

Session 3B: Mr. Ryan Duly

Presentation entitled: Road Safety in the Year 2032: Bangkok Vision in GRSP Point of View

Biographic Data of Speaker



Ryan Duly

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Mr. Ryan Duly has been working in the field of road safety in Southeast Asia as a practitioner, manager and advisor for over seven years. From 2004-2007, he initiated and managed a youth road safety programme for the Cambodia Red Cross, one of the first programmes of its kind in the Red Cross movement in the region. From 2007, he joined Handicap International Belgium (HIB), serving as the advisor to the National Road Safety Committee of the Royal Government of Cambodia, and providing technical assistance to HIB's road safety programme – the largest road safety initiative in Cambodia.

In 2010, Mr. Duly joined the Global Road Safety Partnership (GRSP) as their Mekong Programme Manager, based in Bangkok, responsible for GRSP's road safety projects and capacity-building initiatives in Thailand, Laos and Cambodia. He is also the regional technical advisor to the Southeast Asia Regional Delegation of the International Federation of Red Cross and Red Crescent (IFRC). He continues his role as special advisor to the National Road Safety Committee in Cambodia.

Mr. Duly's experiences encompasses road safety management, policy and strategy, programme design and development, and delivery, road user behaviour strategies and programmes, and community-based interventions. He is a Canadian citizen and holds a Bachelor of Arts in International Development Studies from Trent University, and a Master of Arts in International Development from Dalhousie University.

ROAD SAFETY IN THE YEAR 2032: BANGKOK VISION IN GRSP POINT OF VIEW

By 2030, road crashes will become the 5th leading cause of death globally. The most affected in low and middle income countries such as Thailand are typically vulnerable road users including motorcycle riders, pedestrians and cyclists. The Government of Thailand and the Bangkok Municipality have done an admirable job of prioritizing road safety as demonstrate by the downward trend for overall road crash death rates in the country and city. Yet, if the Bangkok Municipality envisions a move towards a more sustainable and active society through low carbon transportation, road safety will need to continue being a key component of this strategy to include specific measures for pedestrians, cyclists and other vulnerable road users.

Sustainable Transport is defined by the Asia Development Bank as one that is “accessible, safe, environmentally-friendly, and affordable”¹. Sustainable Transport is increasingly recognized by, and integrated into, a range of city transport initiatives and urban strategies. These involve making the cities more amenable to “active transportation” and accessible by walking, cycling and increased public transport. International research is clear that shifting to non-motorized and public transport results in overall increases in road safety. *However, before this benefit can be realized by this modal shift, citizens need to feel safe when walking, cycling or attempting to access mass transit systems.*

In Bangkok, the experiences of a pedestrian, cyclist, and for someone attempting to access public transport, are not exactly safe, thereby discouraging citizens over the long term to shift from cars and motorcycles to a more sustainable and active mode of transport. This presentation will provide examples of the situation for pedestrians and cyclists in Bangkok, and present good practices from other cities which have successfully prioritized active and safe transportation for its citizens. Access to most of the road-based public transport systems is unsafe or inconvenient, leading to many choosing private vehicle options – including taxis which often do not have rear seatbelts. The recently launched Bus Rapid Transit System is laudable and hopefully will expand a safe option for residents of the city.

With emphasis given to road safety for Bangkok residents, active transportation and demand for public transport will increase and the long-term shift to low-carbon transportation can be realized.



Road Safety in the Year 2032: Bangkok Vision in GRSP Point of View

Ryan Duly
Mekong Programme Manager
Global Road Safety Partnership



The Global Road Safety Partnership

Vision

- A world free of road crash death and injury

Mission

- the sustainable reduction of road death and injury in low and middle income countries

By

- Being one among many partners making good practice road safety interventions

Implementing

- In over 37 countries around the world

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Road Safety Situation in Thailand

Safe, sane driving campaign urged

Published: 18/08/2011 at 12:00 AM
Newspaper section: News



Road safety experts have called on the government to launch more safe driving campaigns to help reduce the number of people killed or seriously injured in collisions, particularly motorcyclists.

Nationwide, 124,855 people were killed in road accidents during the past 10 years, said speakers at a road safety seminar held by the Public Health Ministry yesterday. The costs of the road deaths to society is 230 billion baht a year, equal to 2.8% of the country's GDP.

Thanapong Jinvong, manager of the Road Safety Group (RSG), said the number of people killed in traffic accidents during the past decade was equal to the amount of people killed in the 2010 Haiti earthquake, so more action and campaigns should be implemented.

