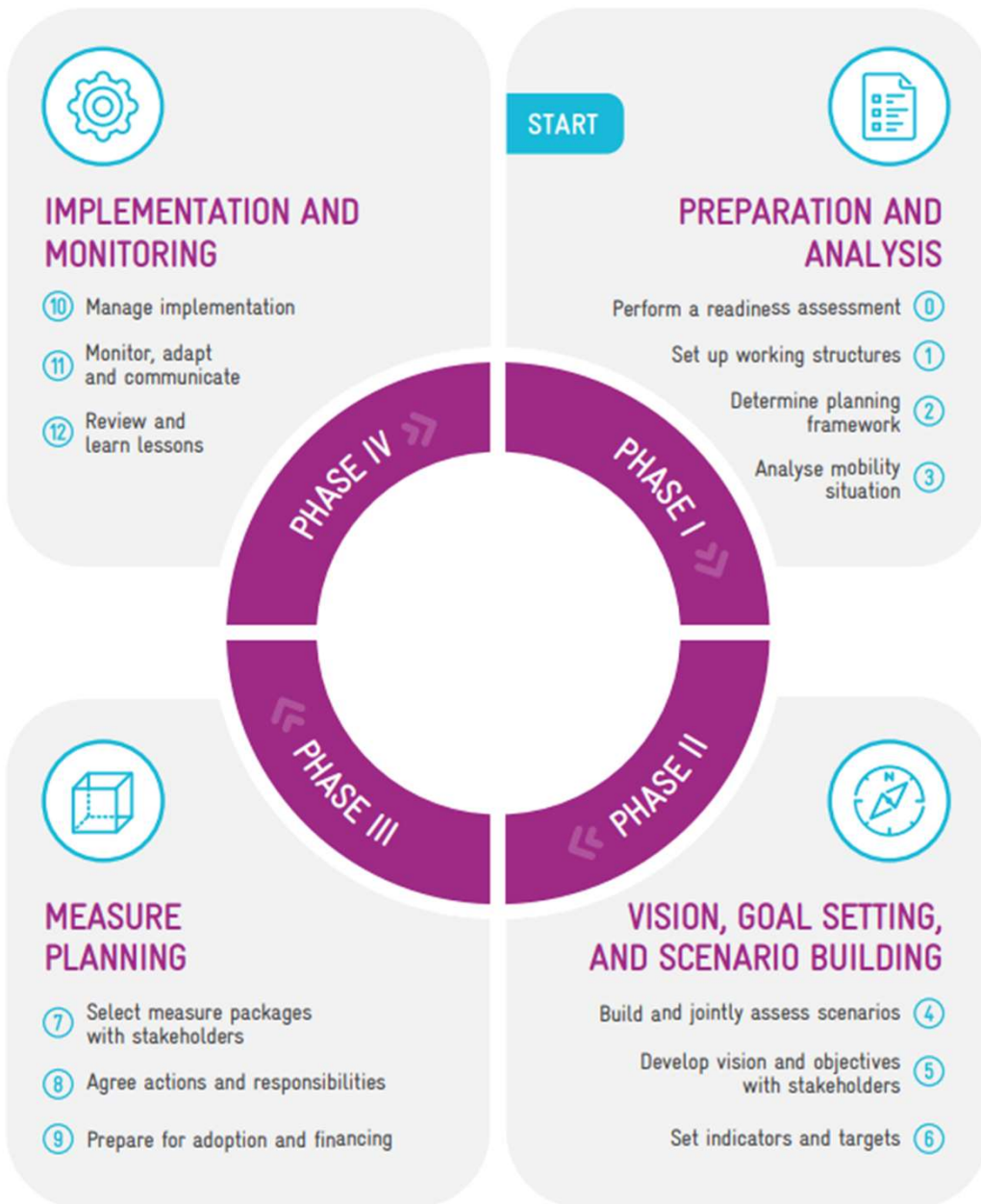
Source: [What is Vision Zero? | Vision Zero Network](#)



Safe System Approach

The safe system approach serves as a framework to establish a stakeholder platform, facilitating the implementation of safety measures. Key elements include safe infrastructure, effective legislation, enforcement, emergency medical care, collision understanding, driver licensing, and public education. Integrating road safety into various policy domains is essential.

