

# Making cities inclusive: safe mobility for persons with disabilities in developing countries<sup>1</sup>

HI aspires to a world of solidarity and inclusion, enriched by our differences, where everyone can live in dignity, including persons with disabilities and the most vulnerable.

Current global trends suggest that by 2050, cities will be home to two third of humanity,<sup>(2)</sup> including 15% of persons with disabilities. Places of prosperity and opportunity throughout history, rapidly growing cities now concentrate and exacerbate overwhelming challenges in terms of poverty, inequalities, safety and pollution. These factors engender additional exclusion of the most marginalised and vulnerable members of communities, including persons with disabilities; all the more in developing countries.

Considering these global trends, we believe that the global commitment to leave no one behind cannot be achieved without empowering and mobilising all development actors, from local to international level, to address inclusion and safety issues in the urban context.

**Through appropriate measures to improve safety and accessibility, cities in developing countries have the transformative potential and the leverage to reduce inequalities in society and contribute to the realisation of human rights for all.**

1. The study was implemented by HI with the support of Andreas Beavor, Urban Emerge, Federico Batista Poitier and Dr. Victor Pineda, World Enabled. The editorial committee consisted of HI representatives, along with Jean-François Gaillet and Julie Delzenne, Institut VIAS, and Abner Manlapaz, Life Haven Center for Independent Living. The conclusions are based on literature review, lessons learnt from programmes of HI, CBM and Light for the World, as well as focus groups with persons with disabilities and their representative organisations, in several countries (Burkina Faso, Cambodia, Democratic Republic of Congo, Haiti, Kenya, Laos, Nepal, Senegal and Vietnam).

2. UNDESA (2014) World Urbanization Prospects.

This can make a significant difference in the well-being of the most vulnerable, including persons with disabilities.

## The importance of safe and inclusive urban mobility

According to global estimates, persons with disabilities comprise approximately 15% of the world's population, with 85% living in developing countries.<sup>(3)</sup> By 2050, it is estimated that 66% of the global population will live in cities,<sup>(4)</sup> with the majority of urban growth occurring in cities in developing countries. However, travelling safely around cities continues to be a great challenge for vulnerable road users, including persons with disabilities, often denying them the opportunity to get to school or university, have decent employment or reach health care services.<sup>(5)</sup> **Safe mobility is fundamental to equitable access and inclusion for all persons in the economic, social, cultural, and political spheres of life in cities.**

Through local and national policies and strategies that integrate current international policies and frameworks on mobility and disability, such as the Convention on the Rights of Persons with Disabilities and Sustainable Development Goal 11, **cities have the transformative potential to reduce inequalities in society.**

3. WHO (2011) World Report on Disability.

4. UNDESA (2014) World Urbanization Prospects.

5. The World Bank (2018) Disability Inclusion and Accountability Framework.

Humanity & Inclusion defines “safe mobility” as the ability of a person to safely and reliably access preferred destination by navigating an environment that considers of his or her needs and preferences. When studying mobility, it is important to look at the “mobility chain” to understand interactions with the environment, the choice and mode of mobility depending on the personal preferences of each individual. The “mobility chain” refers to the entirety of a person’s journey, for example going from one’s home to the bus stop, boarding the bus, travelling to the desired stop and eventually the intended destination. If just one link in the chain is inaccessible or unsafe, mobility becomes a much greater challenge.

When considering persons with disabilities, it is important to recognise the differing mobility chain needs across a wide spectrum of impairments, including physical, visual, hearing and cognitive impairments. To accommodate these diverse needs as far as possible, **the principles of Universal Design** should be applied to all new infrastructure, transport and buildings. It is important to note that making cities safe and accessible not only benefits those living with disabilities, but **improves safety, accessibility and enjoyment of the city for everyone**. This includes pregnant mothers and those with pushchairs, single parents,<sup>(6)</sup> children and the elderly, as well as all other inhabitants who are at risk from traffic and suffer delays in congested or obstructed streets.

