

 UNITED NATIONS  
**ESCAP**  
Economic and Social Commission for Asia and the Pacific

National Capacity Building Workshop  
on Sustainable and Inclusive Transport Development

Vientiane, Lao PDR 3-4 July 2014

*Road Safety and  
Safety on Urban Roads*

UNESCAP Transport Division

Content

*What is the presentation about?*

- Road Safety Situation
- Road Safety in Urban Area and vulnerable Road Users



 UNITED NATIONS  
**ESCAP**  
Economic and Social Commission for Asia and the Pacific

## Road Safety Situation

Global Level

Leading causes of death, 2004 and 2030 compared

TOTAL 2004			TOTAL 2030		
RANK	LEADING CAUSE	%	RANK	LEADING CAUSE	%
1	Ischaemic heart disease	12.2	1	Ischaemic heart disease	12.2
2	Cerebrovascular disease	9.7	2	Cerebrovascular disease	9.7
3	Lower respiratory infections	7.0	3	Chronic obstructive pulmonary disease	7.0
4	Chronic obstructive pulmonary disease	5.1	4	Lower respiratory infections	5.1
5	Diarrhoeal diseases	3.6	5	Road traffic injuries	3.6
6	HIV/AIDS	3.5	6	Tuberculosis, tracheas, lung cancers	3.5
7	Tuberculosis	2.5	7	Diabetes mellitus	2.5
8	Tracheas, bronchus, lung cancers	2.3	8	Hypertensive heart disease	2.3
9	Road traffic injuries	2.2	9	Stomach cancer	2.2
10	Pretermity and low birth weight	2.0	10	HIV/AIDS	2.0
11	Neonatal infections and other	1.9	11	Nephritis and nephrosis	1.9
12	Diabetes mellitus	1.9	12	Self-inflicted injuries	1.9
13	Malaria	1.7	13	Liver cancer	1.7
14	Hypertensive heart disease	1.7	14	Colon and rectum cancer	1.7
15	Birth asphyxia and birth trauma	1.5	15	Oesophagus cancer	1.5
16	Self-inflicted injuries	1.4	16	Violence	1.4
17	Stomach cancer	1.4	17	Alzheimer and other dementias	1.4
18	Carcinoma of the liver	1.3	18	Carcinoma of the liver	1.3
19	Nephritis and nephrosis	1.3	19	Breast cancer	1.3
20	Colon and rectum cancers	1.1	20	Tuberculosis	1.1

Source: World health statistics 2009 (<http://www.who.int/world/whostat2009/en/index.html>)

1.24 million people killed in 2010

By 2030 - the fifth leading cause of death, beating the rank of lung cancer and HIV/AIDS

# 1 leading cause of death  
Vulnerable age group: 15-29 years old.



## Road Safety Situation

Global Mandate

UN GA Resolution 64/255 of 2 March 2010 on Improving Road Safety Proclaimed the period 2011-2020 as the Decade of Action for Road Safety

Goal is to stabilize and then reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels

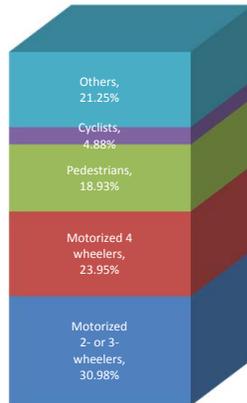
- Road Safety Management
- Safer Roads
- Safer Vehicles
- Safer Road Users
- Post-crash Response



## Road Safety Situation

### Road Safety Situation: Asia-Pacific

Road Traffic Death  
in ESCAP Region



Road traffic injuries are a leading cause of death and disability in the region

- **777,000 deaths** (approx. 62% of 1.24 m global road deaths)
- **11% increase** compared to 2007

VRUs account for **more than half** of total deaths

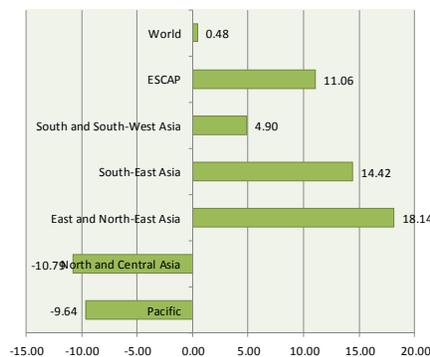
Most countries still in early stages of road safety action implementation, though progress has been made.



