

WORLD ROAD ASSOCIATION



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International Seminar on Road Safety Policies and Programs

Buenos Aires, Argentina
11 - 12 November 2013

Road Safety Manual (RSM)

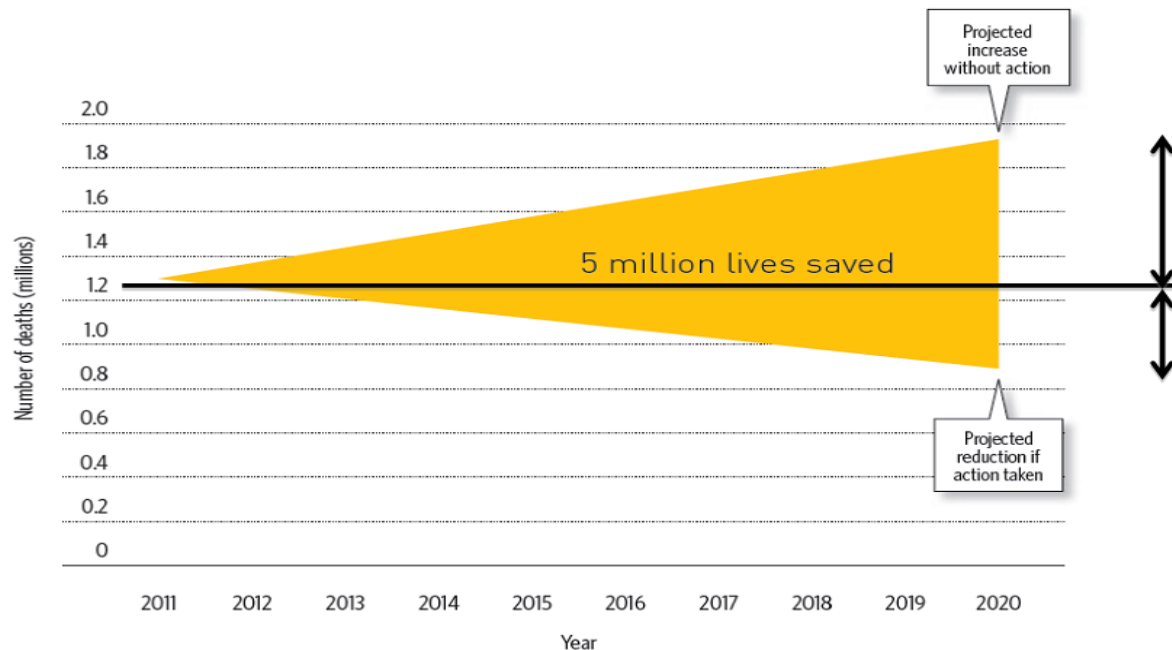
Michael Griffith, Chair of Task Force

Presented by Randall Cable, Task Force Member



Decade of Action for Road Safety 2011-2020

- ❑ An ambitious goal has been set to **stabilize** and then **reduce** forecast road deaths by 2020 (WHO, 2013).
- ❑ If achieved, this would mean an estimated saving of **5 million** lives and **50 million** fewer serious injuries and an overall benefit of more than **3 trillion US dollars**.



Decade of Action for Road Safety 2011-2020

- ❑ Global Plan was developed to assist **governments** and other **national stakeholders** to develop national and local road safety activities
- ❑ The Global Plan adopts the **Safe System approach** and suggests that countries work within the **5 pillars of action**
- ❑ Global Plan 5 Pillars
 - ❑ Pillar 1 – Road Safety Management
 - ❑ Pillar 2 – Safer Roads & Mobility
 - ❑ Pillar 3 – Safer Vehicles
 - ❑ Pillar 4 – Safer Road Users
 - ❑ Pillar 5 – Post-crash Response

Global Plan for the Decade of Action for Road Safety 2011-2020



**DECADE OF ACTION FOR
ROAD SAFETY 2011-2020**



Road Safety Situation

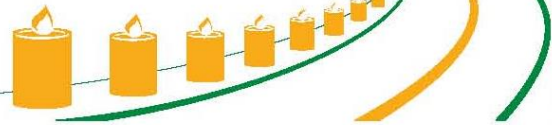
Road traffic injuries: the facts

1.24 million

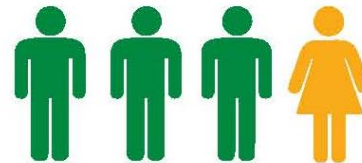
road traffic deaths occur every year.

