

UNITED NATIONS GLOBAL ROAD SAFETY WEEK 2021

May 17 to 23, 2021
#Love30

Rapid urbanisation adds a strain to the already overburdened transport systems and the provision of safe infrastructure and transport services is lacking behind. Around the world, road traffic injuries cause 1.35 million deaths and up to 50 million injuries each year¹. Especially for young people road crashes are one of the leading causes of fatalities in our times.

To date, transport investments are often focused on large infrastructure for private cars, while investments in walking and cycling or the modernization of public transport have been slow particularly in low- and middle-income countries, although non-motorised transport accounts for the majority of trips in these countries. Besides the human tragedy, the economic implications of road safety are severe as well. Traffic-related mortality and injury cost the global economy around \$518 billion each year².

COVID-19 has imposed an additional burden on cities and their transport systems. Many cities witnessed a relative increase in car usage and decrease for public transport. However, at the same time, safer transport options like walking and cycling have become more popular. Safe streets for pedestrians and cyclists are central to 'building back better' as the world continues to fight the COVID-19 pandemic. Cities also must upgrade their public transport systems to regain trust of the people as cities with high ridership of public transport have lower traffic fatality rates than car-oriented cities.

UN-Habitat will continue its efforts to support national and local governments to move quickly towards shaping policy frameworks and allocating funding for building complete streets in dense urban environments in order to promote active mobility and public transport. Besides improving road safety, these transport modes bring a host of other benefits: less green-house gas emissions, reduced noise and air pollution and improved urban life quality.

UN-Habitat is currently supporting 19 countries with initiatives that improve road safety, equitable access, transport efficiencies, pollution and climate change responses. By forming successful partnerships with Governments, other UN agencies, financiers, civil society and the private sector, UN-Habitat aims to contribute to the achievement of SDG target 3.6 "halve the number of global deaths and injuries from road traffic accidents" and SDG target 11.2 "Provide access to Public Transport", while giving special attention to the needs of those in vulnerable situations incl. women, children, persons with disabilities and older persons.

UN-Habitat actively engaged with the launch of the 6th UN Global Road Safety Week. Our Executive Director spoke on critical road safety issues during the launch event hosted by the WHO and FiA Foundation, and on the importance of speed management together with partners of the UN Road Safety Fund



UN-Habitat wants to encourage you to join the Road Safety Week and contribute to the global efforts on creating safe and inclusive cities. Join the conversation and sign the Open Letter to policymakers to commit to act for low speed streets worldwide at www.unroadsafetyweek.org



¹ WHO (2018) Global Status Report on Road Safety 2018, WHO, Geneva, <https://www.who.int/publications/item/9789241565684>, last accessed 19 May 2021.
² UNICEF (2008) World report on child injury prevention

UN-Habitat and Partners in Road Safety : Creating safe and healthy cities for All

Impact Story: Non-motorised Transport in Addis Ababa, Ethiopia

Ethiopia has one of the highest numbers of road fatalities in the world. Road traffic accidents are as high as 26.7 per 100,000 inhabitants compared to a global average of 18.2 - according to 2018 WHO data. Accident-related injury and mortality levels are indeed startling, with nearly 2,000 Ethiopians losing their life each year due to accidents. In the capital, Addis Ababa, 80% of road fatalities are pedestrians³. To tackle this issue, UN-Habitat, together with the Ministry of Transport, the Addis Ababa Transport Bureau and the Institute for Transportation and Development Policy launched the 'Scaling Up Safe Street Design in Ethiopia' project in 2019, supported by the United Nations Road Safety Fund.

