



WORLD
RESOURCES
INSTITUTE

CONNECTING – COLLECTING – COMMUNICATING

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CONNECTING


Global status report on road safety 2023





Section 1.

The global burden of road traffic deaths

 There were an estimated 1.19 million road traffic deaths in 2021; this corresponds to a rate of 15 road traffic deaths per 100 000 population.

 As of 2019, road traffic injury remains the leading cause of death for children and young people aged 5–29 years and is the 12th leading cause of death when all ages are considered.

 Globally, 4-wheel vehicle occupants represent 30% of fatalities; followed by pedestrians who make up 23% of fatalities; and powered two- and three-wheeler users who make up 21% of fatalities.

 Cyclists account for 6% of fatalities while 3% of deaths are among users of micro-mobility devices such as e-scooters.

 92% of deaths occur in low- and middle-income countries.

x3 The risk of death is three times higher in low-income countries than high-income countries despite these countries having less than 1% of all motor vehicles.

COMPLEX ISSUE

- International
- National Government (Transport, Health, Interior (Police), Education, Finance, Commerce, Innovation, etc.)
- Local Government

COMPLEX ISSUE

- Civil Society
- Private sector (vehicles, infrastructure, tech, etc.)
- Financial organizations (MDBs, Private and Public finance organizations)
- Development organizations
- Academia
- Others

COMPLEX ISSUE

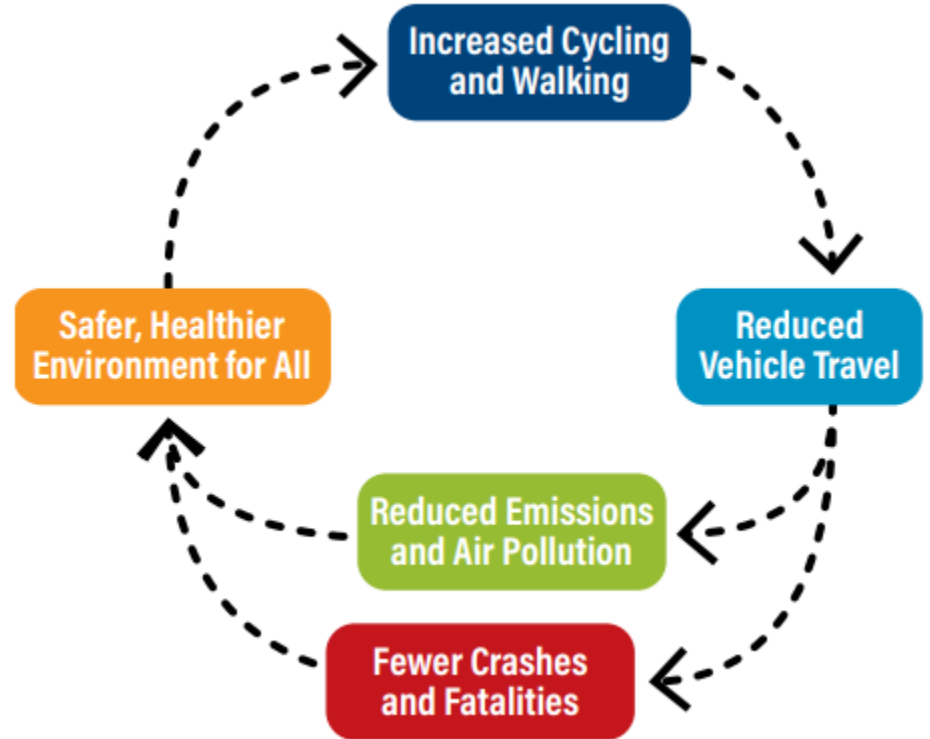


SOLUTIONS

System Approach



Interdependence



GLOBAL PLAN

DECADE OF ACTION FOR ROAD SAFETY
2021-2030

UN General Assembly Resolution 74/299 declared a **Decade of Action for Road Safety 2021-2030**, with the target to reduce road traffic deaths & injuries

