

A Decade of Action for Road Safety



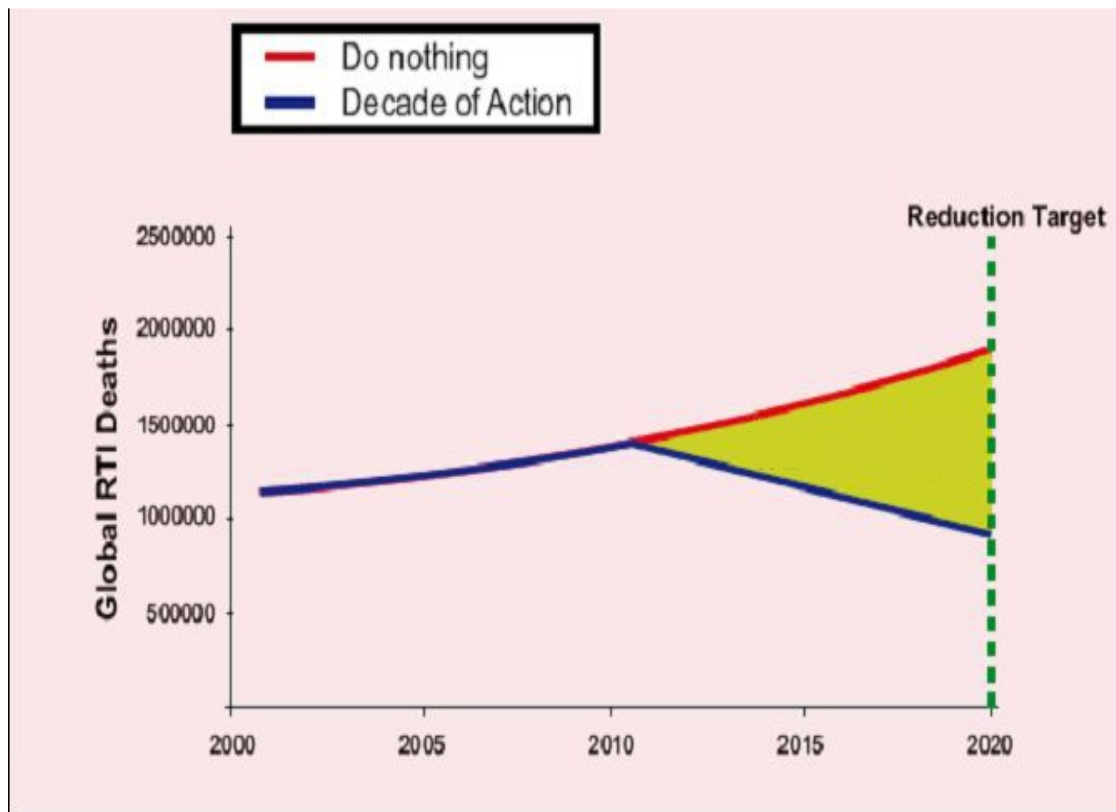
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International Federation of Pedestrians

Background

- Every year approx 1.3 million people killed on the roads (worldwide)
- More than 50% of them are vulnerable road users
- One of 3 leading causes of death for people 5 - 44 yrs of age

Goal of the Decade

To halt and reverse the increasing trend in road traffic fatalities around the world



United Nations resolution 64/255 (March 2010)

FIVE PILLARS OF THE PLAN

- Road safety management
- **Infrastructure**
- Safe vehicles
- **Road user behaviour**
- Post crash care

2) Infrastructure

- Raise inherent safety and protective quality of road networks for the benefit of all road users, **especially the most vulnerable**
- Safety ratings, road audits
 - Existing roads
 - New projects

4) Road user behaviour

- Increase awareness risk factors
- **Safe system approach** (compliance to safe rules stimulated by infrastructure)
- Alcohol, helmets, seat belts & child restrains, speed,
- **Enforcement**

The tag





- **active member of the UNRSC (United Nations Road Safety Collaboration)**
- **focus on public space and non-motorized road users**
- **active in planning for the Decade and (soon) a pedestrian manual**
- **FAIRSPACE concept and (TBD) the living end street project**



FAIRSPACE

sharing public space in a fair way

a concept

Background

- people complain about streets and traffic and safety
- people adapt their behaviour to what public space invites them to do
 - dangerous school entrance: bring kids by car
 - limited (or expensive) parking space:
 - Walk
 - Cycle (good bicycle infrastructure)
 - Public transport

People

Quality of life

priorities / choices

perceived efficiency
in stressed setting

car = freedom

balanced

choice
(freedom)

forced
single

Public space

inviting

people focused design

promoting appropriate
modal choices

offering choice

car focused design

car stimulating

Laymen (>99%)

