

VULNERABLE ROAD USERS

Policy document for South East Asian and other countries with similar road transport characteristics

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- ▶ Overall aim
- ▶ What we are trying to achieve?
- ▶ Why we need a new policy?
- ▶ Challenges



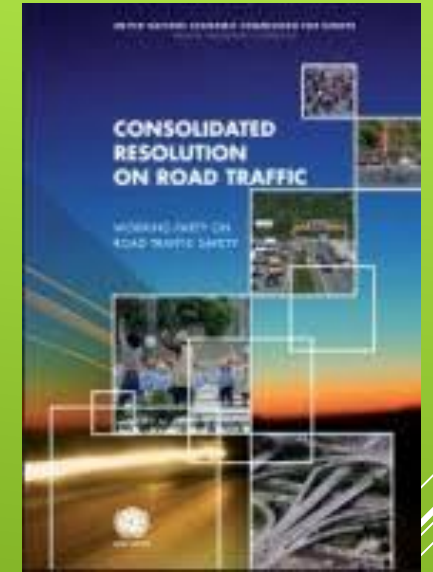
Google maps

CONTENTS

School Bus



- ▶ To develop a policy document for Vulnerable Road Users
 - ▶ Appropriate for South East Asia and other countries with similar transport and developmental goals
 - ▶ Transferable, adaptable and inclusive
 - ▶ Integrated with UNECE transport safety policies
 - ▶ Forward looking
 - ▶ In consultation with all members of this Global Road Safety Forum



OUR AIM

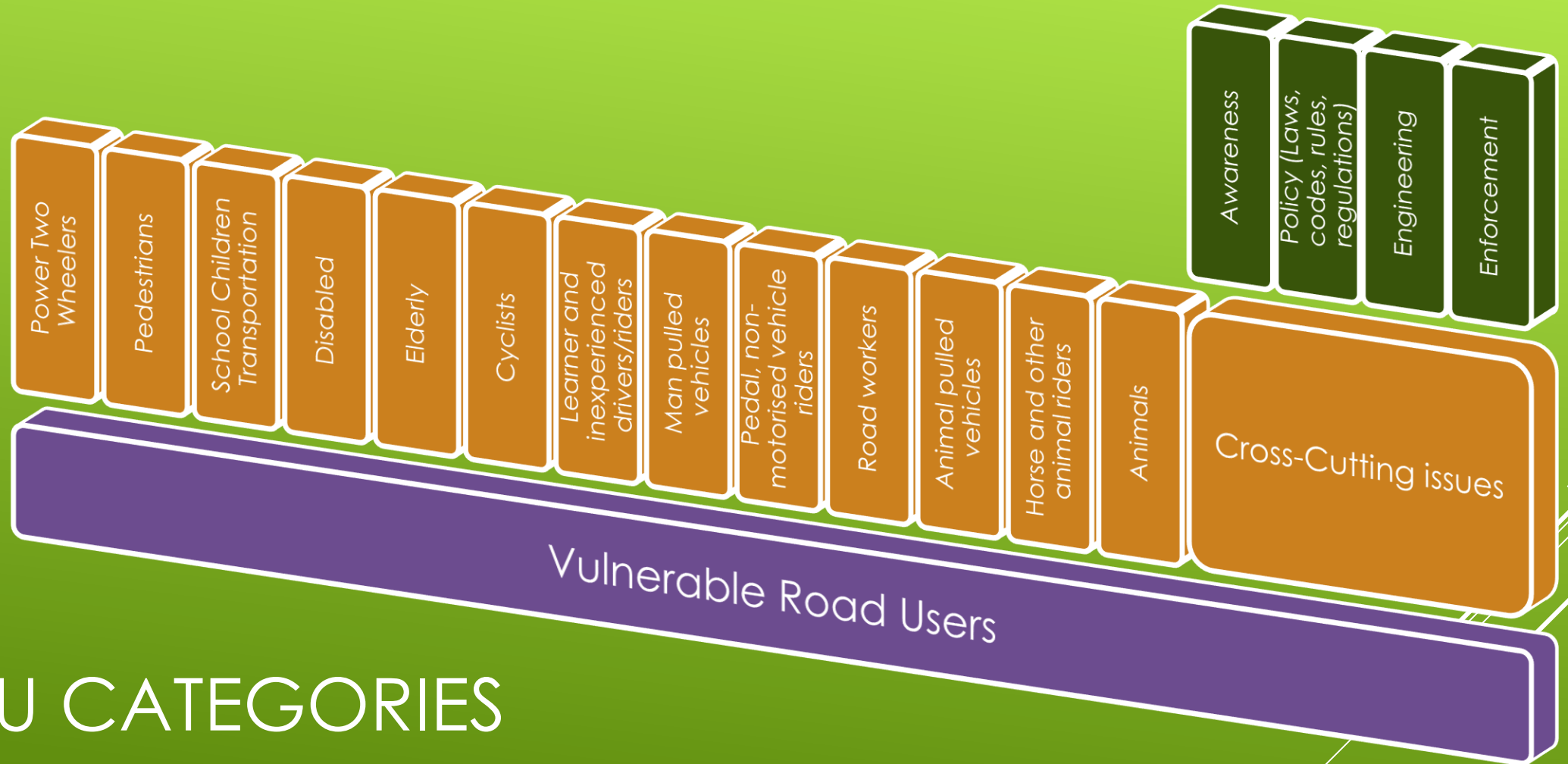
Road users may be defined as **vulnerable** with regard to their degree of **protection** in traffic, such as pedestrians, cyclists, non-motorised road users and motorcyclists, or their degree of **mobility**, such as the young, the elderly, and people with disabilities or special needs.