The project capitalises on this unique momentum and has made considerable contributions to improving road safety in urban areas across Ethiopia. Under the leadership of Ethiopia's Minister of Transport, H.E. Dagmawit Moges, a Non-Motorised Transport Strategy was adopted in July 2020, alongside a five-year implementation plan for 69 cities and towns. In addition, the project contributed to the harmonisation of existing street design guidelines that will be made available on an interactive online platform. In Addis Ababa, a city-specific Non-Motorised Transport Strategy was launched, helping the construction of 2.8 kilometres of cycle lanes, with more than 25 kilometres under construction. The Transport Sector Ten Years Perspective

Furthermore, the project on non-motorised transport in Ethiopia demonstrates the importance of collaboration between all key stakeholders to successfully and comprehensively tackle the issue of road safety. The Addis Ababa Transport Bureau (AATB) has served as the main project focal point for non-motorised planning and implementation, bringing together the Ministries of Transport, Urban Development and Housing, and the Ethiopian Institute of Architecture, Building Construction and City Development at Addis Ababa University. The joint efforts of the national and local governments, local authorities, academic institutions, UN-Habitat and other partners provided the framework in which the city-specific and national non-motorised transport strategies could be developed. Other key partners linked up during car free days, such as the Ministry of Health, Gymnastics Association and local event organizers, who were pivotal in the engagement with residents. Finally, implementation partners, such as the Institute for Transportation and Development Policy, were crucial to providing technical support on non-motorised transport designs and technology. Together, these partners ensure the sustainable impact of the project and ongoing support for safe walking and cycling for all in urban environments across Ethiopia.



Children taking part in a Car-Free Day in Addis Ababa co-organised by UN-Habitat © ITDP

The project supports the local and national government to better design and implement policies and make investment decisions that prioritise the needs of pedestrians and cyclists. The project builds on ongoing efforts in Addis Ababa but also actively supports secondary and tertiary towns in Ethiopia in adopting high quality street designs. Moreover, since the outbreak of the COVID-19 pandemic, non-motorised transport has been increasingly re-valued as a safe and healthy transport option.

Plan calls for the implementation of 3,000 kilometres of non-motorised transport infrastructure across the country, and budgetary allocations have been made for the improvement of infrastructure for non-motorised transport from 2022 onwards. These steps forward require significant commitment from a wide range of stakeholders. As Ms. Moges states: "Stakeholders should come together and bring the benefits of non-motorised transport that enhances mobility and accessibility in our cities and towns."



Safe cycling infrastructure, separated from motorised vehicles, is key to ensure accessible non-motorised transport © ITDP

³ WHO (2018) Global Status Report on Road Safety 2018, WHO, Geneva, p. 144, <https://www.who.int/publications/item/9789241565684>, last accessed 19 May 2021.

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Car-free days and 'placemaking' events co-organised by UN-Habitat helped to build public support for better facilities for walking and cycling, and promoted a shift from a car-based approach to planning to one that looks at the needs of vulnerable road users. Safe, accessible and inclusive non-motorised transport then allows all to reach destinations in a climate-friendly, healthy way. As Eden Zelalem, a young cyclist in Addis said: "When I cycle, I feel the most free."



Minister of Transport Dagmawit Moges has shown considerable leadership in promoting safe non-motorised transport, and has actively supported the UN-Habitat project in Ethiopia © Ministry of Transport

Key Message

Building safe and inclusive walking and cycling infrastructure is crucial to reduce road injuries and mortality. UN-Habitat is leading the way in Ethiopia, Kenya, Mozambique, Guinea, Rwanda, Afghanistan, Nigeria, Turkey, Malaysia, Thailand, and Indonesia among others.



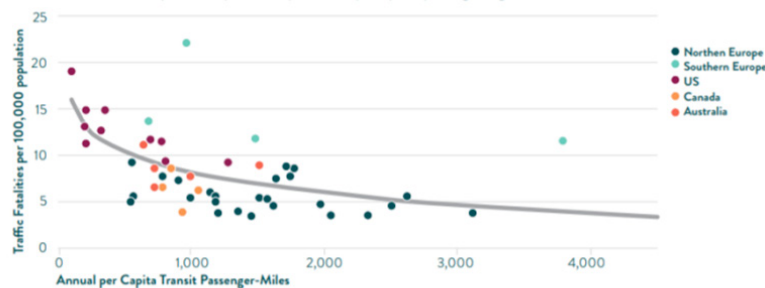
Key Message

Imagine a city where you could access your daily needs within just a 15-minute walk. Can the 15-minute city be a guiding light to help us envision an urban future post COVID-19 with lesser road fatalities?

