

Results focused and proactive road safety management



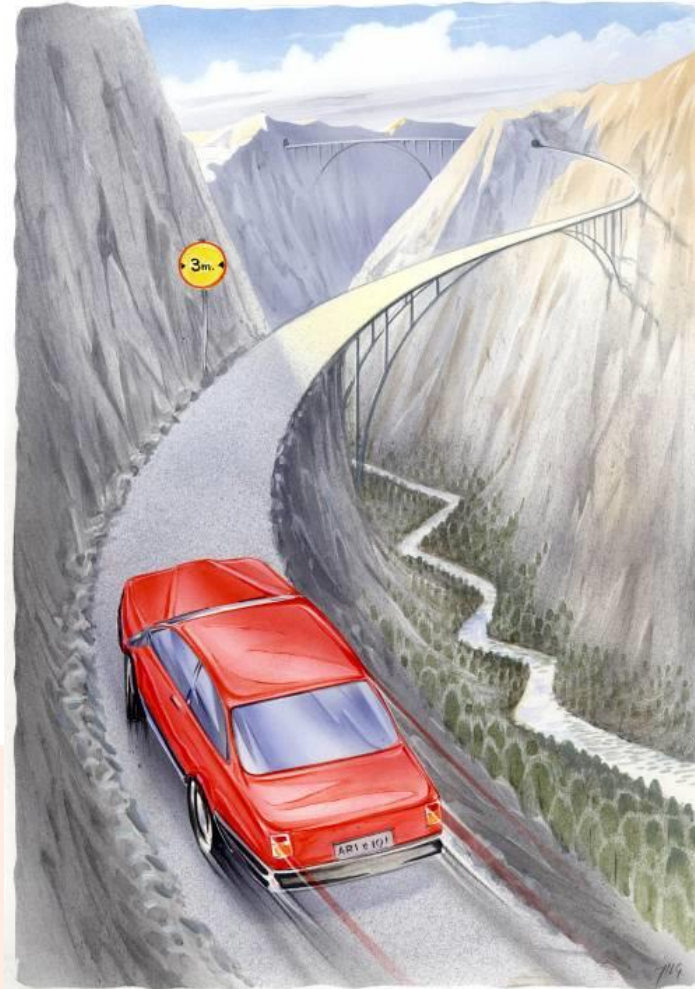
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- Road safety management by objectives
- Using data for safe infrastructure program

