Enhancing safe and inclusive mobility for all in cities means

**SAFE CITIES**
Safe and accessible roads and collective transport means less traffic-related deaths and injuries, and less crime and harassment, especially for girls and women. Less congested streets also reduce the burden on environment and health.

**MORE INCLUSIVE CITIES**
With safe mobility, everyone can participate in the city. It enhances equal opportunities and access to health, education, employment... which is particularly important for persons with disabilities.

**MORE PROSPEROUS CITIES**
Safe and accessible cities help business and innovation thrive, thanks to a healthier workforce, reduced unemployment (persons with disabilities, women) and increased tax revenues. The cost of exclusion and road unsafety largely outweighs the cost of action towards safe and inclusive mobility.

**MORE RESILIENT CITIES**
In time of disaster, accessible cities allow persons with disabilities, their families, and other persons with reduced mobility, more options in reaching safety.

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**How to improve safe and inclusive mobility for all?**

**Safe and inclusive mobility is integrated in global policy frameworks:**
- The UN Convention of the Rights of Persons with Disabilities
- The Sustainable Development Goals (SDG)
- The New Urban Agenda
- The UN Decade of Action for Road Safety

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1. **Place people at the center 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.

2. **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.

3. **Utilize the targets and indicators on mobility** set out in the SDGs, the New Urban Agenda and the UN Decade on Road Safety through the lens of the UNCRPD to implement, monitor and report on policies relating to safe and inclusive mobility.

4. **Extend the deadline of the SDG road traffic injury target 3.6 to 2030** in line with most of other SDG targets, and **step up efforts and investments** to implement actions aligned with the five pillars of the Decade of Action for Road Safety.

5. **In order to develop evidence-based policies** to improve safe and inclusive mobility, strengthen data collection methods at local and national levels. Data must be disaggregated by age, disability, gender, income and geography.

6. **Support actions for road safety implemented by Civil Society Organizations** including road traffic victims associations, NGOs and Disabled Persons 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.

7. **Ensure consultation with all groups represented in the city, including persons with disabilities and their representative organizations, in the process and decision making on policies and strategies on urban mobility.**

8. **Promote the implementation of a safe and accessible urban environment based on Universal Design Principles and plan for multimodal transportation system** to allow people to use a variety of transportation modes.

9. **Enable progress towards safe and inclusive mobility** by promoting research, awareness raising and international cooperation on safe and inclusive mobility.

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**Making cities inclusive:**
Safe mobility for persons with disabilities in developing countries

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**How mobility is fundamental to ensure equitable access and inclusion** of all persons in the economic, social, cultural and political spheres of life in cities.
It is key to facilitate enjoyment of human rights such as education, employment and independent living.

In cities, lack of safe and accessible mobility exposes population to considerable health risks, fosters exclusion and disproportionately affects persons with disabilities.

**Solutions exist!**

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**Cities make the transformative potential to reduce inequalities in societies**
Safe and inclusive mobility can bring significant positive changes in the lives of millions of persons with disabilities living in developing countries.
By 2050, 66% of humanity will live in cities and towns.

8 out of 10 adults with disabilities are unemployed.

9 out of 10 children with disabilities do not go to school.

66% of road casualties are vulnerable road users (pedestrians, persons with disabilities, cyclists, children).

46% of road casualties are vulnerable road users (pedestrians, persons with disabilities, cyclists, children).

90% of road crashes casualties occur in developing countries.

There are often huge traffic jams, so the driver decides to stop half-way. All passengers must get off and continue on foot to reach the next bus stop. But I have to stay in the same place because of my reduced mobility, then I arrive at work several hours late.

Nothing is done for our mobility, government builds roads like we do not exist. We are invisible to them.

I'm scared when I leave home to go to school. (...) There are a lot of cars and motorcycles going around. I am deaf, I cannot hear and there is no safe crossing point, so I take risks every time I cross the street.

Most disabled people are poor and live in slums or low income neighborhoods where the roads are narrow. When there is a fire outbreak or other disasters, it is very difficult for us to be reached. The abled people can usually save themselves, but us... we often die or get serious injuries.

1.25 million people worldwide are killed in road crashes every year.

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Persons with disabilities account for 15% of the world’s population.

While improving road safety and enabling accessibility alone will not break down all disability barriers, it is a key factor towards enhancing an inclusive, peaceful and prosperous society that leaves no-one behind.