**There are currently many barriers to safe mobility in developing countries. These include unsafe roads<sup>(7)</sup> and pedestrian infrastructure, unsafe vehicles and poor driving skills, the lack of accessible public transport and personal financial barriers to use of transport.** As a result, every year, 20 to 50 million people worldwide suffer non-fatal injuries in road crashes; 1.25 million people worldwide are killed.<sup>(8)</sup> Road crashes are the number one cause of preventable death for youth aged 15 to 29 years, and, the second cause for children aged 5 to 14 years.<sup>(9)</sup>

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6. *Journal of transport geography* (2002), *Transport and social exclusion: Investigating the possibility of promoting inclusion through virtual mobility*. p12

7. *HI* (2018) *Inclusive Urban Mobility and Road Safety in Developing Countries*,

8. *WHO* (2015) *Global status report on road safety: Over 90% of the deaths from road crashes occur in developing countries. In developing countries, road crashes are the second leading cause of death.*

9. *WHO* (2015) *Ten Strategies for Keeping Children Safe on the*

« Government commitments to the 2030 Agenda will fall short if they don't define specific design standards, policy guidelines, training and enforcement mechanisms that ensure mobility and accessibility efforts benefit 1 out of 7 people who live with a disability. When mobility systems work together, individuals with disabilities face lower risks, and better outcomes in health, education and employment. »

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**There are also attitudinal barriers whereby persons with disabilities are stigmatised and not considered part of mainstream society.** Self-censure prevents many persons with disabilities from leaving their homes, because urban environments are unsafe and inaccessible, but also owing to family pressure, prejudice and stigma. There is often a lack of awareness of the rights that individuals have as persons with disabilities. Persons with disabilities themselves are often unaware of their rights and lack of access to supportive structures that empower them to demand improvements. As a result, the demand for safe and inclusive mobility remains largely unspoken.

Barriers to safe and inclusive mobility have an even greater impact on **women and girls with disabilities** as they face multiple discriminations. Women and men have different mobility needs, behaviours and different levels of access. The mobility preferences of women and girls are impacted by fear, discrimination and socio-economic inequality. They are more likely to use public transportation or walk than men, and more

likely to travel outside of rush hour facing potential accessibility and safety issues.<sup>(10)</sup> The lack of independence of persons with disabilities also increases gender inequalities as girls and women are traditionally the primary care providers for a family member with disabilities, which eventually limits their own opportunities for education and employment.<sup>(11)</sup>

As urban growth dynamically reshapes the economic, social and physical landscape in developing countries over the next decade, there is a higher risk that vulnerable and marginalised groups be further excluded from developments and services in cities.

Exclusion and inaccessibility represent huge costs. Amongst these is the revenue gap. Indeed, without access to jobs, those with disabilities may be more inclined to rely on government benefits rather than fulfilling their potential, earning an income and contributing to society through taxes.<sup>(12)</sup>

Road traffic crashes also add a huge burden onto the health and social protection systems, and represent an extremely high cost, estimated by the WHO at US\$ 518 billion worldwide - roughly 2% of an average country's GDP - and this rises in many developing countries.<sup>(13)</sup>

Poor urban mobility generates also a serious burden on the environment, owing to increased pollution from private vehicles in the absence of a public transport system, on roads that are congested, partly because they are not safe or accessible.

The cost of road-safety related health risks and of inhabitants with disabilities being excluded from life opportunities is enormous compared to the relatively modest resources needed to make urban environments safe and inclusive for everyone.<sup>(14)</sup>

**Acting now to improve road safety and inclusive mobility in cities, will enable huge cost savings in the near future, and generate new revenues and investments.** Indeed, cities that use a combination of participatory planning, a strong public transport

infrastructure, comprehensive road safety measures and innovative ICT solutions to address urban mobility challenges, will inevitably be better placed to attract business and further innovation and development.

