



POST-EVENT SUMMARY OF SYMPOSIA AND WORKSHOPS AT ARSC2016

(As at 26 September 2016)

Thursday 8 September: 2:00pm

Room: Bradman

Symposium

**Applying Australia's approach to road safety in
low- and middle-income countries**

Key Organiser:

Ms Lori Mooren

Transport and Road Safety at UNSW

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Overview:

The UN Global Goals for Sustainable Development have set the target to halve road deaths and injuries by 2020. We must work as a global community to quickly learn and apply the success from one country with the need in another. The workshop aimed to bring together experts from low, middle and high-income countries to share their experience and ideas on how to accelerate action worldwide and save lives.

The purpose of this symposium was to provide a session for Conference delegates to explore the possibilities, challenges and benefits of applying Australian road safety practices in low and middle-income countries. The specific topics will explore the science of Australian road safety, institutional strengthening and interagency collaboration, and safe system applications. Key learning points for Australian and non-Australian participants were:

- Success factors in transferring good practices to other physical and socio-cultural environments;
- Importance of evidence-based road safety measures; and
- How to collaborate with others to optimise road safety benefits.

Summary/Outcome:

Chaired by Lori Mooren, four speakers presented at the Symposium. They were:

Jonathon Passmore, Technical Lead, Violence and Injury Prevention, World Health Organisation (Western Pacific Region), provided a Regional overview in road safety and comparing Australasia's standing to other countries. He spoke of the size and scope of the road traffic injury problem and performance comparisons across the Region, indicating how

Dr Soames Job, Road Safety Lead, World Bank presented on the importance of evidence-based laws and law enforcement is an important way to reduce trauma dramatically in the short term.

Key points from this presentation are:

- A safe system needs to manage human risk factors using knowledge of human nature
- Road safety is mainly a motivational problem as humans are prone to risk behaviour
- Important behaviours to manage include travel speed, use of seat belts and helmets, and impairment (drugs, alcohol, fatigue)
- Speed management is critical
- Enforcement is the most important and effective message to promote in road safety campaigns
- Evidence based laws and enforcement are important measures to reduce trauma dramatically in the short term

Socheata Sann, PhD Scholar Centre for Accident Research and Road Safety, QUT presented on exploring Disabilities and implications for the UN Decade of Action for Road Safety, using a case study of Cambodia

Key points included the identification of gaps in the Global Plan for the Decade of Action for Road Safety, including:

- Lack of emphasis on long term impairment and disability data
- Lack of consideration of people with disabilities in transport and road network planning
- Lack of consideration of the transport/vehicle modification needs of people with disabilities
- Neglect of fair traffic law enforcement, especially in "hit and run" cases
- Lack of consideration of quality and standards of ambulances
- There is potential for building disability inclusiveness into problem identification and intervention implementation.

Rob McInerney, Chief Executive, international Road Assessment Program (iRAP), presented on raising the star rating performance of road infrastructure with safe system interventions in LMICs

Key points of Rob's presentation were:

- 265,000,000 people will be killed and injured between now and 2030 with business as usual
- The crash types that kill are predictable – head-on, run-off, intersections and pedestrians, cyclists and motorcyclists moving along and across roads.
- Engineering solutions exist for all the major crash type that kill
- The research and evidence base for treatments are well-founded and are now incorporated in global star rating standards.
- Crash rates are halved with each incremental improvement in star rating
- Minimum 3-star standards for all road users are being increasingly used around the world in low, middle and high income countries
- New 3, 4 and 5-star roads can be celebrated immediately by politicians, engineers and the community alike.

Upgraded roads are saving lives already around the world – now all we need is scale!