



# CAREC Road Safety and Sustainable Mobility Course

February 2024

## 5.3 Implementation of Key Concepts

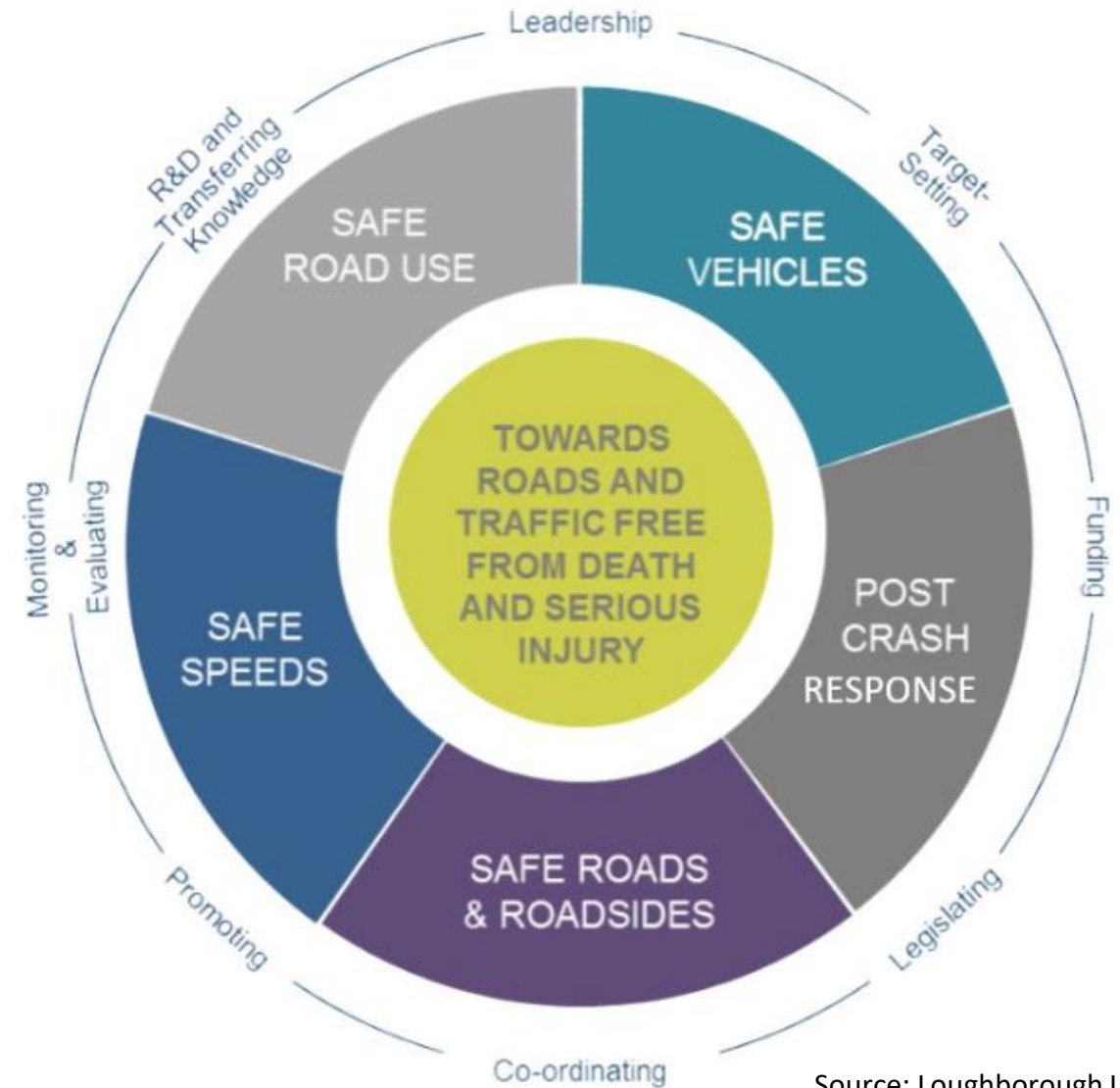
Dave Shelton, ADB

# Implementation of key concepts

1. Implementing Safe System projects
2. Managing safety benefits
3. Q&A with experts on readiness for action

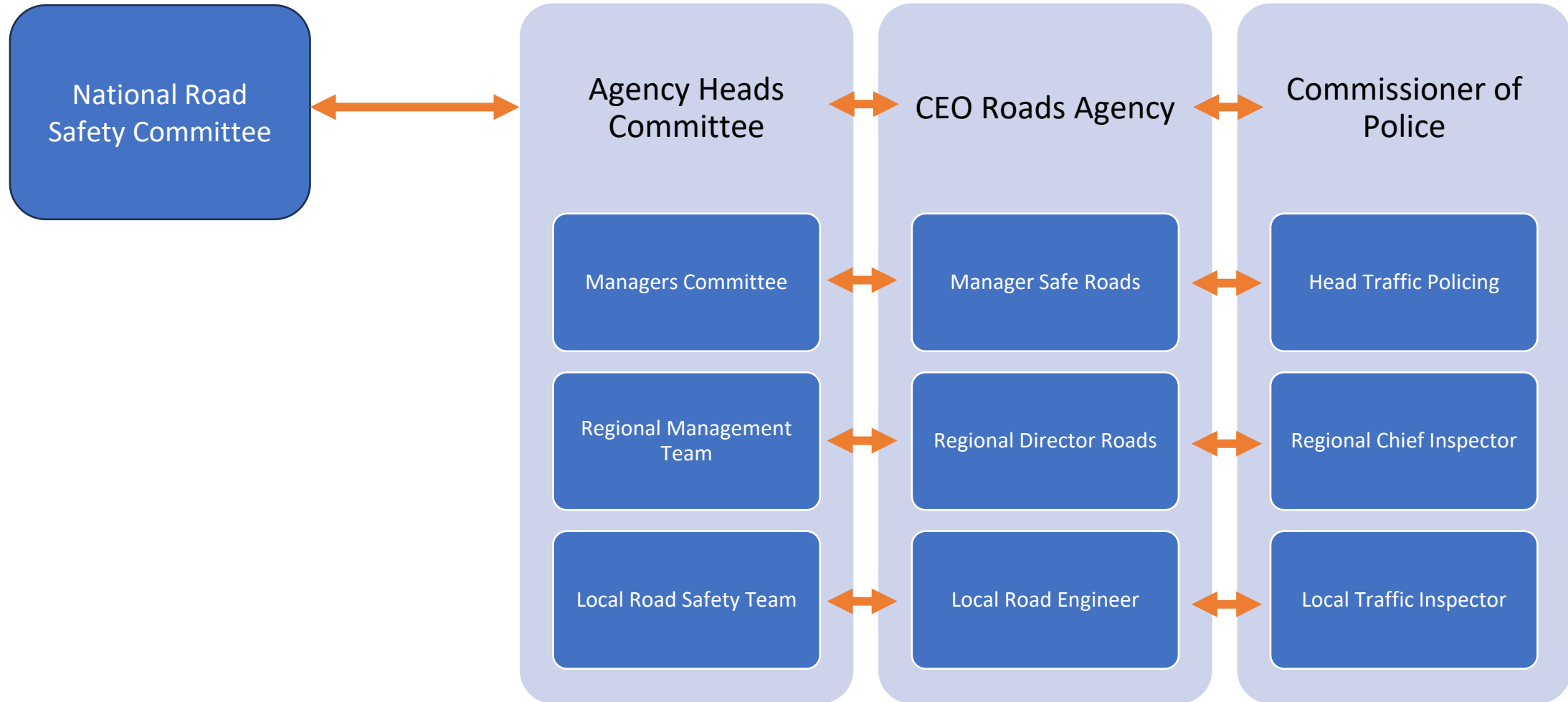
# Safe System Approach

- ⇒ Focuses on reduction of death and injury
- ⇒ Integrates the multiple domains that determine the likelihood and severity of crashes
- ⇒ Includes cross-institutional and community collaboration and coordination



Source: Loughborough University

# Core partners – joined top to bottom

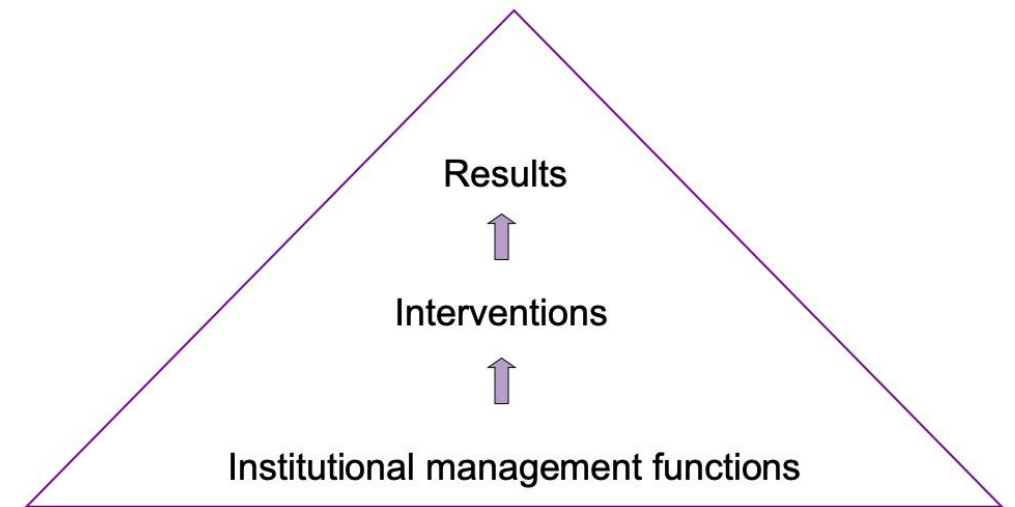


# Strengthening capacity via *Safe System* projects

***Safe System* projects set up *Safe System* practices and build institutional capacity and evidence base for a larger program.**

Examples of *Safe System* projects:

1. Capacity strengthening priorities
2. High-risk corridors and areas
3. Policy reforms
4. Monitoring and evaluation system
5. Project management arrangements



Source: Jean Breen

# *Safe System projects - Capacity strengthening priorities*

- Lead agency performance and visibility
- Crash database development and data sharing
- Crash data analysis
- Technical capacity
- Community engagement practices

# *Safe System projects - High-risk corridors and areas*

- Safe infrastructure demonstration project using audit and iRAP
- High profile speed enforcement
- Improved post-crash response
- School road safety program (nation or city wide)
- Reduced default urban speed limit

# *Safe System projects - Policy reforms*

- Graduated young driver licensing
- Improved vehicles safety standards
- Risk-based infringement sanctions
- Road infrastructure safety standards review