Source: [The Safe System Approach in Action \(itf-oecd.org\)](http://itf-oecd.org)



MobiliseYourCity SUMP cycle

Available at: [Developing Sustainable Urban Mobility Plans - Guidelines for MobiliseYourCity geographies | MobiliseYourCity](#)

Process of building a good efficient local Safety plan

Main questions to answer:

- Where do we have which type of collisions?
- Who are the target groups for any action?
- What type of specific measures should be put in place?

[urban_road_safety_and_active_travel_in_sumps.pdf \(europa.eu\)](#)

Phase I Preparation and Analysis

Identifying the stakeholders, regulatory framework and diagnosis the current situation

→ Minimum data required:

- Total number of road deaths and serious injuries per year by road user group in the city over at least 3 years
- Location and type of fatal collisions and collisions resulting in serious injuries on the road network of the city.

[urban_road_safety_and_active_travel_in_sumps.pdf \(europa.eu\)](#)

ROAD SAFETY & MOBILITY PLANNING

The Importance of Diagnosis

The first step before you can act:

Analysing insecurity at the scale of the agglomeration: studies of issues, safety diagnosis, etc.

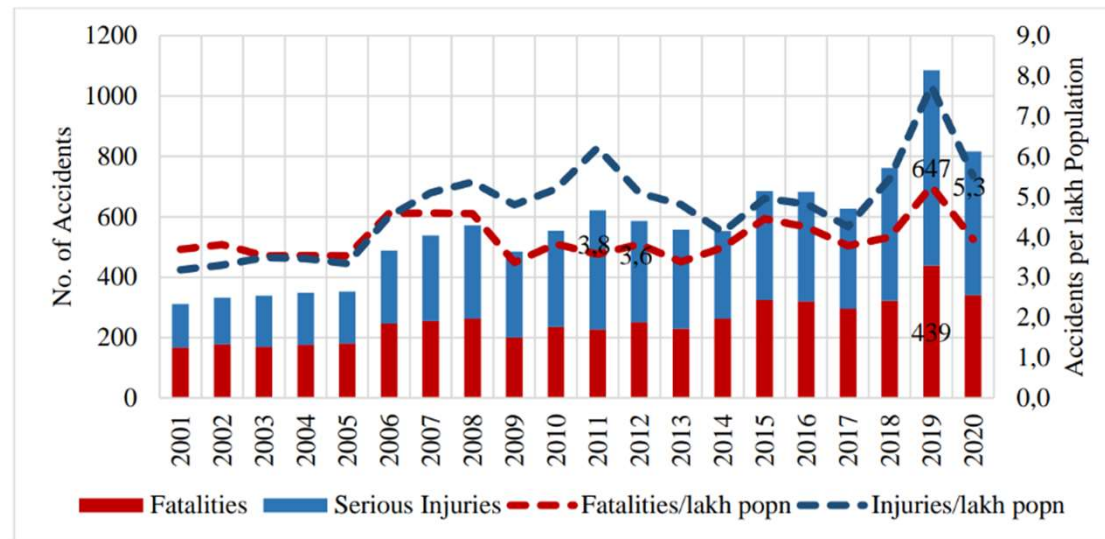
Focus on certain sectors or issues (by type of user, for example)

You must have data!

Create and maintain the road safety observatory: clear management, sustainable human, technical and financial resources

Phase I Preparation and Analysis

Breakpoint on 2020 due to the COVID 19 pandemic.