**Safe and inclusive mobility is thus a transformative part of urban development that, when effectively integrated in urban planning, has the potential to facilitate greater inclusion and full participation of all persons; especially the most marginalised, including the one billion people around the world who have a disability. Safe mobility provides an inclusive and sustainable platform for all persons to be engaged in their communities.**

## Global legal & policy frameworks

**Safe and inclusive mobility is not currently a universally recognised concept in international human rights instruments and development frameworks.** It should be, given its transformative potential in realising universal accessibility and inclusive participation in community life and public services; particularly for persons with disabilities and for older persons. The main international development frameworks relating to persons with disabilities and safe and inclusive mobility are:

- The UN Convention on the Rights of Persons with Disabilities,
- The 2030 Sustainable Development Goals,
- The New Urban Agenda and
- The UN Road Safety Decade of Action.

## Convention on the Rights of Persons with Disabilities

The Convention on the Rights of Persons with Disabilities (CRPD) is one of the nine core international human rights treaties. Legally binding, it was adopted by the UN General Assembly in 2006 and ratified by 177 States. The CRPD marked an international paradigm shift in disability rights, which transformed the global narrative around persons with disabilities from the medical model to the social and rights-based definition. The CRPD describes disability as the interaction between an individual with impairments and barriers in the environment. According to this definition, disability is a direct result of limitations in environment, which does not accommodate or represent personal diversity.

10. ITDP (2018) *Access for all: Access and Gender*.

11. OECD Development Center (2014) *Unpaid care work: The missing link in the analysis of gender*

12. Robert L. Metts (2000) *Disability issues, trends and recommendations for the World Bank*.

13. WHO (2010) *Injuries and Violence: The Facts*.

14. HI (2018) *Inclusive Urban Mobility and Getting to School safely in Developing Countries*. HI (2018) *Inclusive Urban Mobility and Getting to Work safely in Developing Countries*.

**The CRPD presents a framework for mobility<sup>(15)</sup> that obliges States to take action to guarantee the “greatest possible” independence for persons with disabilities through mobility systems that are human centered, reliable and affordable.** Although there is not explicit mention of safety, the three considerations-human centered design, reliability, and affordability - are (and must be utilised as) strategic indicators for safety and inclusion in mobility planning. Human centered (contextualised) mobility systems that are affordable and reliable, recognise and include diversity in their solutions. This applies to gender and age and must also address disability. For example, the CRPD highlights the need to include provisions for assistive technologies and mobility aids within national policies on mobility, such as canes, smart phones and personal assistance, which facilitate equitable access to society. This is especially important in developing countries where limited access to these technologies severely limits and excludes persons with disabilities from society.

It is important to note that the **right to personal mobility** can only be exercised in an accessible environment<sup>(16)</sup> and assistive technologies and mobility aids are not holistic solutions to the challenges of inaccessible infrastructure. Accessibility is an essential pre-condition to realise full inclusion and participation of persons with disabilities in society. Therefore, urban mobility planning and initiatives must systematically assess accessibility and incorporate the principles of

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15. CRPD, Article 20: Personal Mobility.” States Parties shall take effective measures to ensure personal mobility with the greatest possible independence for persons with disabilities, including by: (a) Facilitating the personal mobility of persons with disabilities in the manner and at the time of their choice, and at affordable cost; (b) Facilitating access by persons with disabilities to quality mobility aids, devices, assistive technologies and forms of live assistance and intermediaries, including by making them available at affordable cost; (c) Providing training in mobility skills to persons with disabilities and to specialist staff working with persons with disabilities; (d) Encouraging entities that produce mobility aids, devices and assistive technologies to take into account all aspects of mobility for persons with disabilities”.

16. CRPD, Article 9, Accessibility.1. To enable persons with disabilities to live independently and participate fully in all aspects of life, States Parties shall take appropriate measures to ensure to persons with disabilities access, on an equal basis with others, to the physical environment, to transportation, to information and communications, including information and communications technologies and systems, and to other facilities and services open or provided to the public, both in urban and in rural areas. These measures, which shall include the identification and elimination of obstacles and barriers to accessibility, shall apply to, inter alia: (a) Buildings, roads, transportation and other indoor and outdoor facilities, including schools, housing, medical facilities and workplaces;(b) Information, communications and other services, including electronic services and emergency services.

universal design, as defined within the CRPD,<sup>(17)</sup> into the built and digital environment. For example, if persons with visual impairments utilise long canes in an environment that does not incorporate tactile way finding patterns; they will be at a higher risk of harm or of getting lost as they move around.