# *Safe System projects - Monitoring and evaluation system*

- Set safety performance targets for high-risk corridors and areas
- Procedures for performance data collection and reporting
- Report progress against the Global Plan Safety Performance Indicators
- Conduct an annual road safety results conference

# *Safe System projects - Project management arrangements*

- Implement tools for safety benefits management throughout the project lifecycle

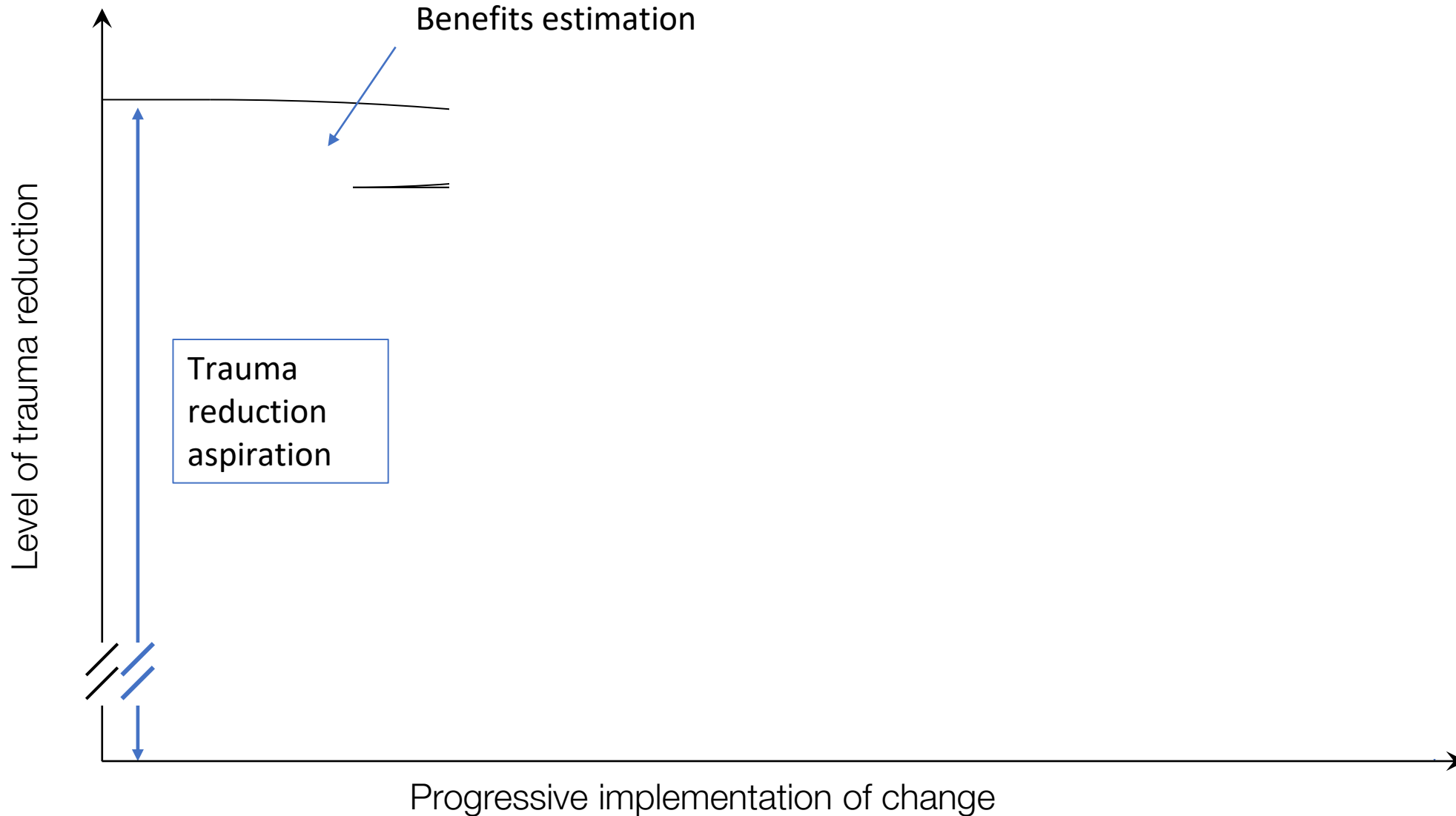
# Risks to safety benefits in delivery



# Poor benefits targeting

- No target is set
- Target is well short of UN 2030 global target
- Target baseline is unreliable
- Target is expressed as a rate and ignores traffic growth