Users of public space

no clue
what public space is

non-technical

undergo choices made

can influence
political priorities

do not
have the language

Specialists (<1%)

look knowledgeable
to public space
(albeit often from
specific point of view)

mandated by local
political priorities

define choices

technical

have the language



Laymen's language could give
them a voice

FAIRSPACE design specs



- tool for laymen
 - to look at public space
 - to assess public space
 - to communicate about public space
- applicable low, medium & high income countries
 - Decade of Action on Road Safety (UN)
- no technical skills required
 - parallel safety/comfort and fairness
- avoid confrontational attitude





FAIRSPACE RATING

inadequate infrastructure, designed with very limited considerations to non-motorized road users

some consideration given to different road users, but still rather unbalanced


some balance between users group. This can reflect space, speeds, traffic volume, ...




high level of safety and comfort to all road users, focus on sustainable modes, appropriate to local situation




high quality public space, high level of livability and sustainability



severe danger imposed by one road user group on another


zero



school entrance

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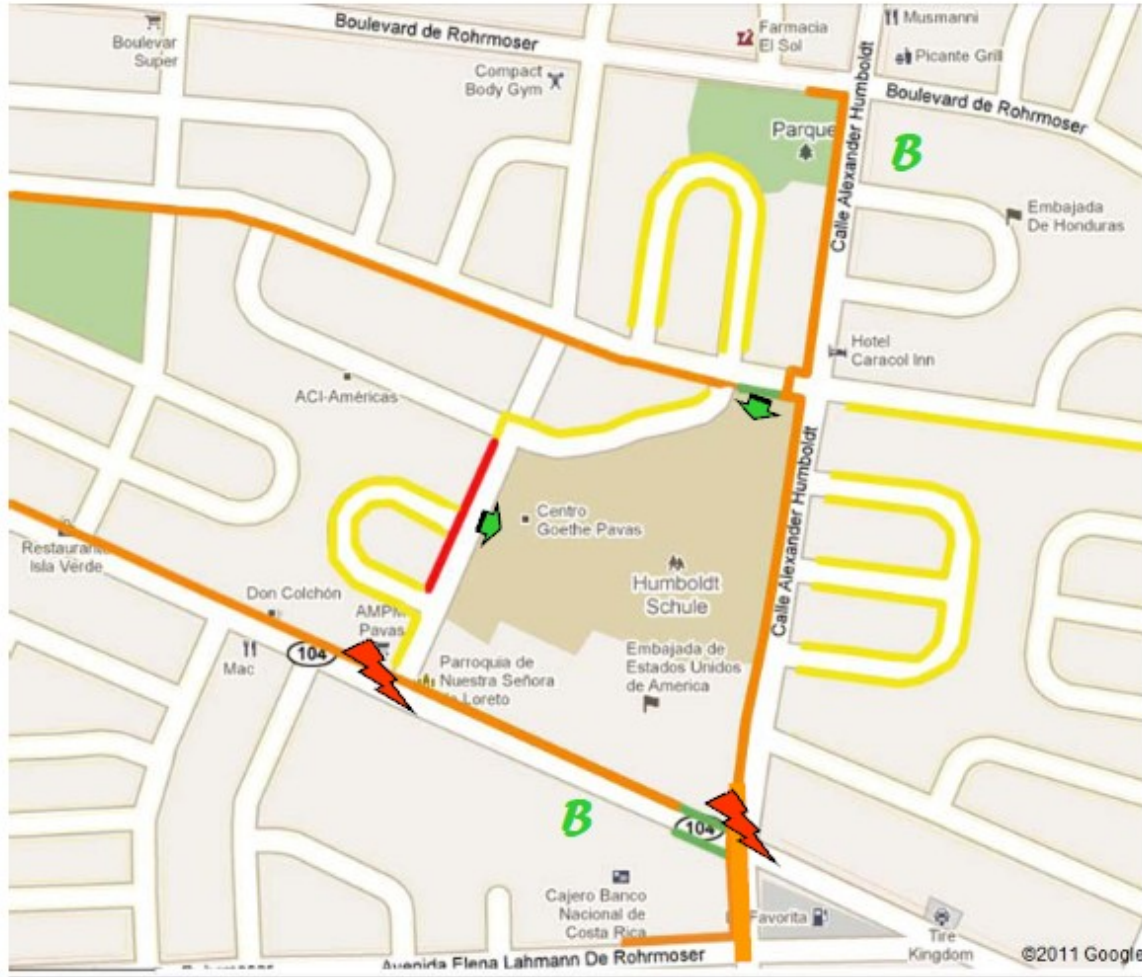
bus or other public transport stop






