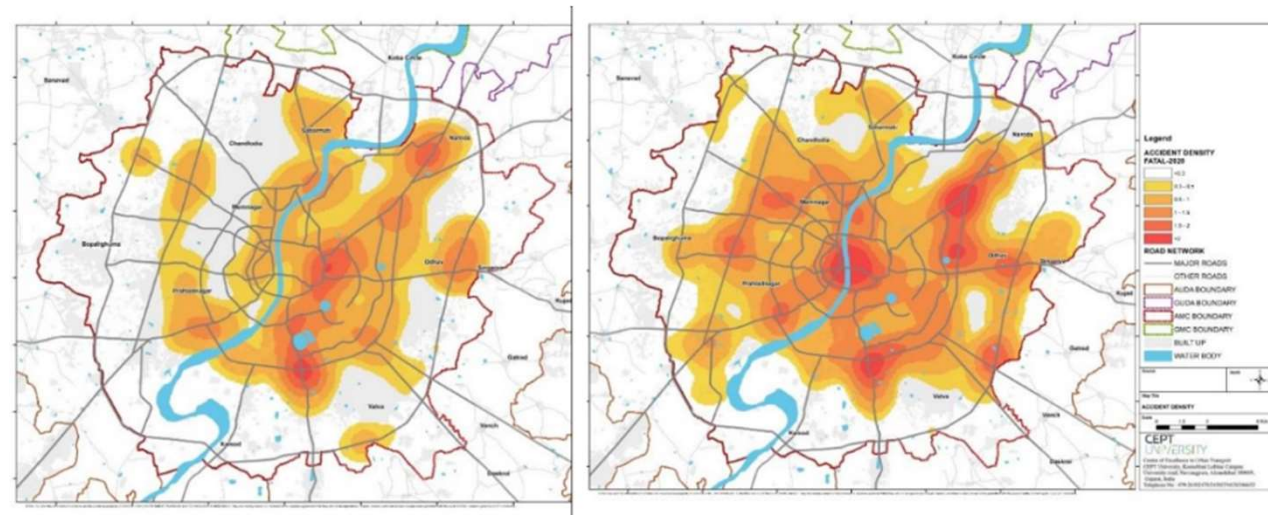


Number of crashes and rate of crashes per population: Ahmedabad, India

Phase I Preparation and Analysis

Changes in the main corridors and fatalities' hotspots

Increase in the city centre



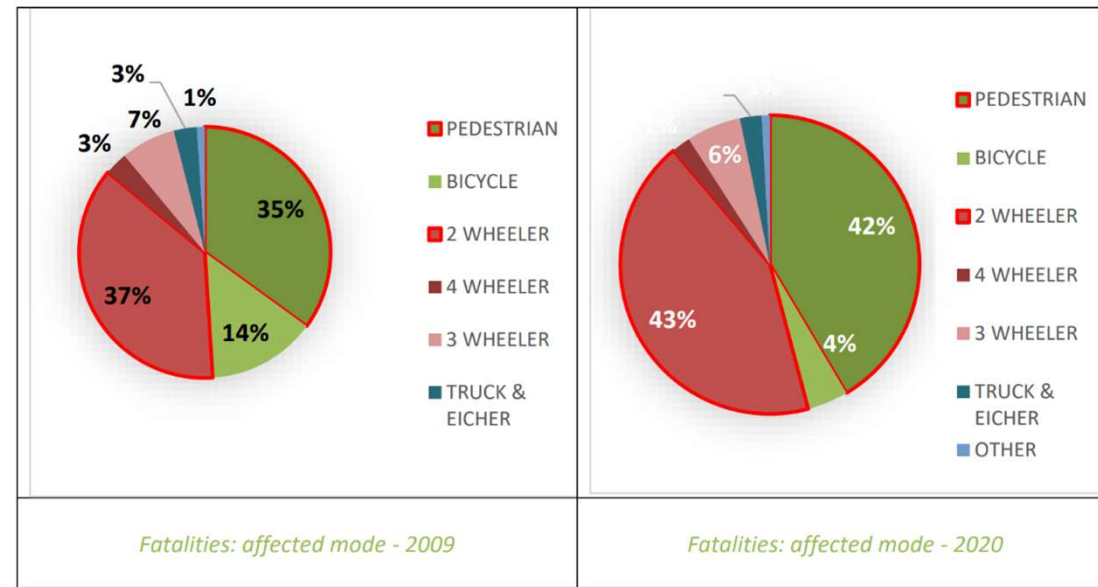
Fatalities Hotspots - 2009

Fatalities Hotspots - 2020

Fatalities hotspots: Ahmedabad, India

Phase I Preparation and Analysis

In 2020 89% of fatalities were vulnerable modes: pedestrians, cyclists and motorcycles



Fatalities per affected mode:
Ahmedabad, India

Phase II Vision, Goal Setting and Scenario Building

Specifically on Road Safety what would be the vision and goal?

