



Global Infrastructure Safety Metrics for PTWs and Targets

Greg Smith, iRAP

GLOBAL REGIONAL ROAD SAFETY OBSERVATORIES (GRRSO) GRRSO
DIALOGUE ON POWERED TWO-WHEELER SAFETY (11-12 OCTOBER)

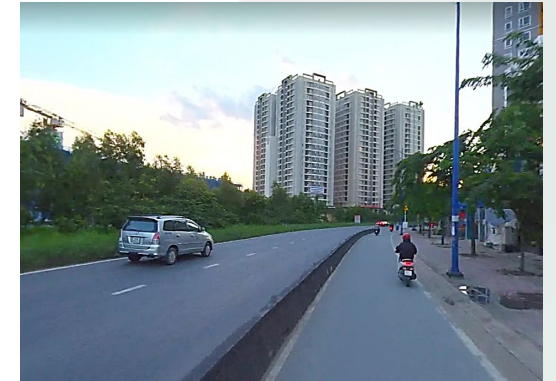


www.irap.org

INFRASTRUCTURE SAFETY



- iRAP methodology performed by partners in more than 100 countries
- > 50 attributes measured every 100 meters
- 5 stars = safest 1 star = least safe
- <https://irap.org/mcdialogue>



TARGET **3**
2030



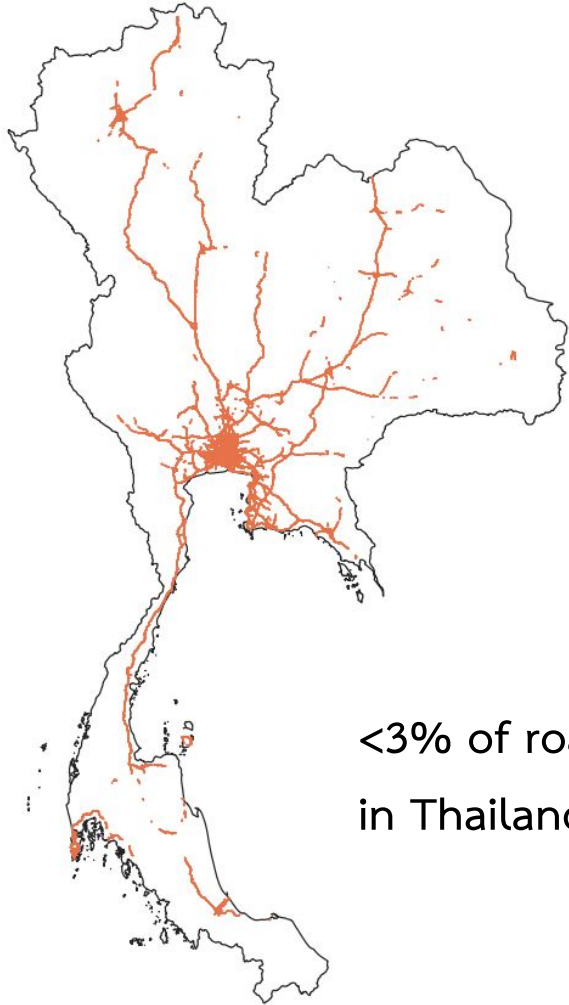
Target 3: By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three star rating or better.

TARGET **4**
2030



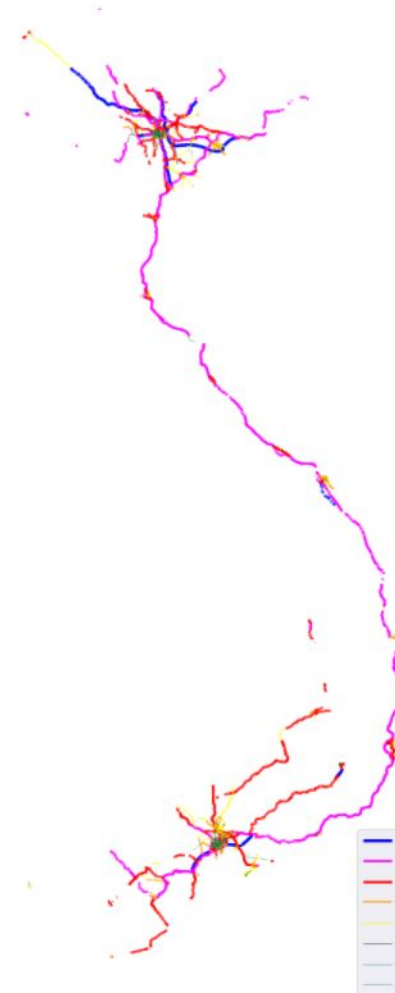
Target 4: By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.

Most travel happens on a small % of roads



<3% of roads cover 75% of travel in Thailand

Functional Road Class Distribution On Roads Where 75% of Travel Occurs



10% of roads cover 75% of travel in Vietnam

TARGET **4** 2030

75%




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.



KEY MESSAGES

- Significant data exists
- Manageable task
- Relatively few roads achieving 3-stars or better
- Roads with high PTW flows often don't cater well for PTWs
- Speed management
- Systematic treatment of proven and cost-effective solutions
- Scale up of PTW-specific treatments

For more information

-  greg.smith@irap.org
-  +63 995 144 9627
-  greg_smith_321
-  <https://www.linkedin.com/in/gregory-s-smith/>