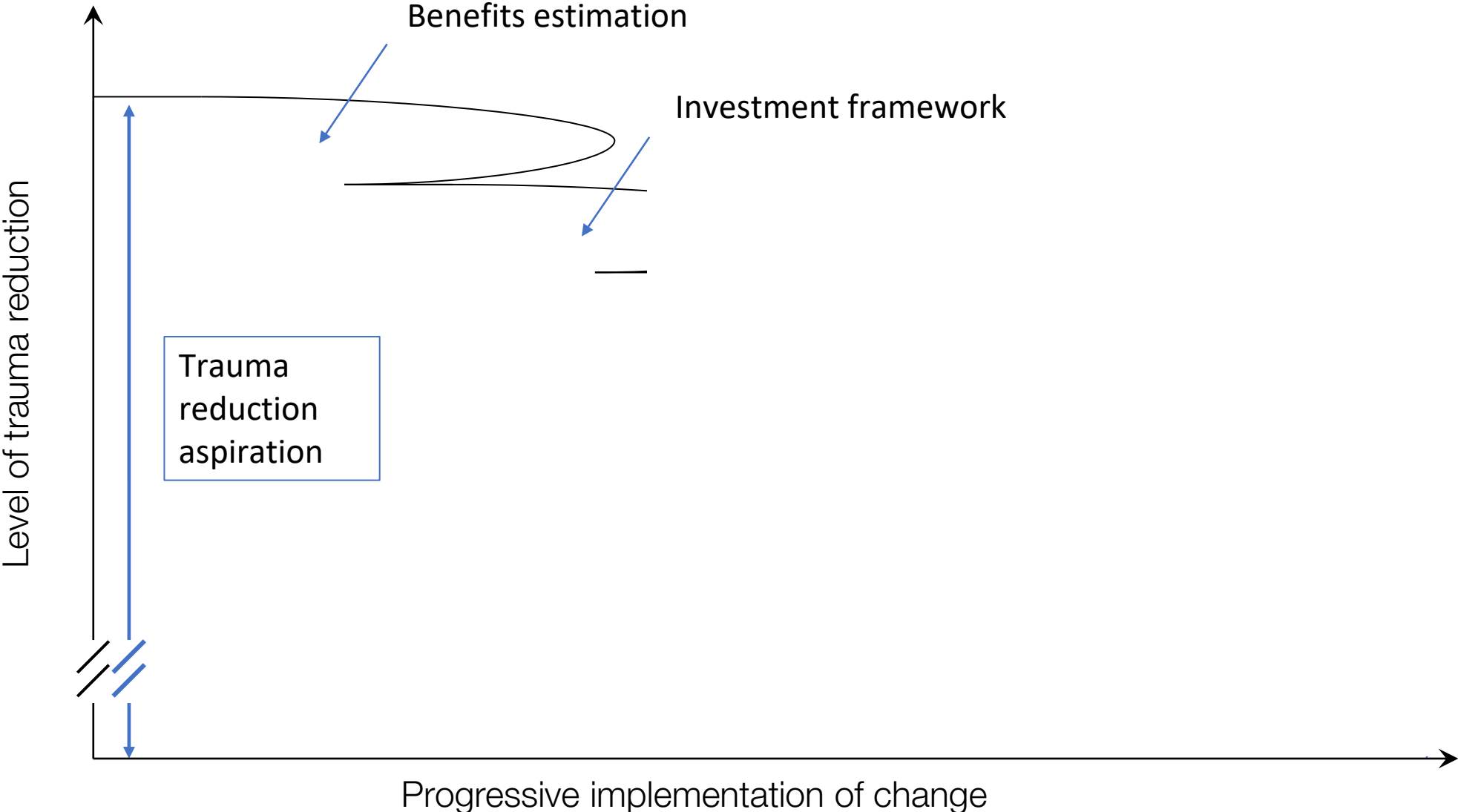
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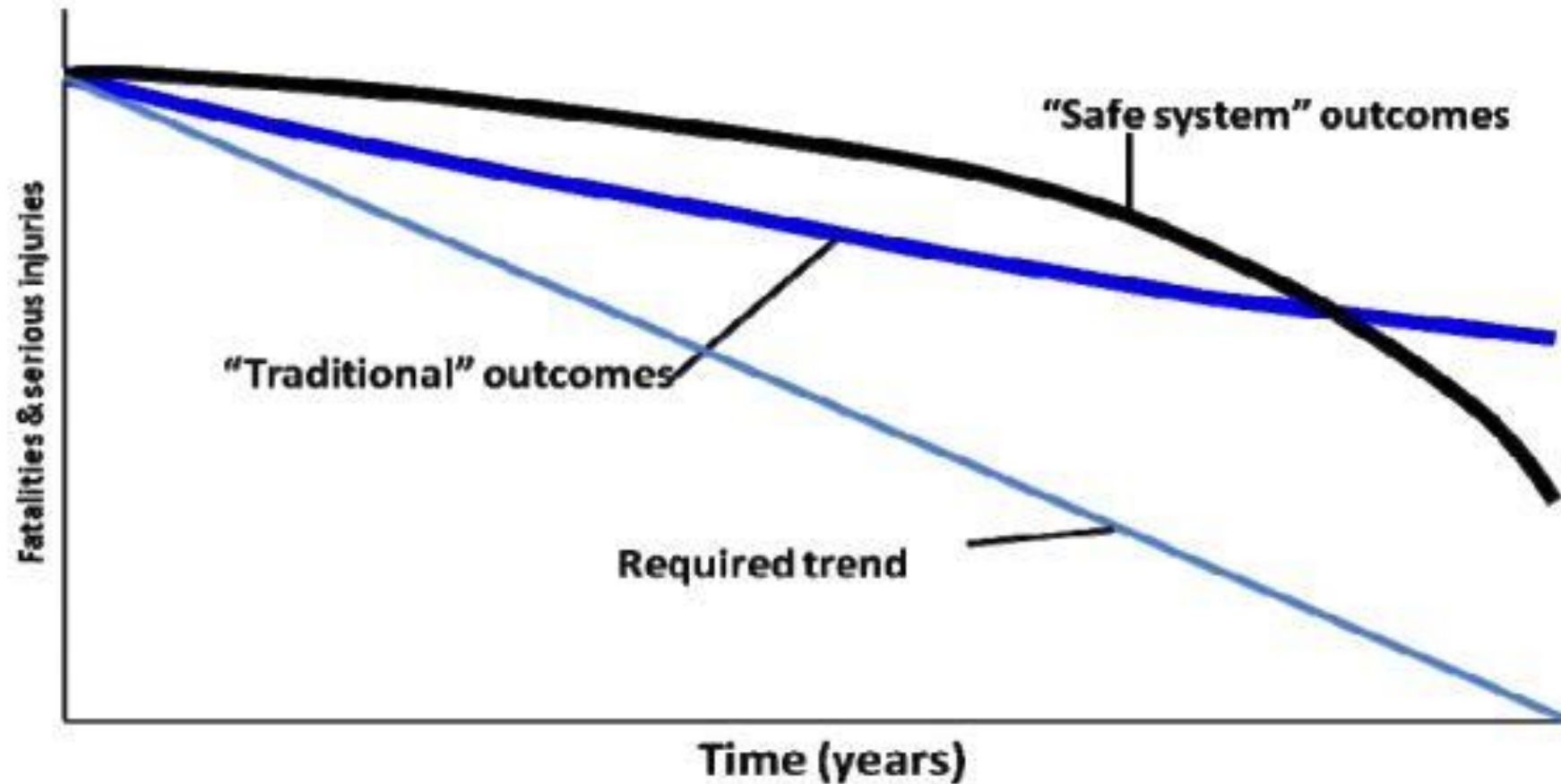
# Benefits estimation floored

