



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

Friday 16 October: 11.30am – 1.00pm

Room 4

Symposium

**World Bank and iRAP – How to halve road deaths and injuries by 2020
across the Asia Pacific Region – and how you can help!**

Key Organiser:

Rob McInerney

International Road Assessment Programme (iRAP)

rob.mcinerney@irap.org

Overview:

The UN has set an ambitious target to halve road deaths and injuries by 2020. This will require a change in road safety leadership, scale and action across Asia and the Pacific. The World Bank and other development agencies will play a critical role in achieving this target and the session will explore World Bank leadership, scale and action with case studies from India and the Pacific Islands and iRAP work across the Asia Pacific Region. Participants will be encouraged to share ideas and suggestions for upcoming road safety projects.

Summary (prepared by Rob McInerney)

The World Bank and iRAP jointly hosted a workshop focussed on road safety in the Asia Pacific Region. The World Bank and other development agencies will play a critical role in achieving this target and the workshop explored World Bank leadership, scale and action with case studies from India, Philippines and the Pacific Islands and iRAP work across the Asia Pacific Region shared with participants. An interactive discussion with experts also helped shape an upcoming road safety initiative the World Bank is leading in the Pacific.

Speakers and Panelists included:

- Christopher. R. Bennett – Lead Transport Specialist, World Bank
- Rajesh Rohatgi – Senior Transport Specialist, World Bank
- Sri Kumar Tadimall – Senior Transport Specialist, World Bank
- Chris De Serio – Transport Specialist, World Bank
- Rob McNerney – Chief Executive Officer, iRAP
- Soames Job – Global Lead for Road Safety, World Bank
- Luke Rogers – Senior Road Safety Engineer, iRAP

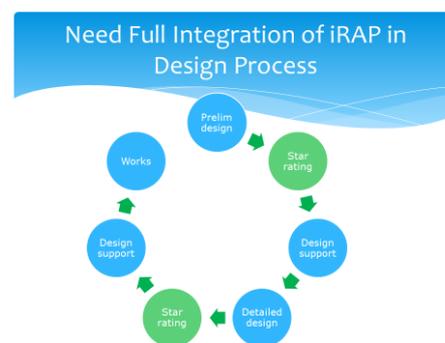
Key themes and discussions shared included:

World Bank Transport Sector

- World Bank vision is “A World Free of Poverty” and typically lends US\$5 billion a year on transport, with 200+ active projects totalling more than US\$40 billion in value.
- More than half of lending is for rural and interurban roads, with urban transport accounting for a further 20%.
- Road safety lending is increasing and there is a recognition for further adoption of preventive strategies (inspections, audits) in addition to reactive approaches (blackspot management)

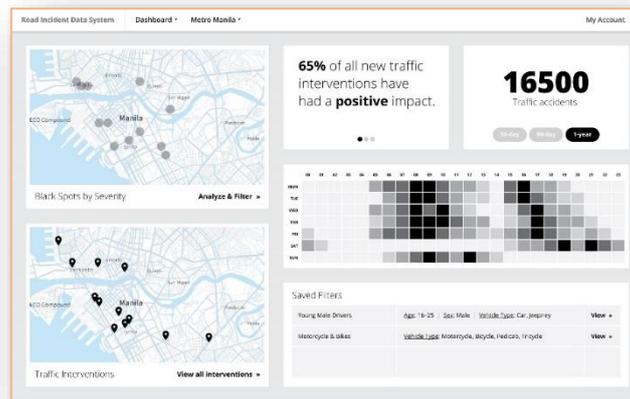
Road Safety and Project Designs

- Need for appropriate design standards was highlighted
- Issue of high-income design teams adopting low or poor safety standards when adapting to work in low and middle income countries was discussed
- Need for upstream audits, iRAP assessments and safety reviews highlighted to capture basic safety for all road users early in preliminary design phase when road space is being allocated
- Guidelines have been produced to conduct road safety management capacity reviews.