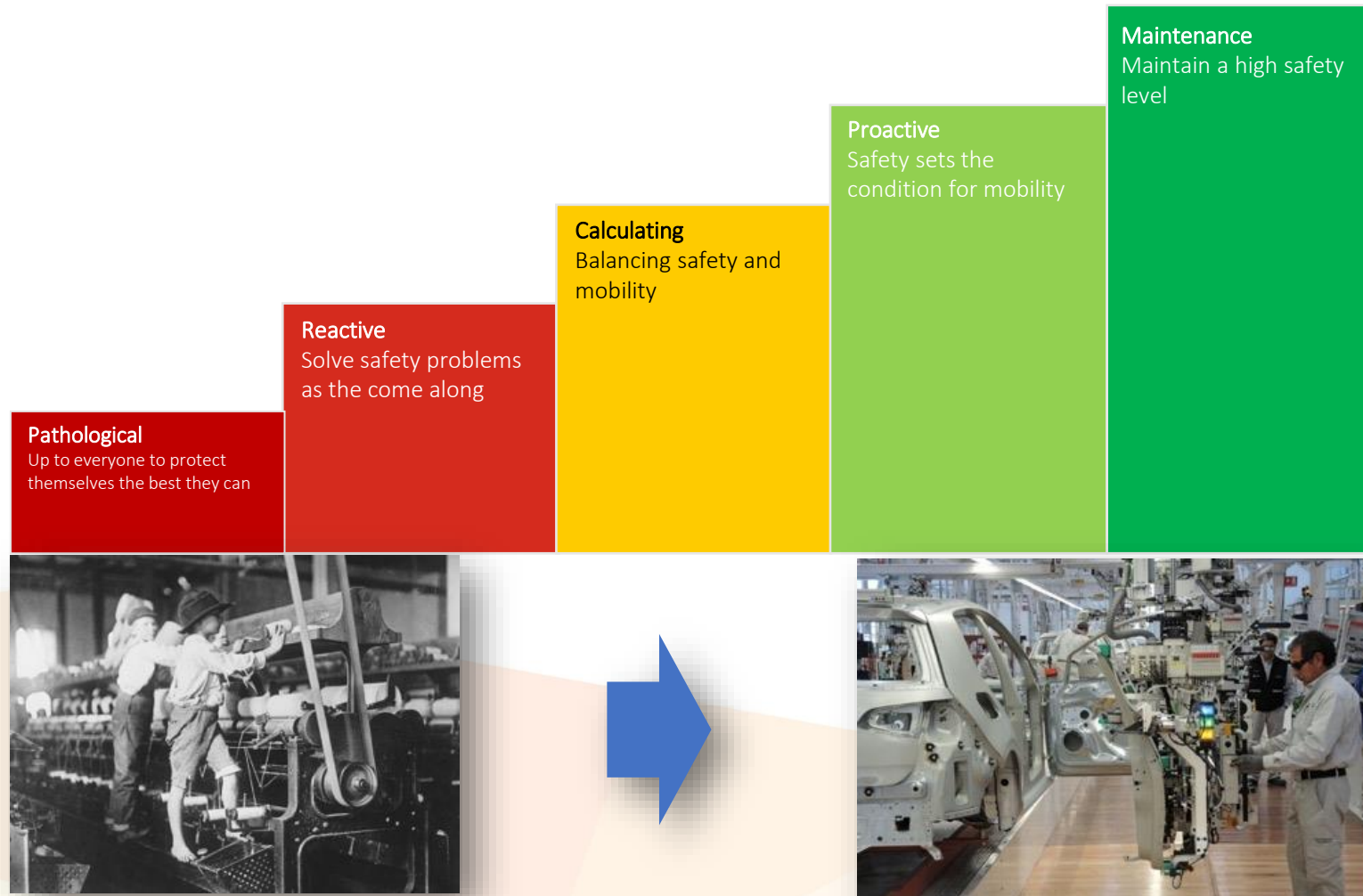
Inherent risks in the transport system

- Open and complex
- Major mismatch between components of the system
- Unclear responsibilities
- Unclear safety philosophy

- > **We need change**



The ladder of safety culture



Vision Zero

The Vision Zero is an expression of the ethical imperative that **it can never be acceptable that people are killed or seriously injured** when moving within the road transport system



VISION ZERO
TOGETHER WE
SAVE LIVES

The Safe System Approach

- A vision of zero deaths and serious injuries on our roads
- Movement should not be produced at the expense of human trauma
- Recognises that people will always make mistakes and have crashes, but the road system should be forgiving and crashes should not result in death or serious injury.
- In addition to road users, system designers have a responsibility to reduce the harm being done

