



Share the Road:

Minimum 10% Finance for

Safety

Sustainability

Accessibility



FIA Foundation
for the Automobile and Society

“...At a minimum 10% of all road infrastructure projects should be committed to road safety. This principle should be rigorously and consistently applied by all bilateral and multilateral donors.”

Commission for Global Road Safety

Competition for Road Space

Pedestrians, Cyclists Lose

- Design, plan and finance for non-motorized users
- A percentage of investments in road infrastructure (e.g. urban arterials) for non-motorized facilities = improving the safety of all users, making entire transport systems safer, more sustainable and more accessible to low income users





SAFETY



More than 1.3 million road deaths occur each year.

By 2020 road accidents will kill or disable more people than war, tuberculosis, and HIV combined.

- 2002 Mumbai, 78% of road fatalities were pedestrians.
- 2003 Kenya, more than 75% of road fatalities were economically productive young adults.



SUSTAINABILITY

Road transport accounts for 19% of global CO₂ emissions. Over 800,000 deaths occur each year due to urban air pollution.

Cities with a better modal mix between cars, public transport, walking and cycling have lower energy use per capita.



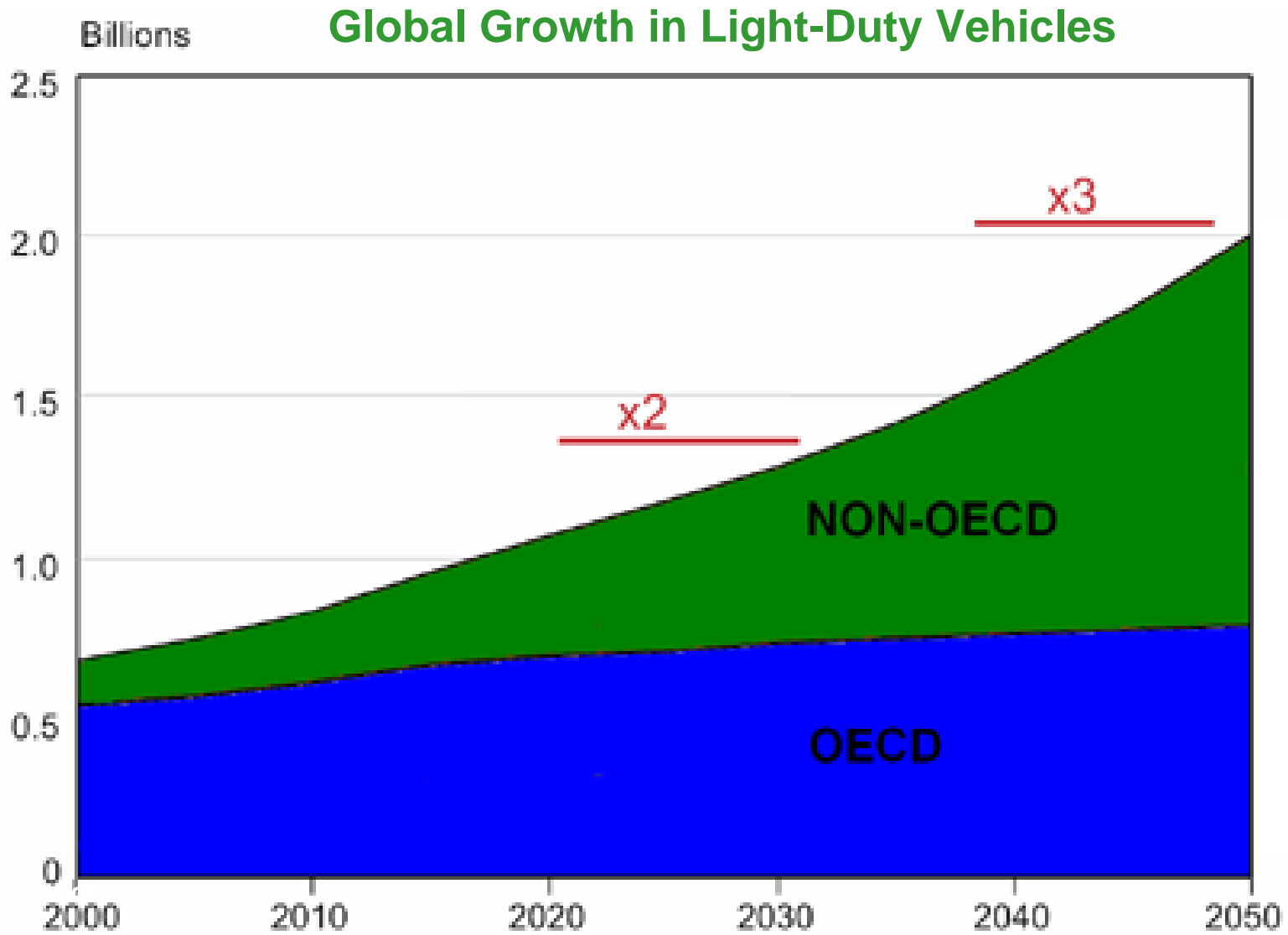
ACCESSIBILITY



For the majority of people in developing countries the only affordable mode of transport is walking or cycling.

Achieving the Millennium Development Goals requires improved access to safe, reliable and affordable mobility options to improve livelihoods.

