

MOBILITY SNAPSHOTS

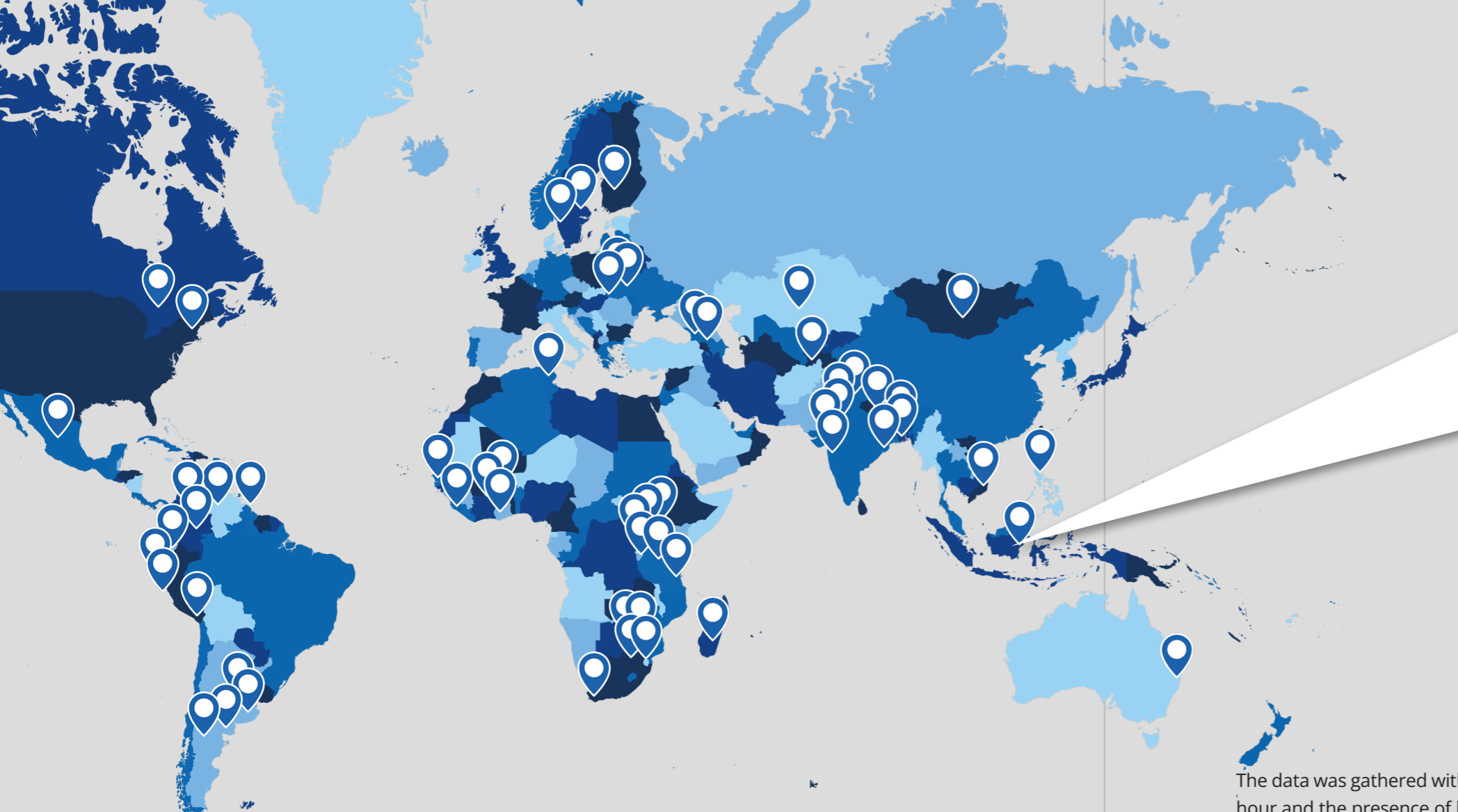
USING LOCAL DATA TO TURN DANGEROUS
REALITIES INTO SAFE PEOPLE-CENTERED STREETS





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INTRODUCTION: ABOUT THE MOBILITY SNAPSHOTS

Around the world, people who walk navigate streets that have been designed and built without their safety as a priority. Every day, they are exposed to dangerous conditions—high speeds and lack of footpaths and designated crossing points—that put their lives and livelihoods at risk. We have accepted unsafe and unsustainable streets as normal and inevitable, even though we know the proven, cost-effective solutions to fix them.

Therefore, the Global Alliance of NGOs for Road Safety (the Alliance) and its members set out to shine a light on this often-overlooked reality of people’s daily journeys. They collected data at 118 intersections in 44 countries around the world. These data—known as Mobility Snapshots—show the realities of how unsafe our streets are and the solutions that can make our communities more livable and sustainable, enabling access to education, work, and the choices that allow us all to achieve our maximum potential.

LOCATION: JL. SURAPATI, BANDUNG, INDONESIA

Data collected by: **CARS INDONESIA**

348 PEOPLE WALK HERE DURING PEAK HOUR

STAR RATING: ★★★★★ (1.0)

30 KM/H X

FOOTPATHS X
CROSSINGS X

TRAFFIC CALMING X

The Mobility Snapshots map shows a global picture of the risks that people face as they navigate their daily journeys on foot and the proven interventions that could make our streets safe and more sustainable. You can check out the Snapshots on our interactive map at www.roadsafetyngos.org/act-now/mobility-snapshots.

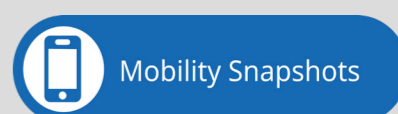
The data was gathered with tools¹ that capture the number of people using the intersection during peak hour and the presence of life-saving road safety interventions, such as footpaths, pedestrian crossings, speed limits, and traffic-calming measures like speed bumps.

In this publication, we will explore the Mobility Snapshots findings and the cost-effective interventions that could make people safe. Launched at the 4th Global Ministerial Conference on Road Safety in February 2025 in Marrakech, it serves as a wake-up call for decision-makers to show commitment and accountability. It is a tool for mobilization and advocacy, accessible to everyone—NGOs, individuals, and the private sector—that shows what is missing on our roads and presents clear solutions and the costs of implementing them.

We use this publication to call on governments to listen to the findings and solutions offered by NGOs based on their Mobility Snapshots, to allocate funding to implement evidence-based interventions, and to put people at the center of road design and modifications.

We also call on civil society and NGOs to use it to shine a light on intersections that pose risks to people and challenge unsafe and unsustainable streets, conduct more snapshots to build demand for safe mobility, and hold governments accountable for investing in and implementing evidence-based interventions.

Looking ahead, we will continue collecting data, strengthening advocacy, and pushing for safe, people-centered streets for all.



¹Global Alliance of NGOs for Road Safety: Mobility Snapshot tools, <https://www.roadsafetyngos.org/act-now/mobility-snapshots/mobility-snapshot-tools/>

METHODOLOGY: WHAT WE DID

To capture the conditions that pedestrians face as they navigate the road system, a systematic but easily accessible tool was needed, with a set of criteria that would ensure consistency. The tool was to be based on specific, evidence-based road safety interventions that advocates could use to push for implementation in a tangible way.

The Alliance collaborated with the International Road Assessment Programme (iRAP) to trial a tool based on the Star Rating for Schools application. Ten Alliance Secretariat staff and one member NGO tested the tool in 10 countries across five continents. As a result of their feedback, two tools were made available for the campaign: a simple form that collected the basic criteria needed to participate in the Mobility Snapshots (Mini Mobility Snapshot Tool) and a second, more in-depth tool (Star Rating Mobility Snapshot Tool), designed by iRAP and specifically tailored to intersections, which would enable analysis of the Snapshots, using iRAP's data analysis. This would enable advocates to get an internationally recognized star rating (see Box 2) and tailored recommendations to strengthen their advocacy case.

Before conducting the Mobility Snapshots, we provided training for NGOs, to equip them with the necessary knowledge and skills to conduct the snapshots effectively. Our partners, including the Global Youth Coalition for Road Safety, also mobilized their members to participate. Individuals and private sector organizations also participated, showing that the Mobility Snapshot is easy to conduct and everyone can be mobilized to join in the campaign for safer streets.

The Mobility Snapshots were primarily conducted during the #CommitToAct campaign week of action, 20–26 May 2024, with advocates across different locations collecting data simultaneously. This data is being used for local advocacy, and in some areas, tangible improvements have already been made to streets, enhancing safety for all road users.

NGOs and other advocates used a standardized process to ensure consistency and reliability of data:

- 1 They selected one or more intersections in their communities that met a set criteria (see Box 1);
- 2 They collected data using either of two tools: the Star Rating Mobility Snapshot Tool or Mini Mobility Snapshot Tool;
- 3 They submitted the data for analysis;
- 4 They used the data to advocate.



CRITERIA FOR SELECTING INTERSECTIONS

- 1 A place that is widely known and recognizable to people near a popular train/bus station or a public transport hub or a shopping/market area AND
- 2 A place that has plenty of pedestrian traffic mixing with motorized vehicle AND

- 3 A place that LACKS at least one of the following
 - formal pedestrian crossing
 - segregated footpath
 - traffic calming, such as a speed hump on approach to the intersection and/or
 - traffic lights for motorized vehicles and/or
 - speed limit of 30 km/h or less

We deliberately identified popular intersections that people need to use on foot but do not cater for their safety—to challenge what is perceived as normal and inevitable and call for improvements. We have to spotlight problems to bring meaningful changes.