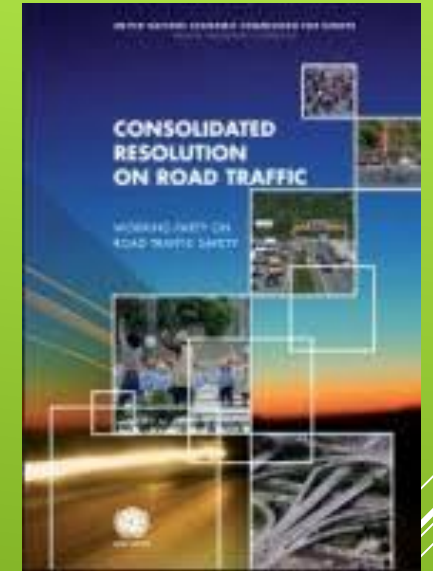
swov.nl, ec.europa.eu/transport/themes/its/road/action_plan/its_and_vulnerable_road_users_en,
www.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/PedBikeSafety.htm

VULNERABLE ROAD USERS SAFETY

VRU CATEGORIES



- ▶ Chapter 3 Pedestrians and persons with reduced mobility
- ▶ Chapter 4 Safety of children on the way to and from school and when transported
- ▶ Chapter 8 Measures and facilities to ensure pedestrian safety
- ▶ Chapter 9 Facilities to ensure the safety of children on their way to and from school and in the vicinity of schools
- ▶ Chapter 10 Measures intended to facilitate the movement of persons with reduced mobility and elderly persons



VULNERABLE ROAD USERS IN THE CONSOLIDATED RESOLUTION ON ROAD TRAFFIC (CURRENT VERSION)

- ▶ Are they based on **pro-poor** and **pro-growth** policy concepts?
- ▶ Do they address their short and long term **developmental needs**?
- ▶ Are they fully **comprehensive, viable** and **sustainable**?
- ▶ Have they been developed with developing countries' **needs** in mind?
- ▶ Do they recognise the **prevailing** engineering, economic, social, environmental and political **conditions** in such countries?
- ▶ Are they in line with current **international** development concerns and **goals**?
- ▶ Do they follow the **Safe System** approach?



<http://thecityfix.com/blog/friday-fun-drones-mapping-cities-road-safety-magaj-sun-erin-staver-erin-kenney/>

ARE THE CURRENT CONVENTIONS AND RESOLUTIONS FULLY APPROPRIATE?



