# GLOBAL OVERVIEW OF ROAD SAFETY INITIATIVES, TARGETS, AND INDICATORS

Soames Job
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# Overview

- **Aim: Very practical to the region**
  - **Issues particular to EaP (as we go along), Photos ….**
- **Global Initiatives & the Safe System Approach**
- **Best opportunities (evidence based) across arenas**
  1. Management and monitoring
  2. Vehicles
  3. Post-crash care
  4. Roads and Roadsides
  5. Behavior change
  6. Reduced exposure (road usage)
  7. Speed management

# Global Initiatives: many

- **UN Decade and Global Plan (2011-2020)**
  - Reduction target
  - Pillars of action
- **SDGs**
  - More ambitious target (50% reduction)
  - Deeply challenging to meet this
- **Save LIVES package (WHO, with World Bank and others)**
  - Greater focus on Speed Management (which I pushed)
- **MDBs, Global Road Safety Facility, WHO, United Nations Road Safety Collaboration, Global Road Safety Partnership, ….**

# Core principles of Safe System:

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Safety in working at heights: the risk of excessive physical force is removed.

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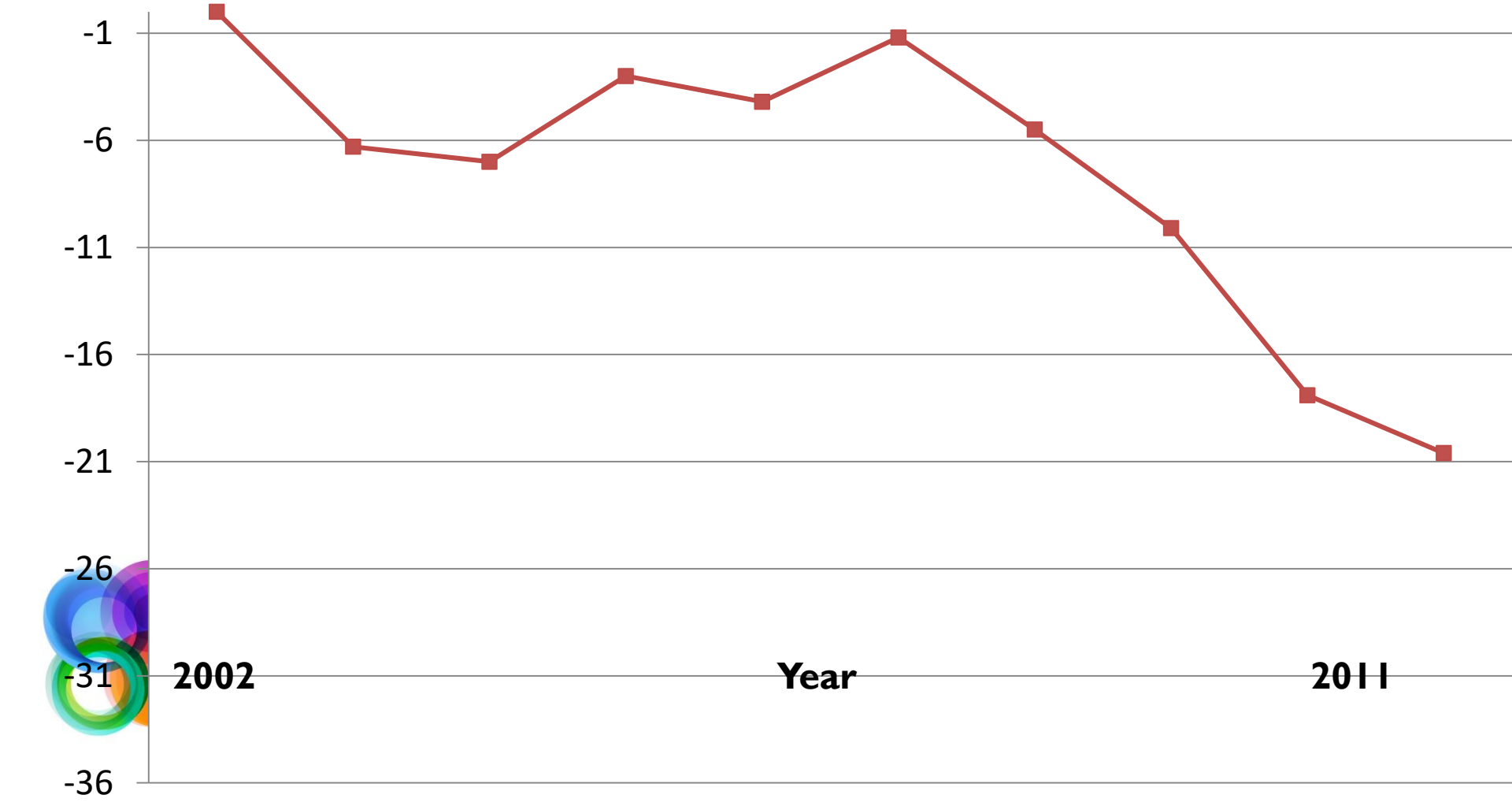
INDONESIA
Cape York
Darwin
Gulf of Carpentaria
Katherine
Wyndham
Cooktown
Indian Ocean
Derby
Cairns
Coral Sea
NORTHERN TERRITORY
Tennant Creek
Mount Isa
Townsville
Port Hedland
Karratha
Mackay
Ashburton
Alice Springs
QUEENSLAND
Rockhampton
WESTERN AUSTRALIA
Bundaberg
Charleville
SOUTH AUSTRALIA
Lake Eyre
Brisbane
Gold Coast
Geraldton
Bourke
Lake Torrens
Darling
Kalgoorlie
NEW SOUTH WALES
Perth
Fremantle
Port Augusta
Newcastle
Sydney
Adelaide
Murray
Wollongong
Canberra
Albany
VICTORIA
AUSTRALIAN CAPITAL TERRITORY
Mount Gambier
Melbourne
Geelong
Traralgon
Launceston
TASMANIA
Indian Ocean
Hobart

