




iRAP Vision

iRAP is a charity with the vision for a world free of high-risk roads.


<http://vida.irap.org>

Star Rating Demonstrator ?



★★★★★

Score:16.9



★☆☆☆☆

Score:305.1



Key Partners



Because every life counts.



LOOK AT WHAT WE'VE ACHIEVED TOGETHER

Global roads made safer by the end of October 2018

96

countries reached

17
THOUSAND

people trained in safer road infrastructure

1.3
MILLION

kms Risk Mapped*

940
THOUSAND

kms Star Rating analysis of existing roads*

US
\$67+
BILLION

of infrastructure investment made safer

22.4
MILLION

kms of analysis

5,900

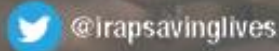
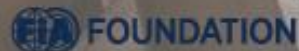
ViDA users

iRAP partners with governments, mobility clubs, funding agencies, development banks, research institutes and NGOs around the world to make roads safer
- #3StarorBetter to save lives.

www.irap.org

Because every life counts!

*Cumulative non-unique kilometres assessed over time



WHAT DOES A 5-STAR STREET LOOK LIKE?



Images ©NACTO

Case study: Night traffic in Bangkok, Thailand

Images of the road before and after the improvements



IRAP risk assessment

				
Star Rating Score				
Before	8.1	9.6	144.8	34.9
After	2.2	2.6	0.1	6.2
Reduction in risk	73%	73%	100%	82%
Star Rating				
Before	★ ★ ★	★ ★ ★	★	★
After	★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★

- 10 streets with high rates of fatalities and serious injuries assessed
- Recommendations made to slow traffic and improve pedestrian safety
- Night time facilities double pedestrian space and provide protection.