Box 1: Criteria for selecting intersections

Out of the 118 Snapshots, 55 used the Star Rating Mobility Snapshot Tool, and iRAP performed detailed analysis on them. Each Snapshot was given a star rating (see Box 2), tailored recommendations to make the intersection safe, cost estimates for the work needed, and a potential star rating and risk reduction percentage that could be achieved if the tailored recommendations were implemented.

iRAP STAR RATING



Star Ratings are an objective measure of the level of safety which is 'built-in' to road design. It measures how safe a road is for different types of road users, such as pedestrians, bicyclists, motorcyclists, and vehicle occupants.

The ratings range from 1-star to 5-star, where 1-Star roads have the highest risk and 5-Star roads the lowest risk.

Box 2: iRAP Star rating description²

²iRAP: Star Ratings, <https://irap.org/rap-tools/infrastructure-ratings/star-ratings/>

REALITIES: KEY FINDINGS



118

Mobility Snapshots in 44 countries at intersections across Africa, the Americas, Asia Pacific, and Europe. Of the 44 countries, 7 countries were high-income countries.

MORE THAN

156,000

pedestrians use these intersections during peak hour.



Yet, **Priority Interventions³ to protect pedestrians** are lacking in many:

- 102** lacked a speed limit of 30 km/h or lower;
- 106** lacked usable pedestrian crossings on all legs of the intersection;
- 67** lacked usable footpaths on all legs of the intersection;
- 102** lacked traffic calming to reduce vehicle speeds around pedestrians.

55

Mobility Snapshots were assessed by iRAP:

- Pedestrians' risks of dying or being seriously injured could be reduced by 60% and up to 99% by implementing Priority Interventions;
- Some intersections could cost as little as US\$5,000 to make them safer for pedestrians. The highest cost estimated to implement Priority Interventions was US\$146,000.

³Global Alliance of NGOs for Road Safety: Priority Interventions, <https://www.roadssafetyngos.org/toolkit/priority-interventions/>

1 A LOT OF PEOPLE USE THESE INTERSECTIONS ON FOOT AS PART OF THEIR DAILY JOURNEYS

At 25% of Mobility Snapshot intersections, advocates recorded more than 1,200 people walking during peak hour. Between 301 and 1,200 pedestrians were recorded at a further 40% of intersections every hour. See Figure 1.

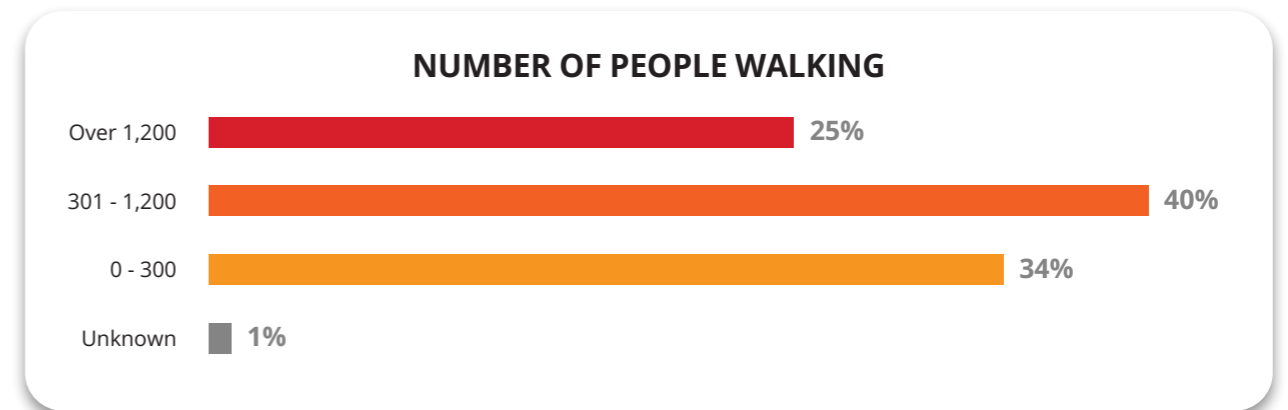


Figure 1: Number of people who use the intersections on foot during peak hour.

For example, at the intersection of Burton-Johnson Street and Square 1 in Kampala, Uganda, more than 5,000 people walk during peak hour, however, there is no infrastructure to protect them. See Picture 1.

The finding highlights that those who walk are regularly overlooked in road designs.



Picture 1 Mobility Snapshot at the intersection of Burton-Johnson Street and Square 1 in Kampala, Uganda. Even though more than 5,000 people walk here during peak hour, a 30 km/h limit, footpaths, crossings, and traffic calming to protect them are lacking.

2 PEOPLE ARE FORCED TO WALK ON THE ROAD WHERE VEHICLES ARE MOVING

Of the Mobility Snapshot intersections, 25% lacked any footpaths, while 21% had footpaths on only one side of the road. Footpaths were obstructed (for example by parked cars or vendors) at a further 11%. Under half (43%) had usable footpaths on all sides of the intersection. See Figure 2 .

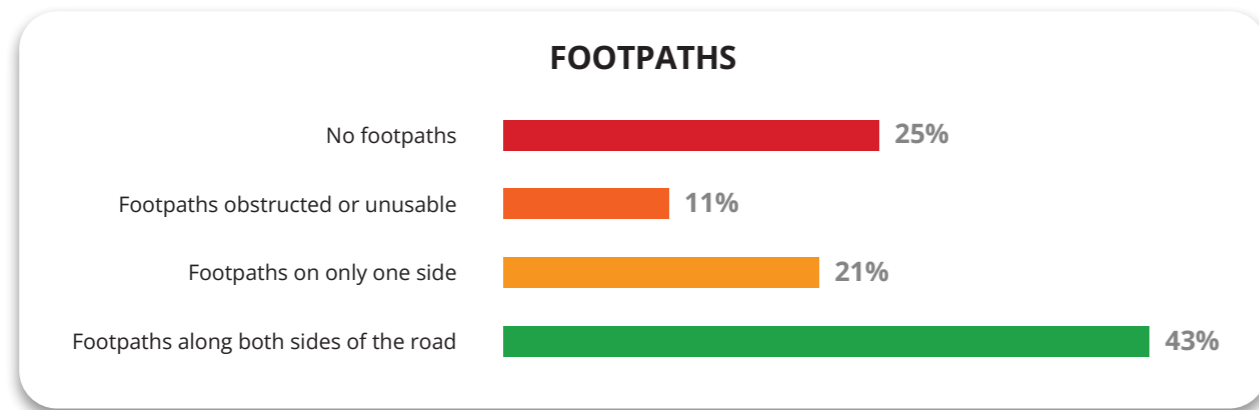


Figure 2: Lack of footpaths at intersections.

For example, at the intersection of Angwan Rukuba Market and Ring Road in Jos, Nigeria, there are no footpaths for more than 680 people walking there during peak hour, exposing them to oncoming traffic. See Picture 2.

The finding highlights that those who walk are regularly overlooked in road designs.



Picture 2

Mobility Snapshot at the intersection of Angwan Rukuba Market and Ring Road in Jos, Nigeria. Even though more than 600 people walk here during peak hour, a 30 km/h limit, footpaths, crossings, and traffic calming to protect them are lacking. They are forced to walk on the road, increasing the risk of being hit by vehicles.

3 PEOPLE CANNOT CROSS SAFELY

Only 10% of the Mobility Snapshot intersections had usable pedestrian crossings along all roads, and 41% had partial crossings, covering only some of the intersecting roads. Eight percent (8%) of crossings were unusable, for example, because the paint work had faded, and 41% lacked any crossings at all. See Figure 3 .

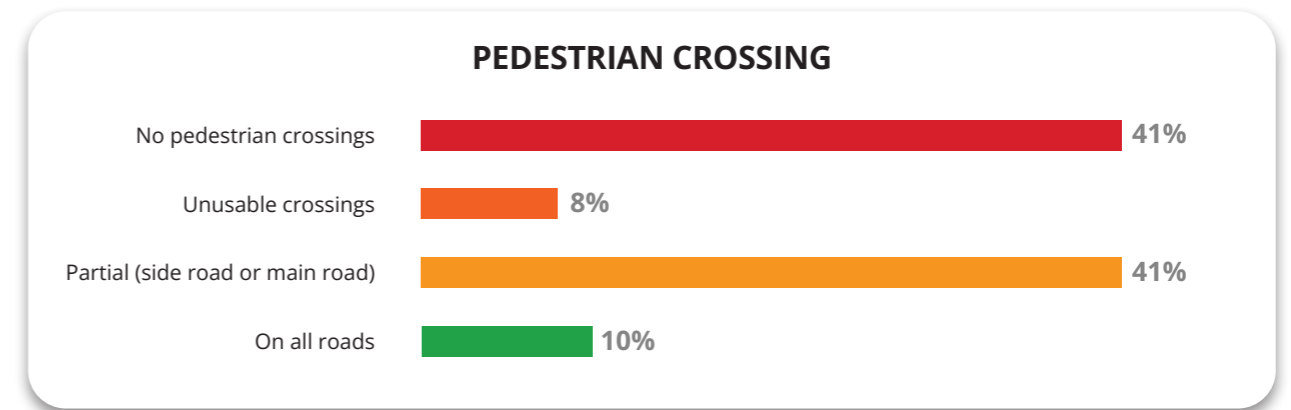


Figure 3: Lack of pedestrian crossing at intersections.