>>[LINK](#) 15 Minute Neighbourhood

Key Message

Table 1 - In places where public transport ridership is high, traffic fatalities are low
The link between traffic fatality rates and public transport ridership is especially strong in larger cities⁴



2 COMMISSION STAFF WORKING DOCUMENT EU Road Safety Policy Framework 2021-2030 - Next steps towards "Vision Zero" (June 2019)
3 # 113: <http://habitat3.org/wp-content/uploads/NIA-English.pdf>
4 <https://movingbeyondcars.com/the-safe-systems-approach/>
5 <https://www.apta.com/news-publications/press-releases/releases/cities-with-higher-public-transport-use-can-cut-their-road-traffic-death-rate-in-half/>
6 Graph: Kenworthy & Laube, 2000

Places with high ridership of public transport have lower traffic fatality rates. UN-Habitat and the International Association of Public Transport (UITP) promote the use of public transport to help tackle the road safety problem. "Public Transport Cities are Safer Cities"



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Impact Story: Retrofitting Luthuli Avenue, Nairobi

UN-Habitat, Nairobi City County, and the i-CMiiST project team worked together to regenerate Luthuli Avenue in downtown Nairobi. The once congested, polluted, and contested space between pedestrians, matatus, trolley pushers and motorbike riders has transformed into a safe, inclusive, and vibrant pedestrian-priority street that exemplify streets as places and drivers for urban regeneration. It sought to demonstrate the co-benefits and potential for walkability and bikeability in Nairobi and the role of intentional design in inviting people to walk, cycle and stay. Some of the immediate outcomes of the interventions include improved road safety, air quality, increased footfall and improved urban safety.



A congested Luthuli Avenue in 2018 Photo © Placemakers/ Mark Ojal



An eye-level view of Luthuli Avenue in 2019 after transformation Photo © UN-Habitat/ Mark Ojal

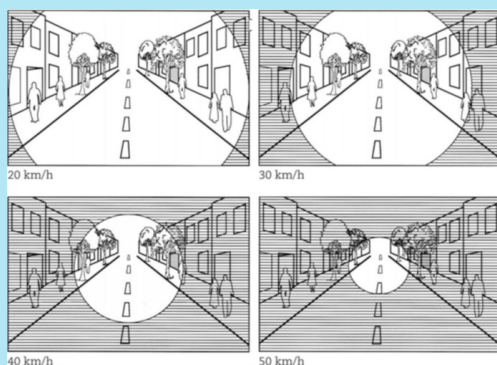
Building on the citywide inventory of public spaces, and scaling up the regeneration of Luthuli Avenue, UN-Habitat is working closely with the Nairobi Metropolitan Services and partners to reclaim Nairobi River as a shared public good which support a better urban and environmental performance for better quality of life. The initiative provides an opportunity to regenerate inner city neighbourhoods and build a continuous network of dedicated and safe walking and cycling trails along the river network, linking diverse destinations including residential and working areas, and the 284 schools located within 1 km buffer of the river.

Key Message

“Slower Speed saves lives” – motor vehicle speeds above 30 km/h exponentially increase the risk of pedestrian fatality.

- 5% at 30 km/h
- 10% at 37 km/h
- 50% at 59 km/h
- 75% at 69 km/h
- 90% at 80 km/h

UN-Habitat works with local governments on safe road designs that keep vehicle speeds low. One such example is Luthuli Avenue in Nairobi, Kenya, a busy inner-city street that was turned into a pedestrian street.



An axonometric view of Luthuli Avenue after transformation. © UN-Habitat/ Kirsten Milhahn



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Impact Story: Cankaya Healthy Streets Intervention, Turkey

Cankaya Healthy Streets Intervention aims to create clean, safe and healthy spaces in the city so that walking and cycling is more enjoyable, safe and facilitates increased public transport usage. The project is funded by the UK Foreign, Commonwealth, and Development Office (FCDO) and delivered by Arup in collaboration with Cankaya Municipality and the Global Future Cities Programme within UN-Habitat.