→ Vision Zero: zero deaths on the roads

→ SDG:

- Target 3.6: By 2020, halve the number of global deaths and injuries from road traffic crashes
- Target 11.2: By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

→ Second decade of action for road safety goal UN:

- Reduce road deaths and serious injuries by 50% by 2030

Question to the audience

What actions are being taken or implemented in your city to improve road safety?

Are there actions oriented towards vulnerable users?

→ Participate in the chat or raise your hand

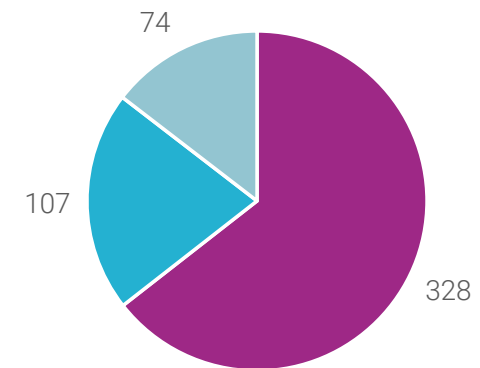


Phase III Measure Planning

In Douala, Cameroon, the SUMP proposed 328 M€ out of 509 M€ expected to be invested in public transport (cable car, bus infrastructure and Rolling stock) and NMT (walking and cycling infrastructure) between 2020 and 2030.

And Where is the Road Safety?

CAPEX estimate (M€) SUMP Douala, Cameroon



- Public Transport & Non - Motorized modes
- Street shaping urban roads and traffic management
- Other measures

Phase III Measure Planning



- A.1.2 INTEGRATED PUBLIC TRANSPORT
- A.1.10 PEDESTRIAN FOOTPATHS
- A.1.11 PEDESTRIAN CROSSINGS
- A.1.12 SEPARATED BICYCLE FACILITIES
- A.1.13 SEPARATED MOTORCYCLE FACILITIES
- A.2.2 TRAFFIC CALMING INCLUDING HUMPS, CHICANES
- A.2.4 RAISED INTERSECTIONS
- A.2.7 LOWER SPEED LIMITS

[Guide for Road Safety Interventions: Evidence of What Works and What Does Not Work | GRSF \(roadsafetyfacility.org\)](https://roadsafetyfacility.org)

Phase III Measure Planning – Road Safety Measures

City	Measure / investment
Ambato	Road safety/personnel, perception and citizen culture plan: (a) Updating of the existing strategic road safety plan.
Ambato	Road safety/personnel, perception and citizen culture plan: (b) Special attention to the increase in motorcycle crashes.
Ambato	Road safety/personnel, perception and citizen culture plan: (c) Road safety campaigns
Antofagasta	Municipal Road Safety Education Program
Antofagasta	Road Safety Plan
Antofagasta	Road Safety Committee
Arequipa	Program for the implementation of equipment to ensure the safety of bicyclists
Arequipa	Program for the perception of women's safety in public spaces.
Baixada Santista	Road safety program, pedestrians and cyclists at the crossings of axes of metropolitan interest
Bouaké	M12 - Redesign the main network to promote safety and mixed use uses
La Habana	Make a Road Safety Plan with a Zero Vision focus
Lviv	Road safety by street shaping and traffic management