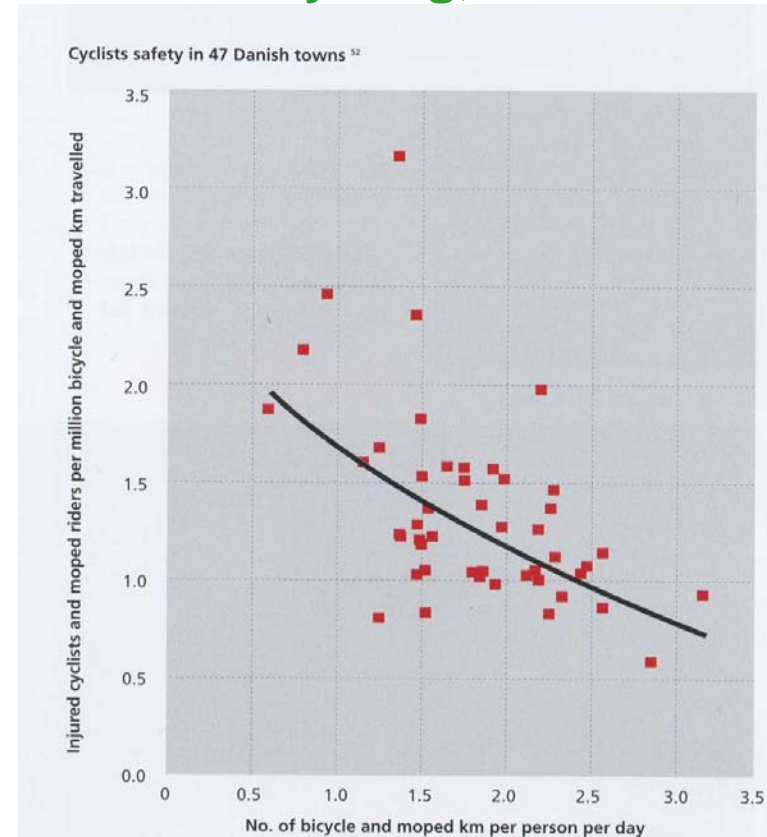
Developing nations, China and India, are entering their most energy-intensive phase of economic growth as they industrialize, build infrastructure, and increase their use of personal transportation.



Less Risk, Clean Air

- ‘Few methods of reducing carbon emissions are as effective as substituting the bicycle for the automobile on short trips’ – in cities this is even greater due to higher vehicle consumption and emissions per km
- Bicycles, walking for short distances (under 6 km) – 6 bicycles per one car on the road
- Denmark: providing segregated bicycle tracks and lanes alongside urban roads reduced deaths among cyclists by 35%

More cycling, less risk



Affordable, Accessible Mobility

- Large share of income of urban poor spent on transport (bus fare) at expense of shelter, food, health; impairs household ability to accumulate assets to escape poverty
- Bike paths require less investment for road construction (1/4 of that for cars)
- Mobility key to economic and social development – lack of access to affordable mobility and injury and death of income earners means sinking further into poverty

10% Minimum for Safer, Sustainable Roads?

“New road infrastructure is essential for achievement of the Millennium Development Goals. But new roads must be safe. At a minimum 10% of all road infrastructure projects should be committed to road safety.”

- 1982, Pan American Health Organization seminar, World Bank adopted a set of internal policy guidelines:
 - In all road projects, explicit consideration should be given to traffic safety.
 - This would include measures to separate pedestrian and motor vehicle traffic.
 - Pilot safety programmes were encouraged.
 - Traffic safety funding could constitute 5 to 10% of total project costs, not to exceed US\$ 5 million, later raised to \$10-11 million.
- The ‘10%’ criteria/recommendation is based on this WB evaluation.
- However, the road safety component of projects still falls short of the 10% mark in the Bank and in other road finance institutions.

Which Way?

- Global Guidance on Road Finance and Design for Safety, Sustainability
- Good arguments, data for 10% road allocation for safety, including NMT
- Uptake from road finance institutions, including road project criteria incorporated 10%, minimal design for NMT





Global Alliance for
EcoMobility



 **ITDP Europe**
European Section of the
Institute for Transportation & Development Policy

 **UN HABITAT**
FOR A BETTER URBAN FUTURE

- Indicators for Road Projects to help incorporate safety and non-motorized use
- Assessment of before & after, infrastructure costs on road level
- Communication – Global Interactive Challenge for NMT and Roads





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Safety



Sustainability



Accessibility

BACKGROUND

The United Nations Environment Programme (UNEP), the **FIA Foundation for the Automobile and Society**, and partner institutions are developing a targeted campaign to strengthen the links between environmentally sustainable modes of road transport and safer roads in developing and transitional countries.

Improving the way in which roads are planned, financed, and built can achieve improvements in road safety, accessible mobility for all road users (including pedestrians and cyclists), and reductions in the environmental impact of road transport. Increasing the portion of road funds available for non-motorized transport and road safety (e.g. cycle lanes, sidewalks, safe crossings) is of particular importance in congested urban areas.

The aim of this initiative is to increase the safety, environmental performance, and accessibility of roads and mobility in general for all road users - including pedestrians and cyclists.

The focus is on road infrastructure and its role in ensuring user safety and accessibility and enabling cleaner, low emission mobility.

News & Updates



Shared Roads

Safe, Sustainable, Accessible Mobility