# Success: properly resourced Lead Agency working on this basis

% Change in Fatalities 2002-2011

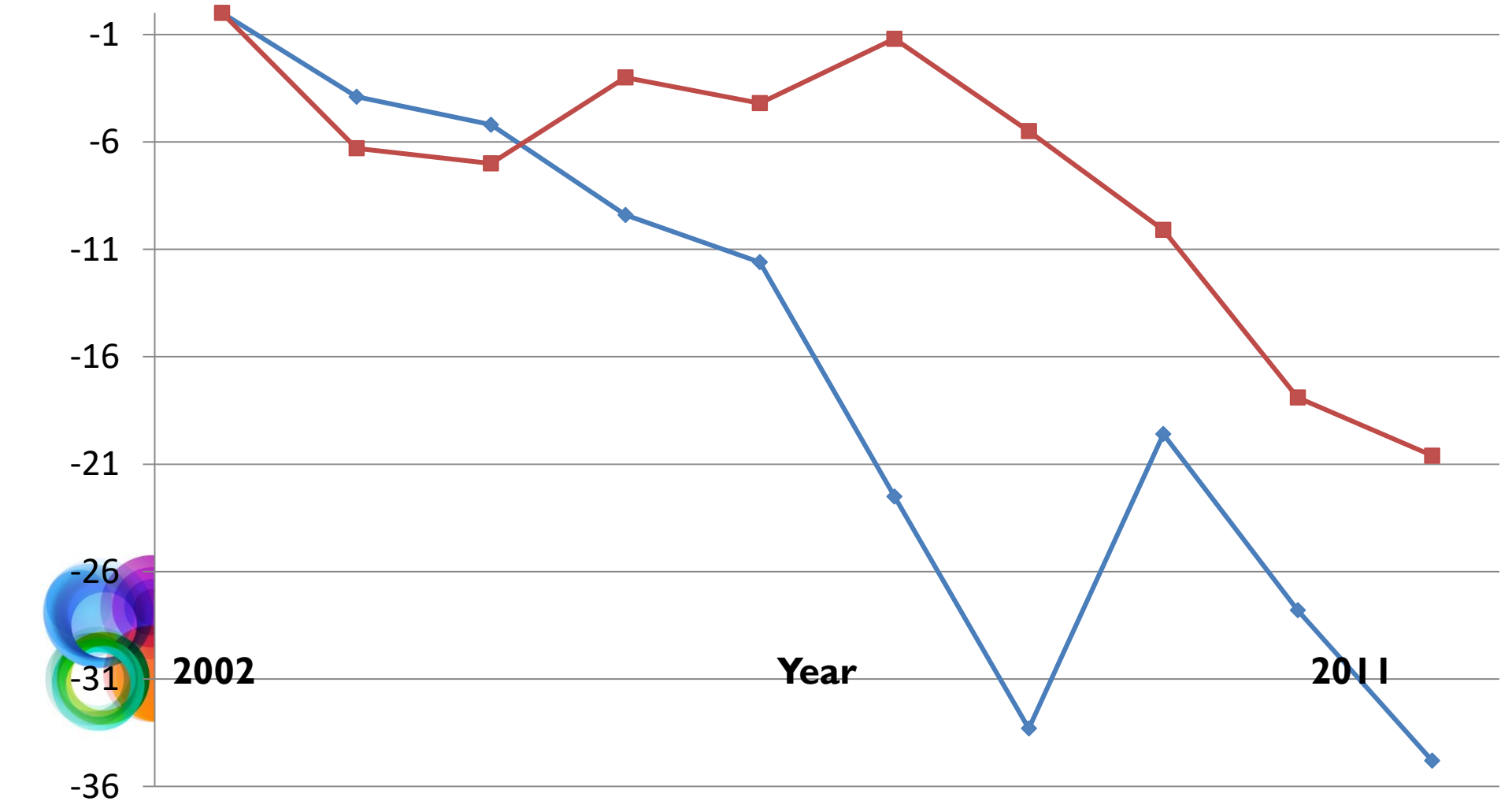
Rest of Australia (red) - harsh comparison