Star Rating for Schools

for our kids

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FIA FOUNDATION

GLOBAL INITIATIVE FOR CHILD HEALTH AND MOBILITY

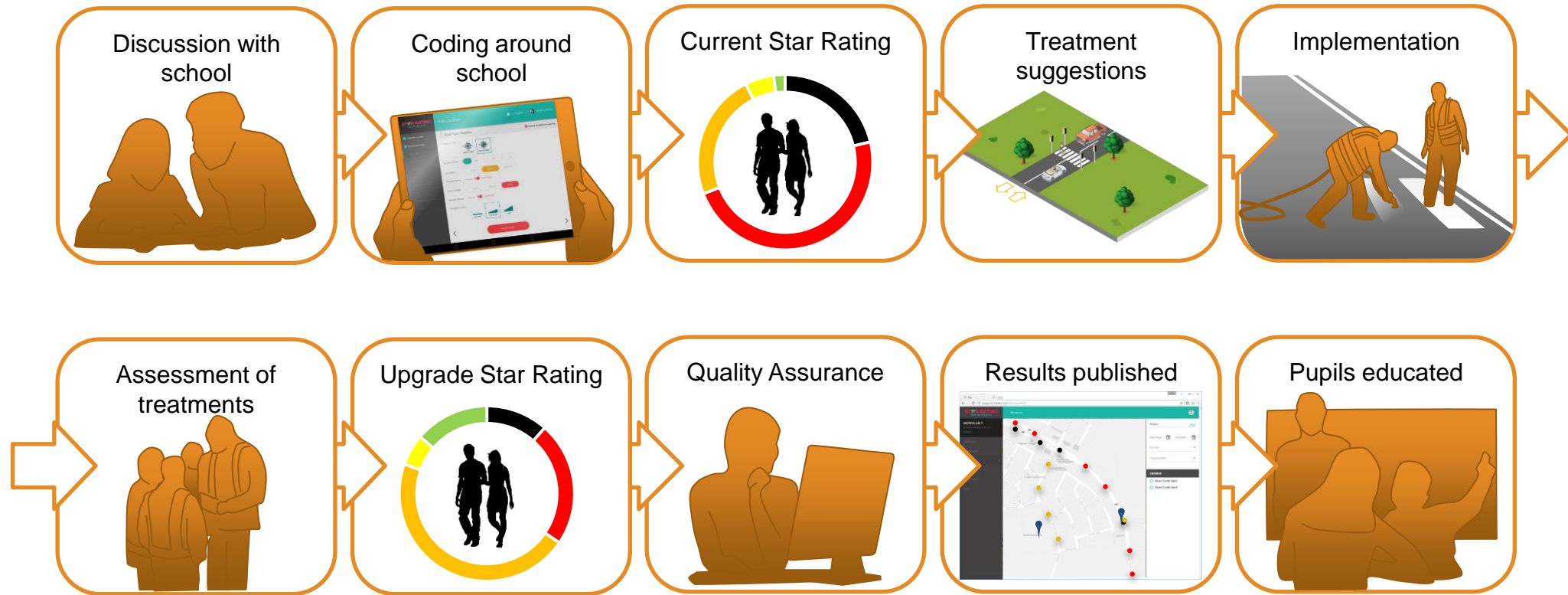


The global potential of the FIA club network to deliver large-scale positive impact for 3-star or better journeys to schools worldwide is up and running with training on every continent from Morocco to Region II in Nepal, and South East Europe to Latin America.



Star Rating for Schools

for our kids



Star Rating for Schools

for our kids

Search by school name

LIST OF SCHOOLS NEARBY

- Kingsworth International School
210m away
- Lycee Albert Camus, Bois-Colombes
340m away
- National Academy For Learning
425m away

Establish new school

Selection of School

STAR RATING FOR SCHOOLS

Edit Location George Wilson

Establish Location

Road environment

Road type

Road features

School zone

Sidewalks

Pedestrian crossing

Flow

Intersections or curves

Road environment National Academy For Learning

Land use left

- Underdeveloped
- Residential
- Commercial
- Industrial
- Farming
- School

Land use right

- Underdeveloped
- Residential
- Commercial
- Industrial
- Farming
- School

Area type

- Rural
- Urban

Vehicle parking

- None
- One side
- Two sides

Sight distance

- Adequate
- Poor

Previous Next

Data collection



Star Rating for Schools

for our kids

STAR RATING FOR SCHOOLS Edit Location George Wilson

Establish Location ✓
Road environment ✓
Road type ✓
Road features ✓
School zone ✓
Sidewalks ✓
Pedestrian crossing ✓
Flow ✓
Intersections & curves **Next**
Speeds

Intersections details National Academy For Learning

Intersection type

- Merge lane
- 3 leg
- 4 or more leg
- Roundabout
- Mini roundabout

FORMAL Formal U turn
INFORMAL Informal U turn
Active train
Passive train
No intersection

Extra features

- Signals
- Turn lane

Intersection side flow 0 501-900

Intersection quality **Adequate** Poor

Channelization Present Not present

Previous Next

STAR RATING FOR SCHOOLS Edit Location George Wilson

Establish Location ✓
Road environment ✓
Road type ✓
Road features ✓
School zone ✓
Sidewalks **Next**
Pedestrian crossing
Flow
Intersections or curves
Speeds

Sidewalks National Academy For Learning

Sidewalk left

- NONE None
- 0-1 0 to 1m away
- 1-3 1 to 3m away
- 3+ >3m away
- Behind barrier
- Informal 0 to 1m
- Informal >1m

Sidewalk right

- NONE None
- 0-1 0 to 1m away
- 1-3 1 to 3m away
- 3+ >3m away
- Behind barrier
- Informal 0 to 1m
- Informal >1m

Paved shoulder left

- PAVED NONE None
- PAVED 0-1 0 to 1m wide
- PAVED 1-2.4 1 to 2.4m wide
- PAVED 2.4+ >2.4m wide

Paved shoulder right

- PAVED NONE None
- PAVED 0-1 0 to 1m wide
- PAVED 1-2.4 1 to 2.4m wide
- PAVED 2.4+ >2.4m wide