BY AT LEAST 50% during that period

The **Global Plan** describes what is needed to achieve that target, and calls on governments & partners to implement an integrated

SAFE SYSTEM APPROACH



For further information, visit:
[DECADE OF ACTION FOR ROAD SAFETY 2021-2030](#)



Another way to grow: Planning mobility on a human scale

Juan Carlos Escudero. Center for Environmental Studies
Vitoria-Gasteiz City Council

VITORIA GASTEIZ



donde **el verde** es capital
bertan **berdea** nagusi
where **the green** is capital



A shared learning process



October 2006
1st participatory workshop.
Report on Mobility and Sustainability in Vitoria-Gasteiz

November 2006
2^{or} participatory workshop.
Mobility in Vitoria-Gasteiz in 2020

January 2007
3rd participatory workshop
Citizen Pact for Sustainable Mobility



- Citizen Pact for Sustainable Mobility
- Signature: April 2007
- Approval in Municipal Plenary. September 2007
- Approval in the Social Council. July 2008

From a car-oriented public space...

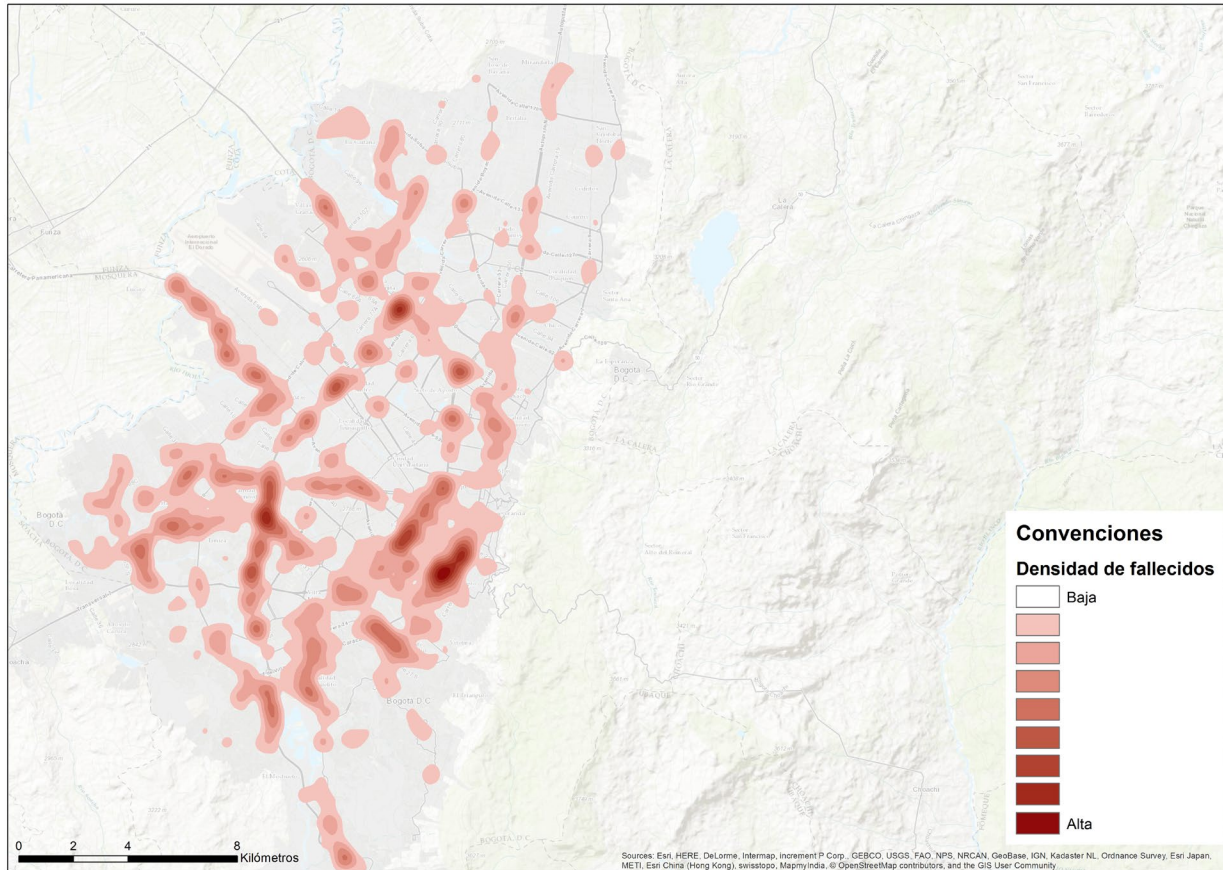




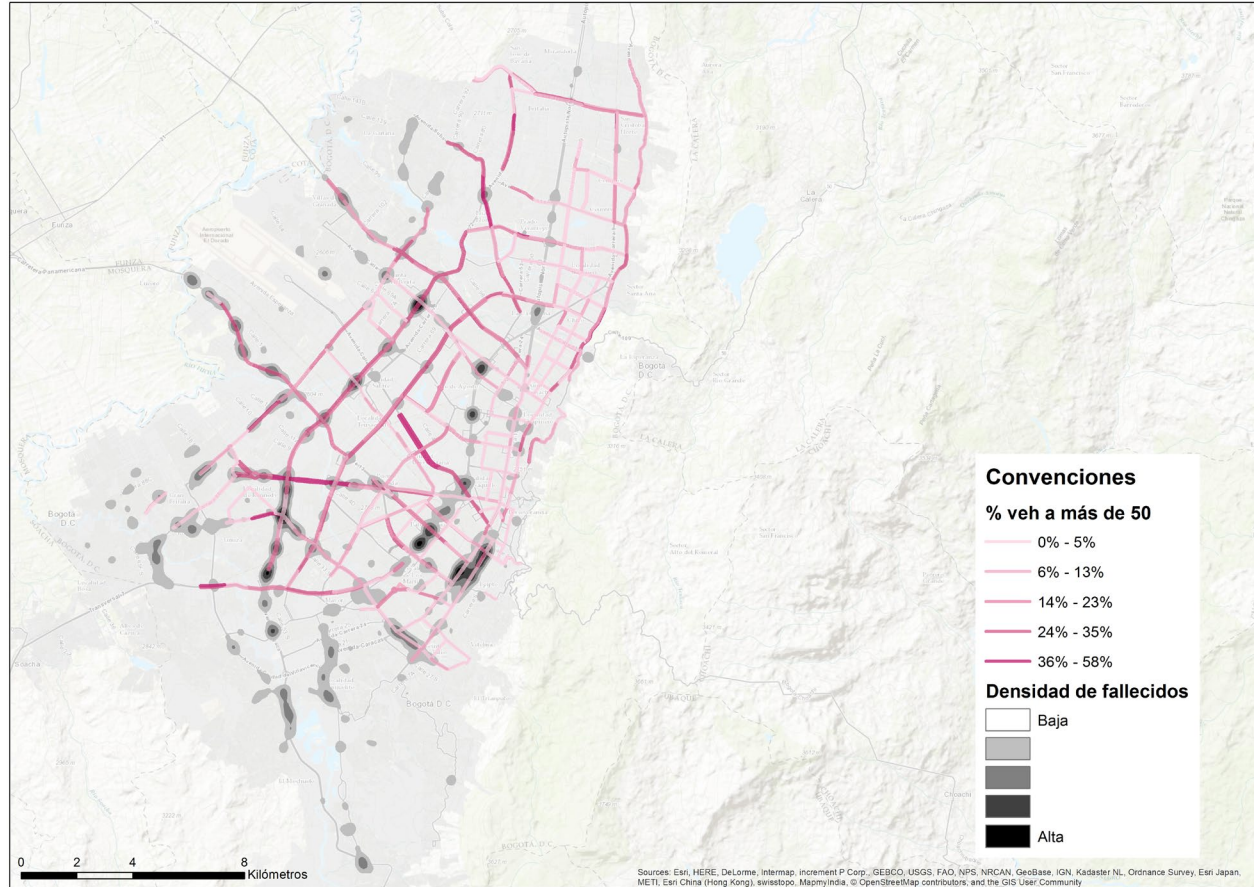
... to one oriented to people and nature.