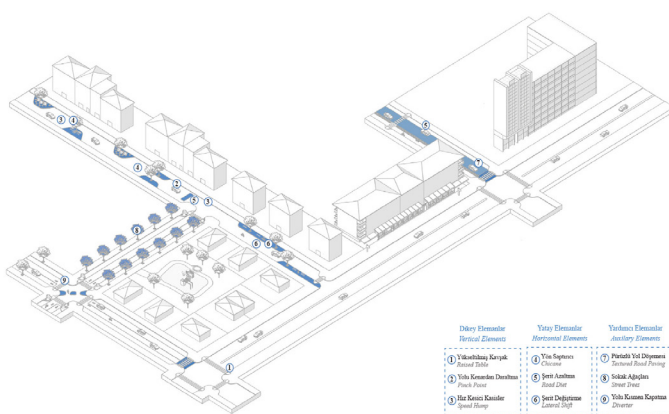
Working with Cankaya Municipality, Arup examined local city life by considering the needs of citizens of all ages and walks of life. Through a series of design interventions, the project will create accessible streets that encourage movement and lingering for the elderly. The project also provides opportunities for people living with disabilities to take their place in city life, to engage with society and to feel safe. And children's safety is paramount to the project, so the intervention creates places where children can safely play, and provides freedom of their movement across city districts.



Cankaya Healthy Street Illustration © Arup

Within the project scope, a "Healthy Streets Strategic Action Plan" was prepared for Çankaya Municipality, and a "Healthy Streets Design Guide" for municipalities across Turkey. In the Design Guide, traffic calming techniques are suggested and international best practices are highlighted to promote road safety more broadly. Of note is the design and enforcement of vehicular traffic speed, which is promoted to be below 30 km/h for a safe and healthy community.

The Cankaya Healthy Streets Intervention is the first pilot project in the world to be assessed by the Sustainable Development Goals Project Assessment Tool (SDG Tool), developed by UN-Habitat, the Strategic Partner of the Programme. The SDG Tool aims to assess how the interventions align with the SDGs and the New Urban Agenda and creates a unique SDG profile which shows the potential SDG alignment that the project can achieve. By incorporating the SDG Tool, the impact of the intervention and contribution to sustainability can be measured and monitored during the delivery process.



Cankaya Healthy Street Prototype © Arup

Key Message

UN-Habitat promotes Complete Streets that are planned, designed, operated and maintained in a way that enables safe and comfortable travel and access for all users regardless of their abilities. Streets should be giving the same priority, through equitable distribution of space, to pedestrians, bicyclists, public transport users, and motorists.



Proposed retrofit of Cankaya neighbourhood, Turkey by UN-H partner Arup under the UK FCDO funded Global Future Cities Programme



ARUP

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Impact Story: Applying technology for road safety in Iskandar, Malaysia

The Iskandar Malaysia region is an area busy with traffic, both people and goods, accessing the border with Singapore and Johoreans going about their daily activities. Mott MacDonald, under the aegis of the Global Future Cities' Programme work in this region will pull mobility data into SIMMS (Smart Integrated Mobility Management System). This system will provide data to enable freight vehicles to be guided onto less frequented routes thereby reducing conflicts with other road users and importantly away from residential areas. Using smart technology to provide us with data on traffic flows and speeds, known accident hotspots will be analysed and mitigation measures planned. This evidence-based approach will also enable areas that exhibit similar layouts to be assessed and be prioritised for assessment.

Key Message

Local and national governments need to be actively involved in the support for safe roads. As the world 'builds back better' post COVID-19, implementing and funding non-motorised transport is particularly important from a public health perspective, as is seen in Ethiopia with the adoption of the National Non-Motorised Strategy, supported by UN-Habitat.