- Does not account for target crash and trauma types
- Invalid crash reduction factors
- Assumes effective traffic policing
- Lack of detailed crash data
- Bias towards car drivers over vulnerable road users
- No safety performance indicators

# Risks to safety benefits in delivery

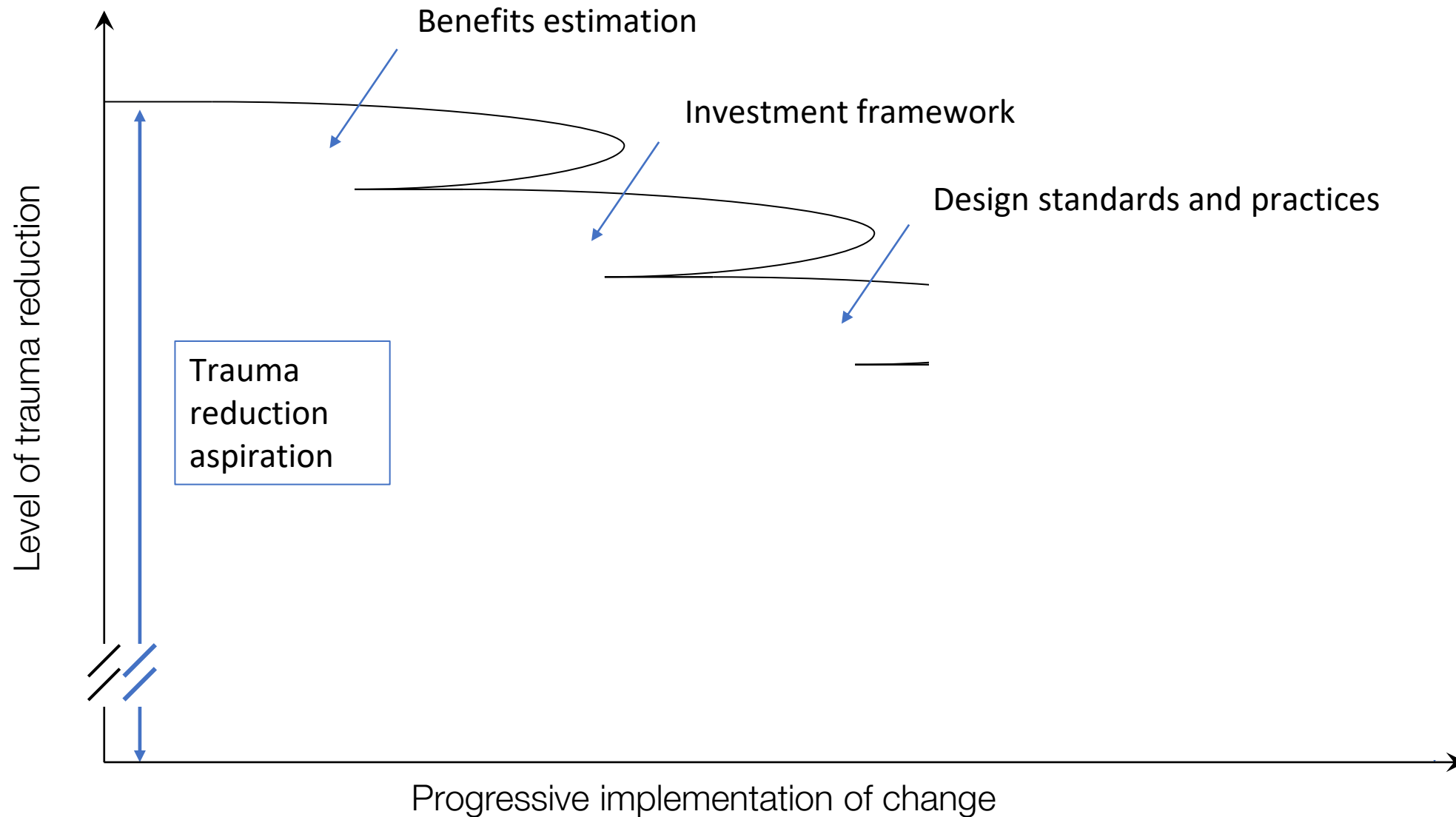


# Poor investment framework





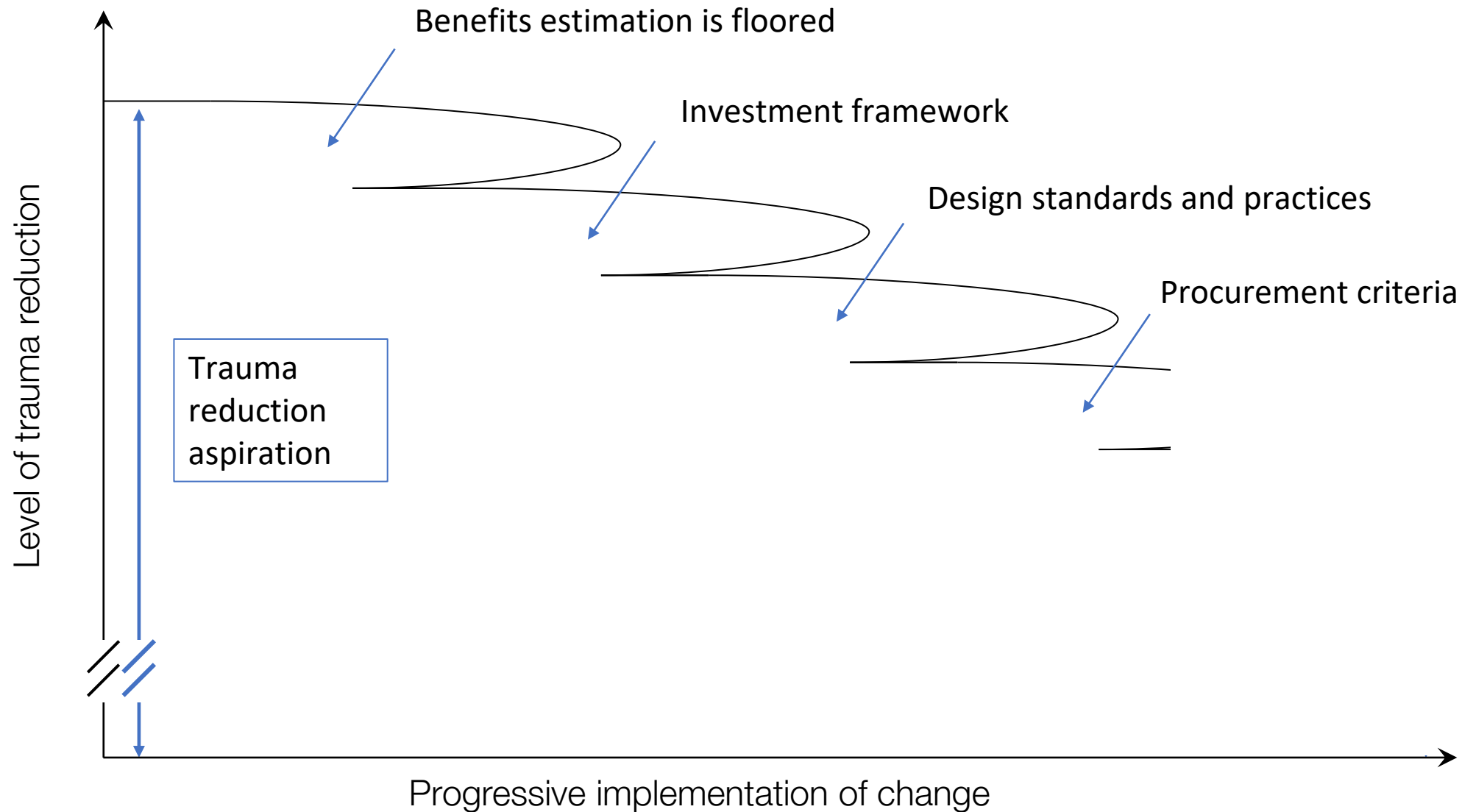