COLLECTING

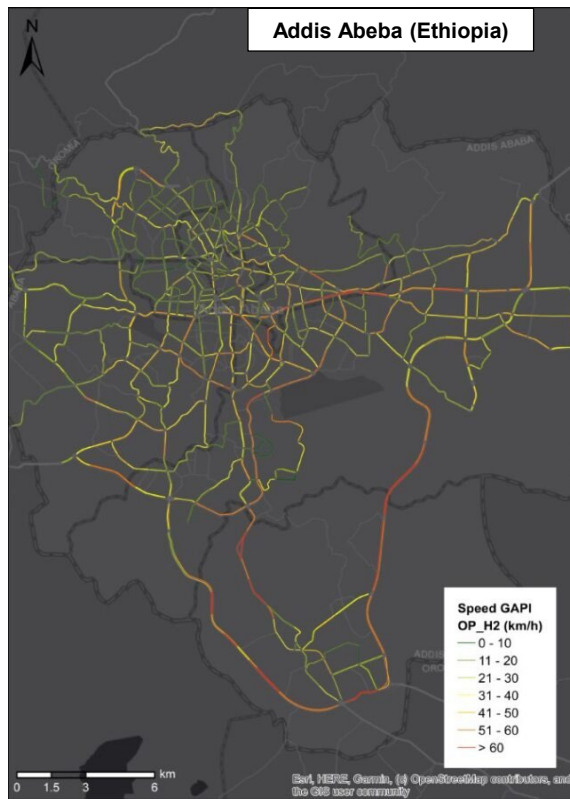
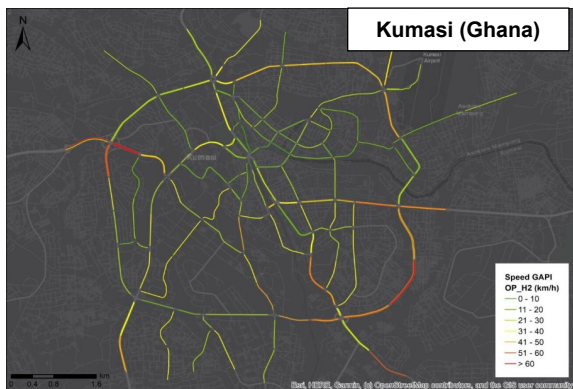
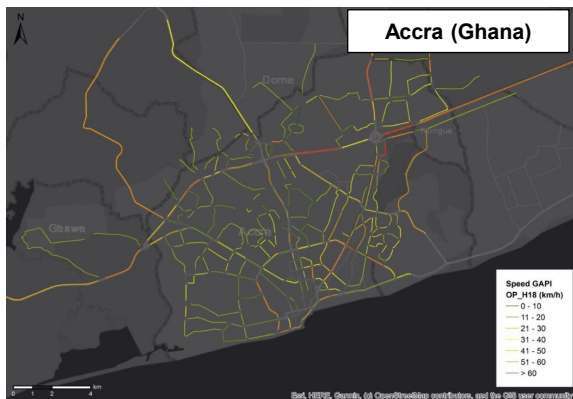
FATALITIES IN BOGOTA