#1

cause of death among
those aged **15-29 years**



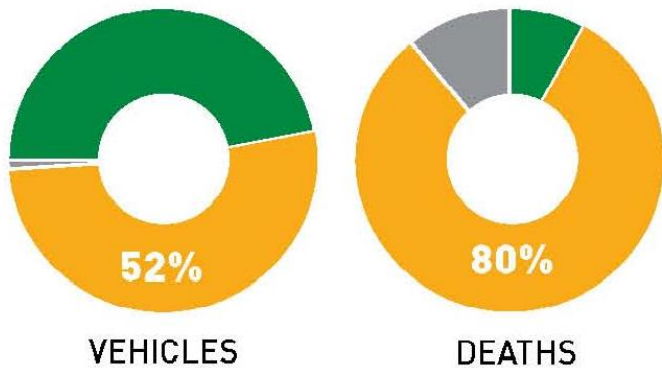
3 out of 4
road deaths are
among men



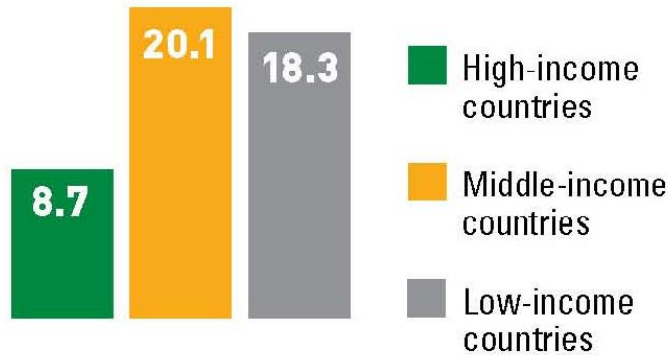
Road Safety Situation

Road traffic injuries: the facts

Although middle-income countries have only half of the world's vehicles, they have 80% of the world's road traffic deaths.



Middle-income countries have the highest road traffic death rates.