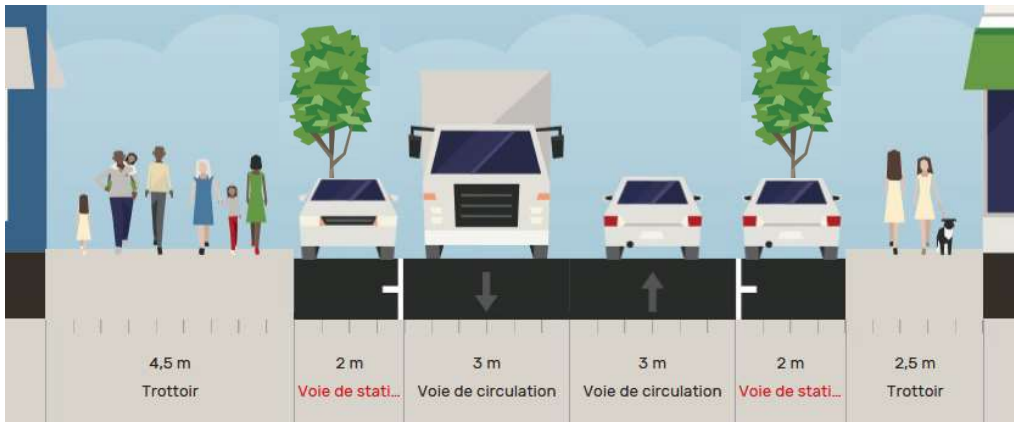
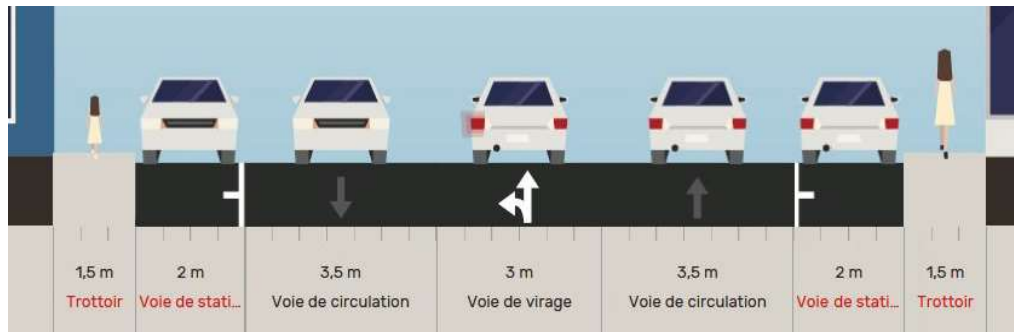
Phase III measure planning

The different types of actions

- Purely safety-related actions: treatment of black spots (redevelopment of dangerous junctions, etc.)
Localized and fast response... but not enough
- Actions aimed at safety, and which also pursue other objectives: sharing public space, developing active modes, improving local life, etc.
Beneficial effects on safety, including in the medium term
- Actions with other objectives: urban logistics, development of public transport, parking, etc.
Be vigilant about their potential beneficial or negative effects



Acting on the cross-section



Source: CEREMA

Making itineraries attractive/CONTINUOUS

Create a structuring network

Structuring pedestrian routes
A structuring cycling network



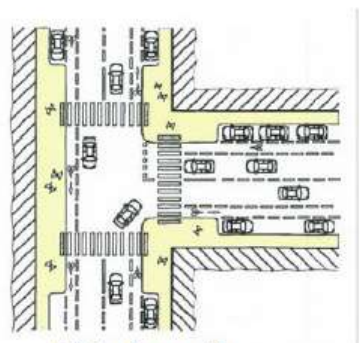
Source: CEREMA

Prioritising the road network

A toolbox

Source: CEREMA

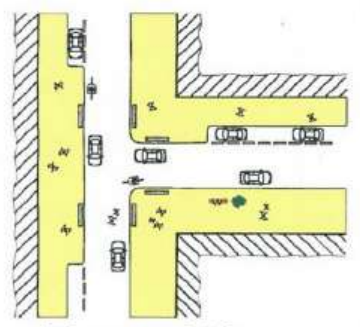
<https://www.cerema.fr/fr/centre-ressources/boutique/amenager-rues-apaisees>