Along with accessible environments and mobility aids, the CRPD addresses the importance of mobility skills training for persons with disabilities and their allies working with them, which includes family, friends, personal assistants, and emergency responders.

The CRPD provides a binding legal framework to guide development and implementation of inclusive policies and strategies towards accessible urban mobility planning at the national and local level. **States that have ratified the Convention, and therefore committed to the respect of the rights of persons with disabilities, must utilise the CRPD as a core framework for urban mobility planning and policies that are responsive to the rights and diverse mobility modes of all persons with disabilities.** Although a key legal instrument on disability responsive development, there are gaps in the CRPD’s definition of mobility, particularly around the concept of safety and reliability and the indicators for these two provisions in inclusive urban mobility planning and strategies.

## Safe and inclusive mobility in the Sustainable Development Goals, the New Urban Agenda and the UN Road Safety Decade of Action

**The Sustainable Development Goals (SDGs)** represent a set of political commitments and targets enshrined in seventeen Goals that will guide the current development agenda until 2030. Within the targets of the Goals, safety in mobility and transportation infrastructure for all persons is addressed, with an explicit mention of persons with disabilities and older persons as target groups. In Goal 3, *Ensure Healthy Lives and Promote Well Being of All Ages*, safe and inclusive mobility is linked to improved safety of transport infrastructure, including the aim in Target 3.6 to halve the global number of road deaths and injuries

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17. “Universal design” means the design of products, environments, programs and services to be usable by all people, to the greatest extent possible, without the need for adaptation or specialised design. “Universal design” shall not exclude assistive devices for particular groups of persons with disabilities where this is needed.

owing to road crashes.<sup>(18)</sup> Arguably, to achieve this target, mobility and transportation infrastructure must be improved through policies that address safety and accessibility as a priority indicator in implementation.

Goal 11: *Make Cities and Human Settlements Inclusive, Safe, Resilient, and Sustainable*, explicitly focuses on safety in relation to transportation systems and improved road safety.<sup>(19)</sup> The key aspect within Target 11.2 is that transport systems must be accessible, safe, affordable and responsive to persons with disabilities. Further data must be collected to progressively show clear indicators that persons with disabilities have access to public transportation.

With a focus on access to information and communications technologies, Goal 9: *Build resilient infrastructure, promote sustainable industrialisation and foster innovation*, provides additional framework for the future of mobility, particularly in developing countries,<sup>(20)</sup> as developments in tele-services in cities have the transformative potential to improve mobility, access and participation for all persons.

A key aspect to highlight with the Goals, also addressed in the CRPD, is affordability, especially in the context of developing countries. Persons with disabilities are often among the poorest individuals in developing countries,<sup>(21)</sup> and aside from inaccessible infrastructure, financial limitations in accessing safe and inclusive mobility solutions also exclude them from society.

**The New Urban Agenda** is the outcome document of the United Nations Conference on Housing and Sustainable Urban Development (Habitat III) held in 2016 in Quito. It provides a framework of action to guide global efforts on sustainable urban development, in support of the 2030 Agenda on Sustainable Development, especially SDG 11. Within the New Urban Agenda mobility takes an integrated approach and is transversally addressed

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18. Sustainable Development Goals, Target 3.6. By 2020, halve the number of global deaths and injuries from road traffic accidents.

19. Sustainable Development Goals, Target 11.2. By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

20. Sustainable Development Goals, Target 9c. Significantly increase access to information and communications technology and strive to provide universal and affordable access to the Internet in least developed countries by 2020.