# Risks to safety benefits in delivery



# Outdated standards and unsafe speeds



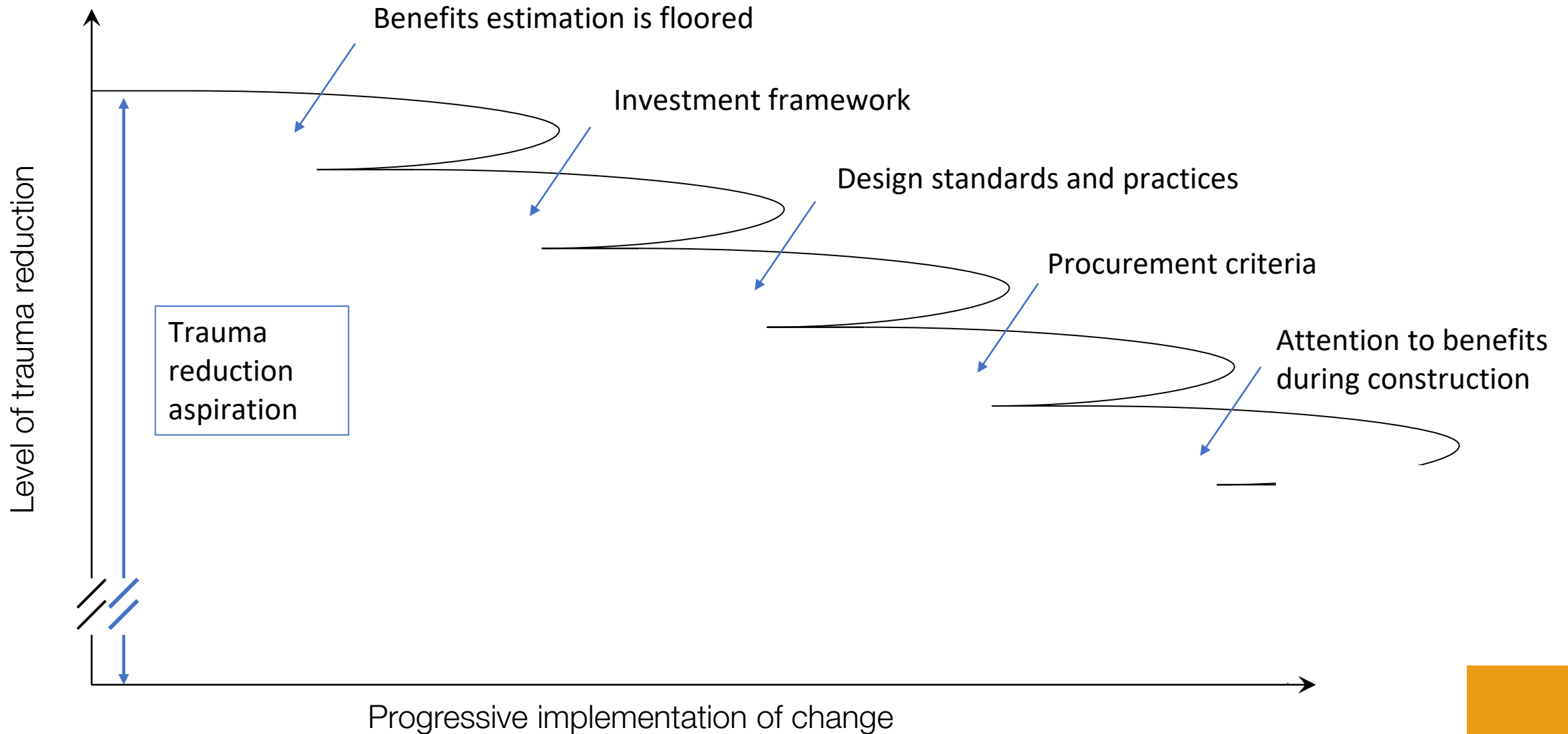
# Risks to safety benefits in delivery



# Procurement misaligned with safety

- Lack of Safe System expertise across the road construction sector
- No contractual focus on safety performance indicators
- No dedicated safety budget
- Tender assessment team without Safe System knowhow
- Fixed pricing incentivizes a 'do less' mentality