## Road Safety Situation

### Road Safety Situation in Asia-Pacific

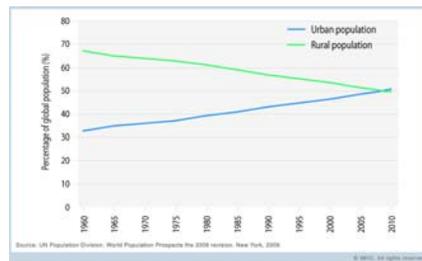
Change in Road Traffic Deaths  
Between 2007 and 2010  
(in percent)



- 21 countries in ESCAP region reduced road deaths, showing improvements possible
- At subregional level, 2 sub-regions show progress while other 4 regress
- Road traffic death rate in ESCAP (18.62) was higher than world average (18.04/100,000)

## Road Safety in Urban Areas

### Urbanization



- 2009 was the first time ever that the **majority of the world's population lived in a city**

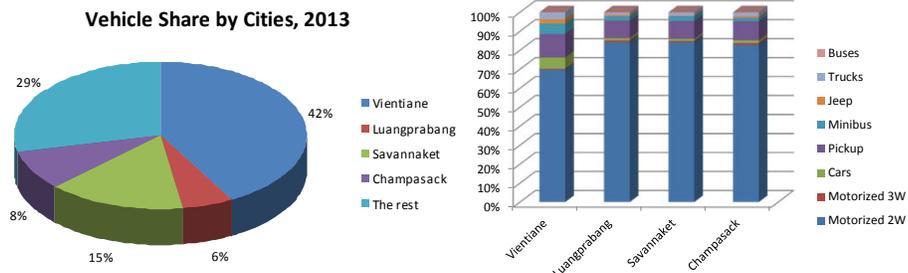
### In Asia

- ESCAP estimates: 1.6 billion people or 40 % of total population live in urban areas in 2011.
- By 2030, it is estimated that 2.7 billion people will live in urban areas in Asia
- This continuous growth of urban residents has resulted in rapid increases of **transport activities and private vehicle ownership**



## Road Safety in Urban Areas

### Urbanization

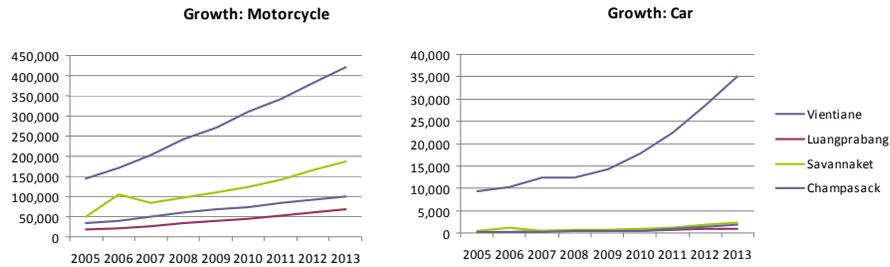


- Of total 1.44 million vehicle registered in 2013, more than 70% are in the 4 major provinces where 51% of the population resides.
- Majorities are motorcycles