50 km/h



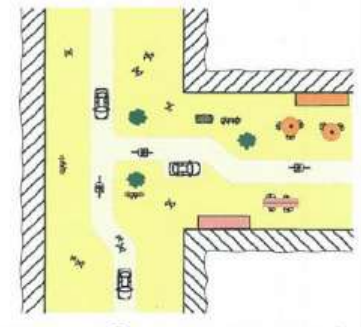
Agglomération
50 km/h



Zone 30



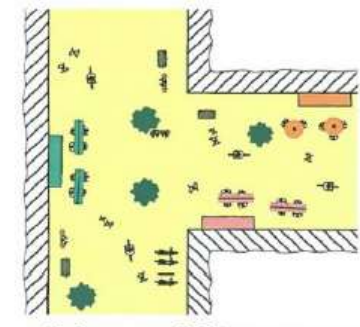
Zone 30
30 km/h



Zone de rencontre



Zone de rencontre
20 km/h



Aire piétonne



Aire piétonne
Allure du pas

Taking action in the vicinity of schools

And on other children's journeys

Home-school

School-canteen-gymnasium

But also in play areas, leisure areas, etc.



> Issues of security, accessibility, continuity, etc. Facilitated thanks to attractive and even playful layouts

<https://www.cerema.fr/fr/actualites/1200-personnes-reunies-agir-abords-ecoles-plus-surs>

Source: CEREMA

Mobilising tourism challenges

> Challenges of encouraging tourism and the local economy... taking into account, in particular, seasonal aspects

Via Laetana
Barcelona, Spain



Source: CEREMA



Le Havre, France

Make people things easier

Mark routes

Floor markings, physical or dematerialized signage, gamification



Madrid, Spain
Source: CEREMA

Zümrütevler Square, Istanbul, Turkey



Phase IV Implementation and monitoring

Evaluate the progress of the SUMP, actions, goals and indicators.

→ Building a Road Safety Action Plan?

Step 1: Establish Leadership.

Step 2: Analyze Safety Data.

Step 3: Determine Emphasis Areas.

Step 4: Identify Strategies.

Step 5: Prioritize and Incorporate Strategies.

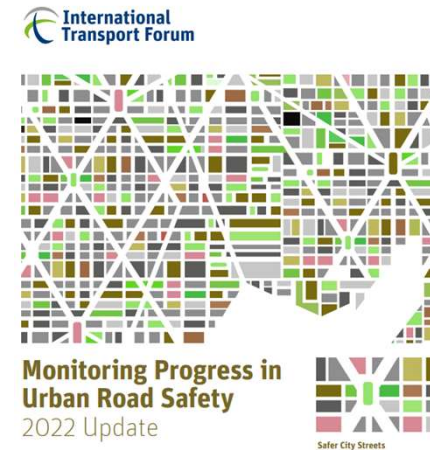
Step 6: Evaluate and Update the plan.

safety.fhwa.dot.gov/local_rural/training/fhwasa12017/fhwasa12017.pdf

Phase IV Implementation and monitoring

Evaluate the progress of the SUMP, actions, goals and indicators.

- Possibility to monitor road safety evolution in time: road safety statistics and annual observatory



[Monitoring Progress in Urban Road Safety: 2022 Update | en | OECD](#)