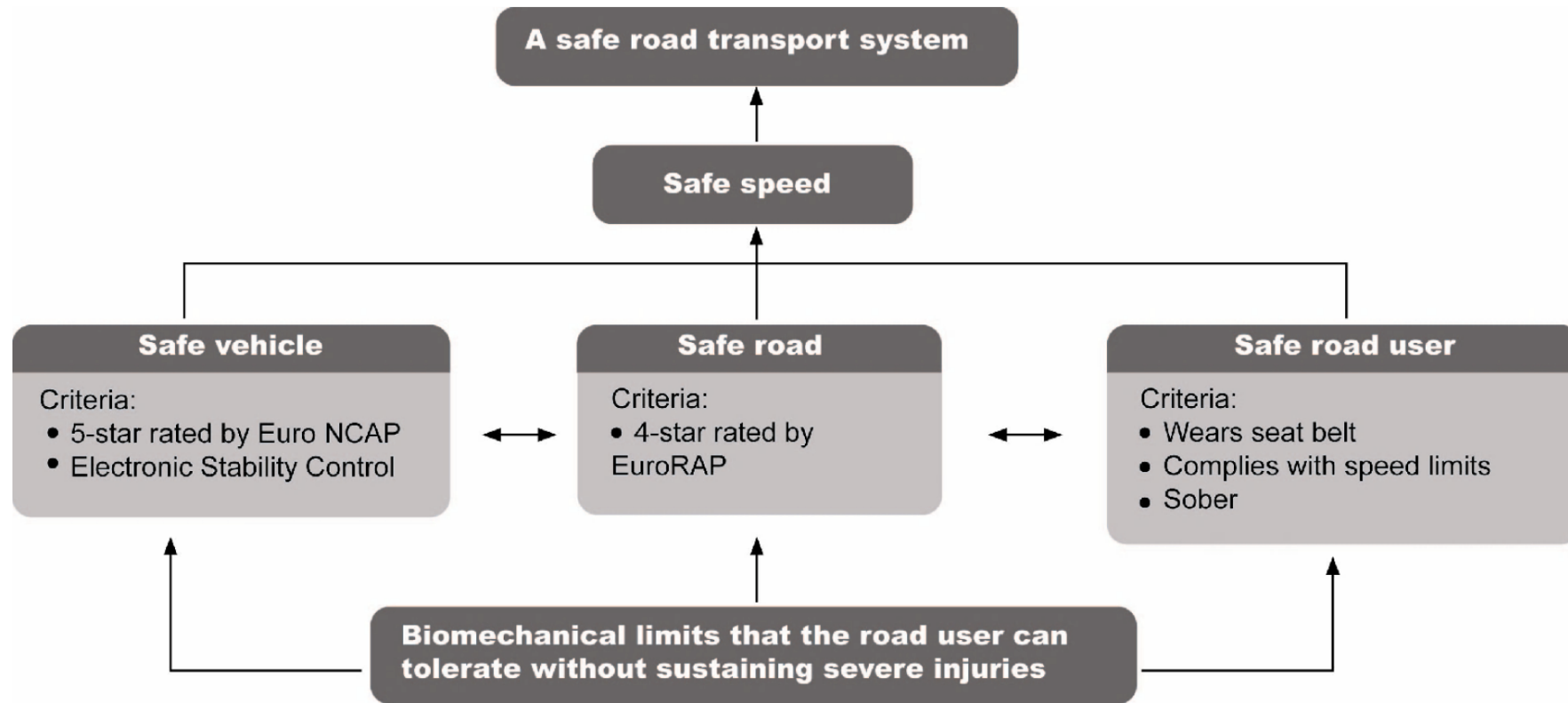


Traditional

Vision Zero

What is the problem?	Accidents	Fatalities and serious injuries
What causes the problem?	Human errors	Humans make mistakes Humans are fragile
Responsibility?	Individual road users	System designers
Peoples demand for road safety?	People don't want safety	People want safety
What is the appropriate goal?	Optimum number of fatalities and serious injuries	Eliminate fatalities and serious injuries

