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EASST Safe Crossings Initiative

Step by Step: EASST Safe Crossing Initiative implements small-scale pedestrian infrastructure interventions for high impact. Transforming unsafe roads into safe, accessible, and liveable public spaces.

Our interventions take a people-centred approach to mobility and street design and have been proven to reduce the risk of pedestrian casualties.

Based on international best practice our projects hold to standards that often go above and beyond those of local regulations, demonstrating the impact that high-quality, targeted upgrades can have on guiding good behaviour and enabling people to make safe decisions.

Safe and accessible crossings serve the travel needs of all road users as well as improving walkability, reducing car and fuel dependency, and supporting people to be more active.

ABOUT EASST

EASST (Eastern Alliance for Safe and Sustainable Transport) is an independent UK-registered charity whose mission is to save lives and prevent injuries by making road transport safer, greener and more sustainable for future generations.

Road crashes are the leading cause of death for young people in every world region, and globally account for more fatalities than diseases such as malaria. While, air pollution, a consequence of heavy congestion and a reliance on motorised transport, leads to millions of premature deaths every year.

As well as saving lives, safe roads have a vital role to play in economic development and environmental sustainability.

Through a vibrant network of local NGO partners, EASST concentrates its efforts in Eastern Europe, the Caucasus and Central Asia where road deaths are particularly high and vehicle fleets are growing. These factors together pose an increasingly unbearable burden on health and social services, while unsafe road transport is inhibiting both economic and social development.

CHARITY REGISTRATION NO. 1133552

EXAMPLES OF OUR PROJECTS

ISTIQLOL HOSPITAL: DUSHANBE, TAJIKISTAN (2019)

BEFORE

AFTER

Upgrades included:

- New paving
- High-visibility signage
- Audio-visual signalised crossing
- Accessibility ramps

Police data shows a **60% reduction in crashes** in the first year of the crossing's opening.

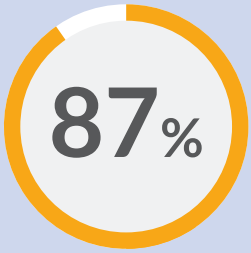
ZOO UNDERPASS: DUSHANBE, TAJIKISTAN (2021)

BEFORE

AFTER

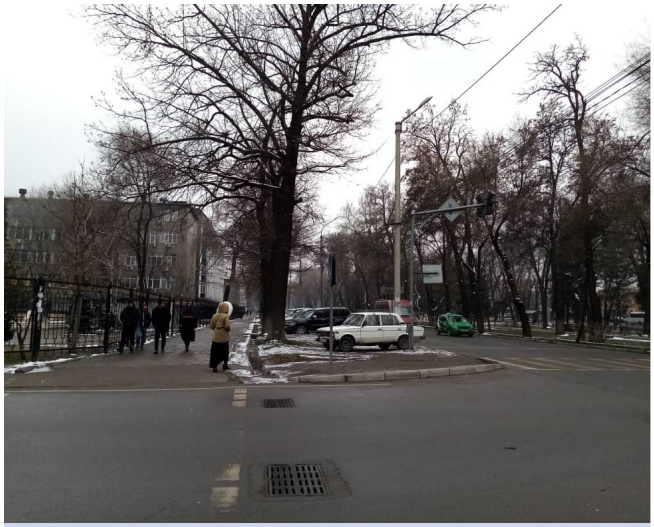
Upgrades included:

- New and improved lighting
- Improved flooring, walls and ceiling
- New pedestrian signage
- Installation of CCTV cameras
- Accessibility ramps



87% of pedestrians now **use the underpass regularly**. Observational data collected in Feb 2022.

RYSKULOWA-MOLODYAYA GUARDIA: BISHKEK, KYRGYZSTAN (2021)



BEFORE

AFTER

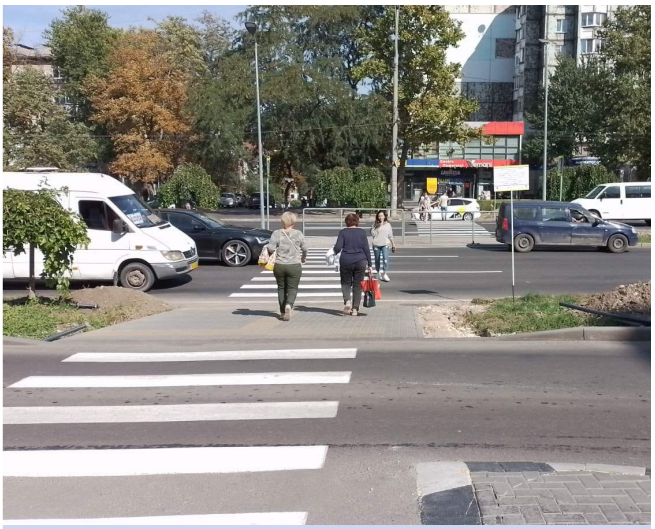
Upgrades included:

- Pedestrian signals with countdown indicator
- Dropped curbs for accessibility
- New zebras using thermoplastic paint
- New high-visibility pedestrian signage

Police data shows a **50% reduction in crashes** in the first year of upgrades.

