The World Bank GRSF team is collaborating with eight other global organizations, under the Bloomberg Initiative for Global Road Safety (BIGRS, 2015-2019) – a $125 million program focused on reducing the number of road deaths and serious injuries in ten selected cities and five countries in the developing world. In this partnership, GRSF provides technical assistance focused on evaluating the safety of existing road networks, providing investment advice for safer road design, and improving governments’ institutional capacity to manage road safety. Influenced by grant-funded activities, GRSF has been successful in leveraging road safety technical assistance, funded by the BIGRS, on many World Bank transport projects.

Below are some feature illustrations on GRSF’s work with World Bank projects as well as collaboration with BIGRS partners:

In Ho Chi Minh City (HCMC), the GRSF team is supporting the World Bank’s Green Transport Development Project – a project that will develop the first Bus Rapid Transit (BRT) system in the city – by assessing a total of 140 km of roads, 9 footbridges, and 37 schools that will be affected by the new BRT line. The GRSF, in collaboration with the International Road Assessment Program (iRAP), provided recommendations that could potentially reduce fatalities and serious injuries by 22% compared to the existing situation, and 40% compared to the feasibility study proposed design of the BRT system.

In mid-May, GRSF and partners conducted a workshop in HCMC on how to use the iRAP results to prioritize cost-effective road safety countermeasures across the city, especially for vulnerable road users. The workshop also introduced the first-ever, evidence-based Star Rating for Schools App, an application that harnesses the power of the iRAP star ratings to measure the risk children take on their journey to school.
In China, the BIGRS work is being delivered by ChinaRAP, the country’s iRAP Center of Excellence. The ongoing work is a legacy of the World Bank’s Road Safety Engagement Strategy for China dating back to the first Highway Safety Enhancement Project (HSEP) in 2004. This collaboration continues to use BIGRS grants to build national expertise influencing ten Bank lending operations, as well as technical assistance to various districts in Shanghai. These efforts are resulting in improvements, such as installation of pedestrian refuges and bicycle lanes in cities as well as speed calming measures and guardrail on rural road projects. See video for a GRSF/BIGRS transformation of a street in Shanghai.

In Africa, the World Bank’s US$550 million Tanzania Development Corridors Transport Project has partnered with the BIGRS in undertaking 3,763 km of road network assessments and design reviews of 2,700 km of roads. Similarly, at the urban level, GRSF has completed road safety assessments of various phases of the Dar es Salaam BRT, supported under the World Bank’s Dar es Salaam Urban Transport Project. Moreover, in Addis Ababa, almost 514 km of network level infrastructure risk assessments are helping identify high priority risk streets for road safety interventions and supporting the US$300 million World Bank Transport Systems Improvement Project (TRANSIP) – mainly through baseline road safety assessment and design review of five corridors and grade separated pedestrian crossings. The city is implementing a pedestrian walkway improvement and speed management program along sections of iRAP surveyed corridors.

In Bogotá, GRSF assessed a network of more than 170 km of roads for safety risks. The results showed that over 40% and 60% of this network was rated as high-risk for cyclists and pedestrians, respectively. To increase the number of cyclists on the roads and to complement the road safety recommendations provided through the BIGRS, the city requested the Bank’s advisory services to improve data analytics on bicycle travel patterns, assist in the development of a personal security strategy, and advise on policy issues related to pedicabs. Moreover, in Fortaleza, with support from BIGRS partners and iRAP, the Secretariat of Conservation and Public Services has succeeded to install signalized pedestrian crossings, improve road delineation, close dangerous U-turns, add bus and bicycle lanes and reduce the speed limits on Avenida Leste-Oeste from 60 to 50 km/h – a significant improvement although still higher than the ideal urban speed limits for vulnerable road users. Currently, iRAP is assessing the improvements in star ratings due to this intervention.

Pedestrian walkway improvement program in Addis Ababa, Ethiopia

For more on GRSF’s BIGRS work, please visit www.worldbank.org/grsf or contact us at grsf@worldbank.org