unfair situation with less direct road danger

School Analysis

Fair Space Humboldt Schule, San Jose Costa Rica Central América

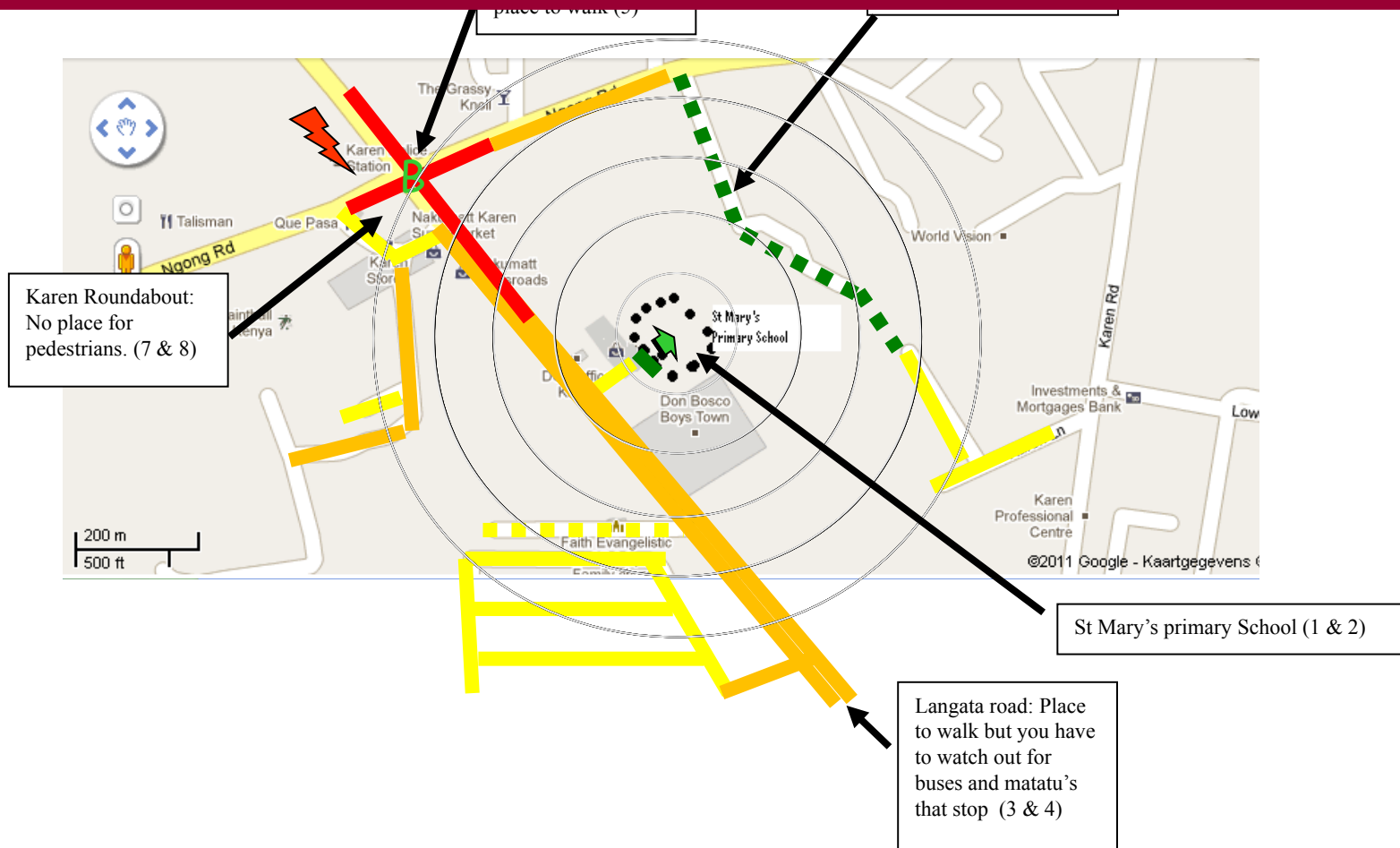


FAIRSPACE RATING

 zero	Severe danger imposed by one road user group on another
 	Inadequate infrastructure, designed with very limited considerations to non-motorized road users
  	Some consideration given to different road users (e.g. reasonable sidewalks) but still very unbalanced (e.g. no pedestrian crossings & high speed)
   	Some balance between users group. This can reflect space, speeds, traffic volume, ...
      	High level of safety and comfort to all road users, focus on sustainable modes, appropriate to local situation
	School entrance
	Bus or other public transport stop

analysis done by Ramón Pendones de Pedro

St Mary's primary school, Nairobi, Kenya



analysis done by Jasper D'Huyvetter

Hanoi: Children's neighborhood walk (pilot multi-user testing)



HealthBridge



Action for the City

outcome/feedback from pilot testing

- San Jose:
 - improved definitions & graphics
- Nairobi:
 - improved definitions
 - generated local action
- Hanoi:
 - less appropriate for (small) children
 - stimulates thinking about public space

next steps

- feedback on value
- broader testing
- “final” definitions and methodology
- Multi-user application allowing people to FAIRSPACE rate streets?
 - as a school project
 - as a neighborhood project