



**Figure A. Infrastructural interventions at Nil Kuthi**

The main objective of the infrastructural interventions was to reduce the number and severity of crashes by reducing the speed of motorised traffic. The infrastructural interventions consisted of speed humps, rumble strips, pedestrian crossings, bus bays, and road markings (see Figure A). In addition, there were educational interventions for school children, awareness campaigns for bus drivers and pedestrians, and a programme for active community involvement. An important objective of these additional interventions was to create support within the local communities for the infrastructural interventions. Several villagers reported on examples of people in other communities removing speed humps, building their own speed humps, and not allowing bus bays to be created. Speed measurements showed that the average speed of motorised traffic (buses, cars, and trucks) was 63.6 km/h in the before period versus 51.1 km/h in the after period, a reduction of 12.5 km/h (19.7%). While there was still overtaking by buses and cars in the after period, it happened at lower speeds and resulted in lower crash risk (van der Horst et al., 2016).