SPEED AND FATALITIES IN BOGOTA



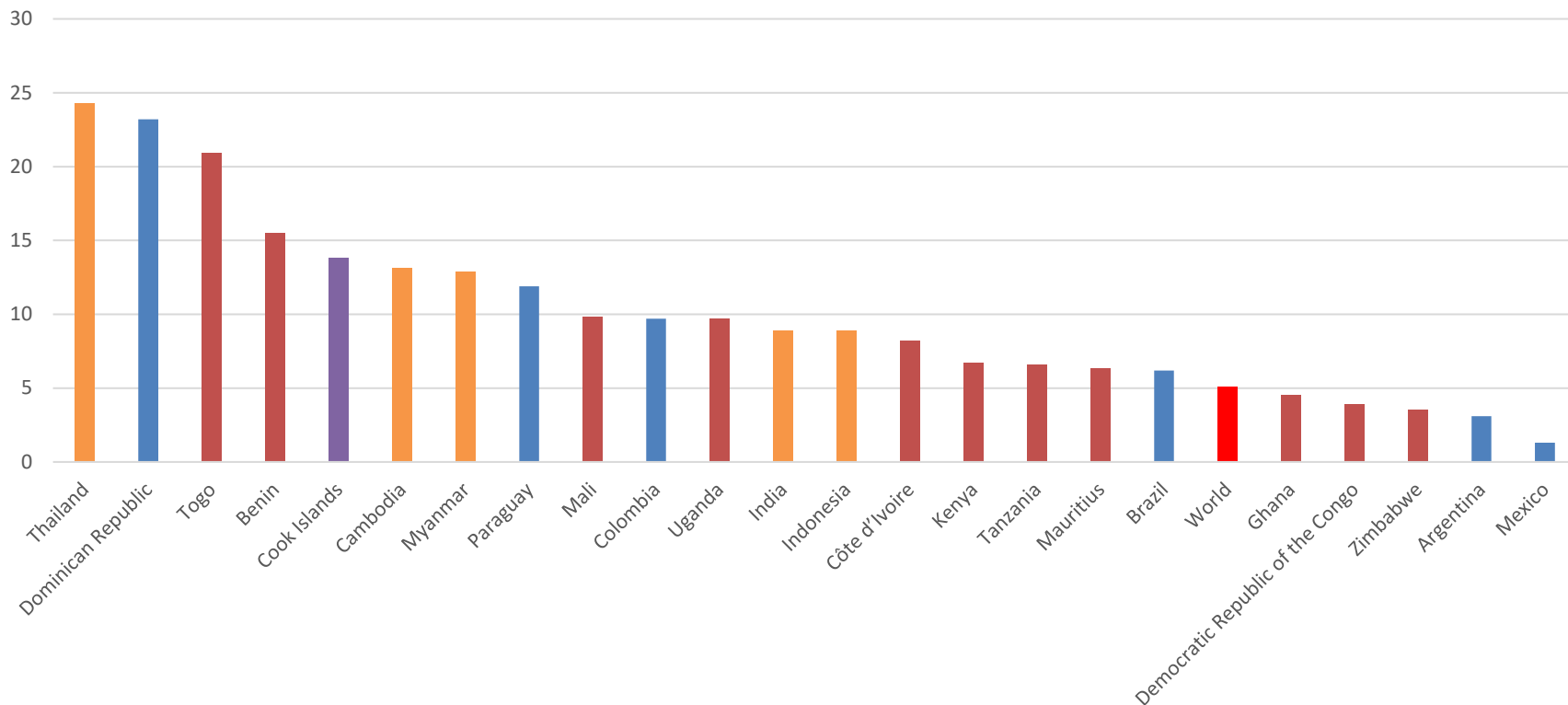
BIGRS DATA ON SPEED



We divide the arterial network of selected cities into segments.

For each segment, we can obtain the average traffic speed data, at selected times of the day, and different traffic conditions.