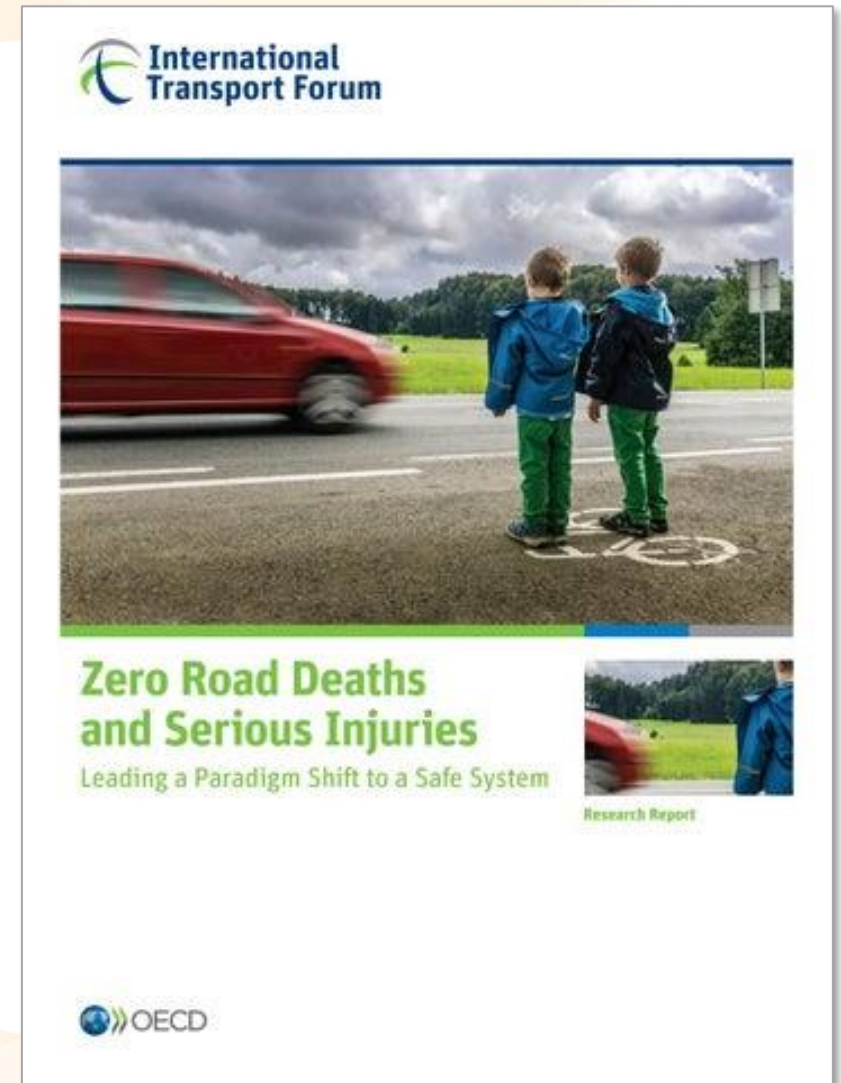
A model of a Safe System



Management by objectives

Managing a Safe System by objective includes:

- The political will and leadership to adopt ambitious targets
- The implementation evidence based interventions
- Ensuring the required management functions are in place



Management by objectives

DECADE OF ACTION FOR **ROAD SAFETY**



The resolution *'proclaims the period 2021-2030 as the Second Decade of Action for Road Safety, with a goal of reducing road traffic deaths and injuries by at least 50 per cent from 2021 to 2030...'*

Management by objectives


GLOBAL ROAD SAFETY PERFORMANCE TARGETS

TARGET 1
2020



Target 1: By 2020, all countries establish a comprehensive multisectoral national road safety action plan with time-bound targets.

TARGET 2
2030




Target 2: By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.

TARGET 3
2030



Target 3: 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.

TARGET 4
2030



Target 4: By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.

TARGET 9
2030



Target 9: By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances.

TARGET 10
2030



Target 10: By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.

TARGET 11
2030



Target 11: By 2030, all countries to enact regulation for driving time and rest periods for professional drivers, and/or accede to international/regional regulation in this area.

TARGET 12
2030




Target 12: By 2030, all countries establish and achieve national targets in order to minimize the time interval between road traffic crash and the provision of first professional emergency care.

TARGET 5
2030




Target 5: By 2030, 100% of new (defined as produced, sold or imported) and used vehicles meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements.

TARGET 6
2030



Target 6: By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.

TARGET 7
2030



Target 7: By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.