Mr Thanapong said a RSG road safety study had found 4,384 people were involved in traffic collisions every day and that 11,386 were left disabled from injuries sustained in those accidents every year.

Almost half of the disabled were male breadwinners.

Motorbikes are involved in the majority of traffic accidents, particularly young drivers aged 15-24.

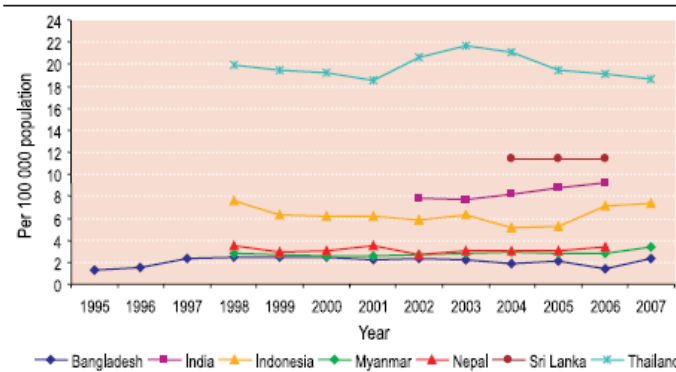
About 16.7 million motorcycles are registered with the Land Transport Department and they accounted for 62% of all registered vehicles in 2009.

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Road Safety Situation in Thailand

Figure 3: Road traffic deaths rate (per 100 000 population^a) trends in the South-East Asia Region (using actual data updated from countries), 1995 - 2007



Source: Regional Report on Status of Road Safety in Southeast Asia Region - World Health Organization 2009

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Top 10 leading causes of death

Worsening Situation

2004		2030	
Rank	Disease or Injury	Rank	Disease or Injury
1	Ischaemic heart disease	1	Ischaemic heart disease
2	Cerebrovascular disease	2	Cerebrovascular disease
3	Lower respiratory infections	3	Chronic obstructive pulmonary disease
4	Chronic obstructive pulmonary disease	4	Lower respiratory infections
5	Diarrhoeal diseases	5	Road traffic injuries
6	HIV/AIDS	6	Trachea, bronchus, lung cancer
7	Tuberculosis	7	Diabetes mellitus
8	Trachea, bronchus, lung cancer	8	Hypertensive heart disease
9	Road traffic injuries	9	Stomach cancer
10	Prematurity & low-birth weight	10	HIV/AIDS

Source: World Health Organization 2009

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DECADE OF ACTION FOR ROAD SAFETY 2011-2020



SAVING MILLIONS OF LIVES



Sustainable Transport and Road Safety



*sustainable transport system is defined as one that is accessible, **safe**, environment-friendly, and affordable*

Asia Development Bank,
Sustainable Transport Initiative

Increasingly recognized by, and integrated into, a range of city transport initiatives and urban strategies

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Sustainable Transport and Road Safety

International research suggests that shifts to nonmotorized transport result in overall increases in road safety.

“Cities that are accessible by **walking, cycling and public transport** can particularly improve access to **safe mobility** and basic services for women, older adults and children, thus improving health equity” World Health Organization

“Changes in **transport policy and infrastructure** can lead to far reaching reductions in health risks related to air and noise pollution exposures and **traffic injuries**” World Health Organization

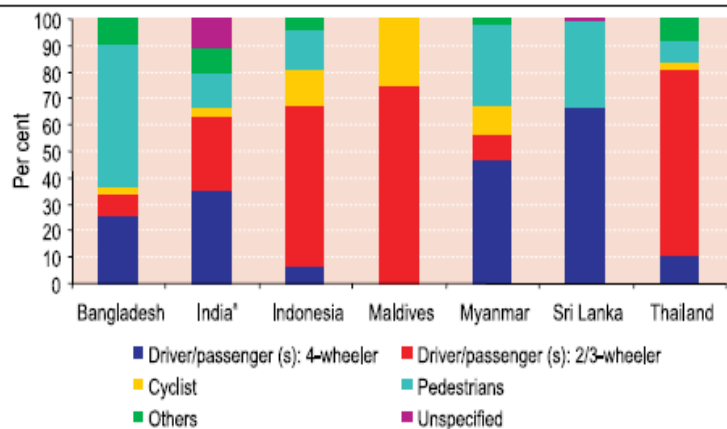
“Commuters will chose to walk or use the bicycle only if these modes are safer than other modes. Therefore, it is important to understand the factors influencing safety of road users..... It seems that if we have to promote walking, bicycling, and public transport use, **we will have to make traffic safety a priority** – Dinesh Mohan

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Vulnerable Road Users

Figure 5: Road traffic deaths in seven countries of the South-East Asia Region, classified by road user group, 2007*



Source: Regional Report on Status of Road Safety in Southeast Asia Region - World Health Organization 2009
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What is the experience of a pedestrian in Bangkok?