For example, at the Bellview Square intersection, in Cuttack, India, there are no crossings for more than 200 pedestrians using this intersection during peak hour. See Picture 3.

Without crossings that give them priority, pedestrians must dodge between moving motorized traffic to reach the other side.



Picture 3

Mobility Snapshot at the intersection of Bellview Square in Cuttack, India. Even though more than 200 people walk here during peak hour, a 30 km/h limit, footpaths, crossings, and traffic calming to protect them are lacking.

4 SPEED LIMITS ARE TOO HIGH TO KEEP PEOPLE SAFE

Of the Mobility Snapshot intersections, 46% had speed limits that exceeded 30 km/h—the internationally recognized maximum limit where people and vehicles mix. At 12% of the intersections, the speed limit exceeded 50 km/h. The speed limit was recorded as unknown or not posted at a further 41% of intersections, indicating that drivers could not necessarily be expected to know the limit. See Figure 4.

For example, at the intersection of Avenida Carlos Espinoza and Calle 7, in Salinas, Ecuador, used by over 400 pedestrians at peak hour, the speed limit is an outrageous 90 km/h. See Picture 4.

Speeds above 30 km/h increase the likelihood and severity of injuries, particularly for those walking and cycling. People are forced to cross roads through traffic that is legally allowed to drive at speeds too high for pedestrians' safety. They also make pedestrians' and cyclists' journeys feel less safe and less pleasant and may therefore act as a deterrent to these sustainable modes of transport.

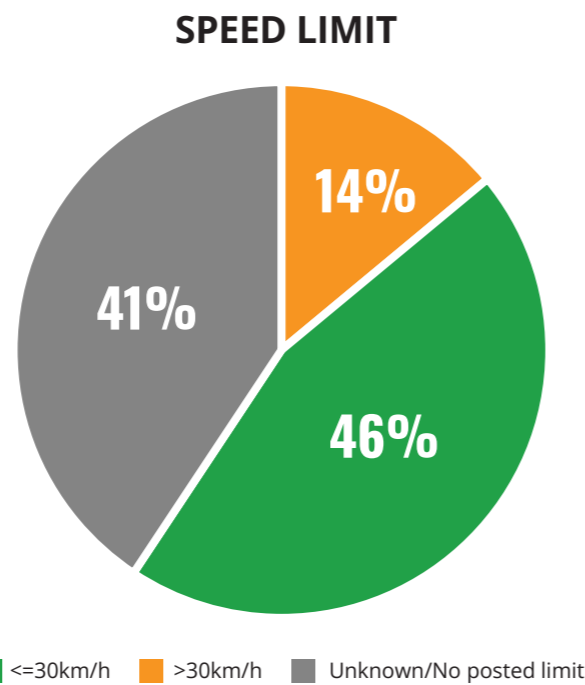


Figure 4: Lack of 30 km/h speed limits at intersections.

5 ROAD DESIGNS ARE ALLOWING INAPPROPRIATELY HIGH SPEEDS

Only 14% of the Mobility Snapshot intersections had traffic-calming measures, such as speed bumps. See Figure 5.

For example, at the intersection of Merab Kostava Street and Shota Rustaveli Avenue, in Tbilisi, Georgia, used by over 1,700 pedestrians at peak hour, there are no traffic-calming measures in place to slow oncoming vehicles, despite a speed limit of 60 km/h. See Picture 5.

Traffic-calming measures create a low-speed environment for pedestrians. They are designed to help drivers “do the right thing” by driving more slowly. Without them, vehicle speeds are left unchecked, increasing the likelihood of people being killed or injured.

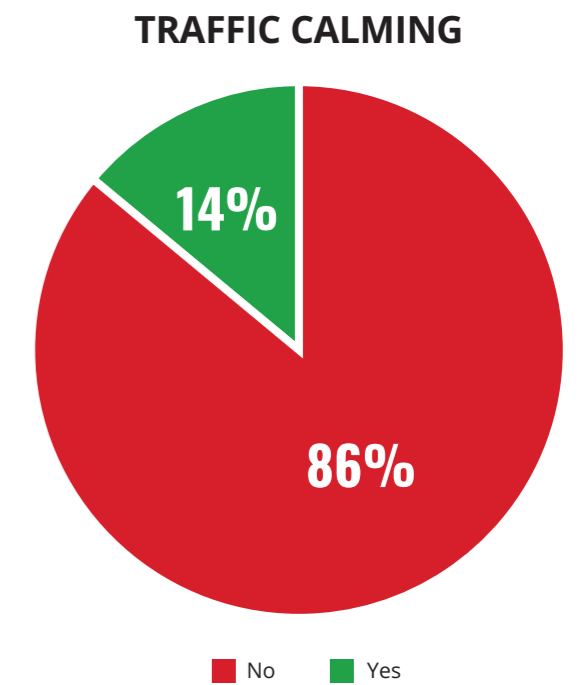


Figure 5: Lack of traffic-calming measures at intersections.



Picture 4 Mobility Snapshot at the intersection of Avenida Carlos Espinoza and Calle 7, in Salinas, Ecuador, with a speed limit of 90 km/h. Even though more than 400 people walk here during peak hour, a 30 km/h limit, footpaths, crossings, and traffic calming to protect them are lacking.



Picture 5 Mobility Snapshot at the intersection of Merab Kostava Street and Shota Rustaveli Avenue, in Tbilisi, Georgia. Even though more than 1,700 people walk here during peak hour, a 30km/h limit, footpaths, crossings, and traffic calming to protect them are lacking.

6

THESE PROBLEMS ARE PERVASIVE ACROSS REGIONS

The Mobility Snapshots reveal a striking reality: the lack of safe, pedestrian-friendly infrastructure is a pervasive issue globally, affecting all regions, whether low-, middle- or high-income. See Figures 6–10.

Each Mobility Snapshot may show slightly different problems, but the fact that people are exposed to dangerous conditions—high-speed environments, lack of usable footpaths and crossings—the need for life-saving interventions, such as lower speed limits, pedestrian facilities, and traffic calming, is universal.

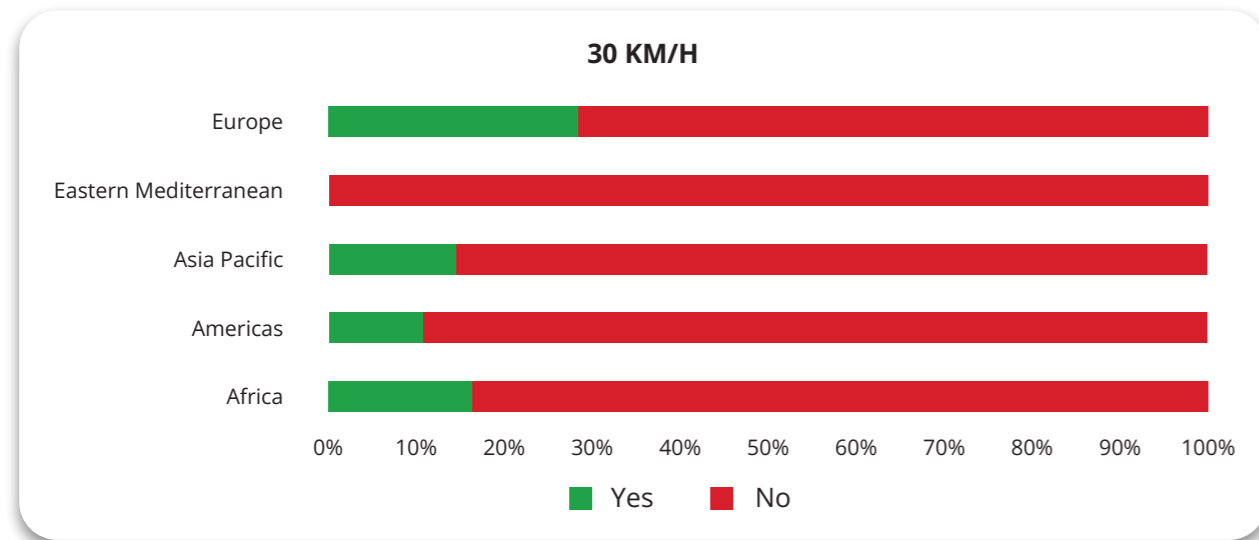


Figure 6: Lack of footpaths at intersections.

