



Project Information Document/ Identification/Concept Stage (PID)

Concept Stage | Date Prepared/Updated: 28-Apr-2021 | Report No: PIDC234743



BASIC INFORMATION

A. Basic Project Data

Project ID	Parent Project ID (if any)	Environmental and Social Risk Classification	Project Name
P175399		Low	iRAP Research and evaluation of road projects in meeting the Global Road Safety Performance Target 3
Region	Country	Date PID Prepared	Estimated Date of Approval
OTHER	World	28-Apr-2021	
Financing Instrument	Borrower(s)	Implementing Agency	
Investment Project Financing	International Road Assessment Programme (iRAP)	International Road Assessment Programme (iRAP)	

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PROJECT FINANCING DATA (US\$, Millions)

SUMMARY

Total Project Cost	0.20
Total Financing	0.20
Financing Gap	0.00

DETAILS

Non-World Bank Group Financing

Trust Funds	0.20
Global Road Safety Program	0.20

B. Introduction and Context

Country Context

More than 90% of road traffic deaths occur in LMICs (WHO). In recent years, MDB partners have implemented road safety safeguards in response to the challenges of ensuring minimum safety standards are met in new road projects.



The Member State agreed Global Road Safety Performance Target 3 is that, 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. Achieving this requires safety awareness and prioritization from the inception stage of a road project through to the design, construction, quality control, and operation of that road (particularly speed management). Many of these activities occur outside of the support of international agencies who seek to implement safeguards and related road safety initiatives. This challenge can make donor and loan negotiations difficult with a resultant impact on trauma outcomes.

This project seeks to contribute to the knowledge and evidence of how to ensure road projects effectively meet road safety standards for all road user groups. Specific challenges this project will address include:

- Success is often measured by the client country through increases in the level of traffic and speed, reductions in travel time, and length of new road built, which can lead to an increase in road deaths after the new road or road upgrade is completed.
- Lack of awareness, education, and training at the local road design level to implement effective road safety measures.
- Safety measures included in the road design not being fully implemented during construction due to financial constraints, low construction standards, or lack of quality oversight.
- A disconnect between the project’s stated objectives, road design guides/manuals, road designing/engineering, construction, and operations (such as speed management).
- Lack of adequate consideration for some road user groups, particularly vulnerable road user groups (pedestrians, bicyclists, and motorcyclists).

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Sectoral and Institutional Context

Global Road Safety Facility competitively awarded through the Call for Proposals FY20 the proposed study which aims to reduce road traffic deaths and serious injuries through improvements in the knowledge of the project stakeholders and the standard of road safety engineering.

This small research and capacity building (ASA/study-type) activity will be carried out by the International Road Assessment Programme (iRAP). iRAP is the umbrella programme for Road Assessment Programmes (RAPs) worldwide that are working to save lives using a robust, evidence-based approach to prevent unnecessary deaths and suffering.

Relationship to CPF

This is a small grant funded activity supporting road safety in global LIC context and its research objective is in line with the WB twin goals of ending extreme poverty and building shared prosperity.



C. Project Development Objective(s)

Proposed Development Objective(s)

The objective of this project is to evaluate progress towards achieving UN Global Road Safety Performance Target 3: that by 2030, all new roads achieve technical standards for all road users should take into account road safety, or meet a three-star rating or better.

Key Results

The research outcomes will identify the skill and knowledge-based interventions that can support incremental progress towards the 2030 targets. Key results include:

- Identify successes and/or barriers to achieving the UN Target 3 on recently completed road projects.
- Develop guidance and training needs for local, national and super-national stakeholders to make further progress towards achieving UN Target 3.
- Demonstrate the safety benefit (in terms of economic impact and lives saved) of investment in delivering new road projects which meet UN Target 3.
- Increase awareness of, and capacity to undertake, safe road design for new road projects that meet UN Target 3.
- Enhance the SR4D web application and supporting training and accreditation to increase accessibility and usability for stakeholders at the local road design level.

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D. Preliminary Description

Activities/Components

Target countries for this study are:

- Ethiopia (World Bank)
- Nepal (ADB/World Bank)
- Fiji (ADB)
- Countries which are part of the Pacific Corridor (Guatemala, El Salvador, Honduras, Nicaragua, Costa Rica and Panama) with particular focus on Nicaragua (IDB).
- Further case study reviews of historical assessments will include projects in Cote d'Ivoire and Senegal (MCC) and Tanzania (World Bank).

ACTIVITIES:

1. Complete an evaluation and review of up to 21 of locally and MDB-financed road projects across the seven selected countries to understand if they achieve the desired UN targets for all road users and the reasons why or why not. This will help in understanding the knowledge gaps and how to address them. This will involve:



- Conducting a literature review of the 21 completed project reviews and evaluations as they relate to priority projects.
- Using existing iRAP assessments and data where available.
- Conducting Star Rating and fatality estimates of the designs and completed roads using the GRSF / iRAP developed Star Rating for Designs tool and ViDA.
- LMIC research teams / suppliers will be trained and supported to undertake the assessments to develop capacity and also identify improvements needed.
- Local design standards and specifications will be reviewed to identify any systemic barriers to planning, financing, construction and management of safer roads that will include consultation with the local road authority, consultants, government agencies, relevant MDBs and other stakeholders.
- Reviewing before and after crash data (if available). LMIC research partners will also be engaged to collect and analyse local data.
- Conduct interviews with project stakeholders involved in the road planning, design, construction and operations.