21. The World Bank (2011) *Poverty and disability*.

throughout the document. The Agenda explicitly addresses mobility, persons with disabilities and older persons in paragraphs 113 and 114, calling for improved policies on mobility systems that are safe, sustainable and promote diversity in society. Additionally, the New Urban Agenda incorporates the concept of integrated mobility planning across urban and territorial planning.<sup>(22)</sup> This is key to understanding how mobility affects the access of persons to services and opportunities in their city, such as employment and education. Mobility is a goal oriented activity and policies on mobility must account for the reasons for which each person chooses to move around their environment. There are limitations, however, in the New Urban Agenda's view on safe and inclusive mobility, including a lack of clear definitions and indicators for success on mobility. While there is a clear imperative for a participatory approach that incorporates the need for age and gender responsive mobility strategies, the opportunity to include disability as a strategic priority has been missed.

**The UN Decade of Action for Road Safety** is a plan that provides a framework for planning and implementation strategies towards improved and sustainable road safety in 2020. With the support of the UN Road Safety Collaboration, the World Health Organisation (WHO) and UN regional commissions developed a Global Plan of Action. It explicitly references mobility and expresses the need for safety targets in deployment strategies on mobility, research on mobility measures for road users, and integrated technology in vehicles to reduce pedestrian fatalities.<sup>(23)</sup>

An interesting component of the Plan of Action is consideration for the geographic and demographic context and the role of authorities in guaranteeing road safety. These local considerations must be taken into account in mobility policies and strategies in order to better respond to the unique mobility challenges of each city. They must also address the explicit responsibility that road and transport authorities have in guaranteeing the safe mobility of all persons in the city they represent.

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22. New Urban Agenda, paragraph 114. We will promote access for all to safe, age- and gender-responsive, affordable, accessible and sustainable urban mobility and land and sea transport systems, enabling meaningful participation in social and economic activities in cities and human settlements, by integrating transport and mobility plans into overall urban and territorial plans and promoting a wide range of transport and mobility options.

23. UN Decade of Road Safety Action Pillar 2 and 3.

It is also important to highlight the limited view of disability in the Plan of Action, which views persons with disabilities as victims, rather than a specific category of road users, adopting the social model of disability.

## An integrated approach

The CRPD provides the core framework with regards to inclusive mobility of persons with disabilities, but policies that aim to ensure safe and inclusive mobility in cities must incorporate the other frameworks discussed above, in order to create effective and sustainable strategies that address the unique urban mobility challenges faced by all persons. These challenges include access to assistive technology, affordability of available and accessible systems, and inaccessible built and digital infrastructure, amongst others.

**As mobility is a transversal issue in urban development, policies must address it transversally in urban planning and look at the way that safety interacts with mobility and diversity in society.** Arguably, with CRPD at the core, the integration of the Sustainable Development Goals, the New Urban Agenda, and the UN Road Safety Decade of Action would create an inclusive framework towards safe mobility, which ensures that no one is left behind as we work to achieve universally inclusive, accessible and sustainable development. With this cross-cutting view, it is clear that safe and inclusive mobility policies have an immense potential to sustainably address issues that put marginalised groups at risk of harm and exclusion; particularly persons with disabilities in developing countries who are disproportionately affected by inaccessible and unsafe transportation and infrastructure. With the CRPD as a core component, the Sustainable Development Goals, provide a complementary framework that steers the development agenda towards transversal planning and implementation around safe and inclusive mobility with clear targets and indicators. These indicators on mobility, when contextualised through CRPD, are strong targets for safe and inclusive mobility policies and strategies towards progressive realisation of universal design and accessibility in 2030.

Within the New Urban Agenda, the CRPD's definition of mobility becomes further contextualised by looking at the urban dimension of mobility, and provides a framework for universally inclusive and accessible policies on mobility that

guarantee the non-discriminatory participation of all persons while ensuring their safety in cities. These considerations include a focus on safety and affordability, which are key to the provisions that must be included in mobility policies in developing countries. The New Urban Agenda complements the framework of the CRPD by building on the requirements for safe and inclusive mobility in cities, but is limited by the lack of clear definitions and indicators for success on mobility. In this case, an integrated approach that utilises the indicators and targets on safe and inclusive mobility within the Sustainable Development Goals provides a clearer roadmap for inclusive implementation of mobility strategies.

