



## POST-EVENT SUMMARY OF SYMPOSIA AND WORKSHOPS AT ARSC2015 (As at 22 October 2015)

**Friday 16 October: 11am – 12.30pm**

**Room 4**

**Symposium**

**Road Safety in Low and Middle Income Countries**

**Key Organiser**

Dr Mark King  
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**Overview:**

It is estimated that 90% of the world's road fatalities occur in low and middle income countries, yet most of the research and discussion about road safety takes place in highly motorised countries. The two symposia on road safety in low and middle income countries are targeted at delegates who are interested in the nature of road crash problems in low and middle income countries and the ways that they can be addressed. Each symposium includes presentations of papers on either strategic or specific road safety issues in low and middle income countries, and the discussion will emphasise a sharing of delegate experiences of road use and related safety issues in such countries. With the likely inclusion of road safety goals and targets in the Sustainable Development Goals, to be launched in 2016, the symposia will offer a timely opportunity to reflect on the challenges involved in achieving the targets.

**Presenters:**

Martin Small, Martin Small Consulting  
Mark King, Queensland University of Technology  
Cheng Xu, Zhejiang Police College  
Md. Navid Tahir, Queensland University of Technology

## Summary (Prepared by Mark King, CARRS-Q)

The issues and approaches regarding road safety in low and middle income countries are diverse, and this session provided four snapshots of road safety from different perspectives.

### **Road Safety Challenges and Opportunities in Tamil Nadu - Martin Small**

India now has the largest number of road fatalities in the world, and the state of Tamil Nadu has the highest rate of fatalities in India – 22 per 100,000 population compared with a national average of 11. This has been recognised by the Indian Government and the Government of Tamil Nadu, and one of the initiatives has been the conducting of an executive road safety management review. This was undertaken by Martin, who reported on the main recommendations for capacity building and institutional strengthening, the challenges ahead and the opportunities to achieve real progress.

### **Traffic Behaviour and Compliance with the Law in Low and Middle Income Countries: Are we Observing 'Pragmatic Driving'? – Mark King**

Lack of compliance with the law is a widespread problem in low and middle income countries, and Mark suggested that it reflects an approach to driving that can be characterised as 'pragmatic driving' - driving behaviours that achieve personal mobility aims while optimising perceived safety and enforcement risks, regardless of the legality of the behaviours involved. Showing examples from Vietnam, Ethiopia and India, together with research from Queensland illustrating that it is also present in high income countries, Mark discussed the implications for enforcement and recommended an approach for further exploration and evaluation.

### **Empirical Analysis of Speeding Behaviour and Determining Speed Limits for Bicycles - Cheng (Amy) Xu, acknowledging co-authors Qiangwei Li, Bo Gao and Manquan Guan**

E-bicycles have become very popular in China; however, although there are regulations in place on the speed and weight of e-bikes, there is little research on their actual speeds and their numbers relative to ordinary bicycles. Amy described research in Hangzhou, China, on two types of e-bikes (scooter-style and bike-style) and ordinary bikes on 11 sections. They found that e-bikes for the great majority of bikes observed, many travelled faster than the 20km/h limit and speeds were higher on wider lanes. An increase to speed limits, depending on lane width, was recommended to meet the 85<sup>th</sup> percentile criterion, which led to some debate about whether this would be safe.

### **Observations of Road Safety Behaviours and Practices of Motorcycle Rickshaw Drivers in Lahore, Pakistan – Md Navid Tahir, acknowledging co-authors Narelle Haworth, Mark King and Simon Washington**

Navid is conducting PhD research on motorcycle rickshaws because they are an informal and essentially unregulated public transport mode which has become very popular, but is considered unsafe. Prior research conducted by Navid has established the likely scale of motorcycle rickshaw crashes and injuries in Lahore. In this presentation, an observation study was reported, which identified high levels of traffic violations and traffic conflicts, overloading, underage drivers and maintenance concerns. The results of the PhD program are expected to lead to recommendations for the development, implementation and enforcement of measures aimed at improving the safety of motorcycle rickshaws and their drivers.