TARGET 8
2030



Target 8: By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.

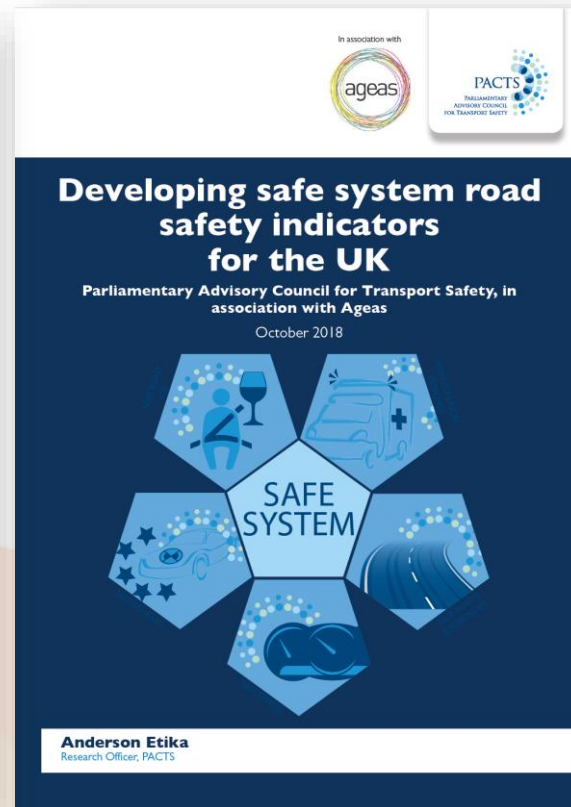
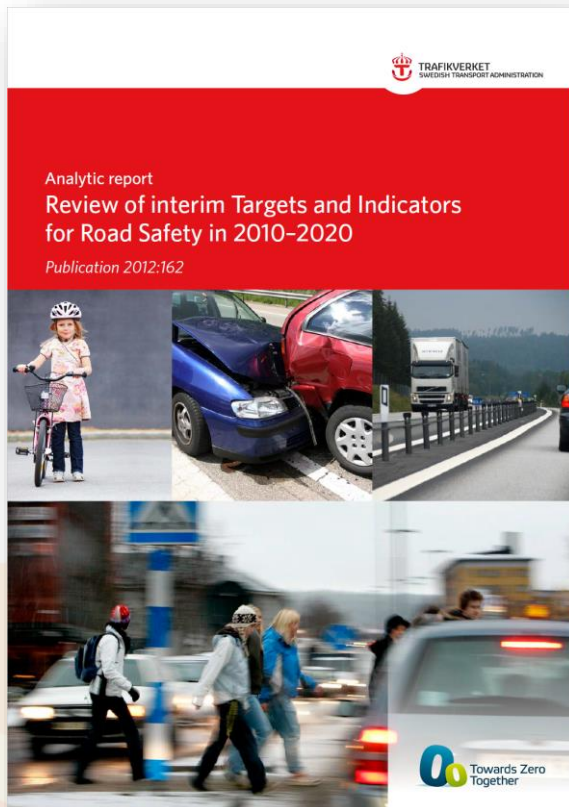
- PILLAR 1: Road safety management
- PILLAR 2: Safer roads and mobility
- PILLAR 3: Safe vehicles
- PILLAR 4: Safe road users
- PILLAR 5: Post-crash response

Following the request of the United Nations General Assembly, on November 22, 2017 Member States reached consensus on 12 global road safety performance targets. For more information: http://www.who.int/violence_injury_prevention/road_traffic/road-safety-targets/en/