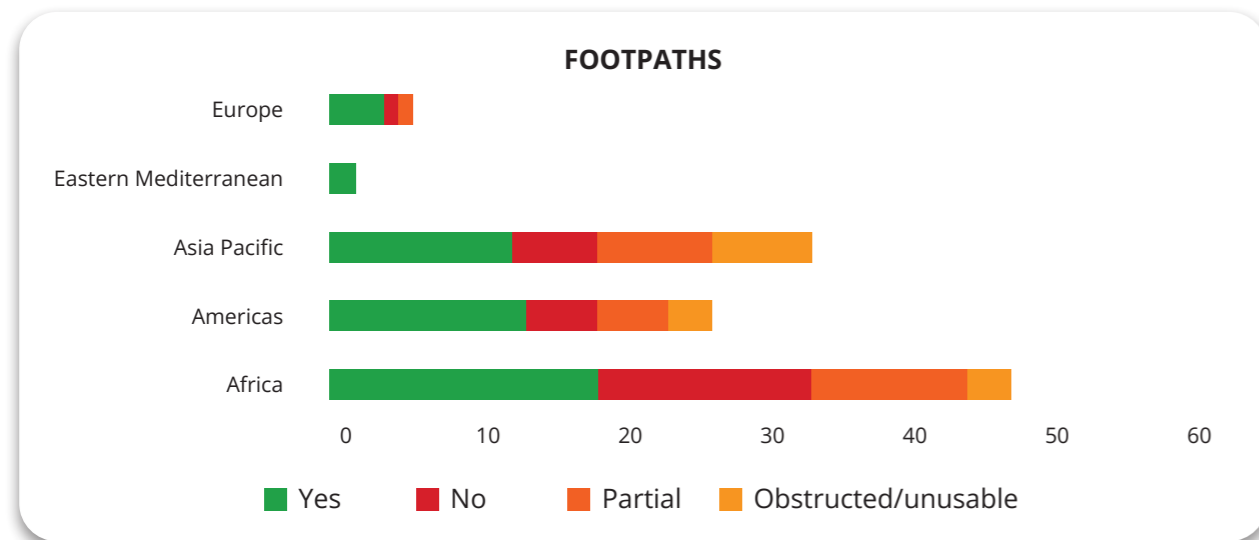


Figure 7: Lack of usable footpaths is observed across all regions .

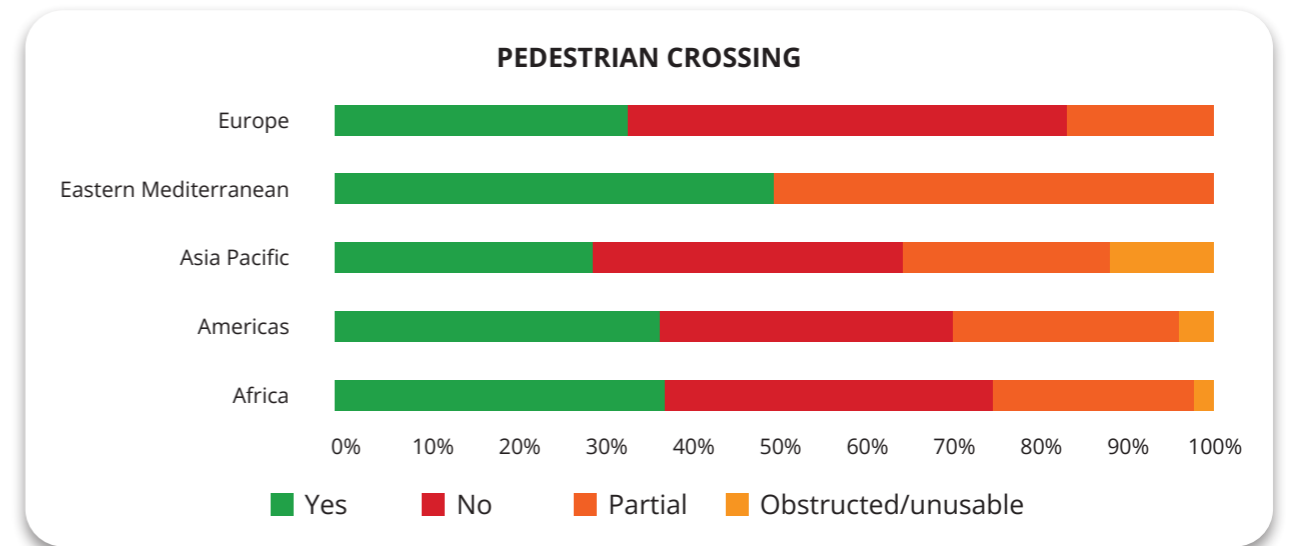


Figure 8: Lack of usable footpaths is observed across all regions .

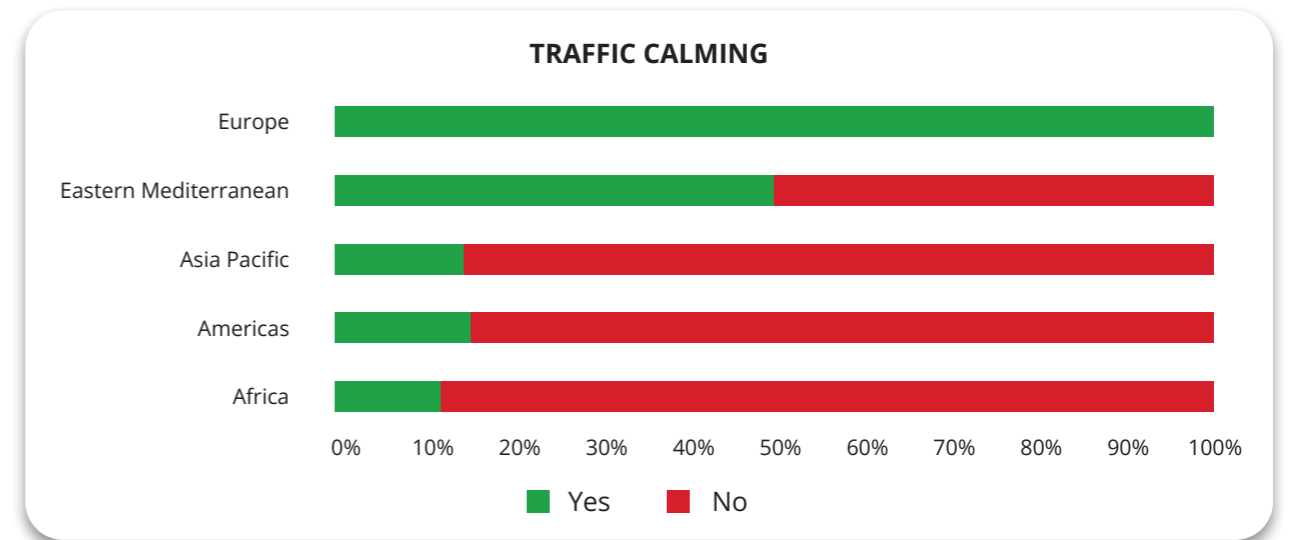


Figure 9: Lack of traffic calming is observed across all regions .

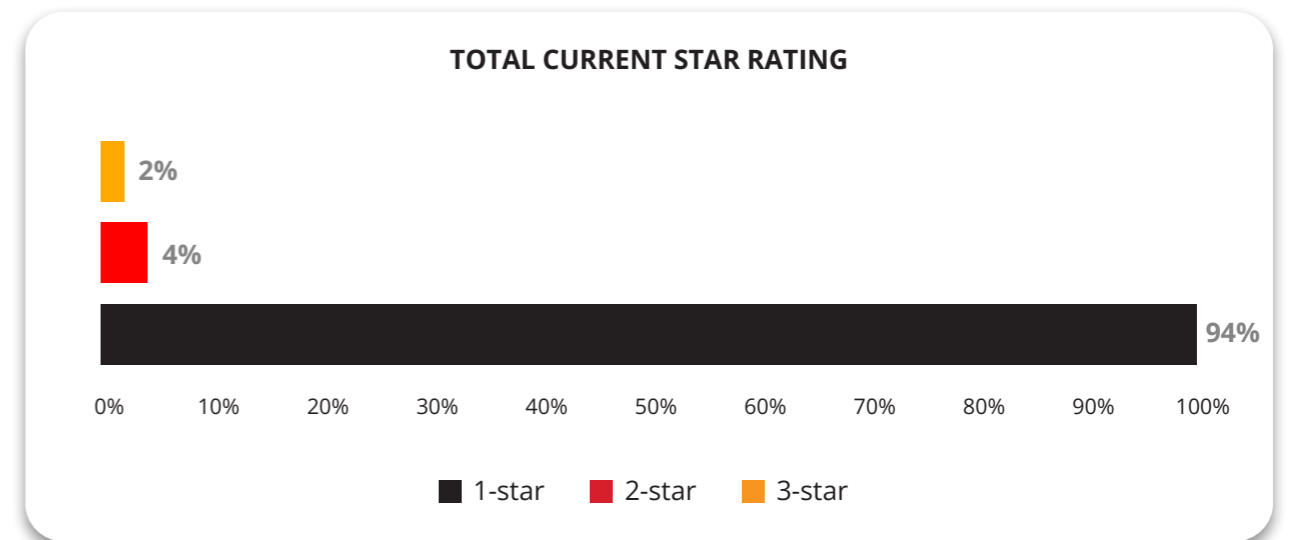


Figure 10: The large majority of Mobility Snapshot intersections were 1-star .

SOLUTIONS: PRIORITY INTERVENTIONS

THE MOBILITY SNAPSHOTS
focused on four Priority Interventions⁴ that
are proven to protect pedestrians:



30 KM/H ZONES AND
LOWER SPEEDS



PEDESTRIAN
FACILITIES



TRAFFIC
CALMING

The Priority Interventions are among those set out in the Alliance Accountability Toolkit⁵, which supports NGOs' advocacy for evidence-based interventions that are proven to reduce road deaths and injuries.

These interventions are vital in designing road environments that prioritize safety, reduce crash severity, and support livable, walking-friendly streets.