# Success: properly resourced Lead Agency working on this basis

NSW (blue) & Rest of Australia (red) - harsh comparison

Note: NSW & Victoria were the leaders



# 1. Management (and monitoring)

- Sound National Lead Agencies: critical
  - Singular focused accountability and responsibility
  - Full time staff to do the work, not just a committee
  - Power, funding
- Strategy and plans
- Sound data (on more than deaths and injuries) and monitoring of progress
  - “If you can’t measure it, you can’t manage it”
- **Suggestion: that today we consider an EaP regional observatory**

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# 2. Vehicles

- Safe vehicles make a large difference
  - EU regulations and standards are a key way forward
- Sound inspection processes (PPPs)
- Overloading
- Policies to keep motorcycle numbers down (m/c deaths low in

EaP, except Moldova: low usage)

M/C= -50 star

on NCAP scale

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# 3. Post-crash care

- Can make a large difference:
  - Golden hour
  - Then, Golden half hour
  - Now, well established that all delays matter to survival and even functionality for survivors

# 4. Roads and Roadsides

- Huge opportunities, not too expensive

- **Basic road side protection (barriers)**

# 5. Behavior change

- International scientific evidence: Training and education alone are not powerful in delivering improved road safety
- Enforcement & promotion/education on the enforcement are powerful
- Behavior change **creates** attitude change

(seat belts, drink-driving, …

speed considered separately)

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# 6. Reduced exposure (road usage)

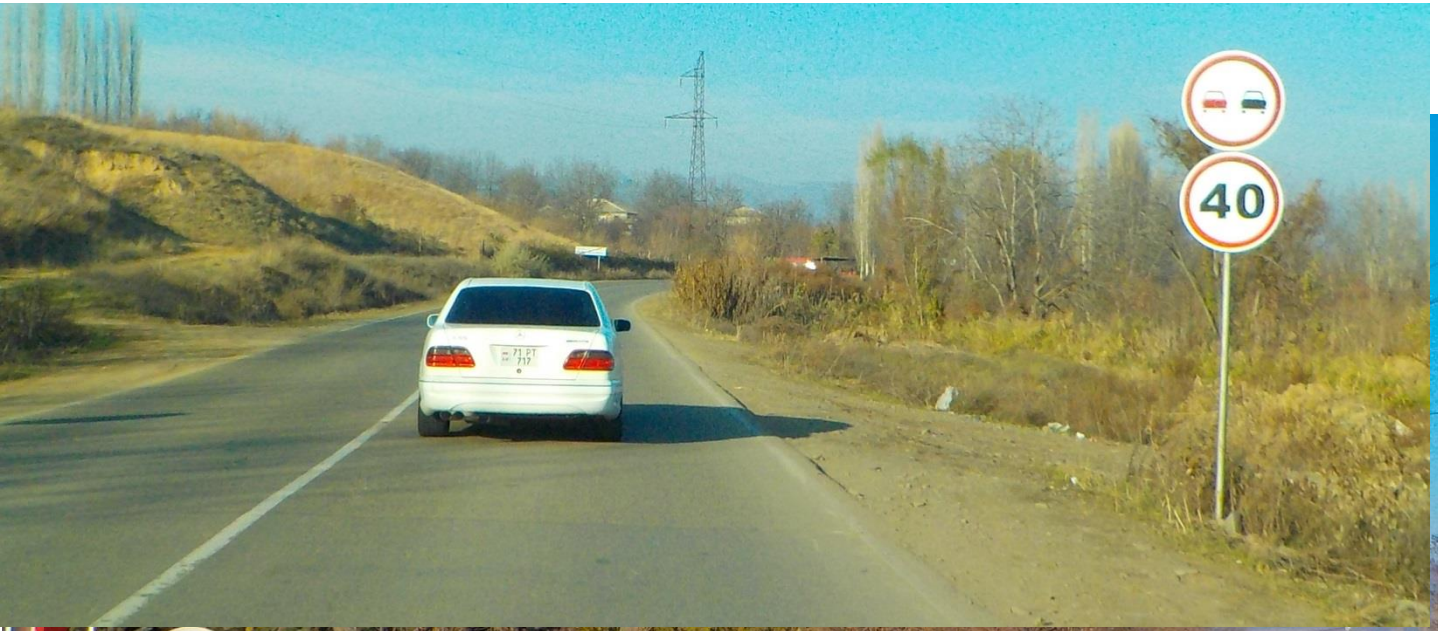
- Later…..