The review will encompass the full life of the road project from preparation through to operation. Specifically:

- The road project planning and preparation phase, including:
 - The stated objectives and aims of the road project.
 - The safety-related resources, audits and guides referenced during the project planning, design and construction, and any associated project monitoring frameworks.
 - How the road project was financed/funded and managed.
- The road design phase, including:
 - A review and Star Rating of the road designs (if available).
 - Comparison of the designs to the completed road upgrades and identification of any key differences.
 - Identification of changes made during the design to construction phase and investigation into why these changes occurred (if known).
- The road construction and operation phase:
 - Analysis of before and after crash data (or consultation with local authorities for safety observations since completion).
 - A Star Rating and FSI estimate assessment for completed roads.
 - Road operations, maintenance and policy-setting, for example, speed limits and enforcement.

Findings: The results of the review will be documented in a report for each country, and a full, consolidated report with additional comparative analysis to identify common trends and provide recommendations for future national, donor MDB and IFI financing of road projects.



2. Improve local capacity to design and construct roads that are safe for all road users. This would include the delivery of training and capacity building to local road engineers to use the GRSF/iRAP supported Star Ratings for Designs web application to help disseminate the knowledge. Training will be delivered by iRAP-accredited training providers.

3. Based on commonly identified safety issues across the priority countries, provide new knowledge articles for the iRAP Road Safety Toolkit and UNRSC resources to address the knowledge gaps. These articles will capture key safety themes to support improved safety awareness on new road projects in low-income countries. The aim would be to support improved safety outcomes for all road users (for example, pedestrians in rural areas) through suggested countermeasures, good design and construction principles and speed management specific to the low-income country context.

4. Improvements and enhancements to the Star Rating for Design web application and support resources (training, user guides and language accessibility) to improve quality assurance and certification functionality, and user support (to be made globally available). This will further improve uptake of the existing tools, particularly in low-income countries.

5. Write a research paper for a peer-reviewed journal to disseminate the knowledge generated from the evaluation and review of the progress towards UN Target 3 and how this compares between the countries and individual roads projects.

Research Questions to be addressed through this activity:

Research question 1: Based on recently completed road projects, are the selected countries achieving UN Road Safety Target 3? This will help provide a research-based assessment of current practice for both national and internationally funded projects.

Research question 2: What are the barriers prohibiting countries from consistently achieving UN Target 3? This will help identify the key systemic, institutional, design and local issues that influence attitudes to safer road design and safer speeds.

Research question 3: What are the key similarities and differences between individual road projects and between countries in terms of safety outcomes and the outcomes for different road user groups? The project will assess projects from up to seven countries that will allow an objective assessment of how safety standards and measures vary between countries and individual road projects, and how these vary for individual user groups. Gaps in guidance, awareness, capacity and action will be identified and knowledge articles added to the iRAP Road Safety Toolkit and other forums.

Research question 4: How can the existing tools and associated resources be implemented and/or enhanced to encourage countries to achieve UN Target 3? The project will build awareness of new tools including but not limited to the World Bank Safeguards and the GRSF / iRAP developed Star Rating for Designs tool and



through training and workshops with local practitioners identify improvements needed to support local ownership and application of these new tools that support UN Target 3.

Environmental and Social Standards Relevance

E. Relevant Standards

ESS Standards

Relevance

ESS 1	Assessment and Management of Environmental and Social Risks and Impacts	Relevant
ESS 10	Stakeholder Engagement and Information Disclosure	Relevant
ESS 2	Labor and Working Conditions	Relevant
ESS 3	Resource Efficiency and Pollution Prevention and Management	Not Currently Relevant
ESS 4	Community Health and Safety	Relevant
ESS 5	Land Acquisition, Restrictions on Land Use and Involuntary Resettlement	Not Currently Relevant
ESS 6	Biodiversity Conservation and Sustainable Management of Living Natural Resources	Not Currently Relevant
ESS 7	Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities	Not Currently Relevant
ESS 8	Cultural Heritage	Not Currently Relevant
ESS 9	Financial Intermediaries	Not Currently Relevant

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Legal Operational Policies

Safeguard Policies	Triggered	Explanation (Optional)
Projects on International Waterways OP 7.50	No	
Projects in Disputed Areas OP 7.60	No	

Summary of Screening of Environmental and Social Risks and Impacts

The project will not undertake any physical works, and will involve mainly desk study reviews of documentation, but with some contracted personnel undertaking surveys of operational roads to review the as-built safety condition. Surveys of operational roads can be undertaken safely through the adoption of good working practices that are normally associated with this type of work. Any direct interaction with communities is limited; as such risks related to Sexual Exploitation and Abuse/Sexual Harassment are expected to be low. The project is expected to improve the safety standards of future national and internationally funded projects, and thereby result in long term health and safety and social benefits. Gaps in guidance, awareness, capacity and action will be identified during the research, and knowledge articles



added to the iRAP Road Safety Toolkit and other forums to ensure these benefits are widely realised. Minimal or negligible environmental or social risks or impacts are expected as a result of the activities or from activities that will be supported by the project in the future.

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Borrower/Client/Recipient

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Implementing Agencies

Implementing Agency : International Road Assessment Programme (iRAP)

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