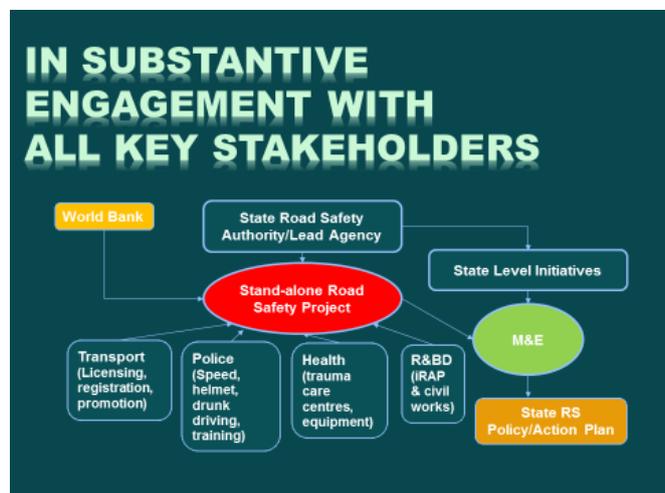
Open Source Crash Data

- The need for low-cost crash data collection and visualisation was discussed as part of the DRIVER initiative “Data for Road Incident Visualization Evaluation and Reporting”
- Open source software has been developed as part of a pilot in the Philippines that is web-based and Android compatible
- Data entry is phone and web-based including location data and ability to track interventions. Future integration with health department data and iRAP assessments is planned.
- Simplified black spot identification and economic analysis is possible
- Customised reporting is possible and as an Open Data for Development low-cost solution the software will be available (March 2016) for free use in public projects via GitHub.



India Road Safety and Evolving Approaches

- In the 2.5 days of the conference 1000 lives had been lost in India. With 3% of world’s vehicles India has 11% of global road fatalities.
- 75% of the fatalities are in 10 states with Uttar Pradesh, Tamil Nadu, Maharashtra and Karnataka the worst.
- Half of all fatalities are in the 15-34 year old age group.
- India has an approved National Road Safety Policy and a new Road Transport and Safety Bill 2015.
- Main focus on loan supported investments that includes planning, design and construction of roads guided by iRAP star ratings, black-spot improvements, road safety capacity assessments and policy support
- Investment in undertaking demonstration projects on high-risk high-volume corridors
- Larger impacts planned through national level knowledge partnerships, road safety hackathon, dedicated highway patrols and establishing road safety management cells



Maximising Travel on 3-star or better roads

- iRAP star rating assessments have now been undertaken or are underway on over 550,000km of roads globally.
- Research to date suggests the fatal and serious injury crash rate per kilometre travelled is approximately halved for each incremental improvement in star rating
- Example results from around the world were shared as part of the latest Vaccines for Roads report and in particular 2 examples:
 - 83% of roads where pedestrians are present and speeds are 40km/h or more have no footpath. 74% of roads assessed are only one or two star for pedestrians where 5-star is the safest.
 - 61% of roads where vehicles travel at 80km/h or more are undivided single carriageways. 56% of roads assessed are only one or two star for vehicles.
- Policy examples were shared including Australia (Minimum 3-star Midland Highway); NZ (4-star roads of national significance); Asian Development Bank (Recommended 4-star for pedestrians in linear settlements) and World Bank examples of minimum 3-star specifications for selected road projects in India.



Panel Discussions

- The need to advocate for and support countries to implement safe road design was highlighted and the need to understand the background for projects.
- Recognising that the ultimate goal is to maximise the saving of lives and in some cases this may require higher standards (4-star or 5-star) on some sections of road and (2-star or 3-star on others) to work within available budgets.
- Examples were shared on how a team of design consultants were motivated to reach the minimum 3-star target and worked collaboratively to meet the targets.
- A case study of the design team progress was shared where an existing road with 86% of the length 1 and 2-star was incrementally approved and measured along the way through the design process until all of the 1 and 2-star road sections were eliminated and an estimated 55% reduction in fatal and serious injury outcomes was achieved.

Photos



Christopher R. Bennett



Rajesh Rohatgi



Chris De Serio



Luke Rogers and Soames Job