Pedestrian Crossing

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Walkable Cities **SAVE LIVES**



-Assess the needs of pedestrians and walkability of the city

- Develop Pedestrian Master Plan “Walking as Transportation”

- Walking is sustainable and promotes health: more investment

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GLOBAL ROAD SAFETY PARTNERSHIP

What is the experience of a cyclist in Bangkok?

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Greg Lowe: Why cycling in Bangkok is suited only for the suicidal

Though the city has potential, there are some huge road bumps that ensure it will never be enjoyable or safe for cyclists. Unless you're a lemming





Cycling Cities Best Practices



Best Practices: Bogota, Columbia; Buenos Aires, Argentina, European cities

Bogota: 340 km - connects citizens to major BRT routes, parks, and community centers.



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What is the experience accessing public transport in Bangkok?

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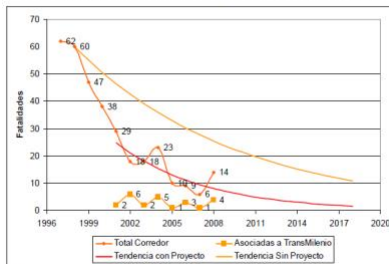


Bangkok has extensive and high quality mass public transit system (including BRT), but access remains challenging and some fleets remain unsafe



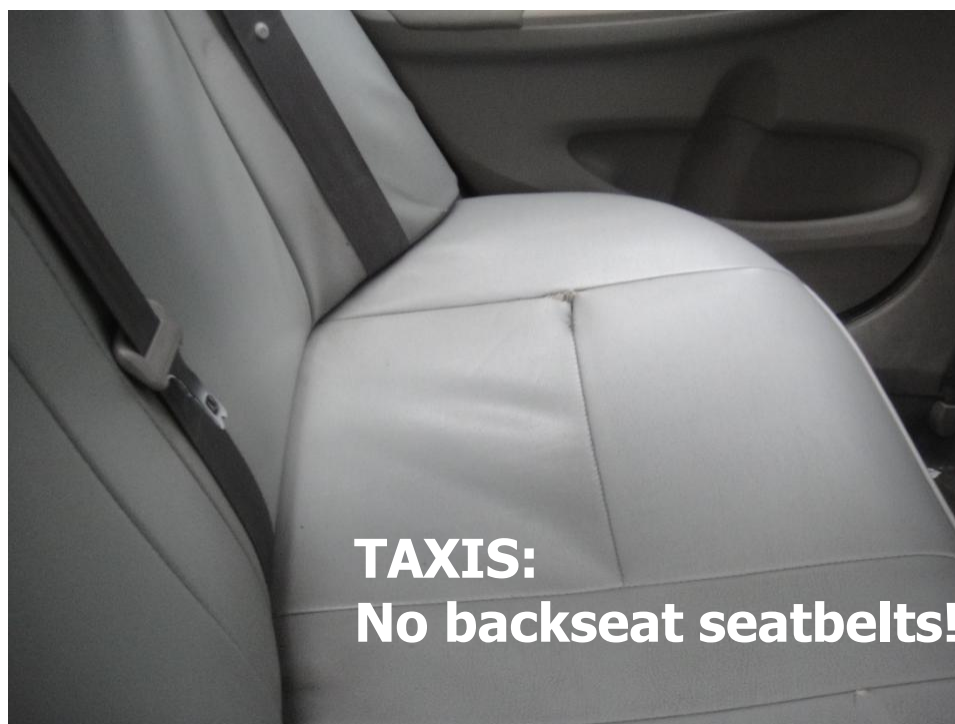
Mass Transit improves road safety

Fatalities Reduced (Baseline vs. Project)
Av. Caracas BRT Corridor, TransMilenio, Bogotá



Data: TRANSMILENIO S.A.





I am still optimistic: governments around the world have placed the Decade of Action on Road Safety in the center of the public agenda, and the way forward is clear: it includes going beyond the safe car and safe road for cars, it includes reducing vehicle miles driven to reduce exposure, with urban development and sustainable transport measures—more walking, more biking and more transit.”

Dario Hidalgo, EMBARQ

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THANK YOU!