MATEI MILLO – FULGULESTI, DACIA BOULEVARD: CHISINAU, MOLDOVA (2022)

BEFORE



AFTER

Upgrades included:

- New pedestrian crossing signs
- New road markings
- Narrowed lanes and added a cycle path
- Installed speed cushions

53% of pedestrians surveyed in February 2023 reported **improvements in driver attentiveness.**

SCHOOL NO. 8 AND SCHOOLS NO. 48 & 61: BISHKEK, KYRGYZSTAN (2022)

BEFORE (MOSKOVSKAYA – BEISHENALIEV)

AFTER (MOSKOVSKAYA – BEISHENALIEV)

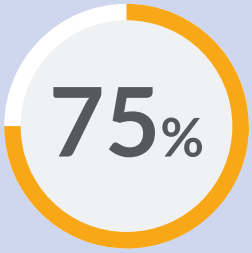
BEFORE (MALDYBAEV – AKHUNBAEV)

AFTER (MALDYBAEV – AKHUNBAEV)

Upgrades included:

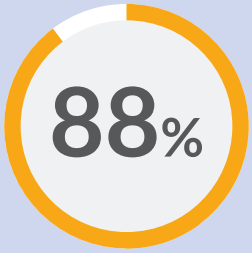
- Replacement and installation of pedestrian and transport traffic lights.
- Replacement of road signs
- Straightening of pedestrian crossings
- Repair of adjacent sidewalks, stairs, ramps
- Painting of pedestrian crossings
- Installation of additional lighting
- Installation of Bishkek's first ever pedestrian refuge island at Maldybaev-Akhunbaev.

In December 2022, EASST partner Chinara Kasmambetova, Founder and Director of Public Association 'Road Safety' was named by Kutbilim News as one of the Best People of 2022 for her work to improve road safety by upgrading infrastructure at these intersections.



Over 75% of teachers and parents surveyed at school no. 8 noted an **improvement in road safety**.

80% of students surveyed across all schools reported that it is now **easier to cross the road safely.**



88% of students and almost all parents and teachers would **support similar upgrades** at other schools in the city.

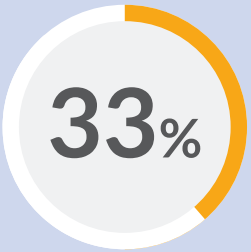
SCHOOL NO. 2: SUMGAYIT, AZERBAIJAN (2022)

BEFORE

AFTER

Upgrades included:

- Additional pedestrian crossings marked
- Speed humps installed
- New high-visibility road signs
- Dedicated loading spaces and pedestrian areas



A month after the transformation a 33% **reduction in top vehicle speeds** were recorded.

TESTIMONIALS

"

Each day I used to face challenges crossing the road near Istiqlol as I walk slowly. I was always at risk.

I am happy that in constructing this new crossing, the needs of people with disabilities have been considered. It enables wheelchair users and people with reduced mobility to cross freely to reach the hospital.

When we have crossings such as this, people with disabilities, as citizens of the country, can be more active. Not only here, but all across Tajikistan.

Assistant to the Director of the National Union of People with Disabilities of Dushanbe

"

Before, the zebras here were all crooked and they were in the wrong place. Now it is safer to cross when the traffic light is on. I used to cross the road only by looking at other people – if people crossed then I also crossed. But now they put a new traffic light and I can cross myself easily.

Schoolgirl, Bishkek, Kyrgyzstan

> This project is an innovation for our city. In the process of its implementation, we got the opportunity to gain international experience and apply new design standards in the field of road traffic safety. Of significance is the fact that it was our municipal agency that was the third – executing – party of cooperation with the Automobile Club of Moldova.
>
> This allowed them to change the old approaches to the design and transform pedestrian crossings taking into account European practices, and with a focus on the safety of the most vulnerable road users. We will continue to incorporate the experience gained in other renovation projects to improve safety.
>
> Director of the General Department of Public Transport and Communications in Chisinau

> The traffic light was often not visible because they only faced either north or south. If a big truck was in the right-hand lane it blocked the traffic light and you had to be guided by the pedestrian lights or by traffic on Akhunbaev Street.
>
> Now the situation has changed. The new traffic lights are LED. They are clearly visible and cover all sides of the road. Now it's safer to drive and see the traffic light signals both from the left and right lanes.
>
> Local Driver, Bishkek, Kyrgyzstan

DONORS & COLLABORATORS

Projects are implemented in collaboration with EASST local partners with support from local authorities and Traffic Police. All infrastructure works are designed by experienced road engineers.

We are extremely grateful for the support of our donors and international partners in making these transformations possible.

SRF SAFER ROADS FOUNDATION

FIA FOUNDATION

European Bank for Reconstruction and Development

Global Designing Cities Initiative

If you are interested in supporting further projects under the EASST Safe Crossings Initiative please contact:

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For more information visit:
easst.co.uk/step-by-step-easst-safe-crossings-initiative/

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