Roundtable on Road Safety - Introduction
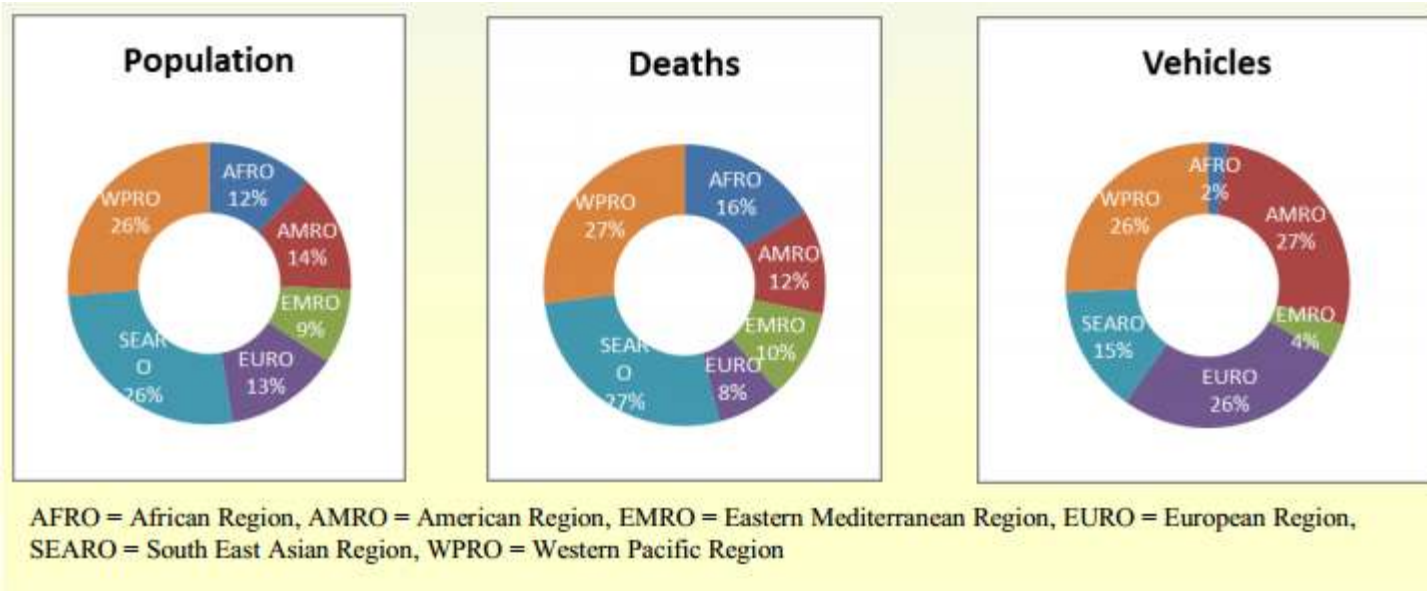
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Background

- WHO (2013): Africa has the highest road traffic fatality rate in the world (24.1 deaths per 100,000 population per year)

- Road deaths are still rising in Africa, decreasing elsewhere

- 2% vehicles, 16% of deaths

AFRO = African Region, AMRO = American Region, EMRO = Eastern Mediterranean Region, EURO = European Region, SEARO = South East Asian Region, WPRO = Western Pacific Region

Background

- In Africa the highest risk groups are:
  - Young men
  - Vulnerable road users (pedestrians, cyclists and power two wheelers)
  - Public transport users (informal)

- This needs to be tackled via a coordinated response across all pillars of the decade of action – here we are concentrating on Pillar 2: Safer Roads and Mobility

- The system needs to work particularly hard since road user behaviour is poor and not enforced effectively