Road traffic fatalities per 100 000 population

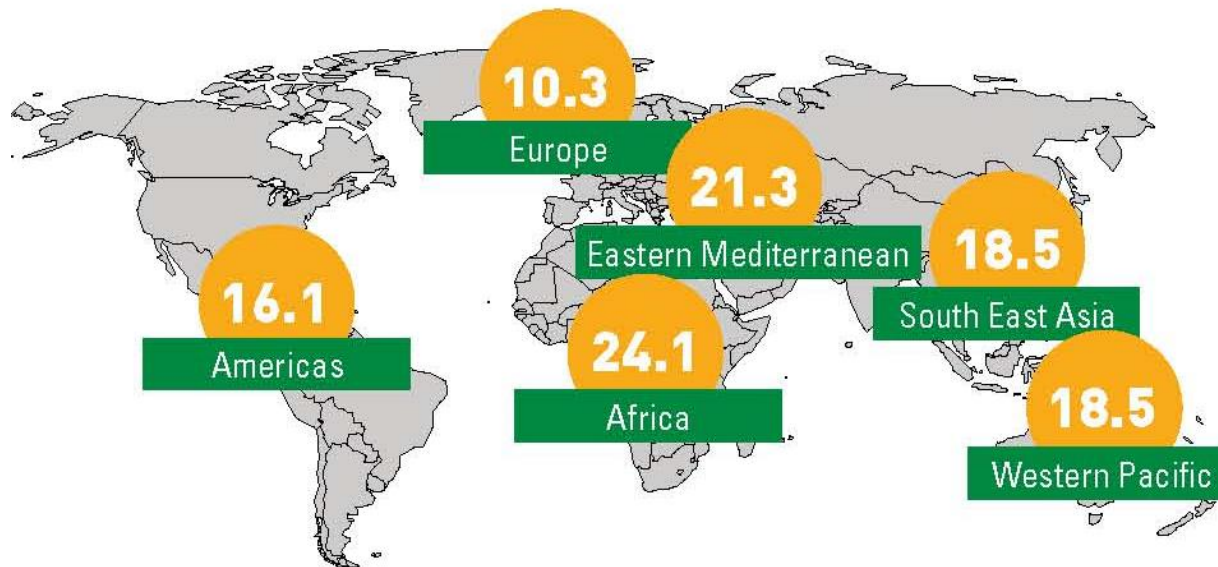


Road Safety Situation



Road traffic injuries: the facts

The chance of dying in a road traffic crash depends on where you live



Road traffic fatalities per 100 000 population



50%

of all road traffic deaths are among pedestrians, cyclists and motorcyclists.



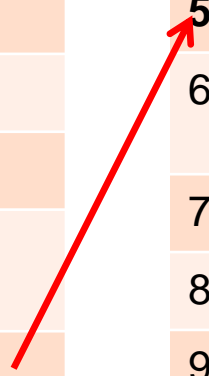
Global mortality trends in wrong direction

TOTAL 2004

RANK	LEADING CAUSE	%
1	Ischaemic heart disease	12.2
2	Cerebrovascular disease	9.7
3	Lower respiratory problems	7.0
4	Diarrhoeal diseases	3.6
5	Chronic obstructive pulmonary disease	5.1
6	HIV/AIDS	3.5
7	Tuberculosis	2.5
8	Trachea, bronchus, lung cancers	2.3
9	Road traffic injuries	2.2
10	Prematurity and low birth rates	2.0

TOTAL 2030

RANK	LEADING CAUSE	%
1	Ischaemic heart disease	12.2
2	Cerebrovascular disease	9.7
3	Chronic obstructive pulmonary disease	7.0
4	Lower respiratory problems	5.1
5	Road traffic injuries	3.6
6	Trachea, bronchus, lung cancers	3.5
7	Diabetes mellitus	2.5
8	Hypertensive heart disease	2.3
9	Stomach cancer	2.2
10	HIV/AIDS	2.0



New Road Safety Manual

- ❑ **Complement the Global Plan**
- ❑ Support the UN Decade of Action (Pillars 1, 2, and 4)
 - ❑ Pillar 1 Road Safety Management
 - ❑ Pillar 2 Safer Roads and Mobility
 - ❑ Pillar 4 Safer Road Users
- ❑ Structured knowledge-base
 - ❑ From Policy-level considerations → Technical Guidelines



New Road Safety Manual...cont

- ❑ Primary Users will be Policy makers, Infrastructure Managers, and Road Safety Practitioners
- ❑ Countries in different stages of development
 - ❑ What are the needs of LMIC versus HIC?
 - ❑ Are they similar?
- ❑ Highlight noteworthy practices from around the world
 - ❑ What is working, what is not, and why?
 - ❑ Lessons Learnt / Case Studies





Involved Groups

- ❑ **World Road Association (PIARC)**
 - ❑ Administrative Support and Funding
- ❑ **Task Force**
 - ❑ Functions as one of the PIARC Committees
 - ❑ Policy Guidelines and Direction
- ❑ **Consultant, ARRB Group**
 - ❑ Developing Structure,
 - ❑ Table of Contents and
 - ❑ Chapters of the Manual
- ❑ **User Group**
 - ❑ Shape development
 - ❑ Feedback throughout the life cycle