Pedestrian fencing Present Not present

Previous Next

Star Rating for Schools

Case Study: Colombia



Credit: BIGRS

03.07.18

BIGRS
GRSF
World Bank
NACTO-GDCI
Mayor

Star Rating for Schools

Case Study: Colombia

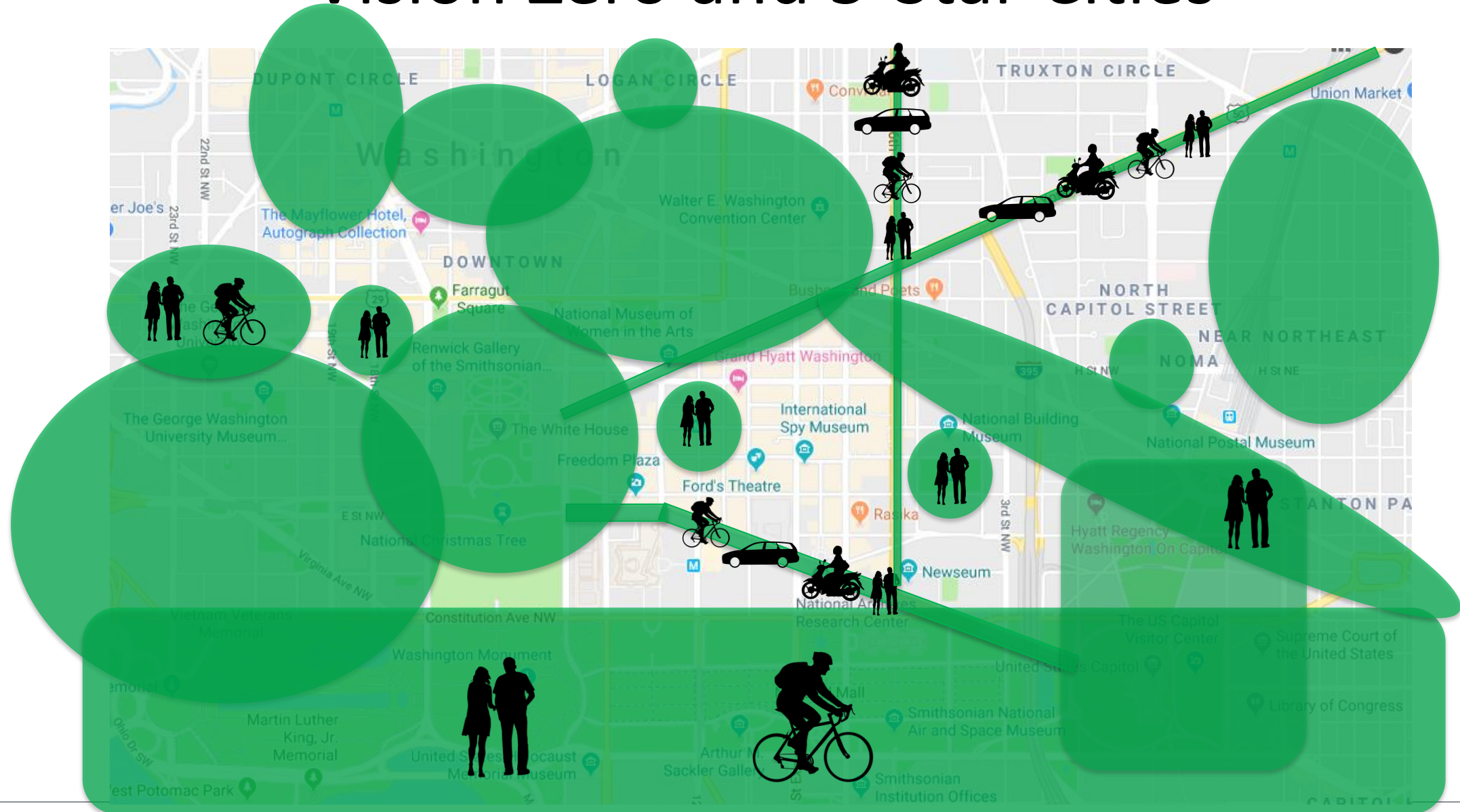