- Key issues in the road safety engineering response:
  - A lack of high quality crash data to identify priorities, develop appropriate and targeted treatments, and evaluate their impact
  - Limited number of qualified and experienced local practitioners to support a sustainable model for the introduction and roll-out of key approaches such as Road Safety Audit, Inspection and Assessment
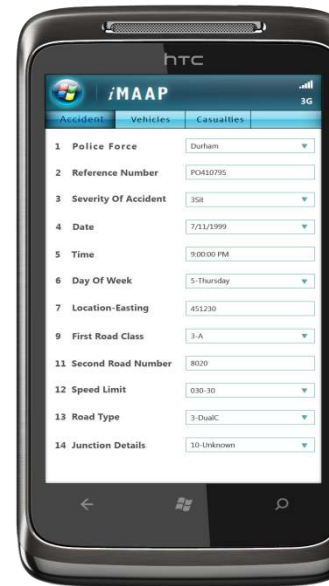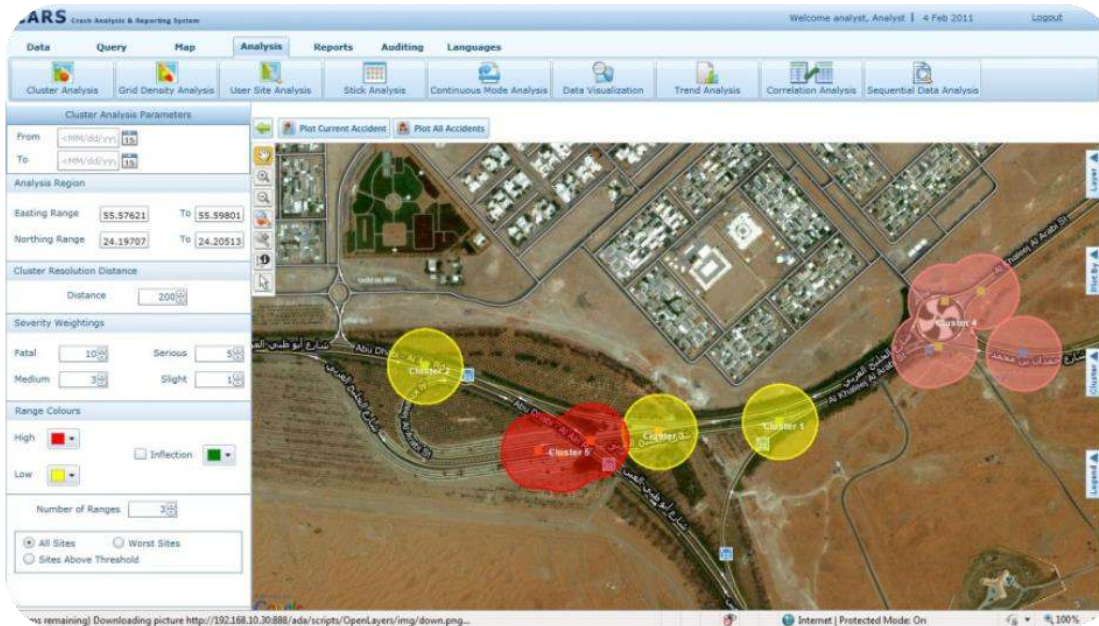
Aims of roundtable

- The aims and objectives of the round-table are to:
  - Identify a model for the improvement of crash data collection and databases used across Africa
  - Establish a mechanism for sustainable training/capacity building in road safety engineering approaches
  - Develop mechanisms for the sharing of good practice and data on the effectiveness of road safety interventions relevant to African conditions
  - Explore the concept of regional centres of excellence/road safety observatories and how these might contribute to a sustainable model for improvement
  - Identify further funding streams to support improvements

Crash data

- Technical solutions are available and good crash data collection <u>can be achieved</u>

  - Collection: Well designed paper forms and mobile systems (iMAAP mobile, RaDAR)