Unsafe road conditions in Iskandar © Mott MacDonald

Key Message

Prioritize policies that improve road safety, promote compact urban design and increase access to pedestrian, cyclist and users of public transportation

Policies can contribute decisively to help the shift from private vehicles to walking, cycling and public transport as the preferred means of transportation. It is necessary to improve the accessibility to open and green public spaces and recreational facilities, fundamental for preserving mental health and well-being and to create mixed-use neighbourhood where people can walk to meet their daily needs, reducing car dependency, increasing neighbourhood life and encouraging the integration of physical activity into the daily activities.



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Impact Story: Reducing vehicle-pedestrian conflicts in Melaka, Malaysia

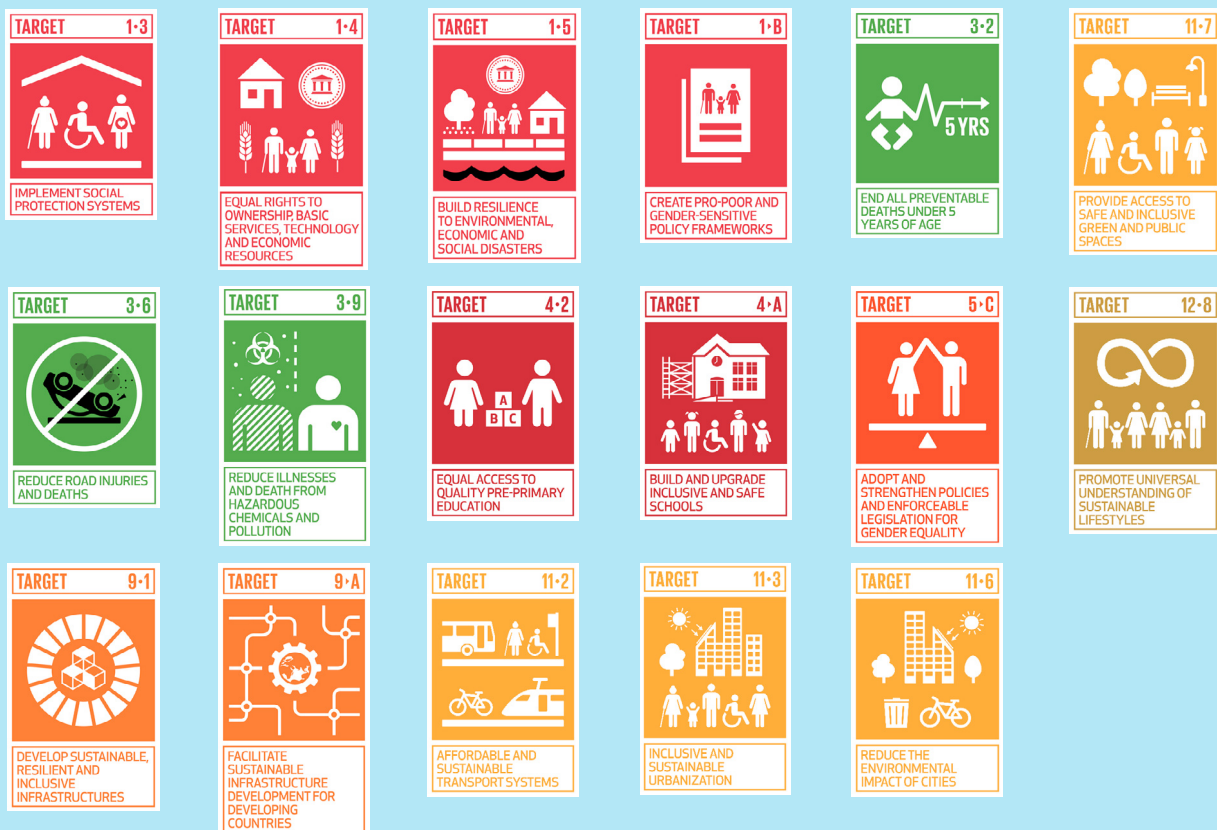
The heritage area of Melaka is a bustling area visited by millions of tourists annually. As part of the Global Future Cities Programme, Mott MacDonald is looking at the problems associated with mixing pedestrian and road traffic in this constrained area. Whilst looking at the overall mobility patterns, the overall road safety will be assessed to reduce the conflict between vehicles and pedestrians and other vulnerable road users. This requires consideration of how these may be best addressed through options such as modifying access times to roads, reducing traffic speeds, and the introduction of other measures that create a shared space for street users. These will be assessed to remove, reduce, or mitigate the problem in other ways.