⁴ <https://www.roadsafetyngos.org/toolkit/priority-interventions>

⁵ <https://www.roadsafetyngos.org/toolkit>

1 30 KM/H ZONES AND LOWER SPEEDS



What we mean by it

30 km/h zones are road environments designed to reduce vehicle speeds to 30 km/h (20 mph) or lower. This is achieved through 30 km/h posted speed limits, supported by speed enforcement, traffic-calming measures, and pedestrian facilities that reduce crash severity and risk and ensure the safety of pedestrians, cyclists, and motorcyclists⁶.

Why we need it

Studies show that a pedestrian's risk of death is five to eight times higher at 50 km/h than at 30 km/h.⁷ Lower speed zones also promote safer, more livable spaces that encourage walking and cycling.⁸

This solution has been implemented at some intersections assessed using the Mobility Snapshots. For example, at the intersection of M. Asadov Street and School Number 4, in Sumqayit, Azerbaijan. See pictures 6.1 and 6.2.



Picture 6.1



Picture 6.2

Installation of road signs at the intersection of M. Asadov Street and School Number 4, in Sumqayit, Azerbaijan. Following the Mobility Snapshot by AMAK, a new posted speed limit of 20 km/h, Azerbaijan's first speed limit set below 30 km/h, has been installed, in addition to pedestrian crossings, segregated footpaths, and speed bumps.

⁶ Blair Turner, Soames Job, and Sudeshna Mitra, Guide for Road Safety Interventions: Evidence of What Works and What Does Not Work (World Bank, Washington, DC, 2021), <https://documents1.worldbank.org/curated/en/206691614060311799/pdf/Guide-for-Road-Safety-Interventions-Evidence-of-What-Works-and-What-Does-Not-Work.pdf>

⁷ Anna Bray Sharpin et al., Low-Speed Zone Guide (World Resources Institute and The Global Road Safety Facility, 2021), <https://www.wri.org/research/low-speed-zone-guide>

⁸ Global Designing Cities Initiative: Global Street Design Guide, 2nd edition (Island Press, 2016), <https://globaldesigningcities.org/publication/global-street-design-guide/>

2

PEDESTRIAN FACILITIES



What we mean by it

Pedestrian facilities, such as footpaths and crossings, provide safe spaces for walking and crossing streets that meet pedestrians' safety, comfort, and accessibility, especially in high-traffic urban areas.

Why we need it

Vehicle-pedestrian collisions are 1.5 to two times more likely to occur on roadways without footpaths.⁹ Providing footpaths can help prevent up to 60% of crashes involving pedestrians walking along a road.¹⁰

Crossings prevent conflicts with vehicles, reduce injuries and fatalities by up to 45%, and promote walking, public health, and sustainable urban mobility.¹¹

This solution has been implemented at some intersections assessed using the Mobility Snapshots. For example, people using the intersection at CMC Adebabay in Addis Ababa can now cross the street safely using a newly installed pedestrian crossing. See pictures 7.1 and 7.2.



Picture 7.1



Picture 7.2

Before and after pictures of CMC Adebabay intersection in Addis Ababa. Following the Mobility Snapshot by Save the Nation, amplified through a viral TikTok post, a new pedestrian crossing and speed bumps were installed by the Addis Ababa Traffic Management Authority.

⁹ Richard L. Knoblauch et al., Investigation of Exposure Based Pedestrian Accident Areas: Crosswalks, Sidewalks, Local Streets and Major Arterials (U.S. Department of Transportation, Federal Highway Administration, Office of Research, Development, and Technology, 1988), <https://ntrl.ntis.gov/NTRL/dashboard/searchResults/titleDetail/PB89115661.xhtml>

¹⁰ Blair Turner, Soames Job, and Sudeshna Mitra, Guide for Road Safety Interventions: Evidence of What Works and What Does Not Work (World Bank, Washington, DC, 2021), <https://documents1.worldbank.org/curated/en/206691614060311799/pdf/Guide-for-Road-Safety-Interventions-Evidence-of-What-Works-and-What-Does-Not-Work.pdf>

¹¹ Charles V. Zegeer, Dan Nabors, Peter Lagerwey, Pedestrian Safety Guide and Countermeasure Selection System, "Raised Pedestrian Crossings" (U.S. Department of Transportation, Federal Highway Administration, 2013), http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=7

3

TRAFFIC CALMING



What we mean by it

Traffic-calming measures reduce the speed of traffic in areas where pedestrians, cyclists, and motorcyclists are present; road infrastructure safety quality is poor; and/or vehicles enter a built-up area on a rural road. Traffic calming involves road modifications like speed bumps, raised crosswalks, and chicanes.¹²

Why we need it

These measures effectively slow traffic, leading to reductions in crash severity and frequency by up to 40%.¹³

Cost-effective and impactful, they offer returns on investment that enhance safety, lower health-care costs, and improve urban quality of life.¹⁴

This solution has been implemented at some intersections assessed using the Mobility Snapshots. For example, at the intersection of Blanco Encalada Street and Sucre Avenue in San Isidro, Buenos Aires, speed bumps have been installed, accompanied by other infrastructure and a speed limit reduction. See pictures 8.1 and 8.2.



Picture 8.1



Picture 8.2

Ongoing work at the intersection of Blanco Encalada Street and Sucre Avenue in San Isidro, Buenos Aires. Following the Mobility Snapshot by Asociación Madres del Dolor, a new footpath, pedestrian crossing, and speed bump are being installed accompanied by a speed limit reduction from 50 km/h to 40 km/h.

¹² Anna Bray Sharpin et al., Low-Speed Zone Guide (World Resources Institute and The Global Road Safety Facility, 2021), <https://www.wri.org/research/low-speed-zone-guide>

¹³ T. Harvey, Review of Current Traffic Calming Techniques (Primavera, 1992) V2016/31102, <https://www.its.leeds.ac.uk/projects/primavera/deliv3.pdf>

¹⁴ Todd Litman, Traffic Calming Benefits, Costs and Equity Impacts (Victoria Transport Policy Institute, 1999), <https://www.vtppi.org/calming.pdf>



CALL TO ACTION: WE NEED SAFE AND SUSTAINABLE MOBILITY

The Mobility Snapshots send a powerful message to governments, urban planners, and communities: make roads safe for everyone—both inside and outside the vehicle. This is not optional. It is a responsibility. It is about staying true to the Safe System approach and taking accountability for protecting people using the road system.

To address the global road safety crisis, we call on:

GOVERNMENTS

- 1 Listen to the findings and solutions offered by NGOs based on their Mobility Snapshots.
- 2 Allocate funding and implement evidence-based interventions, such as 30 km/h speed limits, pedestrian facilities, and traffic calming, at intersections identified by Mobility Snapshots.
- 3 Apply learning from the Mobility Snapshots by putting people at the center of new road design and modifications to existing roads.

CIVIL SOCIETY AND NGOs

- 4 Use Mobility Snapshots to shine a light on intersections that pose risks to people; challenge the unsafe and unsustainable streets that are often accepted as normal and inevitable.
- 5 Collect more concrete examples using the Mobility Snapshots to build a demand for people's right to safe mobility.
- 6 Use your Mobility Snapshots to hold your governments accountable for investing in and implementing evidence-based interventions, such as 30 km/h speed limits, pedestrian facilities, and traffic calming.

LOCATION: BURTON-JOHN STREET AND SQUARE 1, KAMPALA, UGANDA

5,520 PEOPLE WALK HERE DURING PEAK HOUR

Data collected by:
URRENO



STAR RATING ★★★★★ (1.0) 30 KM/H × FOOTPATHS × CROSSINGS × TRAFFIC CALMING ×

Picture 1: Mobility Snapshot at the intersection of Burton-Johnson Street and Square 1 in Kampala, Uganda. Even though more than 5,000 people walk here during peak hour, a 30 km/h limit, footpaths, crossings, and traffic calming to protect them are lacking.

LOCATION: ANGWAN RUKUBA MARKET AND RING ROAD JOS, NIGERIA

684 PEOPLE WALK HERE DURING PEAK HOUR

Data collected by:
SAFE MOBILITY



STAR RATING ★★★★★ (1.0) 30 KM/H × FOOTPATHS × CROSSINGS × TRAFFIC CALMING ×

Picture 2: Mobility Snapshot at the intersection of Angwan Rukuba Market and Ring Road in Jos, Nigeria. Even though more than 600 people walk here during peak hour, a 30 km/h limit, footpaths, crossings, and traffic calming to protect them are lacking. They are forced to walk on the road, increasing the risk of being hit by vehicles.

LOCATION: BELLVIEW SQUARE CUTTACK, INDIA

212 PEOPLE WALK HERE DURING PEAK HOUR

Data collected by:
FORUM FOR PREVENTION OF ROAD ACCIDENTS



STAR RATING ★★★★★ (1.0) 30 KM/H × FOOTPATHS × CROSSINGS × TRAFFIC CALMING ×

Picture 3: Mobility Snapshot at the intersection of Bellview Square in Cuttack, India. Even though more than 200 people walk here during peak hour, a 30 km/h limit, footpaths, crossings, and traffic calming to protect them are lacking.