RSM Task Force

- ❑ Margie Peden, **World Health Organization**
- ❑ Tawai Addo-Ashong, **World Bank**
- ❑ Girma Bezabeh, **African Development Bank**
- ❑ Veronique Feypell, **OECD**
- ❑ Matts-Ake Belin, **Sweden**
- ❑ Mike Greenhalgh, **England**
- ❑ Mike Griffith, **USA → Task Force Chair**
- ❑ George Mavroyeni, **Australia**
- ❑ Hans-Joachim Vollpracht, **Germany**
- ❑ Randall Cable, **South Africa**
- ❑ Obio Chinyere, **Zimbabwe**
- ❑ Jamilah Mohd. Marjan, **Malaysia**
- ❑ Alberto Mendoza, **Mexico**
- ❑ Ahmad Farhan Mohd Sadullah, **Malaysia**



ARRB Group developed Stage 1 and 2 reports and currently working on Stage 3

- ❑ Stage 1 report – Overall structure and Table of Contents
- ❑ Stage 2 report – Identifies key road safety material to include
- ❑ Stage 3 (Development of the chapters)



- ❑ Shape the development of the Road Safety Manual
 - ❑ Who is going to use this product?
 - ❑ Does it meet their needs?
- ❑ Review draft materials
 - ❑ Highlight shortcomings
- ❑ **Provide case studies**
 - ❑ **Share Experiences, what works, what does not and why?**



Approach to project

- ❑ Road Safety Manual Structure
 - ❑ Three key parts
 - ❑ Part 1: Introduction **“What?” Scope of the problem, key developments.**
 - ❑ Part 2: Road Safety Management **“Why?” Policy level discussions.**
 - ❑ Part 3: Safe Planning, Design, Operation, and Use of the Road Network **“How?” Technical Material.**
 - ❑ Technical Appendices
 - ❑ Case studies
- ❑ Engineering focus with an incorporation of human factors (how to support higher rates of compliance)



Table of contents

PART 1: INTRODUCTION “What”

Chapter 1: Scope of Road Safety Problem

Chapter 2: Key Developments in Road Safety



PART 2: ROAD SAFETY MANAGEMENT “Why”

Chapter 3: The Road Safety Management System

Chapter 4: The Safe System approach

Chapter 5: Effective management and use of safety data

Chapter 6: Road safety targets, policies and plans



Table of Contents (Cont.)

PART 3: SAFE PLANNING, DESIGN, OPERATION AND USE OF THE ROAD NETWORK “How”

Chapter 7: Roles, responsibilities and management capacity

Chapter 8: Infrastructure safety management: Policies, standards, guidelines, and tools