Global Motorcycle Fatality Rates per 100,000 population



DATA AND METHODS

SPEED

- Google API in segments
- 3am optimistic model

GEOMETRY

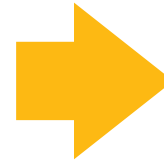
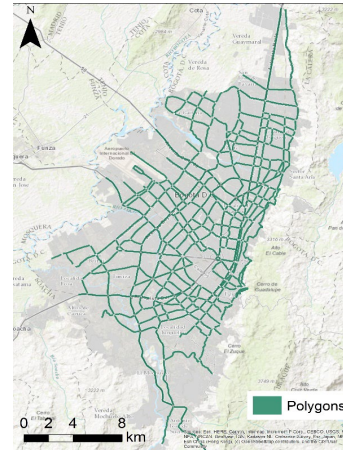
- Number and width of lanes by direction
- Width of corridor: **roadbed width**
- Markings and condition
- Median
- BRT trunk lanes

LAND USE

- % per use
- Blocks per km
- Population, employment density

INFRASTRUCTURE

- Signals
- Pedestrian bridges
- Intersections



**Number of casualties
(injuries or fatalities)**

Data was collected in six cities:
Bogota, Cali, Buenos Aires, Nairobi,
Accra, Bangkok.

COMMUNICATING

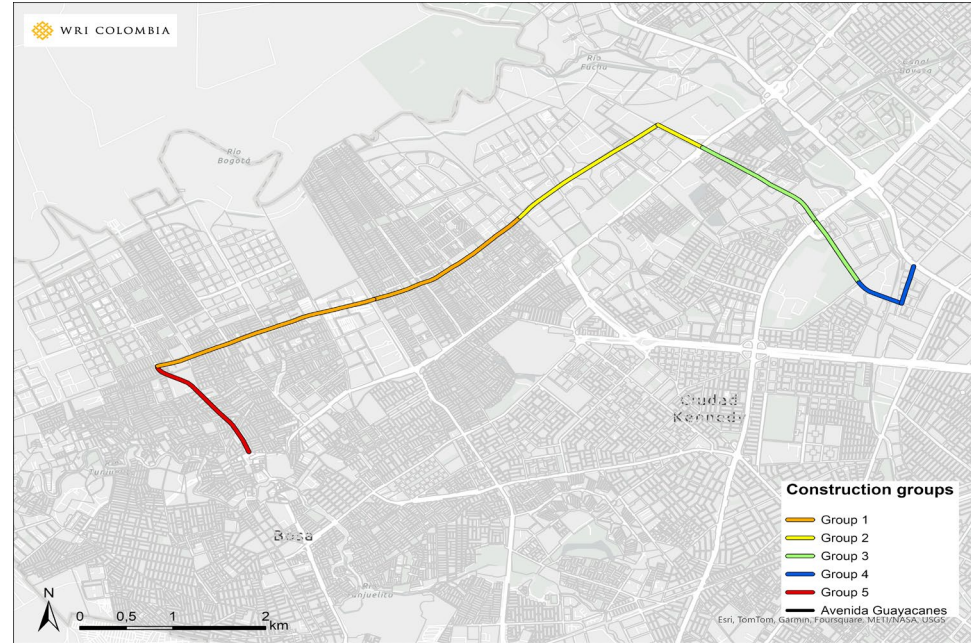
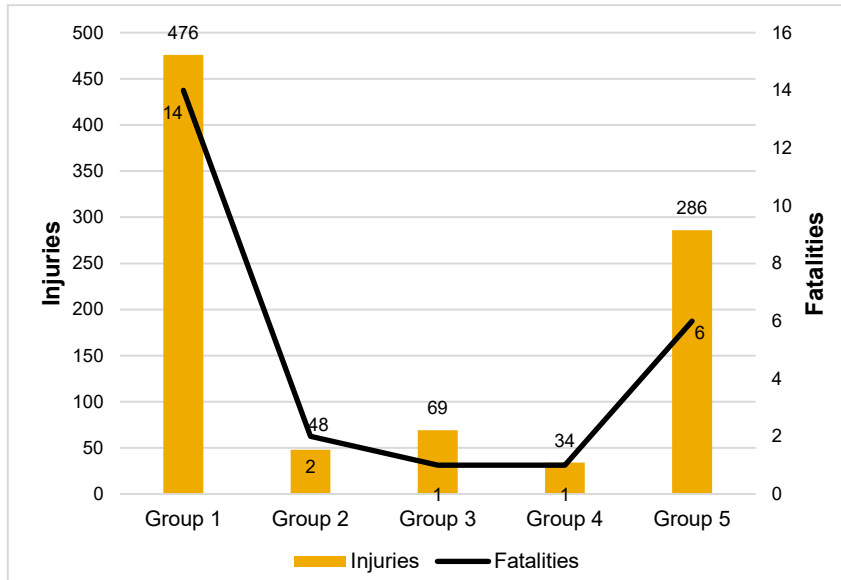
FINDINGS AND RECOMMENDATIONS

