



# Road Safety Guidelines



European Bank  
for Reconstruction and Development



Multilateral Development Banks  
Road Safety Initiative

# ACKNOWLEDGEMENTS

The present Guidelines were designed as part of the joint work of the eight Multilateral Development Banks that conform the MDB's Road Safety Initiative in order to share road safety experiences and knowledge, and to establish common standards and approaches based on best practices and a reasonably consistent approach in dealing with road safety issues.

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# INTRODUCTION

**O**n 11 November 2009, ahead of the First Global Ministerial Conference on Road Safety in Moscow, seven Multilateral Development Banks (MDBs), which include: the Asian Development Bank, African Development Bank, European Bank for Reconstruction and Development, European Investment Bank, Inter-American Development Bank, Islamic Development Bank, and World Bank, issued a Joint Statement on a Shared Approach to Managing Road Safety in the context of harmonizing policies for road safety operations. CAF –development bank of Latin America– joined in April 2012.

This shared approach recognizes that a systematic, multisectoral response is required to address the global crisis including interventions that improve the safety of road infrastructure, vehicles, road user behavior and post-crash responses, and supports the principles of the Safe System Approach aimed at:

- (i) Developing road transport systems prevention, reduction and accommodation of human errors.
- (ii) Taking into account social costs and impacts of road trauma in the development and selection of investment programs.
- (iii) Establishing shared responsibility for road safety among all stakeholders.

(iv) Creating effective and comprehensive management and communications structures for road safety.

(v) Aligning safety management decision making with broader societal decision making to meet economic, human and environmental goals, and to create an environment that generates demand for safe road transport products and services.

More specifically, the Joint Statement acknowledges that a significant and sustained contribution to fatality reduction within the Safe System Approach will come from road infrastructure safety improvements, in which MDBs have an important role.

The Joint Statement states the aims to share road safety best practices and knowledge between the MDBs, and to establish common standards and approaches based on best practice and a reasonably consistent approach in dealing with road safety issues as now occurs for environment.

These guidelines are part of the joint effort of the MDBs to share tools and procedures on road safety in order to amplify impact in countries<sup>1</sup>. Each MDB has different approaches and levels of development on road safety. Therefore, these guidelines are designed in a general manner, in order for them to be applied according to the policies and strategies of each MDB.

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1 This first version will be piloted by the MDBs.

# OBJECTIVE OF THE MDB GUIDELINES



**T**he objective of these guidelines is to have a common approach on road safety for all MDBs. This generally means a common approach on road safety, and more specifically for MDB funded road and transport projects, as well as traffic generating non-transport projects.

This approach considers the fact that MDBs have a strong relation with road, transportation and infrastructure agencies due to the projects that they finance. These guidelines intend to take advantage of this situation with the aim to enhance road safety in


the countries, cities and regions where MDBs work.


The use of these guidelines on MDB funded projects will also serve as a demonstration effect to enhance road safety performance of the beneficiary countries.

It should be noticed that any of the suggested activities depend on the active participation and engagement of the national authorities accountable for road safety. MDBs therefore have to focus on promotion and local ownership of the activities before they are implemented.

# METHODOLOGY


This guideline presents a simple two-stage approach to road safety with procedures for:


 **Road Safety Screening** in a country, region or city.

 **Assessment of specific projects.**


The Road Safety Screening has two objectives: Provide an overview and identify high priority road safety activities. The opportunities to conduct Road Safety Screenings depend on the role of the MDB in a particular country or project. A checklist for a Road Safety Screening is provided with these guidelines.


However, it is also recommended to consider road safety at the initial steps of the appraisal of any project that generates road safety risks, such as:

 Construction, rehabilitation or upgrading of interurban and urban roads.

 Mass Transit, public transport and inter change infrastructure (airports, border crossings, etc.)

Projects that generate significant pedestrian or vehicle traffic are recommended to consider road safety evaluations, due to the fact that they pose road crash risks. These projects include, but not limited to:

 Large infrastructure projects that generate significant traffic of pedestrians or vehicles such as hospitals, schools, universities, housing and industrial developments, etc.

 Projects that generate transportation of people or those that require road works and create a risk for road users.

For this purpose, the guidelines provide a procedure for the identification of relevant road safety risks depending on the stage of development of the road safety sector in the country.

The suggested order of the two activities is shown in the figure below, and explained in the following sections.



Road Safety Screening  
in a country, region or city



Road Safety Assessment of the  
project and identification of specific  
road safety components

# ROAD SAFETY SCREENING



**R**oad Safety Screenings are for countries, cities or regions where MDBs are planning to work but without sufficient overview over the road safety situation. It is recommended to conduct the screening early in the appraisal of projects as it is done for social and environmental issues.

The purpose of the screening is to provide an overview of the capacity and main areas of activity included in the UN Global Road Safety Action Plan (United Nations, 2010) and suggested in the World Report on Road Traffic Injury Prevention (Tony Bliss, Jeanne Breen, 2009) in order to identify deficiencies and opportunities to enhance road safety.