Chapter 9: The human factor: Design for road user characteristics and compliance

Chapter 10: Assessing potential risks and identifying issues

Chapter 11: Intervention selection and prioritisation

Chapter 12: Monitoring and evaluation of effectiveness of action

Technical Appendices



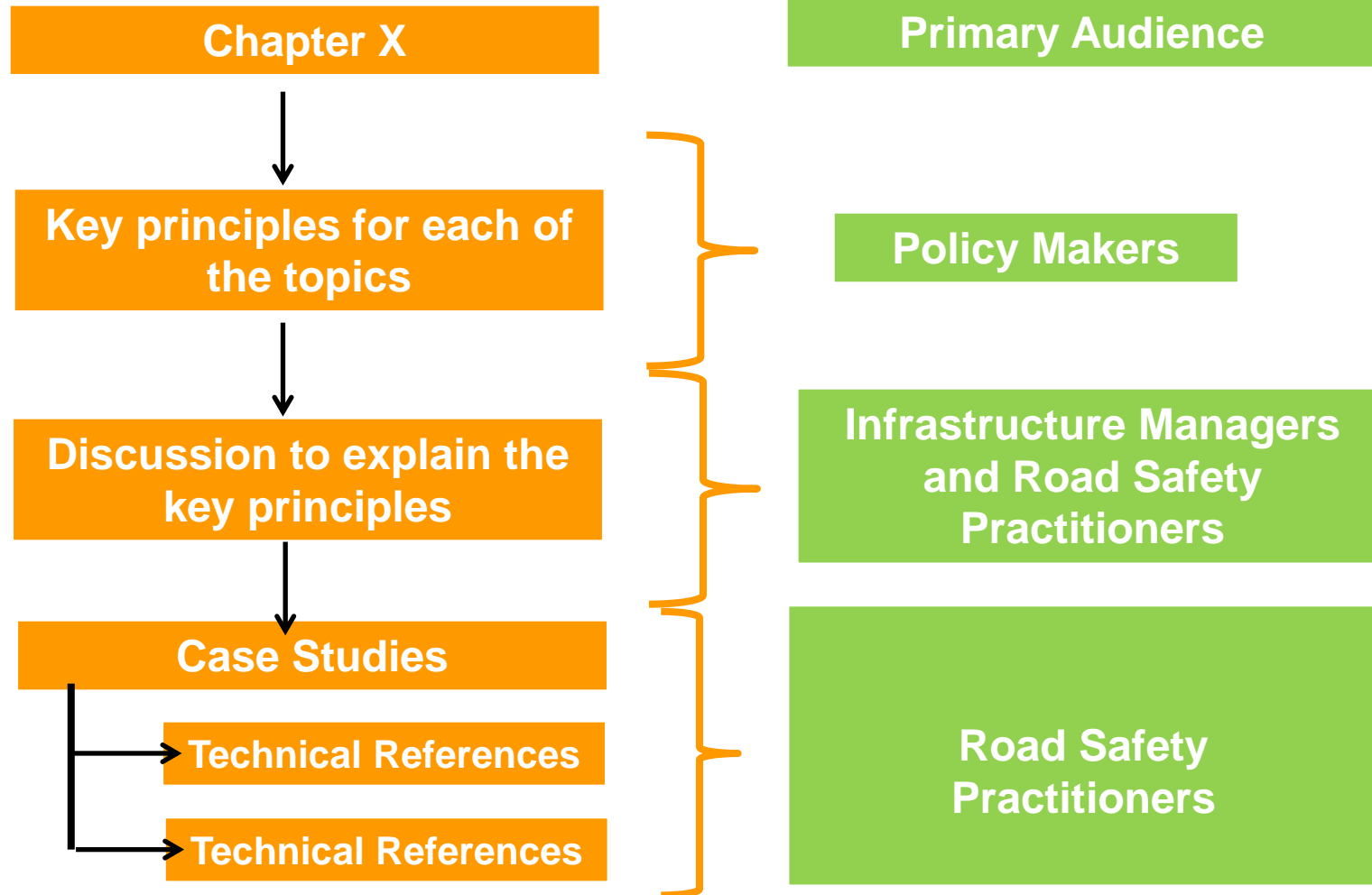
Approach to project

❑ Challenge

- ❑ Addressing different users with varying needs
- ❑ Lower and Middle Income Countries (LMICs) and High Income Countries
- ❑ Different road user groups (e.g. pedestrians, motorcyclists)
 - ❑ Emphasis on vulnerable road users a major issue particularly in LMICs
- ❑ From Policy Makers to Road Safety Practitioners



Format of Chapters



Format of Chapters

Case Studies

Phase 1: Getting Started

Phase 2: Making Progress

Phase 3: Notable Practice



Road Safety
Practitioners



Status Update

- ❑ Draft Chapters 1 and 2 completed
 - ❑ Review completed
- ❑ Very preliminary drafts of Chapters 3, 4, 5, and 9
- ❑ Draft RSM Implementation Plan under review (Stage 4)



Schedule

- ❑ Web-based Manual
 - ❑ September 2014
- ❑ Continuous Updates (Live Document)
 - ❑ September 2014 onwards
- ❑ Implementation Plan
 - ❑ September 2014 – November 2015



Thank you for your kind attention.



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Additional Case studies still required

Chapter 3 (Road safety management)

Examples of the role of 'political will'

Chapter 4 (Safe System)

Example where Lower-Middle Income Country has started implementing the Safe System approach

Chapter 5 (Safety data)

Solution to personal data/privacy issue

Chapter 6 (Targets, policies, plans and projects)

Examples of strategies – successful and not successful

Chapter 7 (Roles and responsibilities)

How do agencies embed safety into all areas of operation?