Star Rating for Schools

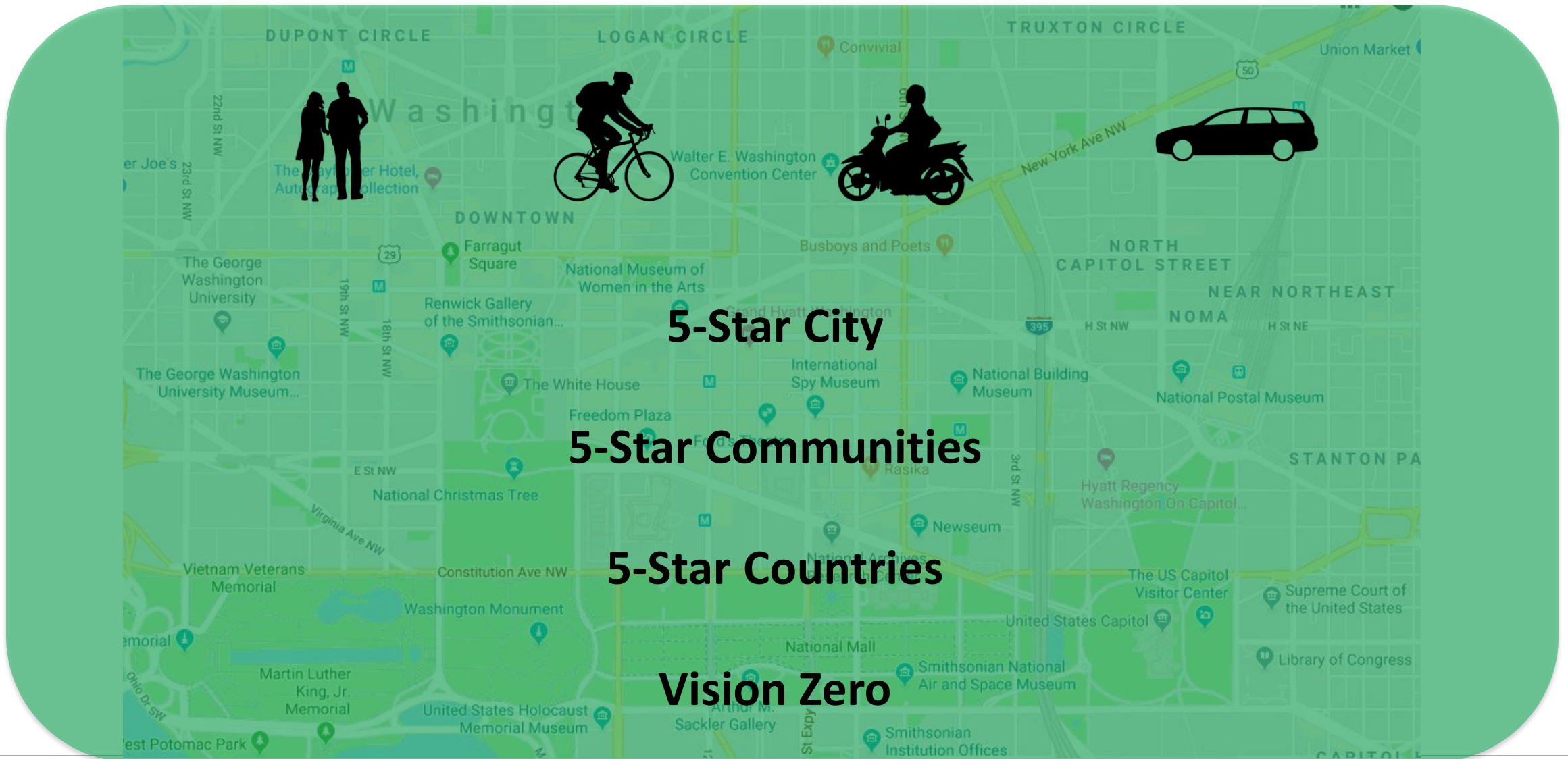
Case Study: Colombia



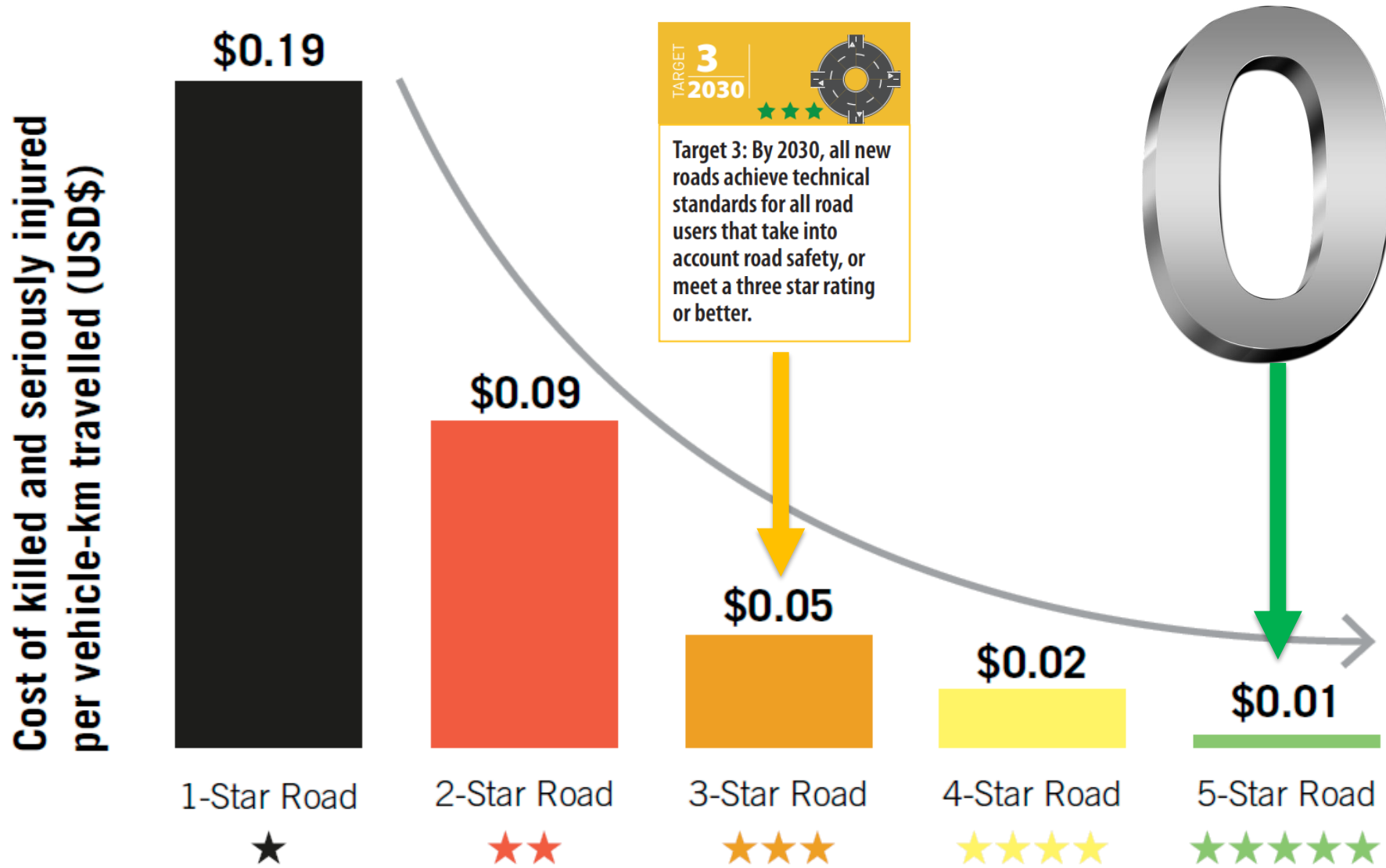
Vision Zero and 5-Star Cities



Vision Zero & 5-Star Cities



Vision Zero and 5-Star Roads



Source: OECD (2016)

Policy Impact



TARGET 3 2030

Target 3: By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three star rating or better.

TARGET 4 2030

Target 4: By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.