LOCATION: AVENIDA CARLOS ESPINOZA AND CALLE 7 SALINAS, ECUADOR

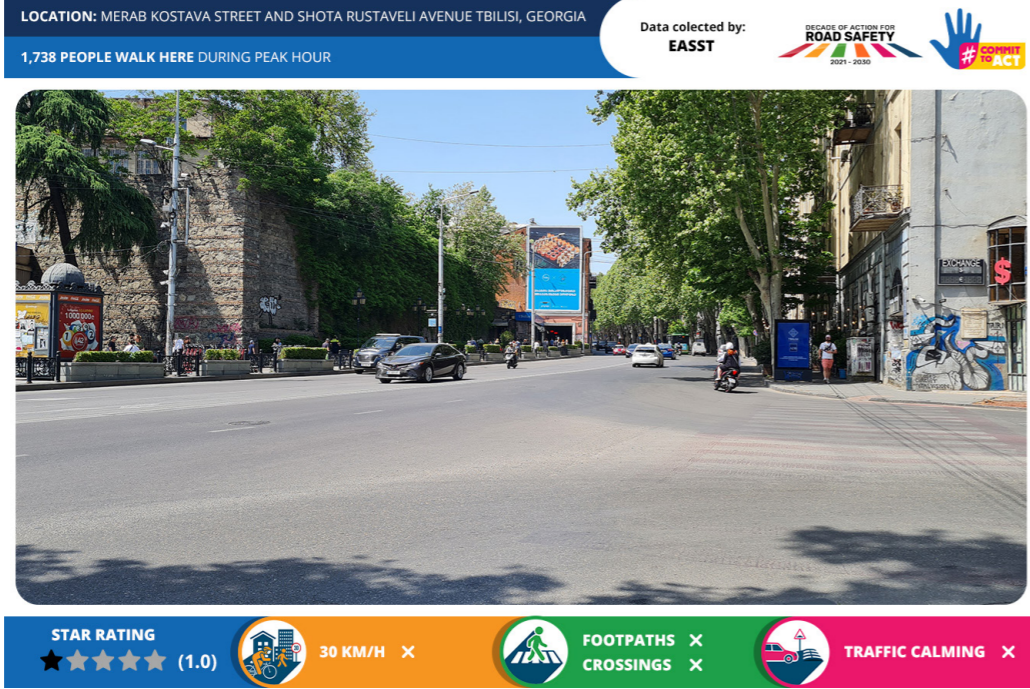
432 PEOPLE WALK HERE DURING PEAK HOUR

Data collected by:
FUNDACIÓN CIUDADANA DE MOVILIDAD Y SEGURIDAD VIAL

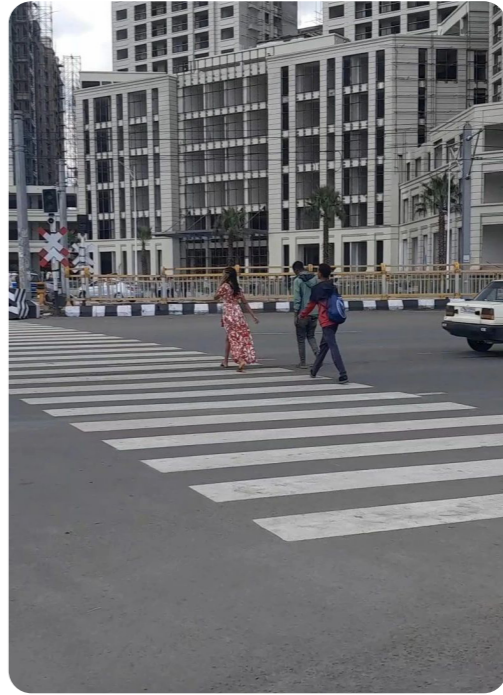


STAR RATING ★★★★★ (1.0) 30 KM/H × FOOTPATHS × CROSSINGS × TRAFFIC CALMING ×

Picture 4: Mobility Snapshot at the intersection of Avenida Carlos Espinoza and Calle 7, in Salinas, Ecuador, with a speed limit of 90 km/h. Even though more than 400 people walk here during peak hour, a 30 km/h limit, footpaths, crossings, and traffic calming to protect them are lacking.



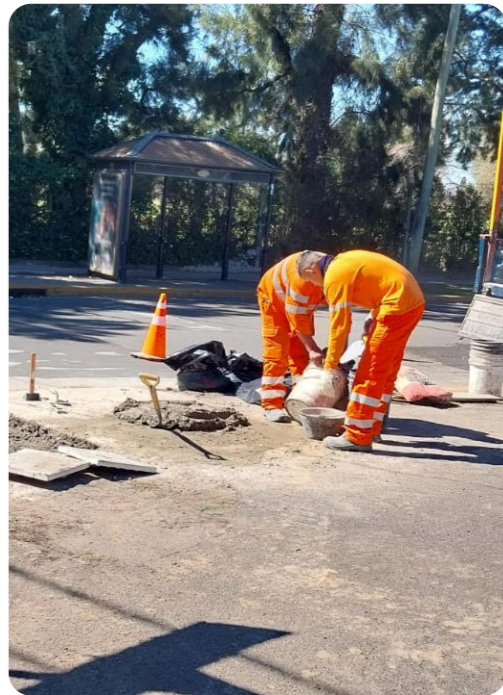
Picture 5: Mobility Snapshot at the intersection of Merab Kostava Street and Shota Rustaveli Avenue, in Tbilisi, Georgia. Even though more than 1,700 people walk here during peak hour, a 30km/h limit, footpaths, crossings, and traffic calming to protect them are lacking.



Picture 7: Before and after pictures of CMC Adebabay intersection in Addis Ababa. Following the Mobility Snapshot by Save the Nation, amplified through a viral TikTok post, a new pedestrian crossing and speed bumps were installed by the Addis Ababa Traffic Management Authority.



Picture 6: Installation of road signs at the intersection of M. Asadov Street and School Number 4, in Sumqayit, Azerbaijan. Following the Mobility Snapshot by AMAK, a new posted speed limit of 20 km/h, Azerbaijan's first speed limit set below 30 km/h, has been installed, in addition to pedestrian crossings, segregated footpaths, and speed bumps.



Picture 8: Ongoing work at the intersection of Blanco Encalada Street and Sucre Avenue in San Isidro, Buenos Aires. Following the Mobility Snapshot by Asociación Madres del Dolor, a new footpath, pedestrian crossing, and speed bump are being installed accompanied by a speed limit reduction from 50 km/h to 40 km/h.

SUMMARY OF ALL MOBILITY SNAPSHOTS

Country	City	Data collected by	Intersection	Number of people walking per hour	30 Km/h speed limit	Footpaths	Pedestrian crossings	Traffic calming	Star rating	Star rating with Priority countermeasures	Estimated reduction in risk	Cost of Priority countermeasures (USD)
Argentina	Buenos Aires	Asociación Madres del Dolor	Roundabout on Blanco Encalada St and Sucre Ave, San Isidro, Buenos Aires, Argentina	320	No	Yes	Yes	No	0.4	4.3	98%	118,000
Argentina	Neuquén	Estrellas Del Neuquén	Calle 4 and Calle Industrial Neuquinos	413	No	Yes	Yes	No	0.8	3.8	95%	50,500
Argentina	Buenos Aires	MiNU Asociación Civil		1,200	No	Partial	Partial	No				
Argentina	Buenos Aires	ADISIV (Asociación para la Disminución de los Siniestros Viales)	Intersección de la Avenida Roque Sáenz Peña con las calles Manuel Belgrano y Juan José Paso (3 esquinas), La Madrid	450	No	Obstructed/ unusable	No	No				
Argentina	Buenos Aires	MiNU Asociación Civil	Av. Gaspar Campos and Iruspa St., San Miguel	320	No	Obstructed/ unusable	Partial	Yes				
Argentina	Buenos Aires	MiNU Asociación Civil	Av. Hipólito Yrigoyen and Av. Rivadavia, Quilmes	5,000	No	Yes	Partial	No				
Argentina	Neuquén	ONG Bien Argentino	Tierra del Fuego Street and the train tracks, Neuquén	160	No	Yes	No	No	1.4	3.7	91%	73,500
Australia	Sydney	Global Alliance of NGOs for Road Safety	Pittwater Road and West St intersection	54	No	Yes	No	No				
Azerbaijan	Sumqayit	National Automobile Club of Azerbaijan - Azərbaycan Milli Avtomobil Klubu (AMAK)	M. Asadov Street, School Nr. 4	1,200	No	No	Yes	Yes	0	3.5	96%	50,500
Bangladesh	Dhaka	Eakok Attomanobik Unnayan Sangstha	Gulshan Avenue and Road 130	2,356	No	Yes	No	No	1.7	4.6	95%	62,500
Bangladesh	Chittagong	Global Alliance of NGOs for Road Safety	Tigerpass Circle intersection	450	No	Yes	Yes	No				
Belgium	Antwerp	Global Alliance of NGOs for Road Safety	Sint Bernardsteenweg and De Bruynlaan intersection	315	Yes	Yes	Yes	No				
Benin	Cotonou	ONG Alinagnon	L'intersection est située en République du Bénin, dans la ville de Cotonou	788	No	Yes	Yes	No	0	5	99%	53,750
Cameroon	Yaoundé	Empowering Youth for Safer Roads	Total Melen intersection, located at the intersection of Elig Efa and Melen Streets	4,452	No	Yes	Yes	No				
Cameroon	Yaoundé	Youth for Safe and Inclusive Mobility project team	Acacia market Crossroads, Acacia Street	1,200	No	Obstructed/ unusable	Partial	No				
Canada	Toronto	Parachute	Eglinton Ave E and Mt. Pleasant Rd	736	No	Yes	Partial	No				
Colombia	Soledad	Fundación Gonzalo Rodríguez	Vereda Isla Cabica	138	No	Yes	Yes	No	0	2.7	92%	40,000

