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Road Safety Risk Factors - global and regional practices

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I am grateful to be here, and have the chance to talk with you all.

1. Presentations from you, the Member Countries

2. Core considerations
   - Road Risk Factors Contributed to by common practices
   - We over-focus on road users in risk factors

3. Consider risk factors in each Arena of Action
   - Arena 1: Safe Road Infrastructure
   - Arena 2: Vehicle Safety
   - Arena 3: Safe road use
   - Arena 4: Post-crash Care
   - Arena 5: Safe Speed, a cross cutting issue
   - Arena 6: Modal shift, land use planning, and Reduced Road Use Exposure
   - Arena 7: Road Safety Management and Leadership
CORE CONSIDERATIONS

Will focus mainly on the Asia-Pacific Region

Two points to cover as a base for us to think about

1. Decided to focus on:

Road Risk Factors Contributed to by common practices

We are improving in the Asia-Pacific, but we can do more especially if we look carefully at what we are doing
Second point to consider: It’s a common mistake to think too much in terms of road user errors. So, decided to present these across the Arenas of Action, to show that risk factors exist in all arenas; and we can change what we are doing to improve each of them.

Consider a common serious crash: A pedestrian is hit my a fast moving car on the street of a major city in the Asia-Pacific, and dies while waiting for proper emergency care.

- Mostly we think of the Safe Road Users Arena: the pedestrian should have been more careful (or at best the driver should have stopped in time). The data mislead us because of who is alive to tell a story. We have failed to fix these road user problems in 80 years of trying- in part because often we don’t know the actual factor: distraction, fatigue, drugs, alcohol.

- Lets consider the other Arenas for risk factors in this one crash (quite typical for the A-P):
  
  **Arena 1: Safe Road Infrastructure:** Safe crossing points for pedestrians, the pedestrian was forced to walk on the street- no usable footpath
  
  **Arena 2: Vehicle Safety:** Better vehicle fronts save pedestrians
  
  **Arena 4: Post-crash Care:** Would the pedestrian have survived if help was faster?
  
  **Arena 5: Safe Speed, a cross cutting issue:** Driver was speeding or speed limit is too high
  
  **Arena 6: Modal shift, land use planning, and Reduced Road Use Exposure:** The driver or the pedestrians could have been on a BRT instead
  
  **Arena 7: Road Safety Management and Leadership:** Crash data, funding, choice of evidence based actions
ARENA 1: SAFE ROAD INFRASTRUCTURE

Risk Factor - no usable footpaths
ARENA 1: SAFE ROAD INFRASTRUCTURE

I see many successes in A-P
ARENA 1: SAFE ROAD INFRASTRUCTURE

**Risk Factors:**

- Lack of usable footpaths
- Lack of barriers – sides and median
- Lack of separated motorcycle & bicycle lanes
- Lack of well-designed roundabouts
ARENA 2: VEHICLE SAFETY

**Risk Factors:**

- Use of high risk vehicles for people transport
- Motorcycles (speed without protection - even with a helmet)
- Vehicles which do not protect occupants and pedestrians in a crash
- Vehicles which add to crashes happening through poor maintenance
Risk Factors:

Long list: impaired by fatigues, drugs, alcohol, deliberately ignoring the road rules, risk taking, distraction, ....

But in more direct action terms:

**Lack of general deterrence through well-promoted enforcement**, which creates the high perceived risk of detection and delivers swift, unavoidable, deterring penalties. Enforcement, legislation, technology, and multiple systems working in unison are required to achieve this.

Over-reliance on education

Overconfidence and training
ARENA 4: POST-CRASH CARE

Risk Factors:
- Slow emergency response
- Insufficient equipment and training for effective emergency response
- Hospital system which do not treat those who cannot pay
The best evidence combined from many countries:

Each 1% decrease in speed delivers:

- Around a 4% decrease in deaths &
- Around a 3% decrease in serious injuries
ARENA 5: SAFE SPEED, A CROSS CUTTING ISSUE

There are growing successes across the Region:

- 30km/h limits to protect pedestrians
- Road infrastructure to manage speeds
- Lower limits on rural roads
ARENA 5: SAFE SPEED, A CROSS CUTTING ISSUE

Risk Factors:

Lack of speed managing infrastructure
Lack of general deterrence of speeding; enforcement, penalties, etc.
Speed limits which are too high for safety
ARENA 6: MODAL SHIFT, LAND USE PLANNING, AND REDUCED ROAD USE EXPOSURE

- Roads are the most dangerous form of transport: 97% of global transport system injury-related deaths are caused by road transport.

**Risk Factors:**

Using the road more than is necessary
Risk Factors:

Lack of Capacity
Lack of a dedicated lead Agency for Road Safety (as well as a committee or council)
Insufficient Funding
Insufficient Power & influence
Not making Evidence-based choices
CONCLUSION

Risk factors for serious crashes:

Exist in every arena of action

Can be greatly influenced by what we do in road safety

Discussion
I HOPE THIS HAS BEEN HELPFUL