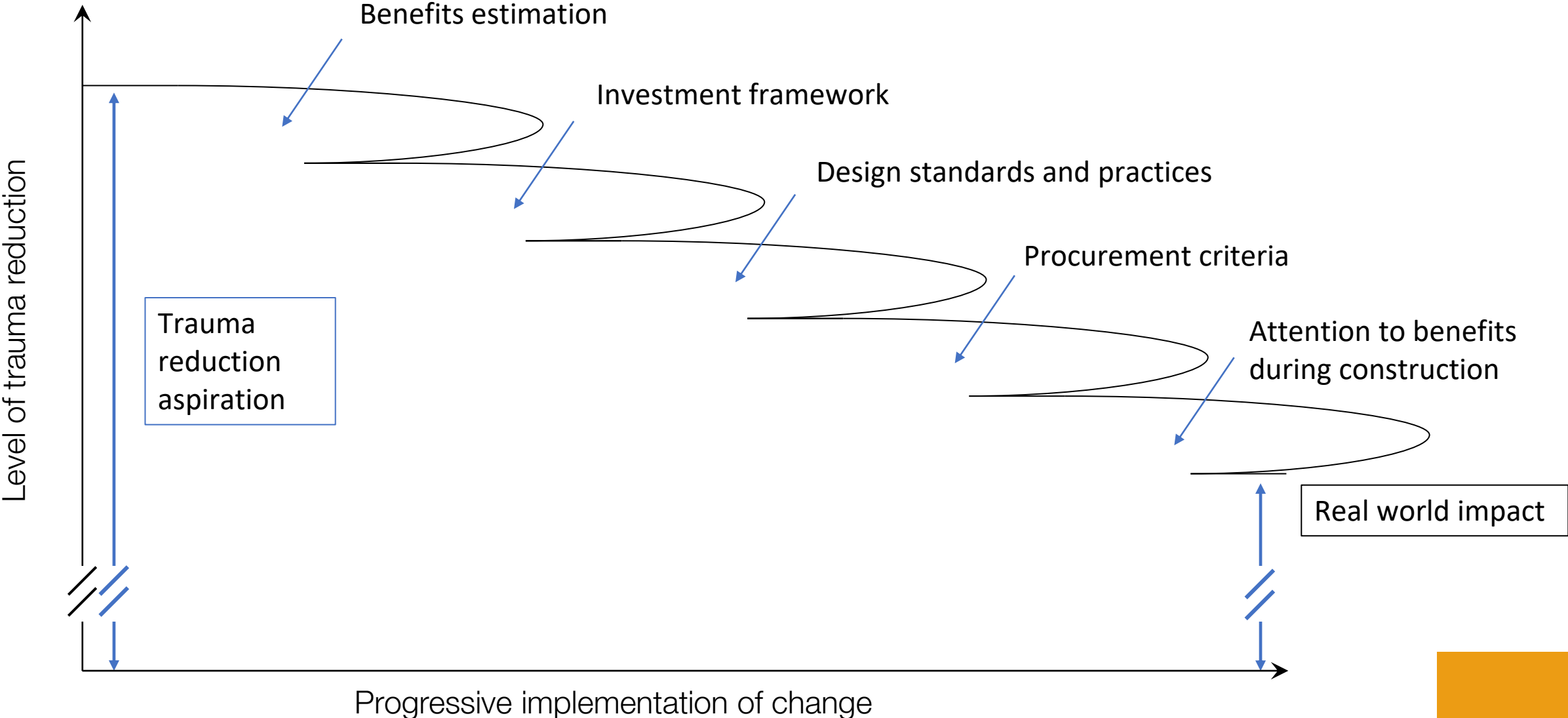
# Risks to safety benefits in delivery



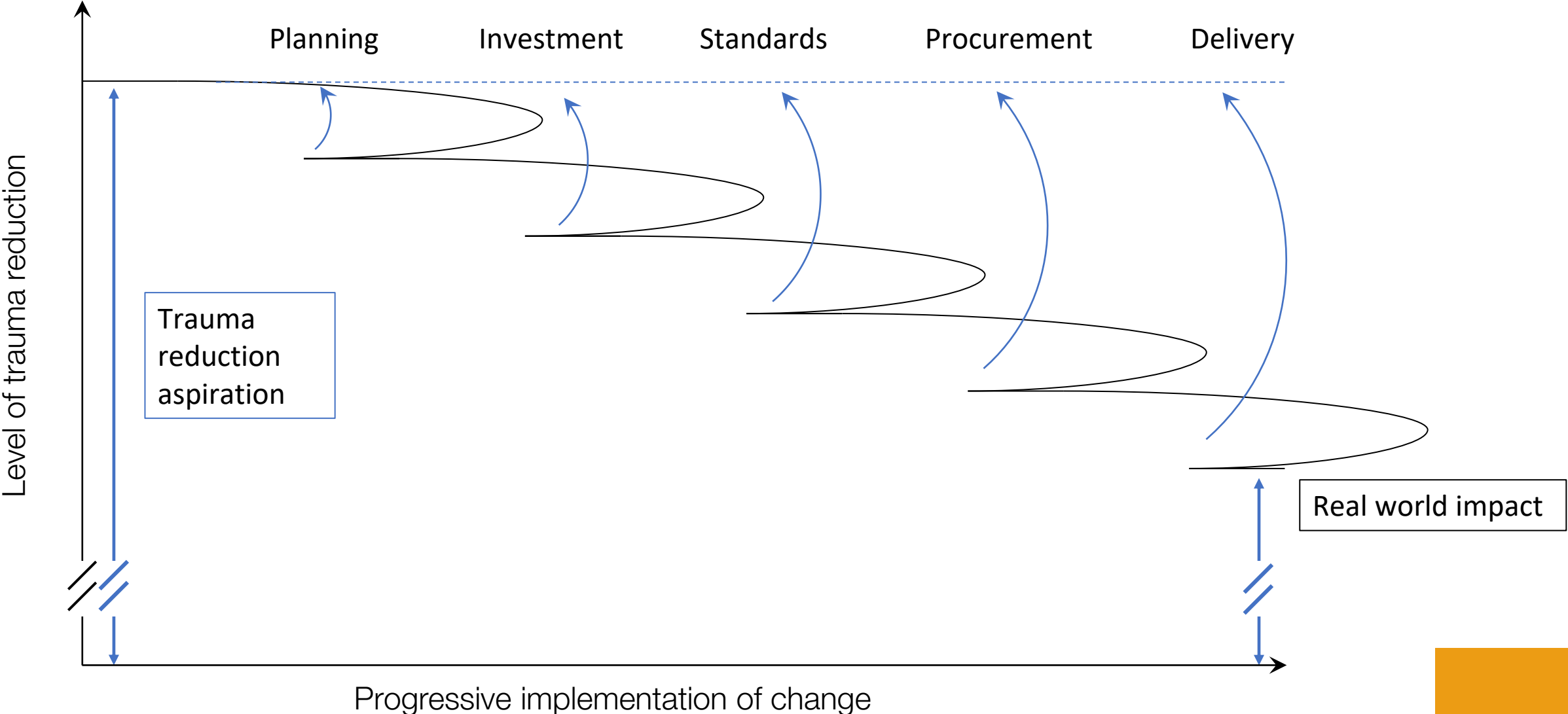
# Safety benefits loss during construction

- No budget available for safety audit recommendations
- Government agency not empowered to vary from (outdated) standards
- Road is opened to the public with incomplete safety treatments
- No budget provision for safety maintenance
- Poor work zone safety practices

# Risks to safety benefits in delivery



# Risks to safety benefits in delivery





# Readiness for action

## Q&A with experts

- ‘Shovel ready projects’
- Research and development
- Stakeholder relations
- Creating budget headroom
- Interpreting authority to act
- Media
- Reading opportunities

# Thank You!