Mexico

Population: 127 540 424 | Income group: Middle | Gross national income per capita: I

INSTITUTIONAL FRAMEWORK

Lead agency	National Council for Accident Prevention through its Secretariat (STCONAPRA)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	No
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes



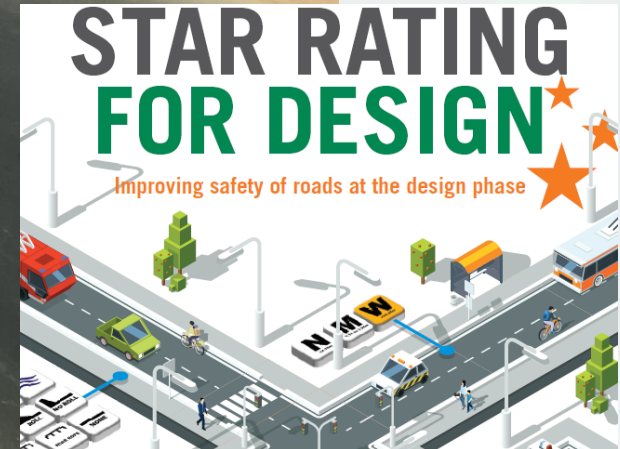
TARGET **3**
2030




Target 3: By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three star rating or better.



STOP BUILDING NEW KILLER ROADS





STAR RATING FOR SCHOOLS

STAR RATING FOR SCHOOLS

GLOBAL PILOT STUDIES AND ROAD MAP TO 2020
APRIL 2019

OUR VISION IS OF A WORLD WHERE ALL CHILDREN TRAVEL SAFELY TO AND FROM SCHOOL.

FOUNDING SPONSOR: **FedEx**

MAJOR DONOR: **FIA FOUNDATION**

MADE SAFER BY: **iRAP**



IRAP for Safer Cities

CASE STUDY
5-Star Cities for all road users

IRAP
FIA FOUNDATION
University of Cambridge

IRAP FOR SAFER CITIES

With over half of the world's population now living in cities, addressing urban road safety is becoming increasingly important to reduce road fatalities and serious injuries. Vulnerable road users—pedestrians, motorcycles and bicycles—account for a high proportion of fatalities and serious injuries in cities. This is particularly true for low- and middle-income countries, where pedestrians are typically account for an average of 45% of road traffic fatalities compared to 1.8% in high-income countries.

A ten-year study in Accra, Ghana, showed that vulnerable road user deaths accounted for 72% of all road-related deaths, of which 60% were pedestrians. A study of six Indian cities showed that the proportion of vulnerable road user deaths to overall road fatalities was even higher, ranging between 84% and 93%. In the Netherlands, cyclists now account for more than half of all road deaths. Increasingly, high-income countries are now recognizing the large injury burden of both reported and unreported vulnerable road user crashes.

GLOBAL SNAPSHOT OF CITY STREETS

IRAP's global presence means urban road data can be analyzed at a global level. IRAP's big data tool, www.safesidestroads.org, provides important insights into road safety in cities everywhere.

89%* of roads have no pedestrian crossings

*Where pedestrians are present and speeds are over 40km/h (25mph).

70%* of roads have no sidewalks

*Where pedestrians are present and speeds are over 40km/h (25mph).

94%* of roads have no bicycle facilities

*Where bicycles are present and speeds are over 40km/h (25mph).

3 GOOD HEALTH AND WELL-BEING Goal 3.6: "Halve the number of global deaths and injuries from road traffic accidents"

11 SUSTAINABLE CITIES AND COMMUNITIES Goal 11.2: "Safe, affordable, accessible and sustainable transport systems for all"

The United Nations member states have agreed on global road safety performance targets that include the goal for more than 75% of travel to be on the equivalent of 3-star or better roads for all road users.

IRAP not only aims to achieve the United Nations Sustainable Development Goal 3.6, to halve road deaths and serious injuries, but also Goal 11.2, to help create safe and sustainable cities.

SUSTAINABLE DEVELOPMENT GOALS

www.irap.org