Within the UN Global Plan for the Decade of Action for Road Safety 2011-2020, the activities highlighted within the pillars around safety targets in mobility planning carry forward the strategies on mobility discussed in the CRPD. The Decade Plan builds on the concept of mobility and calls for research around safe mobility, which is an important consideration as national and local policies aim to be more inclusive of all persons' mobility preferences and modes, and must effectively assess what safety in transportation infrastructure looks like - in order to how ensure that mobility policies facilitate sustained and equitable movement for all persons. Research must help better understand the barriers that affect the mobility preferences, safety and inclusion of persons with disabilities. Further, the Plan of Action implemented with the CRPD, promotes a rights based approach to disability that moves beyond considering persons with disabilities as victims of road fatalities. Instead, it takes into account the diverse range of needs required by persons with disabilities and the importance of safe and inclusive mobility for universal accessibility and participation.

## Recommendations for improved policies and actions

In order to ensure universally inclusive and accessible outcomes in safe mobility and to ensure no one is left behind, national and local policies as well as data collection must comply with the CRPD, and should integrate the targets and principles laid in the New Urban Agenda, the Sustainable Development Goals, and the Plan for the Decade of Action for Road Safety. In this regard, we recommend the following:

## Recommendation 1: Recognise safe and inclusive mobility as a transversal issue for realising the Sustainable Development Goals and human rights.

All stakeholders involved in SDG implementation, especially States, local authorities and donors, must:

- Place **people at the centre of city development strategies** with a focus on improving the safety, accessibility, and sustainability of mobility infrastructures to guarantee the enjoyment of the city for everyone and foster greater inclusion and participation in all spheres of society.
- Promote an **integrated approach to safe and inclusive mobility** that considers road safety and accessibility as mutually reinforcing elements and essential components of a broader strategy to ensure equal opportunities and achieve sustainable, inclusive development.
- Ensure that the **inclusion of persons with disabilities** is a systematic, cross-cutting objective in all policy frameworks relating to urban planning, road safety and mobility, with the aim to facilitate the effective participation of persons with disabilities, in all spheres of society. To achieve this, collaboration with Disabled Persons Organisations must be strengthened.
- Effectively **monitor and report on the impact of national and local policies** relating to safe and inclusive mobility. Utilise the **targets and indicators on mobility** set out in Sustainable Development Goals, the New Urban Agenda, and the UN Decade on Road Safety through the lens of the Convention of the Rights of Persons with Disabilities, to create synergies between the different reporting processes and to ensure contextualised policies and implementation strategies that guarantee safe and inclusive mobility for all, including persons with disabilities.
- Use a **gender lens**, and pay special attention to the specific and diverse mobility needs of women and girls, including women and girls with disabilities, emphasising the importance of safe and inclusive mobility towards equal participation of women and girls in society.
- **Engage in multi-stakeholders dialogue** and share knowledge and experiences on safe and inclusive urban mobility at all levels, and **bring these issues further up on the global agenda**, in different policy sectors, and as part of international cooperation strategies.



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## Recommendation 2: Agree strong political and financial commitments to improve the safety of roads with a focus on vulnerable road users.