## Road Safety in Urban Areas

### Vehicle Composition: Major cities in Lao PDR

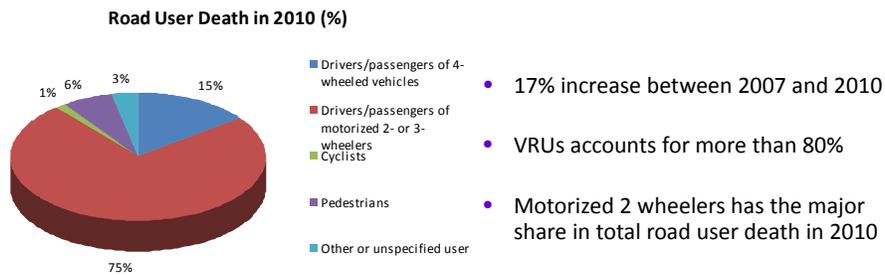


Data source: DOT, MPWT



## Road Safety Situation

### Road Safety Situation in Lao PDR

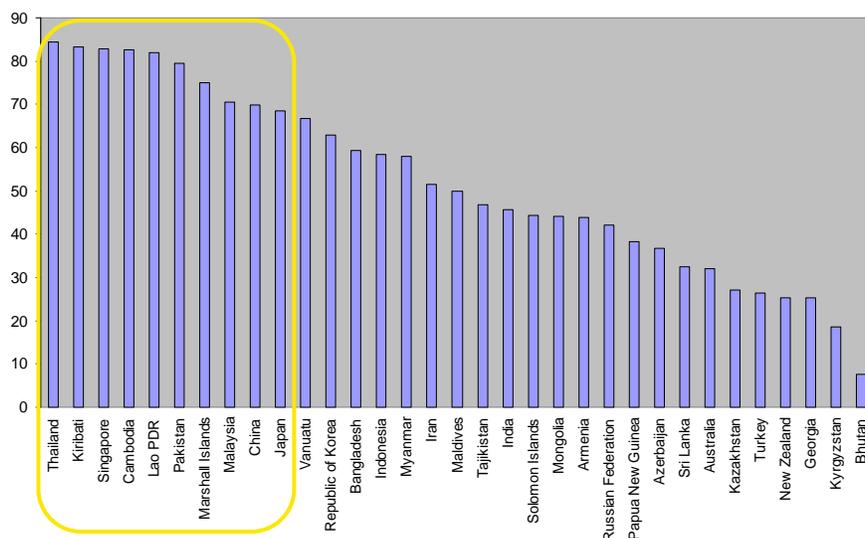


Data source: 2<sup>nd</sup> WHO Global Status Report



## Road Safety Situation

Percentage share of VRU - 2010



## Vulnerable Road Users

### *Issues and Concerns*

The VRU or vulnerable road users such as two-wheeler users and pedestrians and are at **greater risk** and bear **greater burden of injury** due to

- variety and intensity of traffic mix  
(especially slow moving VS fast moving vehicles)
- lack of separation from other road users (OECD)

### Target Actions

- Improve infrastructure safety designs and safe environment for VRUs  
(especially Non-Motorised Transport Users)
- Improve enforcement and changing behavior of road users to avoid dangerous traffic offences e.g. helmet wearing, speeding
- Awareness raising, Education and Campaigns
- Improve emergency response

## Vulnerable Road Users

### *Infrastructure Safety Designs*

One of the problems is inadequate separation of pedestrians from vehicles /  
separation of non-motorized slow moving to motorized fast moving vehicles

- Footpaths not available (low quality obstructed)
- Lack of road shoulders
- Lack of medians
- No safe crossing points or Long distances between safe crossing points
- No bicycle lanes
- Not enough light (night time)



## Vulnerable Road Users

### *Infrastructure Safety Designs*



Source: Bangkok Post



Source: CAPRS-Q



## Vulnerable Road Users

### *Infrastructure Safety Designs*



Source: GIZ



## Vulnerable Road Users

### *Infrastructure Safety Designs*



预览已结束，完整报告链接和二维码如下：

[https://www.yunbaogao.cn/report/index/云报告?reportId=5\\_5338](https://www.yunbaogao.cn/report/index/云报告?reportId=5_5338)



云报告  
<https://www.yunbaogao.cn>

云报告  
<https://www.yunbaogao.cn>

云报告  
<https://www.yunbaogao.cn>