Colombia	Barranquilla	Fundación Tactic Vial	Parada Entrada Caribe Verde, Parque Industrial Caribe Verde, Cra. 9g #110-187 Bodega 85, Suroccidente	398	No	Partial	Yes	No	0	4.6	99%	86,500
Colombia	Barranquilla	Fundación Tactic Vial	Parque industrial Caribe Verde, Cra. 9g #110 Avenida circunvalar Suroccidente, Barranquilla	2,000	No	Yes	No	No				
Colombia	Bogotá	Liga Contra la Violencia Vial	Calle 92, Cra 7 a	264	Yes	Partial	No	No				
Colombia	Bogotá	Liga Contra la Violencia vial	Cra 58 Calle 127 (Bulevar niza)	496	No	Partial	No	No				
Côte d'Ivoire		Organisation des Jeunes Ivoiriens pour la Sécurité Routière (OJISER)		1,668	No	Yes	No	No				
Denmark	Copenhagen	Global Alliance of NGOs for Road Safety	HC Andersen Boulevard and Vesterbrogade intersection	2,295	Yes	Yes	Yes	No				
Ecuador	Quito	Fundación CAVAT – Nicole Paredes	Gonzalo Pizarro	572	No	Yes	Yes	No	1.9	4.5	91%	55,000
Ecuador	Guayaquil	Fundación Ciudadana de Movilidad y Seguridad Vial	Avenida Carlos Luis Plaza Dañin and Avenida Miguel H. Alcivar, Guayaquil	568	No	Yes	Unusable	No				
Ecuador	Guayaquil	Fundación Ciudadana de Movilidad y Seguridad Vial	Avenida Aurora and Saturnino Zuñiga, Guayaquil	123	No	No	No	No				
Ecuador	Salinas	Fundación Ciudadana de Movilidad y Seguridad Vial	Avenida Carlos Espinoza and Calle 7, Salinas, Santa Elena	144	No	Partial	Yes	No	0	2.3	89%	93,500
Eswatini	Manzini	Road Accident Action Group (RAAG)	Corner Ngwane and Low Streets, Manzini, Bus Rank	30,000	No	Yes	Yes	No	0	3.9	97%	61,000
Eswatini	Kwaluseni	Road Accident Action Group (RAAG)	Kwaluseni Campus D38 and Matsapha Road	600	No	No	No	No	0	3.9	97%	43,000
Ethiopia	Addis Ababa	Save the Nation	CMC Adebabay intersection	628	Yes	Yes	No	No				
Ethiopia	Tercha City	United People Global	Gena Beri Tarekegn Adebabay, Tercha city	240	No	Partial	Partial	No				
Ethiopia	Addis Ababa	Save the Nation	CMC Adebabay intersection	1,738	Yes	No	No	No				
Georgia	Tbilisi	EASST	Merab Kostava St / Shota Rustaveli Ave / Dzmebi Kakabadzebi St / Mikheil Javakshvili St	212	No	Partial	No	No	1	4.3	96%	40,000
India	Cuttack	Forum for Prevention of Road Accidents	Bellview Square	1,460	No	Partial	No	Yes	0	4.7	99%	73,500
India	Mumbai	Parisar	Chhatrapati Shivaji Terminus Area / Fort, Mumbai Maharashtra	2,170	No	Partial	Yes	No	0	3.8	97%	56,000
India	Koratty	SCMS Institute for Road Safety and Transportation (SiRST)	Koratty Signal Junction (Par of National Highway 544), Thrissur District, Kerala	432	Yes	Yes	Yes	Yes	0	3.2	95%	78,750
India	Sahibzada Ajit Singh Nagar	Avoid Accident	The Cheema Boiler Chowk Airport Road Phase 8B Industrial Area, Mohali, Punjab, India	398	No	No	No	No	0	4.5	98%	58,500
India	Cuttack	Forum for Prevention of Road Accidents	Bellview Square	212	Yes	Yes	Yes	Yes	0	4.7	99%	73,500
India	Mohali	Global Alliance of NGOs for Road Safety	Sarovar Path, Mohali Stadium Road intersection	105	Yes	Yes	Yes	No				
India	Punjab	Patiala Foundation	Bhupindra Road, Patiala, Punjab	3,000	No	No	No	No	1.7	5.4	98%	10,500
India	Jaipur	People's Trust Jaipur	SFS crossroad, Mansarovar, Jaipur	1,000	No	No	Yes	No	0	4.3	98%	78,750
India	Gurugram	Raahgiri Foundation	Shankar Chowk	6,000	Yes	Partial	Yes	No	0	3.9	97%	78,750
India	Bhubaneswar	SAFE India	Rajmahal Square, , Bhubaneswar, Odisha	672	No	Obstructed/ unusable	No	No				

India	Karukutty	SCMS Institute for Road Safety and Transportation (SiRST)	Karayamparambu, Angamaly, Kerala	300	No	Yes	Yes	No	0	2.5	90%	78,750
India	Kochi	SCMS School of Engineering and Technology (SiRST)	Kaloor Junction, intersection between Banerji Road and the Kaloor-Kadavanthra Road		Yes	No	No	No	0	4.2	98%	75,750
India	Mumbai	Blue Ribbon Movement	NC Kelkar Marg Dadar West, Mumbai	3,600	No	Obstructed/unusable	Partial	No				
India	Cuttack	Women & Child Welfare Society	Mangalabag Traffic Square, At/Po-Mangalabag, Dist. and City	250	No	Obstructed/unusable	Unusable	No				
Indonesia	West Java	CARS	Asia Afrika street and Dr. Ir. Sukarno Street, Bandung, West Java	1,227	No	Partial	Yes	No	0	4	98%	48,000
Indonesia	Bandung	CARS Indonesia	Gasibu intersection, Jl. Surapati, Bandung	348	No	Obstructed/unusable	Partial	No				
Indonesia	Jakarta	CARS Indonesia	Lawson Syahdan (near Binus University), Jalan Kyai Haji Syahdan Nomor 96, Palmerah, Jakarta Barat	208	No	Obstructed/unusable	No	No				
Indonesia	Bandung	CARS Indonesia	Cimindi and Gunung Batu, Bandung	604	No	Yes	Partial	No				
Indonesia	Cimahi	CARS Indonesia	Jatinangor subdistrict, Sumedang	140	No	Obstructed/unusable	No	No				
Indonesia	Jakarta	CARS Indonesia	Grand Indonesia and Plaza Indonesia, Central Jakarta	3,000	No	Yes	Partial	Yes				
Indonesia	Tangerang	CARS Indonesia	Jalur Sutera Barat Road and Jalur Lingkar Barat Road, Tangerang, Banten	480	No	Yes	Partial	No				
Indonesia	Jakarta	CARS Indonesia	SAMSAT Bandung City, West Java	200	No	Yes	Partial	Yes				
Indonesia	Tangerang	CARS Indonesia	Banjar Wijaya Residential Intersection, Tangerang	80	No	Partial	Partial	No				
Indonesia	Bekasi Regency	CARS Indonesia	Sentra Grosir Cikarang (SGC), Cikarang	264	No	Partial	Unusable	No				
Indonesia	Bekasi Regency	CARS Indonesia	Cikarang International City (CINITY), Cikarang	68	No	Partial	No	No				
Kenya	Nairobi	Long Distance Drivers and Conductors Association (LoDDCA)	Racecourse Road and Ladhies Road, (OTC Stage)	1,500	No	Yes	Yes	Yes				
Kenya	Nairobi	Association for Safe International Road Travel (ASIRT) - Kenya	The intersection of General Waruinge Road and Ring Road, Nairobi County	2,164	No	Yes	Yes	No	0	4.2	98%	75,750
Kenya	Nairobi	Global Alliance of NGOs for Road Safety	Jogoo Road and Rabai Road intersection	135	No	Yes	No	No				
Kenya	Kakuma	Rescue Wing International	Kakuma 03 Zone 01 Block 04, Kakuma Refugee Camp		No	Partial	Partial	No				
Kenya	Nairobi	Safe Way Right Way	Intersection of University Way and Uhuru Highway	204	No	No	No	No	0	3.9	97%	78,750
Kenya	Nairobi	Safe Way Right Way	University Way and Uhuru Highway	204	No	No	Yes	No				
Kenya	Nairobi	Smart Drivers Organization	Chiromo Rd / Westlands Roundabout, cutting across Waiyaki Way Highway	750	No	No	No	No	0	3.6	96%	76,500
Kyrgyzstan	Bishkek	Public Association "Road Safety"	Ala-Archinskaya and Abdymomunov Roads, Bishkek	804	No	Obstructed/unusable	Unusable	No				
Madagascar	Antananarivo	ONG Lalana	Rue Razafindralombo Pierre and Lalana Kaleba Razafimino with Arabe Jeneraly Charles de Gaulle and Lalana Andrianaivoravelona	2,907	Yes	Yes	Yes	No	0	3.4	95%	61,000
Mexico	Juárez	Fundación Aleatica para la Seguridad Vial	Ingenieros Militares and Rodolfo Gaona, Naucalpan, Estado de México	583	Yes	Yes	Yes	Yes	0	4	98%	85,000

