The Global Road Safety Facility and Future Directions in Road Safety Infrastructure Lending

*Soames Job*

*World Bank Global Road Safety Facility*

Presentation to

iRAP Innovation Workshop, London, September, 2015
Overview

We must all do better and we are evolving our approach

- What to do
- How to communicate
- Who to work with

- Summary of directions
What: Strategic shifts required to lead road safety delivery

Current unhelpful approaches and beliefs

- Victim blaming
- Focus on crash avoidance
- Focus on crash causality
- Focus on road surfaces
- Education is a key solution
- High level driver training is a key solution

Successful approaches and beliefs

- System blaming
- Focus on injury avoidance
- Focus on injury causality focus
- Focus on road edges and sides
- Systemic change is a key solution
- Speed management is a key solution
How we communicate

• We must sell the solutions on the previous slide

• Within safe systems, for LMIC, applicability and perceived applicability are critical
  – The laws of gravity apply
  – Road engineering to mitigate forces applies (but with some unique issues)
  – The psychology of behaviour change applies (but within different value, belief, social, and economic contexts)

• ‘Learn from our mistakes rather than follow them’: Not easily done. The same barriers exist: beliefs, politically challenging views.
Priorities for Decade of Action (2015+)

GRSF Strategic Goals 2014-2020

• Further develop capacity to target high risk roads and apply engineering measures in mixed-traffic, mixed-speed road environments

• Support implementation partnerships with the civil society, philanthropies and the private sector (e.g., RoadPol, NGOs)

• Infrastructure and mobility needs (vehicle centric to mobility focus)

• Priority on urban transport planning

• Strengthen road safety institutions and focus on developing national level RS strategy

• Bolster multi-sectorial coordination

• Integration and sharing of data between police, transport and health

• Increased capacity to advocate effectively for the best solutions

Safe, Clean, Affordable
TRANSPORT

iRAP Innovation Workshop
September 15-16, 2015

Global Road Safety Facility
Priorities for Decade of Action (2015+)

GRSF Strategic Goals 2014-2020

• Continued Focus on the Safe System Approach, Global Plan for the Decade of Action (Five Pillars)
• Aligning GRSF funding for road safety interventions with country & regional strategies
• Funding projects that will leverage additional road safety investment and provide sustainable outcomes
• Greater focus on low and lower middle income countries as they develop
• Expand effective programs that positively impact the bottom 40% in middle income countries.
• Continue to develop road safety knowledge and innovation
Priorities for Decade of Action (2015+)

GRSF Strategic Goals 2014-2020

Infrastructure Focus

• Funding infrastructure safety activities that address all road users, including vulnerable road users.

• Funding infrastructure assessments, surveys, and audits where there is a high chance recommended interventions will be funded and implemented.

• Funding the improvement and adaptation of technical tools for urban settings.

• Focus on immediate solutions for the 20% of high risk roads and corridors, while building the long-term capacity of the client to manage the entire road network’s infrastructure safety.
Example: WB/GRSF in Bloomberg Partnership

- With EMBARQ and NACTO, collaborative effort to improve road safety as part of sustainable urban transport development
- Focus for WB: Infrastructure safety management and capacity building
- Partnership with iRAP on inspection and assessment of high-risk urban roads
- Post-assessment (iRAP) implementation support
- Training and peer-based knowledge sharing
- Develop local R&D capacity
Selected Cities under the Bloomberg Program

10 CITIES SELECTED FOR INCLUSION IN THE ROAD SAFETY INITIATIVE

- Bogota, Colombia
- Fortaleza, Brazil
- Agora, Ghana
- Addis Ababa, Ethiopia
- Mumbai, India
- Bangkok, Thailand
- Ho Chi Minh City, Vietnam
- Shanghai, China
- Sao Paulo, Brazil
- Banjul, Indonesia
iRAP - Road user specific Star Rating maps

iRAP survey methodology records over 90 road infrastructure related attributes to determine the crash related risk for serious or fatal injury for four road user groups (car occupants, motorized two-wheelers, bicyclists, pedestrians)
Star rating roads in urban built areas

Survey methodology combines road attribute information with local traffic conditions like operating speeds and volume.
Application of iRAP to assess school zones and public transport hubs – focusing on pedestrian safety
LESSONS FOR OUR FUTURE INTERVENTIONS

• Sound crash and other data are often absent
• Unbiased assessment of risk and solutions is critical, and iRAP provides that for road engineering interventions
• Sensitivity to distinctive local issues (perceived and real – and often they are real) must be addressed
• Increased risk, with increased speeds, must be managed
• Advocate from a stronger evidence base with awareness of the barriers to change
Acknowledgement

The GRSF-iRAP work is funded by the Bloomberg Philanthropies Global Road Safety Program

Presentation: Soames Job, Marc Shotten, Dipan Bose,