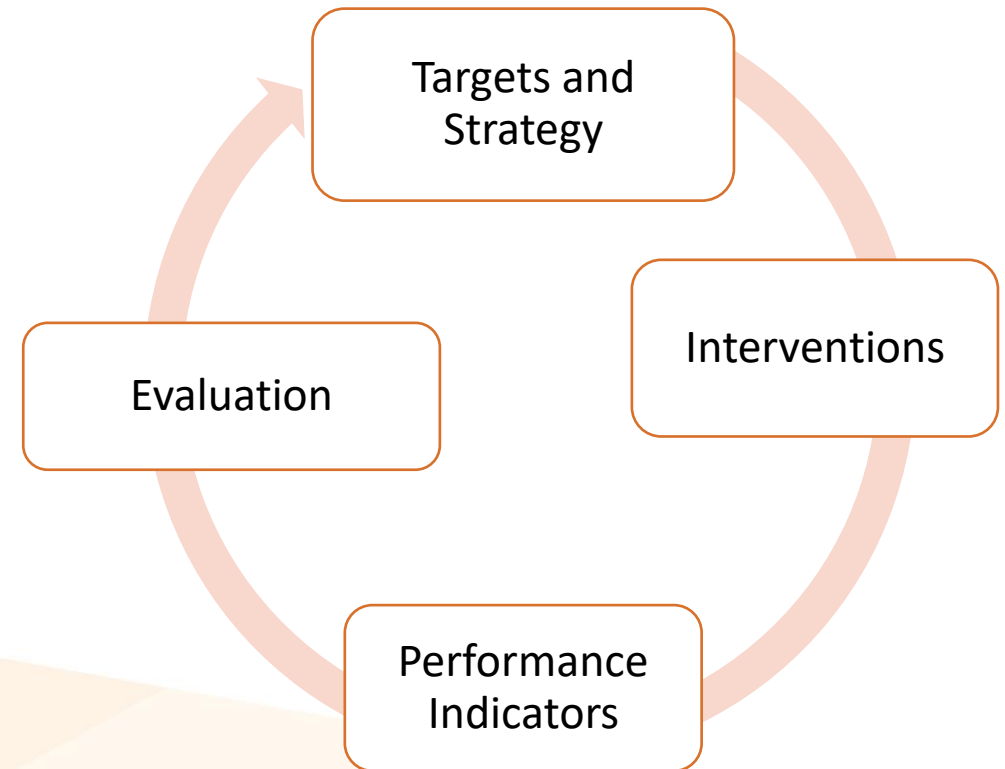


Management by objectives

Examples



Plan-Do-Check-Act



Management by objectives



THE SAFETY PERFORMANCE AND MANAGEMENT LANDSCAPE

Beyond looking at crash data, it is important to consider the impact of safety performance and institutional management indicators on road safety in APRSO member countries.



Road Safety Management

Most APRSO member countries have certain foundations of the road safety management system, such as a lead agency and a national road safety strategy - but face challenges in securing funding.



Speed

All APRSO member countries have a National Speed Limit Law.



Safer Roads

This refers to enhancements to the road infrastructure that reduce fatal and serious injury crashes. The majority of APRSO member countries currently use road safety engineering tools and also conduct interventions for high-risk locations.



Safer Vehicles

With the exception of Australia and New Zealand, most APRSO countries are not yet enforcing safer vehicle standards set by the United Nations. Safer vehicle technologies minimize the risk of crashes and the severity of injuries - for instance, helping to prevent skidding, or reducing crash impact.



Drug-Driving

The majority of APRSO countries have passed a national drug-driving law, but there is currently no information regarding the effectiveness of the legislation or its enforcement in any jurisdiction.



Drink-Driving

Most APRSO member countries have a National Drink-Driving Law, although they lack data on fatalities that involve drink-driving. Most use a blood alcohol content limit of less than 0.05 g/dL, which aligns with WHO best practice.



Distracted Driving

14 of 20 APRSO member countries have a law on hand-held mobile phone use while driving, but only a few countries such as Fiji, Kyrgyz Republic, and Turkmenistan extend the prohibition to hands-free phones.