  - Storage, analysis and reporting: iMAAP, Key Accidents, AccsMap, VISUM Safety
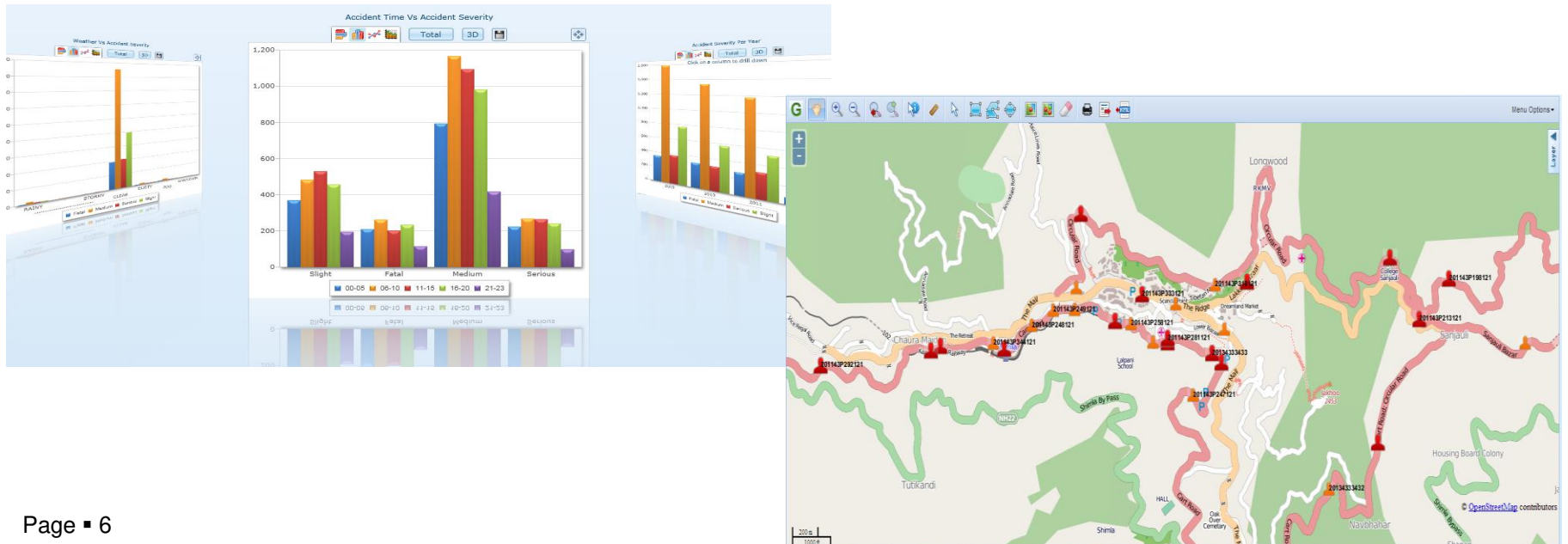
Crash data

- Key to success:
  - Sustainable funding
  - Incentivising/training police to collect data
  - Sharing data with those that need them
  - Accurate crash co-ordinates
  - Using data to develop targeted and local solutions

Capacity building

- Problems:
  - Insufficient local practitioners/expertise
  - Costly to use international experts for 'run-of-the-mill' activities
  - Limited capacity building undertaken and achieved
  - Capacity building as part of IFI funded projects is short term
  - Trained staff often move on to other roles

- Keys to success:
  - Longer term funding for development of local expertise
  - Need to grow and retain local talent and offer opportunities for career progression for young practitioners
  - Embed training in university degrees
  - Mechanism for Continued Professional Development – Professional Society/ Engineering Councils (e.g. in UK – SoRSA which is part of Chartered Institute of Highways and Transportation)

Focus for discussion

Improvement of crash data collection and databases

Mechanism for sustainable training/capacity building in road safety engineering approaches

Mechanisms for the sharing of good practice and data

Regional centres of excellence - sustainable model for improvement

Funding streams

Resolution

In the context of:

Resolution 2 of the Moscow Declaration:

Reinforce governmental leadership and guidance in road safety, including by designating or strengthening lead agencies and related coordination mechanisms at national or sub-national level

This group believes:

Good quality data are the foundation of a targeted road safety approach.

In order to take a sustainable approach to safety it is necessary to improve local capacity through the training and mentoring of local staff.

Road safety needs to be embedded in University degrees in Civil Engineering.

Road safety engineering needs to be a recognised profession – through Engineering councils/registration board/society – with standardised training and qualification requirements.

Improvements in data and capacity need to be achieved through regional collaborative mechanisms that allow experiences, research and data to be shared.