# 7. Speed management

- The best fast start-up opportunity
- Safe speed limits
- Road engineering
  - Speed humps, raised platform crossings, roundabouts, …..
- Vigorous enforcement and promotion of it
- Low enforcement tolerances
- Real penalties, properly managed

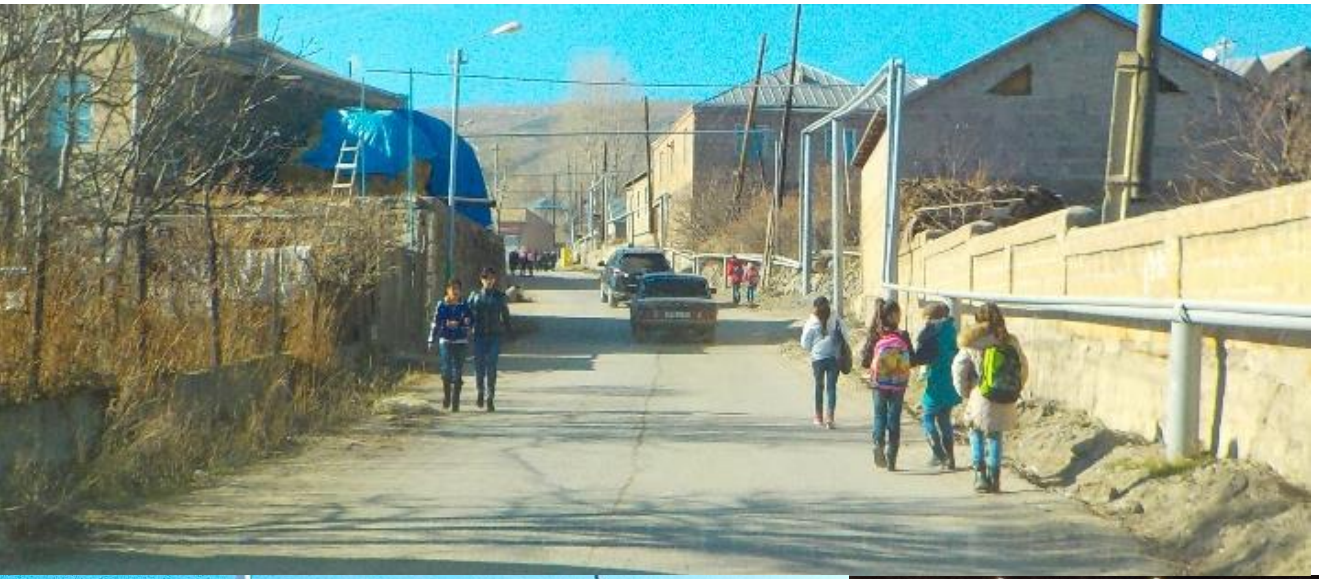
# Good speed limits in many rural towns in EaP

but need to reconsider limits in larger cities and increase compliance





# Pedestrian safety: speeds and infrastructure are critical



**High percentage of deaths in EaP: 24% in Georgia to 42% in Belarus (WHO report, 2015)**

**World Bank project building footpaths in Armenia**

# Right Way to see the huge effects of speed: What happens when the issue is changed?

Changing speed limits:

Sliogeris (1992): 100km/h up 110km/h 25% injury crashes ↑

Sliogeris (1992): 110km/h to 100km/h 19% injury crashes ↓

Nilsson (1990): 110km/h to 90km/h 21% fatal crashes ↓

Scharping (1994): 60km/h to 50km/h 20% all crashes ↓

NHTSA (1989): 89km/h up 105km/h 21% fatal crashes ↑

Bhatnagar (2010):110km/h to 100km/h 26% casualty crashes ↓

•Note this is not assuming that everyone obeys the limits. If they did benefits would be greater

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# CONCLUSIONS

- Systematic evidence based action works in road safety
- Countries have more in common than separating us
- Key opportunities for road safety exist for EaP, especially in
  - road safety management,
  - roads & roadsides,
  - speed management,
  - Behavior change (enforcement and promotion)

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# Questions/comments?


Together
we can save
lives.

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# Main references on Speed


- Job, RFS & Sakashita, S. (2016). Management of speed: The low-cost, rapidly implementable effective road safety action to deliver the 2020 road safety targets. *Journal of the Australasian College of Road Safety, May 2016*, 65-70.
- Nilsson, G. (2004). Traffic Safety Dimension and the Power Model to describe the Effect of Speed on Safety, Lund Institute of Technology, Sweden.
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