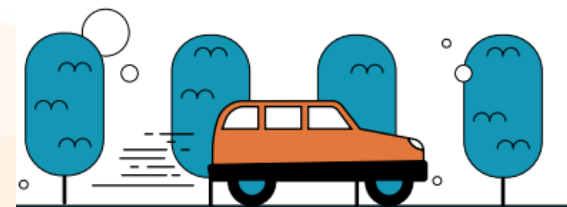
Vehicle Fleet Mix

9 out of 14 APRSO member countries with vehicle registration data have vehicle fleet mixes that are dominated by motorcycles. They include Bangladesh, Cambodia, Lao PDR and the Philippines.



Safety Equipment

All APRSO member countries except Afghanistan have a National Motorcycle Helmet Law which applies to riders and passengers, but only a few of these countries require helmets to be fastened and to be of an acceptable quality standard.

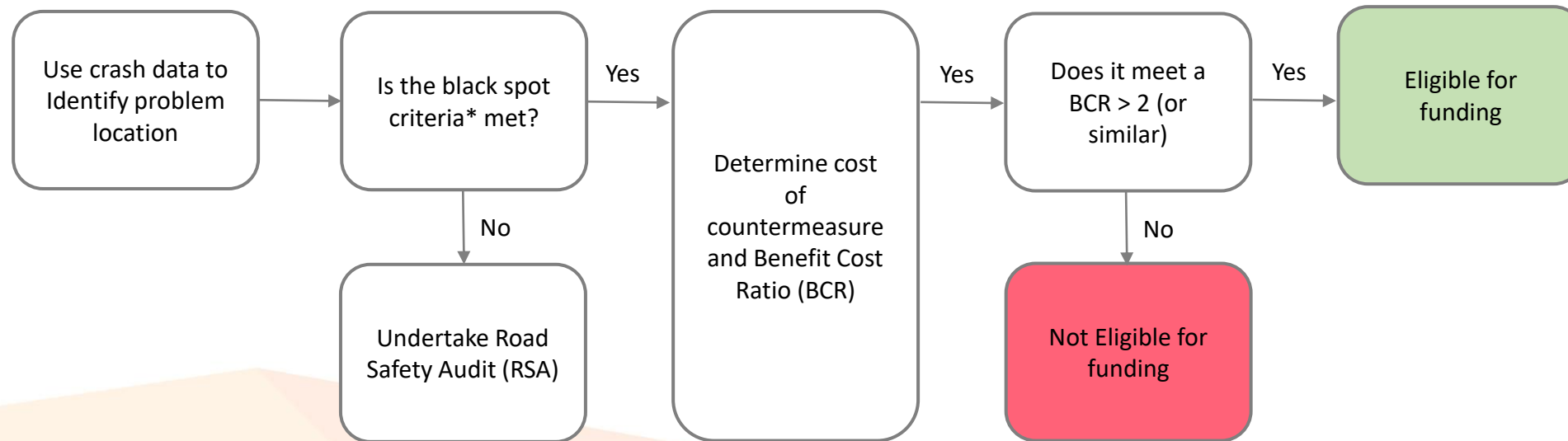


Using data for safe infrastructure programming

1. Reactive approach – Black Spot Projects
2. Proactive approach – Road assessment and infrastructure programs

Using data for safe infrastructure programming

Generic black spot program



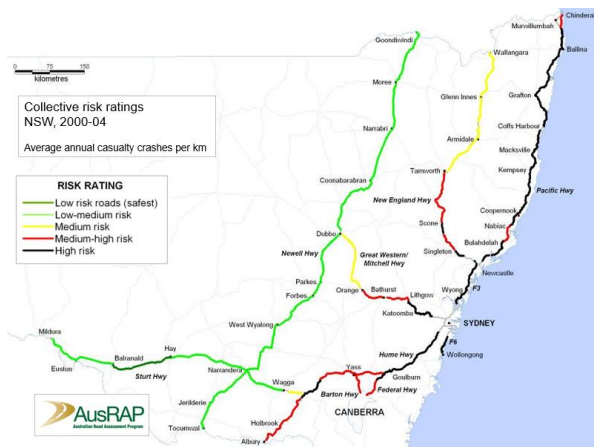
* Black Spot criteria example:

For intersections or mid-Block – 3 casualty crashes in the last 5 years

For road length – 0.20 crashes/km/year over last 5 years

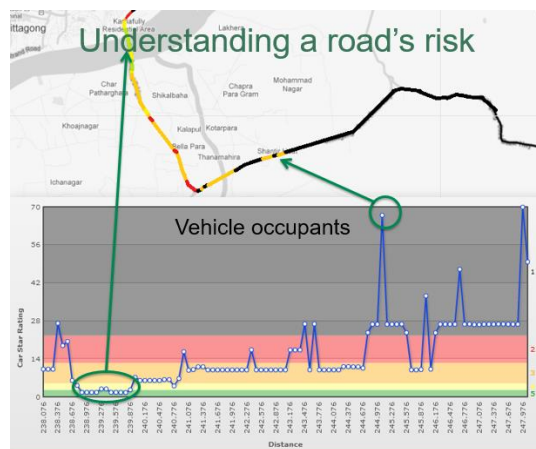
Using data for safe infrastructure programming

1. RISK MAPS



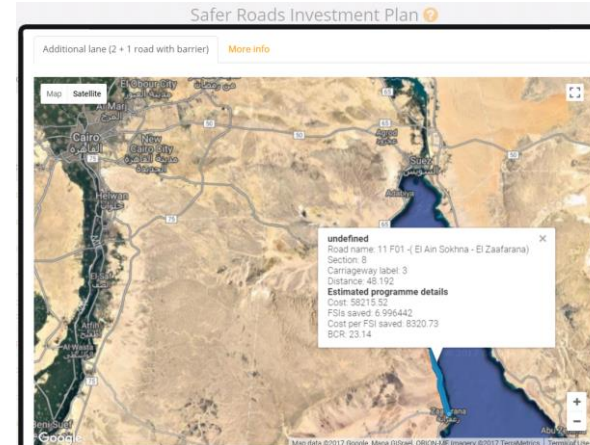
- Colour coded map showing the where people are dying and where their crash risk is greatest
- Can inform priorities across all pillars of road safety action (management, infrastructure, vehicles, road users and post-crash care)

2. STAR RATING



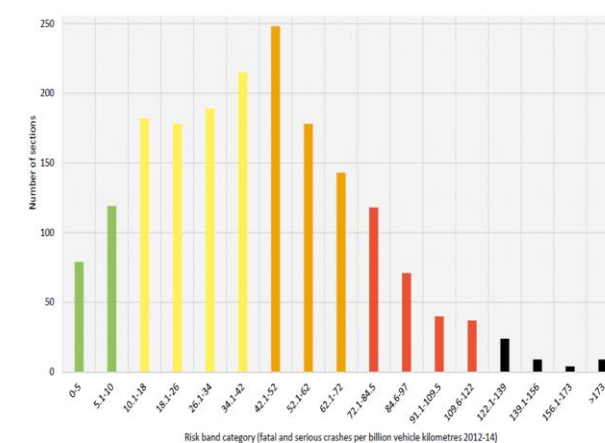
- Based on road inspection data
- Simple and objective measure of the level of safety which is 'built-in' to the road
- Can be completed in the absence of crash data
- Five-star road segments are the safest while one-star are the least safe

3. INVESTMENT PLANS



- Considers 90 proven road improvement options
- A Safer Roads Investment Plan (SRIP) priorities and costs improvement options can improve Star Ratings and save lives

4. PERFORMANCE TRACKING



- Regular risk mapping or star rating enables performance monitoring
- Enables celebration of success and action to be taken to address persistently high-risk roads

Recommendations – key focus

- In road safety management, the coordination of Police and Road Traffic Authorities in using crash data and other evidence to plan road safety activity
- In interventions, stronger focus on pedestrian safety