- ▶ Rapid motorisation growth and diverse conditions

- ▶ Lack of

- ▶ Countries' experience
- ▶ Understanding of needs
- ▶ Focus on needs
- ▶ Sustainable solutions
- ▶ Awareness
- ▶ Strong scientific evidence

- ▶ Experiential knowledge and learning

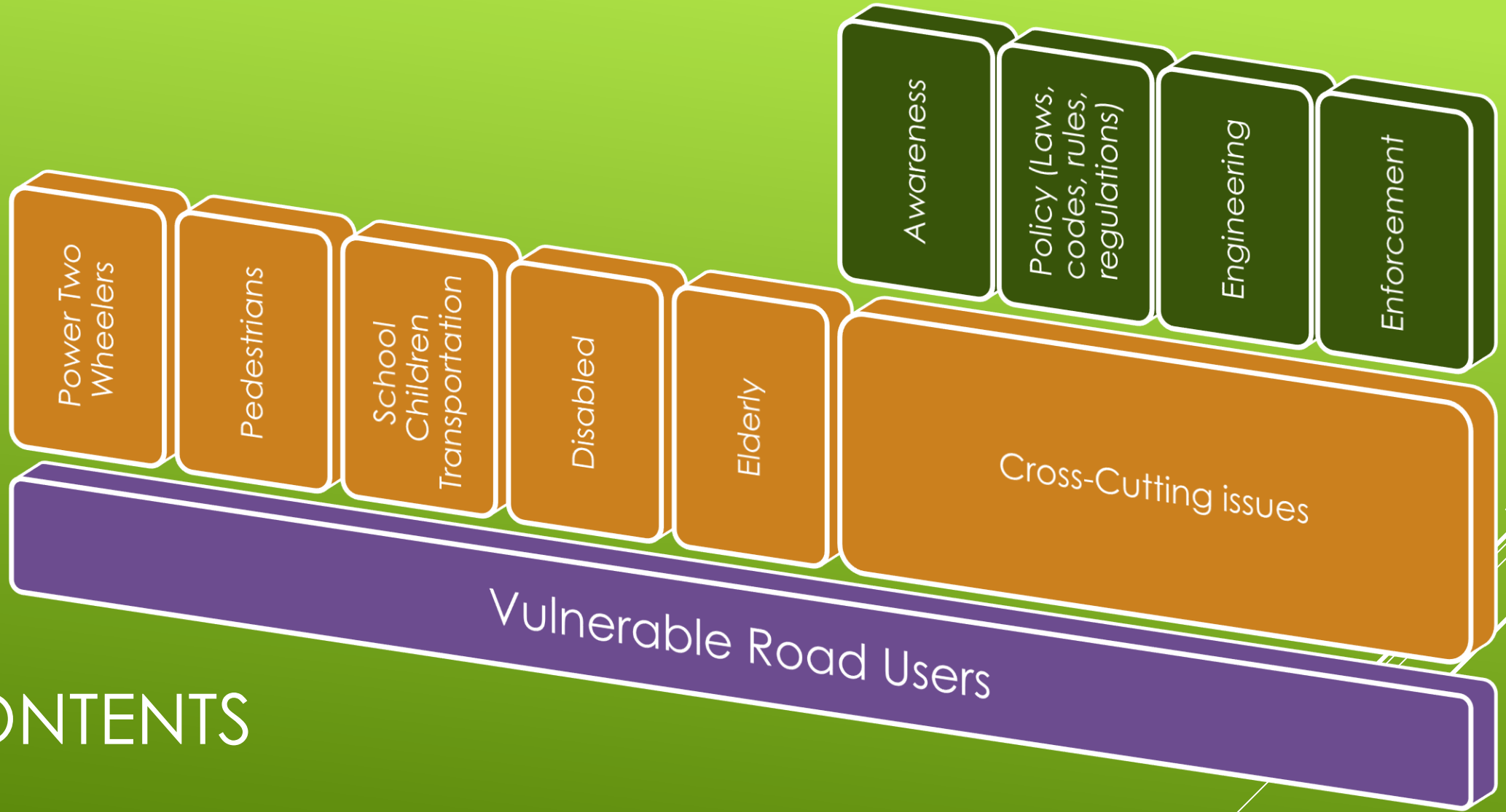
- ▶ Study tours, interviews, reviews of existing limited literature



<https://notesfromcamelidcountry.net/category/iganga/>

CHALLENGES AND OPPORTUNITIES

CONTENTS



THANK YOU

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