Variable	Finding	Recommendations
Speed	Traffic speed is the best predictor of motorcycle crashes and victims	SPEED MANAGEMENT strategies at corridor and area level, not just spot-based
Land use	Population density, commercial land use and lower income levels are associated with higher risks for motorcyclists	Special focus on minimizing conflicts and reducing speeds in dense urban environments with commercial activity, review investment in infrastructure for low-income neighborhoods and allocating resources equitably
Intersections	Motorcyclists are particularly vulnerable in intersections, compared to other users	Safe intersection design for safe approaching speeds is needed. Compact, simple, and controlled intersections are safer
Road design	Wider roads with multiple lanes – associated with filtering and weaving. Medians are associated with increases in injuries, likely due to merging at high speeds	Redesign of lane width for speed management, redesign or close median openings might be needed
Other users	Actions that guarantee safety for pedestrians and passengers bring positive outcomes for motorcyclists' safety	Remove pedestrian bridges for safe crossings, speed management measures, design public transit stations and stops to minimize conflicts.

Guayacanes Avenue



TRAFFIC CAUSALITIES – GUAYACANES AVENUE



Guayacanes Avenue has concentrated **913 injuries** and **24 fatalities** across its 5 construction groups.

VICTIMS – GUAYACANES AVENUE

Una mujer murió tras ser embestida por una motocicleta en la Av. Guayacanes

La emergencia se presentó cuando la mujer de 65 años intentaba atravesar la calle.

A 65-year-old woman died after being hit by a motorcycle while trying to cross the street

https://citytv.eltiempo.com/fotos-y-videos/video-y-multimedia/una-mujer-murio-tras-ser-embestida-por-una-motocicleta-en-la-av-guayacanes_70215

Taxista borracho atropelló a dos mujeres en Bogotá: una de ellas perdió la vida luego del accidente de tránsito

Drunk cab driver hit two women on a motorcycle

<https://www.infobae.com/colombia/2024/02/18/taxista-borracho-atropello-a-dos-mujeres-en-bogota-una-de-ellas-perdio-la-vida-luego-del-accidente-de-transito/>

Motociclista perdió la vida en accidente de tránsito en Bogotá; chocó contra un poste

Motorcyclist died after crashing into a streetlight

<https://www.pulzo.com/nacion/bogota/motociclista-fallecio-accidente-transito-sabado-19-octubre-PP4026495>

Paramédico murió tras ser arrollado cuando atendía un accidente de tránsito: video retrató la angustia

Paramedic who was hit by a truck died while attending a traffic crash

<https://www.eltiempo.com/bogota/paramedico-murio-tras-ser-arrollado-cuando-atendia-un-accidente-de-transito-video-retrato-la-angustia-3338457>

CORRIDOR : AVE. GUAYACANES

10 Speed humps and traffic signs implemented along Avenida Guayacanes.

No casualties recorded since implemented in mid-September.



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THANK YOU!