States, donors and local authorities must:

- Urgently **step up efforts and investments** to implement concrete actions aligned with the five pillars of the Global Plan for the Decade of Action for Road Safety,<sup>(24)</sup> involving the different stakeholders, including road traffic victims associations and Disabled People Organisations.
- Acknowledging the fact that the objective to reduce by half global road traffic fatalities by 2020 will not be achieved, make it a priority to increase efforts and **extend the deadline of the SDG road traffic injury target 3.6 to 2030**, in line with most of other SDG targets and the WHO 2030 Voluntary Road Safety Targets.
- **Support actions for road safety implemented by Civil Society Organisations**, including road traffic victims associations, NGOs and Disabled People Organisations, recognising them as key actors for change and ensuring their access to funding mechanisms such as the new UN Global Road Safety Trust Fund.
- Systematically both **mainstream disability and integrate specific measures** targeting persons with disabilities and other vulnerable road users in all public policies and international cooperation strategies relating to road safety and urban mobility namely by adopting a rights-based approach to disability, that moves beyond considering persons with disabilities solely as victims of road fatalities, to take into account the diverse range of needs of persons with disabilities and the importance of safe and inclusive mobility towards enhanced participation in society.

24. In relation to improving road safety management, safety of road infrastructures, transports and vehicles, as well as improving road users' behavior and post-crash care.

### Recommendation 3: Provide safe and accessible urban mobility infrastructures applying universal design approach, all along the mobility chain.

States, donors, local authorities, as well as all local stakeholders involved in urban mobility, must:

- Promote a safe and accessible urban environment based on **Universal Design Principles**, providing accessible features for a wide range of impairments,<sup>(25)</sup> which represent cost-effective<sup>(26)</sup> and efficient measures to enhance rapidly safety and inclusion.
- Plan for **multimodal transportation system** to allow people to choose from a variety of transportation modes. Multimodal transportation system increases the safe mobility of those who are unable to drive (e.g. children, persons with disabilities, older people). This generates also health benefits by encouraging walking and cycling and reducing pollution.
- Among the transportation mix in cities, promote in priority **affordable, safe, accessible and reliable formal public transport** that meet the diverse range of needs required by persons with disabilities, including women and girls with disabilities.
- Ensure that **public procurement** include mandatory standards on both safety and accessibility for any projects relating to mobility infrastructure or technology, including for international cooperation infrastructure projects, and ensure ex-ante and ex-post assessments of both safety and accessibility for these projects.
- Provide **training on road safety and universal accessibility** for government staff, urban planners, engineers, public transport operators, traffic police, school teachers or business associations.

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25. See for example:

- CBM and World Enabled (2016) *The Inclusion Imperative: Towards Disability-inclusive and Accessible Urban Development*;
- HI (2016) *Policy Paper: Road Safety*.

26. When planned into new developments or infrastructure projects, a safe and accessible environment can be included from the start at very little additional cost.

### Recommendation 4: Enhance participatory and evidence-based policy-making for a better governance of road safety, mobility management and urban planning.

States, donors, local authorities, as well as all local stakeholders involved in urban mobility, must:

- In order to develop evidence-based policies to improve urban mobility for vulnerable road users, strengthen data collection methods, at local and national levels, including road crash data records.<sup>(27)</sup> **Data must be disaggregated by age, disability, gender, income and geography.** Use the framework of the Washington Group Short Set of Questions to adequately understand the diversity of disability in communities in developing countries.
- **Support research and the production of evidence in general** on barriers to and the cost/ gains of accessibility, safety, inclusion, with a focus on girls, boys, women and men with disabilities, and the effects that mobility and transportation infrastructure have on the access of marginalised groups to services, and other opportunities, like education and employment.
- Promote **road safety awareness campaigns** specifically adapted to vulnerable road users, such as persons with disabilities, children and older people, **disability rights awareness campaigns** and capacity building for road traffic victims associations, DPOs, and other vulnerable road users groups, to increase the demand for safe and inclusive mobility.
- Facilitate the participation of all groups represented in the city, including persons with disabilities, their representative organisations, in the design, implementation and monitoring of local and national policies and projects on urban mobility, in line with article 33 of the CRPD. Support the **Disabled Persons Organisations (DPOs)**.

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27. The Road Crash and Victim Information System (RCVIS) enables the distribution of road crash and casualty reports to all local and international stakeholders involved or with an interest in road safety issues. See: <https://www.handicap-international-road-safety.org/en/sections-3-intervention-methods-and-operational-tools/pillar-1-road-safety-management-increasing>

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