Figure 9. Road traffic deaths per 100 000 daytime population, average 2018-20

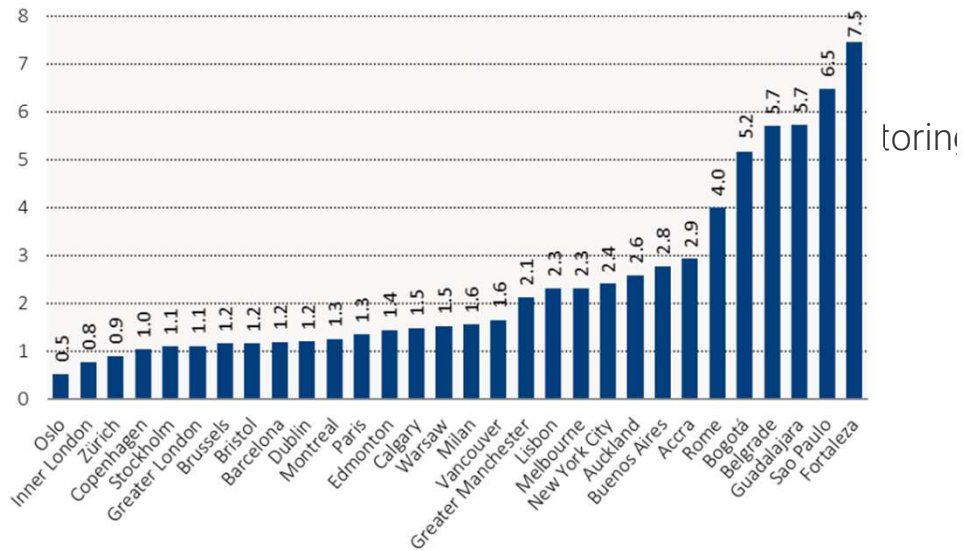
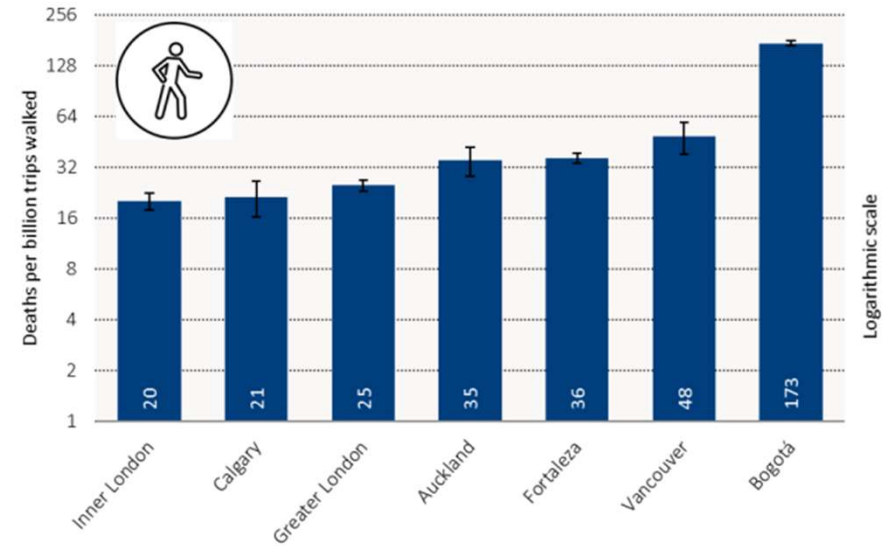
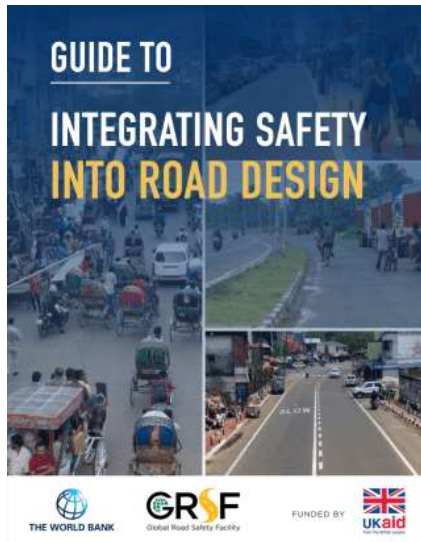


Figure 11. Pedestrian fatality risk across cities, average 2016-20



[Monitoring Progress in Urban Road Safety: 2022 Update | en | OECD](#)

→ Phase IV Implementation and monitoring – Additional material



[Integrating Safety into Road Design | GRSF \(roadsafetyfacility.org\)](https://roadsafetyfacility.org)