**Annex 1** provides a check list for the most important aspects recommended to be considered in the screening.

The first column provides the relevant pillar of the UN Global Plan. The second column lists the aspects that can be considered, and the third can be used to

briefly describe the actual situation.

The last column can be used to suggest possible road safety components or stand-alone road safety projects, to be supported by loans, grants or technical assistance.

The information for the screening can be provided by authorities and stakeholders through a competent road safety specialist in cooperation with the lead road safety agency, if it exists. However, it is recommended to carry out the assessment in an independent and transparent manner to produce objective results.





A Road Safety Screening will produce suggestions for a number of high priority road safety projects in the short, medium and long term or road safety components of the project to be funded.

These recommendations will then be made available to all MDBs active in the country – not only the MDB that initiated and financed the screening.





# ROAD SAFETY ASSESSMENT OF THE PROJECT AND IDENTIFICATION OF SPECIFIC ROAD SAFETY COMPONENTS

**S**afe road infrastructure engineering is one of the areas where MDBs can provide significant contribution to road safety, due to their considerable investments in the road transport sector.

The recommended aspects that MDBs can promote, assist or request directly for infrastructure projects are:

-  Road Safety Impact Assessments (RSIA) including crash data analysis for a single road, road network or area, identification of crash problems, contributing factors and target groups, and establishment of benchmarks for later performance monitoring of a given project.
-  Establishment of an effective road crash data reporting and management system to enable targeted road safety work in the future.
-  Evaluation of the safety ratings of existing road networks and strengthening of capacity for periodic Road Safety Inspections (RSI) of the road network (black spots, spatial analysis in urban areas and hazardous road sections).
-  Application of recognized design standards which are in line with the Safe System Approach.
-  Inclusion of road safety specialists in the project planning/design team.
-  Road Safety Audits (RSA) from feasibility level to opening of the completed project, carried out by

independent, certified road safety auditors, and on post – opening of the project.

-  Inclusion of cost - efficient and evidence based road safety solutions for existing roads.
-  Inclusion of road safety specifications in the tender documents and focus on provisions for road safety in the terms of reference for supervision consultants.
-  Application of the required activities, standards etc. in projects where a national road safety plan exists.
-  Inclusion of road safety impacts in the formal economic evaluation of roads and transit projects.

The MDBs strong potential influence on road design and engineering is directly reflected in the above list. However, other types of components also need to be considered. Annex 2 provides a quick reference guide to assess which types of road safety analysis and interventions that could be relevant for a given type of project - including elements from all five pillars of road safety, such as road safety management, safer vehicles and road users, and emergency response.

These guidelines are not all encompassing. It can be used as a basis and inspiration for each MDB to prepare their own version, depending on their priority areas and available resources.

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## Annex 1: Road Safety Screening Check List

PILLAR	ASPECTS TO BE CONSIDERED	YES /No	ACTUAL SITUATION	COMMENTS AND POSSIBLE ACTIONS	RESPONSIBLE FOR THE INFORMATION
<b>PILLAR 1</b> <b>ROAD SAFETY MANAGEMENT</b>	Does the country have a Road safety lead agency or committee?				
	Does it coordinate all agencies involved?				
	Does the country have a Road safety strategy or Plan?				
	Does the Plan have ambitious but achievable time bound targets?				
	Does coordinating body have adequate technical and financial resources to promote road safety?				
	Does the country have reliable road safety data and road safety indicators?				
	Are the "at risk" road users and behaviors known?				
	Does the country have road safety research program underway?				
	Does the country have adequate road safety laws on the risk factor: driving under the influence of alcohol and/or drugs?				
	Does the country have adequate road safety laws on the risk factor: speeding?				
	Does the country have adequate road safety laws on the risk factor: use of helmet?				
	Does the country have adequate road safety laws on the risk factor: seat-belts?				
	Does the country have comprehensive road safety laws on the risk factor: child restraints?				
	Does the country have comprehensive road safety laws on work related safety?				
	Are legislative instruments and procedures supporting interventions and other institutional management functions sufficient to achieve the desired focus on results?				
	Does the country have a Traffic Policing system to enforce traffic regulations?				
	Does the strategies or plans consider all vulnerable users: e.g. pedestrians, cyclists and motorcyclist?				