Melaka Heritage area © Mott MacDonald

Key Message

Road Safety is intricately linked with "Leaving Nobody Behind" through the various Sustainable Development Goals. It is an important component of creating a better urban future for everyone.



Foreign, Commonwealth
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UPEN JOHOR
UNIT PERANCANG EKONOMI JOHOR



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Impact Story: Converting Streets and Building Vibrant Community Gathering Places, Block by Block in Lima, Peru

Ocupa tu Calle – “occupy your street” in Spanish – has completed 21 small public space initiatives, benefitting more than 380,000 people across Lima. The types of initiatives have focused on converting disused spaces, streets and parking bays into small parklets, marketplaces, gardens, playgrounds and fostering pedestrianization by making the links between the initiatives to sharing the street and promoting safe walking. The key to success has been the engagement of local stakeholders and residents, which created a sense of belonging and shared ownership of the spaces.

Building on the success of the micro-interventions, Lima Cómo Vamos, a citizen urban observatory organization that monitors and evaluates changes in the quality of life of the citizens of Metropolitan Lima, developed a public space micro-intervention strategy which is now firmly entrenched in Lima’s public policies. The strategy helps ensure interaction, social cohesion and cultural expression and encourages sustainable management and care of the network of micro-spaces to improve road safety, security, waste management and maintenance.

Key Message

Reduce atmospheric pollution deriving from public and private transportation

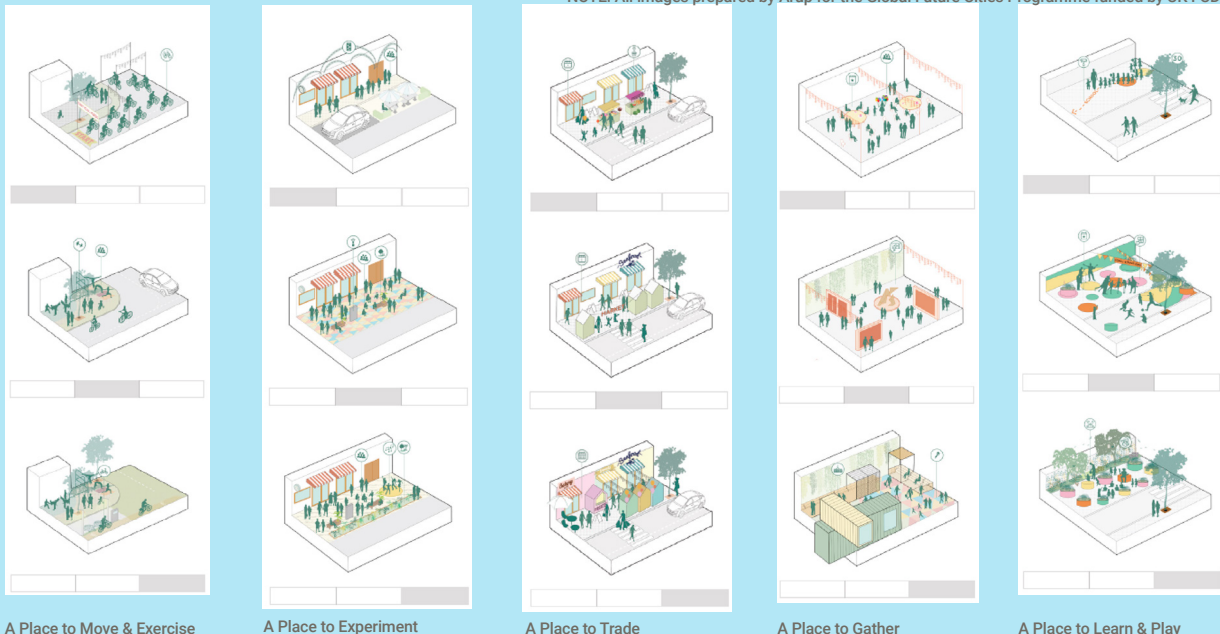
The creation of green and car free zone in our cities and encouraging the use of different form of transportation can help reducing traffic congestion and air pollution. Action towards sustainable mobility can yield large, immediate public health benefits while cleaning the environment and reducing the upward trajectory of greenhouse gas emissions from the transport sector, since many of the pathways to reduce CO2 emissions are closely linked to policies towards sustainable mobility and better land-use planning.

