Road safety in the Habitat III New Urban Agenda

Saul Billingsley, FIA Foundation
For UNRSC, November 2016
• Once in 20 year process for designing global policies for cities;

• Builds on Habitat II (held in 1996) which emphasised action to tackle unplanned development; promoted sustainable transport;

• Connects to Sustainable Development Goals, particularly Goal 11;

• Habitat III is first time recommendations on road safety are specifically included.
GLOBAL REPORT on

URBAN HEALTH

equitable, healthier cities for sustainable development

www.who.int/kobe_centre/measuring/urban-global-report/en/
113. We will take measures to improve road safety and integrate it into sustainable mobility and transport infrastructure planning and design. Together with awareness-raising initiatives, we will promote the safe-system approach called for in the United Nations Decade of Action for Road Safety...
We will work to adopt, implement and enforce policies and measures to actively protect and promote pedestrian safety and cycling mobility, with a view to broader health outcomes, particularly the prevention of injuries and non-communicable diseases...
...and we will work to develop and implement comprehensive legislation and policies on **motorcycle safety**, given the disproportionately high and increasing numbers of motorcycle deaths and injuries globally, particularly in developing countries.
We will promote the safe and healthy journey to school for every child as a priority.
114. We will promote access for all to safe...and sustainable urban mobility...through supporting:

(a) A significant increase in accessible, safe, efficient, affordable and sustainable infrastructure for public transport, as well as non-motorized options such as walking and cycling, prioritizing them over private motorized transportation;
(b) Equitable “transit-oriented development” that minimizes the displacement, in particular, of the poor...

(c) Better and coordinated transport and land-use planning...
“WE NEED TO DESIGN MOBILITY FOR OUR PEOPLE INSTEAD OF MOBILITY FOR OUR CARS...WE LOSE TWO MORE MOTHERS, FATHERS, CHILDREN OR FRIENDS EVERY MINUTE WE WASTE”

ERIC SOLHEIM,
UNEP EXECUTIVE DIRECTOR

www.unep.org/Transport/sharetheroad
Global Street Design Guide

Global Designing Cities Initiative

NACTO

http://globaldesigningcities.org/
Safer City Streets

The global traffic safety network for liveable cities

www.itf-oecd.org/safer-city-streets
A SAFE AND HEALTHY JOURNEY TO SCHOOL

STEP CHANGE
AN ACTION AGENDA ON SAFE WALKING FOR AFRICA’S CHILDREN

AMEND
FIA FOUNDATION
WHAT’S NEXT? A MANDATE TO IMPLEMENT...
CITIES SAFER BY DESIGN
Real-world guide on designing safer streets and communities

EMBARQ
Design principles

- Urban design that reduces the need for vehicle travel and fosters safer vehicle speeds
- Traffic calming measures that reduce vehicle speeds or allow safer crossings
- Arterial corridors that ensure safer conditions for all road users
- A network of connected and specially designed bicycling
- Safe pedestrian facilities and access to public spaces
- Safe access to mass transport corridors, stations, and stops
Star Rating Roads for Safety: Accra
Report – Results for Consultation with Stakeholders

Improving Road Safety in Accra on the N1
Road Safety Inspection report on N1 high-frequency crash locations
A SAFE AND HEALTHY JOURNEY TO SCHOOL