## Road Safety Screening Check List

PILLAR	ASPECTS TO BE CONSIDERED	YES /No	ACTUAL SITUATION	COMMENTS AND POSSIBLE ACTIONS	RESPONSIBLE FOR THE INFORMATION
<b>PILLAR 2</b> <b>SAFE ROADS AND MOBILITY</b>	Do roads authorities have legal responsibility to improve road safety on their networks?				
	Are black spot or hazardous zones identification and treatment programme is in place?				
	Are spatial crash analysis done in urban areas?				
	Is the road network categorized into a functional hierarchy?				
	Does the country have local engineers trained to do road safety audits?				
	Are safety audits undertaken and results implemented on all new roads				
	Are safety audits undertaken on all road rehabilitation projects?				
	Are vulnerable road user ´s needs included in road design, planning and urban planners? (pedestrians, bicyclists, motorcyclist, children, elderly)				
	Are forgiving road design concepts or safe systems approaches used in design and operation of road network				
	Does road authority have enough permanent staff systematically monitoring and improving road safety aspects of their road networks especially for vulnerable road users?				
<b>PILLAR 3</b> <b>SAFE VEHICLES</b>	Are the motor vehicles regulations of United Nations World Forum (WP29) adopted?				
	Does legislation include mandatory use of seat belts, ABS, and active and passive safety in vehicles?				
	Are the vehicle safety standards sufficient to prevent import of less safe new vehicles that would not be permitted to be imported into EU or USA				
	Are vehicle safety standards sufficient to prevent import of unsafe used vehicles (absence of front or rear seatbelts, airbags or a steering wheel on wrong side )				
	Is there periodically technical and mechanical roadworthiness inspection of commercial vehicles?				
	Is there annual technical /mechanical inspection of other vehicles over 3 years old				

## Road Safety Screening Check List

PILLAR	ASPECTS TO BE CONSIDERED	YES /No	ACTUAL SITUATION	COMMENTS AND POSSIBLE ACTIONS	RESPONSIBLE FOR THE INFORMATION
PILLAR 4 SAFE USERS	Are the vehicles safety standards regularly updated				
	Are interventions being implemented on each of the main risk factors and aimed at the road users at greatest risk?				
	Is enforcement effective in deterring dangerous behaviors?				
	Are special education and publicity programs being implemented to targets the road users at greatest risk?				
	Are the majority of the funds raised by enforcement used in road safety activities? (%)				
	Are work-related road safety plans promoted?				
	Does the country have motorcyclist safety plans?				
PILLAR 5 POST CRASH RESPONSE	Do they have pre-hospital emergency care systems <ul style="list-style-type: none"> <li>• In the country</li> <li>• In that city</li> <li>• In the surrounding area of the project?</li> </ul>				
	Are there effective trained and equipped rescue services available to extricate injured crash victims?				
	Is emergency first aid assistance able to be provided to crash victims within 20 minutes?				
	Do they have good hospital trauma care systems?				
	Do the victims receive physical and psychological rehabilitation programs?				
	Are legal investigation done into the crash and the application of an effective legal response to road deaths and injuries				

## Annex 2: Road Safety Assessment Check List for MDBs funded Projects

TYPE OF PROJECT	APPLICABILITY	PROJECT PHASE	ISSUES TO BE CONSIDERED
ROADS (Rural and urban)	New construction; Rehabilitation; Reconstruction; Upgrading	Feasibility study	Road Safety Impact Assessment Road safety rating
		Preliminary Design	Application of safe system approach in design/design standards
		Detailed Design	Road Safety Audit and/or Road safety rating
		Construction	Work zone traffic management Road safety sensitization
		Pre/post opening	Road Safety Audit and/or Road safety rating Emergency care systems Monitoring and evaluation of road safety impacts
	Road maintenance	Operation of existing roads	Road Safety inspection Black spot management Road safety rating, Road Traffic Crash Mapping and Spatial Analysis Road user information and enforcement Emergency care systems
MASS TRANSIT PROJECTS	Mass transit projects (BRT, Metros, etc.)	Feasibility study	Road Safety Impact Assessment
		Preliminary Design	Road Safety Audit with particular attention to vulnerable road and circulation of motorized and non-motorized traffic
		Detailed Design	Safety requirements to vehicles
		Construction	Work zone traffic management Road safety sensitization
		Pre/post opening	Road Safety Audit with particular attention to vulnerable road users (pedestrians, bicyclist, and motorcyclists) Commercial or public transport vehicle driver training and sensitization Monitoring and evaluation of road safety impacts
TRAFFIC GENERATING PROJECTS	Modal interchange infrastructure	Feasibility study	Road Safety Impact Assessment
		Preliminary Design	Road Safety Audit with particular attention to vulnerable road users and circulation of motorized and non-motorized traffic
		Detailed Design	Work zone traffic management
		Construction	Road Safety Audit with particular attention to vulnerable road users (pedestrians, bicyclist, and motorcyclists)
		Pre/post opening	Sensitization Monitoring and evaluation of road safety impacts
	Buildings (Schools, Hospitals, Ports, Housing, Transit facilities, etc.)	Feasibility study	Road Safety Impact Assessment
		Preliminary Design	Safe circulation of motorized and non-motorized traffic, provision of safe parking, control of hazardous goods vehicles
		Detailed Design	
		Construction	Work zone traffic management
		Pre/post opening	Sensitization Monitoring and evaluation of road safety impacts



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