Mexico	Mexico City	Alianza Nacional por la Seguridad Vial (ANASEVI) - SeMovi (Ciudad de México)	The intersection of Av. Emilio Castelar, Calle Julio Verne, and Calle Oscar Wilde, Mexico City, Mexico	480	No	Yes	No	No	3.7	4.6	60%	5,000
Mexico	Mexico City		Guillermo Prieto and Gabino Barreda	530	No	No	No	No	2.7	5.2	93%	105,000
Moldova	Chişinău	Automobile Club of Moldova (ACM)	Hincesti Highway and Academiei Street	621	No	No	No	No	0	4.7	99%	76,000
Mongolia	Ulaanbaatar	Global Shapers Ulaanbaatar Hub	Bayanzurh district main roundabout between Dorj Street and Ikh Toiruu	520	No	No	Yes	No	0	3.9	97%	64,000
Nepal	Kathmandu	Nepal Automobiles' Association (NASA)	Devkota Sadak and BanaGanga Marga, Baneshwor	3,080	No	No	No	No				
Nigeria	Abuja	Children Accident Prevention Initiative	Life Camp junction; Polaris Bank Life Camp and fish market	1,000	No	Partial	Yes	No	0	4.5	99%	78,750
Nigeria	Abuja	Road Accident Prevention Network Center (RAPNEC)	Arab Junction and Obafemi Awolowo Way by Okonjo Iweala Way	800	No	No	Yes	Yes	0	4.4	98%	75,750
Nigeria	Yobe	Dawasa Youth Association Development (DAYODA)	Gashua to Gombe Road Dawasa, Nangere Local Government	300	No	No	Unusable	No				
Nigeria	Lafia	Chaggbe and Sons Construction Limited Company	Bukansidi, behind Federal Secretariat, Lafia	110	No	No	Partial	Yes				
Nigeria	Abuja	Children Accident Prevention Initiative	Ecobank, Obafemi Awolowo Road, Jabi	300	Yes	Partial	Partial	No				
Nigeria	Abuja	Children Accident Prevention Initiative	Life Camp Junction by Polaris Bank Life Camp	500	No	No	No	No				
Nigeria	Abuja	Global Alliance of NGOs for Road Safety	Obafemi Awolowo Way and Solomon Lar Road intersection	4,410	Yes	Yes	Partial	No				
Nigeria	Abuja	GreenLight Initiative	Utako Market, 21 A.E. Ekukinam Street, Utako	1,488	No	Partial	No	No	0	4.7	99%	78,750
Nigeria	Jos	Kwapda'as Road Safety Demand (KRSD)	Terminus Market Intersection, Jos	968	No	Partial	No	No	0	4.3	98%	39,000
Nigeria	Jos	Safe Mobility	Angwan Rukuba Market and Ring Road, Jos	684	No	Obstructed/unusable	Partial	No				
Pakistan	Turbat	Baloch Youth Action Committee (BYAC)	Turbat City, Balochistan	320	No	Partial	Yes	No				
Pakistan	Turbat	Baloch Youth Action Committee (BYAC)	Turbat City, Balochistan province of Balochistan	10	No	No	Unusable	No				
Peru	Arequipa		Chullo Street and Santa Cecilia Neighborhood, Yanahuara, Arequipa	48	No	No	Partial	Yes				
Peru	Jesús María	Red por la Convivencia Vial	6 de Agosto Avenue and José María Plaza, Jesús María, Lima	300	No	Yes	Yes	No	0.2	3.7	96%	105,000
Philippines	Naga City	YOURS/Global Youth Coalition for Road Safety	Magsaysay Avenue, Dayangdang Street, and Balatas Road, Naga City	480	No	Yes	Partial	No				
Romania	Constanta	Global Alliance of NGOs for Road Safety	Bulevardul I.C. Bratianu and Strada Dezrobirii intersection	240	No	Yes	Partial	No				
Romania	Bucharest	Global Alliance of NGOs for Road Safety	Bd. Timisoara and Strada Brasov intersection	675	No	Yes	No	No				
Senegal	Guédiawaye	LASER International (AFSR)	CEM cité des Enseignants towards the Bus Rapid Transit	1,371	Yes	No	Yes	Yes	0	4	98%	75,750
Senegal	Guédiawaye	LASER International	Dakar, Guédiawaye	1,073	Yes	Yes	Yes	No	1.7	3.8	88%	11,250
South Africa	Johannesburg	Road Ethics Project	Louis Botha Avenue (M11) and Athol Street, Highlands North	1,200	No	No	No	No	0	3.8	97%	146,000
South Africa	Cape Town	South Africans Against Drunk Driving (SADD)	Wireless Road and Riverside Road, Kommetjie	131	No	Yes	Yes	No	0	4.3	98%	53,000

South Africa	Cape Town	ChildSafe South Africa	Stellenbosch Arterial and Adam Tas Avenue	300	No	Yes	Yes	No	0	3.7	97%	146,000
South Africa	Soshanguve	Hammanskraal United Commuters Voice	Molefe Makinta Highway (M21) and Silindile Street	1,196	No	Partial	Partial	No				
Sweden	Stockholm	Global Alliance of NGOs for Road Safety	Rosenlundsgatan 54 and Magnus Ladulasgatan intersection	57	No							
Tajikistan	Dushanbe	Young Generation of Tajikistan	Road RJ 042	368	No	No	No	No				
Tanzania	Dar es Salaam	Road Safety Ambassadors (RSA) Tanzania	Morogoro Road and Mabibo Road, at Urafiki Area	15,000	No	Yes	No	No	0	4.5	98%	75,750
Trinidad and Tobago	Juan	Arrive Alive	The intersection of the Priority Bus Route, Railway Road and Link Road	2,400	No	Yes	No	No				
Tunisia	Ksar Ouled Boubaker	Seifeddine Ben Hfaiedh	National Road No. 19 between the cities of Medenine and Tataouine	8	No	No	No	No	0	3.9	97%	41,500
Uganda	Kampala	Strategic Engagement	Ntinda Bukoto, Kampala	100	No	No	No	No				
Uganda	Kampala	Uganda Road Accident Reduction Network Organization (URRENO)	Kampala Road-Burton-Johnson Street and The Square 1, Kampala City	5,520	No	Yes	Yes	Yes	0	2.9	93%	50,750
Uganda	Kampala	Hope for Victims of Traffic Accidents (HOVITA)	Ggaba Road Kabalagala Junction in-between Shell Kabalagala and Kabalagala Market in Makindye Division, Kampala City	3,053	No	Obstructed/ unusable	Partial	No				
Uganda	Kampala	Legacy Road Safety Initiative (LRSI)	The T Junction of Gaddafi Mosque, Old Kampala	480	No	Yes	No	No	0	2.5	90%	46,000
Uganda	Kampala	Legacy Road Safety Initiative (LRSI)	Sir Apollo Kagwa Road and Bukesa Road	400	No	Partial	Yes	No	0	1.9	82%	46,000
Uganda	Gulu	Responsive Drivers Uganda (ReDU)	Intersection on Gulu-Arua Road	2,044	Yes	Partial	Yes	No	0	2.4	90%	64,000
Uganda	Kampala		Jinja Road, Yusuf Lule Road, and access road to 6th and 8th Streets	120	No	Yes	No	No				
Uganda	Kampala		Kyaliwajjala Trading Centre, Kampala	50	No	Partial	Partial	No				
Uganda	Kampala		Mukwano Road, Access Road, Sixth Street Road, Kampala	200	No	No	Partial	No				
United States	New York	Global Alliance of NGOs for Road Safety / iRAP	Intersection of 78th Street and 2nd Avenue New York	600	No	No	Yes	Yes	2	3.9	81%	26,000
Uruguay	Montevideo	Global Alliance of NGOs for Road Safety	Buenos Aires and Ituzaingo intersection	234	No	Yes	Partial	No				
Venezuela	Caracas	Asotransito	Ciudad Caracas / Venezuela, Inicio de la Avenida Sucre, con intersección, con cortada de catia, con calle Argentina y calle Ayacucho, a una cuadra de la Plaza Catia	500	Yes	Obstructed/ unusable	Partial	No				
Vietnam	Ho Chi Minh City	Asi Injury Prevention (AIP) Foundation	The intersection between Phan Dang Luu Street and Bui Huu Nghia Street, in front of the market, Ho Chi Minh City, Vietnam	28	No	Yes	No	No	0	4.5	99%	18,500
Zambia	Lusaka	Passengers, Pedestrians and Cyclists Association of Zambia (PAPECA)		2,000	No	Yes	Yes	No				
Zambia	Lusaka	Zambia Road Safety Trust (ZRST)	Independence Avenue and Dedan Kimathi Road	108	No	No	No	No	0.3	4.6	99%	38,250
Zimbabwe	Harare	EcoSafe Road Guardians	Blakiston Street and Intersections (Van Praagh/ Lezard and Lawson Street)	1,200	No	Partial	No	Yes				
Zimbabwe	Harare	Road Safe Zimbabwe Trust	1st Street and 17th Crescent in Kuwadzana	1,200	No	Yes	Yes	No	0.6	3.7	96%	28,000

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Finally, we recognize the commitment of all those who believe in and champion the right to safe mobility. Your collective action ensures that the findings of this publication will translate into meaningful, life-saving interventions on our streets.

PHOTO CREDITS

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Cover Photo: Zambia Road Safety Trust, Zambia

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ABOUT THIS PUBLICATION

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