Key Message

Readapt streets as public spaces to promote local economy and outdoor activities

Streets and roads can be places that can deliver health and health equity, operating both as public places and routes for movement. They can be a critical instrument for economic growth and the locus for some of the highest-level social interaction and activity. Streets therefore play an important role in the health of local communities, having direct and indirect impacts on health.

NOTE: All images prepared by Arup for the Global Future Cities Programme funded by UK FCDO



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10 años
Lima
Cómo
Vamos

BLOCK BY BLOCK

UN HABITAT
FOR A BETTER URBAN FUTURE

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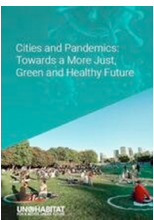
KEY RESOURCES

Please find below the most recent publications developed by UN-Habitat and partners, that can guide you in developing more sustainable and inclusive cities, with a focus on health and mobility.



Sourcebook on Integrating health in urban and territorial planning

The sourcebook aims at integrating and bringing together the processes that guide the development of human settlements, the Urban and Territorial Planning, and the concern for human health, well-being and health equity at all level. It considers road safety as a fundamental entry points to achieve safe, healthy and sustainable cities and communities.



Cities and Pandemics

The report evidences how cities can reduce the impact of future pandemics and become more prosperous, fair and environmentally friendly. The Report calls for the response and recovery to pandemics to be based on human rights principles. It outlines how cities should lead the move towards a New Social Contract between governments, the public, civil society and private sector to reduce poverty and inequality, provide adequate housing and strengthen social protection while rebuilding from the pandemic.



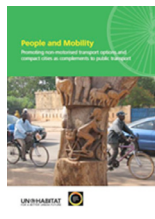
Compendium of inspiring practices in urban and territorial planning: Health edition

Within the International Guidelines on Urban and Territorial Planning framework, the Compendium showcases 20 urban and territorial planning projects, resulting from an open call for case studies by UN-Habitat in 2018, that positively contribute to human health through the improvement of the built and natural environment. In particular a case study from Belgium shows an interesting project on the relations between road safety, walkable neighborhoods and physical activity.



Planning and Design for Sustainable Urban Mobility: Global Report on Human Settlements 2013

A comprehensive publication on the challenges, needs and possibilities of integrated public transport and non-motorized transport, following up on the fulfillment of the SDGs and the obligations of the Paris Climate Agreement.



People and Mobility, Promoting non-motorized transport options and compact cities as complements to public transport

A short publication that focuses on various methods of the promotion of non-motorized transport, backed with several case studies.



Transport and Mobility Snapshots

This report provides a rich collection of examples of sustainable urban transport and mobility initiatives from cities around the world which are represented in the United Nations Advisory Committee of Local Authorities (UNACLA).



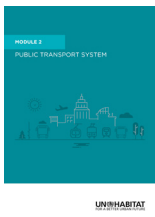
Streets, designed for safe, comfortable and accessible walking and cycling

This publication focuses on street designs which enable and promote non-motorized forms of mobility, following up on the fulfillment of the SDGs and the obligations of the Paris Climate Agreement



Ethiopia Non-Motorized Strategy 2020-2029

The non-motorized transit strategy was a result of a UN Road Safety Fund project.



Training Module on Public Transportation

A training module on the advantages of various modes of public transportation.

For further information and to partner with us, visit <https://unhabitat.org/topic/mobility-and-transport>