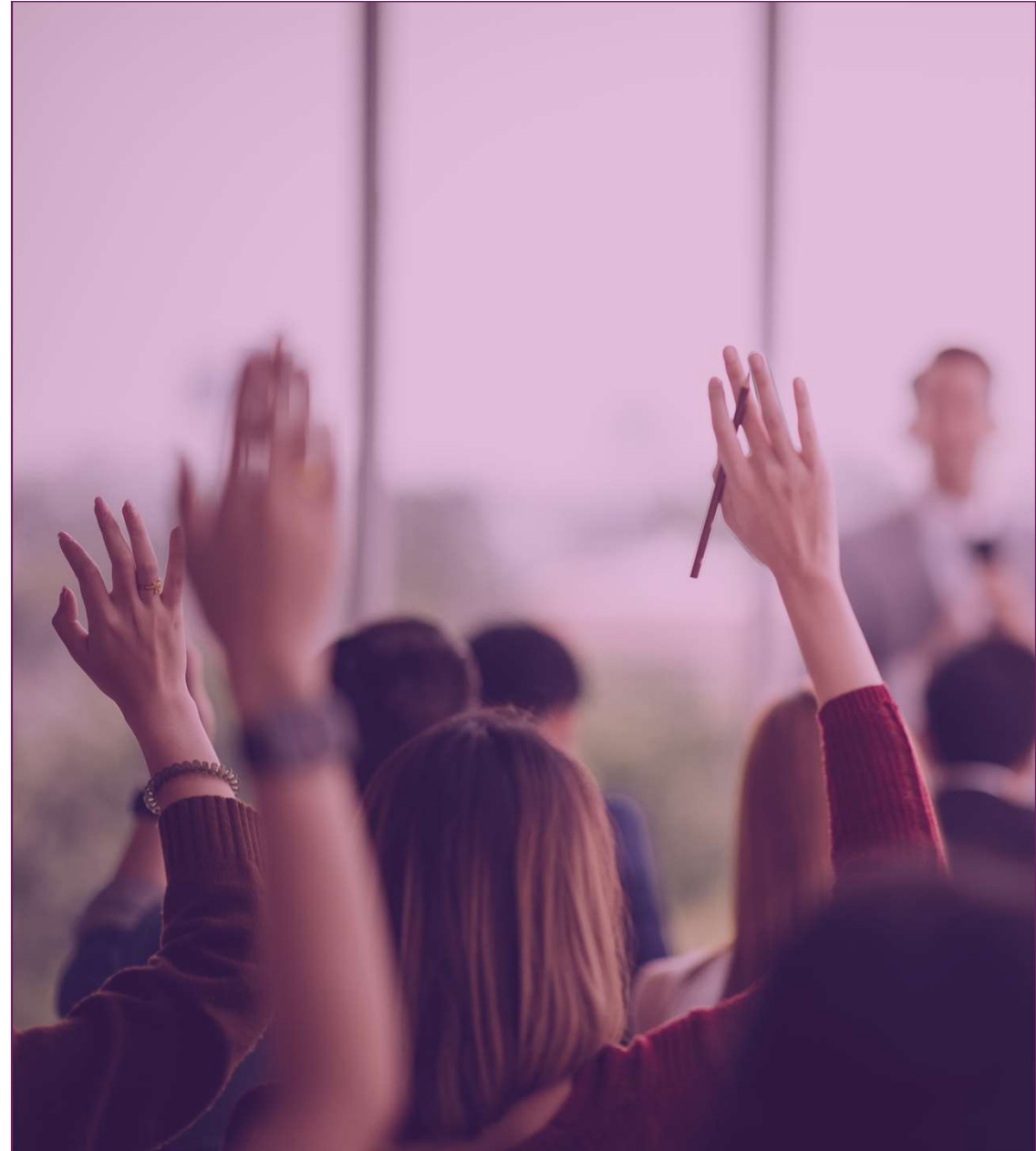


[Pedestrian Safety: A Road Safety Manual for Decision-Makers and Practitioners | GRSF \(roadsafetyfacility.org\)](https://roadsafetyfacility.org)



[Powered two-and three-wheeler safety: a road safety manual for decision-makers and practitioners, 2nd ed \(who.int\)](https://who.int)

Any questions?



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✓ Exchange

✓ Connect

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[Register here](#) or scan the QR Code



Thank you for your
attention!