

road safety performance, by the adoption of a 'safe systems' approach to road safety, as recommended by the OECD/ITF 'Towards Zero' expert report.

8. High-income, high performing countries should also recognise their obligation to share their experience and know-how with low and middle income countries, through study exchanges and technical partnerships, and by enabling the transfer of knowledge and supporting implementation projects.

9. The Commission urges that the UN Commission for Sustainable Development (CSD) ensure that road safety is for the first time fully recognised as a key contributor to sustainable development and the Millennium Development

Goals when it examines transport in its forthcoming policy cycle review (2010-11).

10. The UN Secretary General should appoint a UN Special Envoy for Road Safety to encourage progress and raise awareness during the Decade of Action which should be subject to a mid-term review in 2015.

Global Road Safety Action Plan

The objective of the proposed Global Road Safety Action Plan is to increase local technical capacity in low and middle income countries, and to ensure that road safety management becomes self-sustaining over the long term.

Views of a Road Engineer

Rural and Urban Needs Different

By Damien Chee, Senior Traffic Engineer, Sydney

There is a wealth of research to demonstrate the nexus between physical and design/geometric aspects of the roadway with road safety performance in rural areas. The Strategy should aim to promote and sustain resource allocation to the improvement of road safety in rural areas by:

- strategic widening of the sealed width of the roadway, especially the outsides of curves
- improvements to the width and quality of the clear zones adjacent to high speed rural roads, including the removal or safety barrier protection of fixed non-frangible hazards
- improving the route guidance and delineation, including profile (audio-tactile) linemarking
- the safety improvement of rural junctions.
- improving the safety of bridges and culvert crossings including strategic widening of bridges, and improvement to approach safety barrier and linemarking provisions.

With respect to the urban road environment, there is a need to further demonstrate the nexus between traffic management techniques to resolving road safety problems. The crash profile of urban areas is distinctly different to that of rural areas and has a dominance of vehicle-to-vehicle crashes (as opposed to single vehicle crashes). These are largely the product of the large volumes of traffic, and in particular, the large volumes of conflicting traffic streams including vehicle-to-vehicle, vehicle-to-cyclist and vehicle-to-pedestrian. This problem requires sound investigation of traffic management techniques such as methods of achieving more desirable traffic/pedestrian distribution to safer routes, and the network-wide control of this traffic to minimise

the number of conflicts and interrupted nature of traffic streams. Some broad strategic areas would include:

- Better separation between vulnerable road users (pedestrians and cyclists) and motorised vehicles
- Improved traffic flow conditions to reduce the number of vehicle-to-vehicle interactions (and hence crash conflicts) both longitudinally as well as those involving side road traffic.
- The improvement of sites with high crash potential/conflicts such as intersections.
- effective speed management including the consistent application of speed zones, and engineering and enforcement techniques for achieving better speed compliance.
- Industry measures and incentives for reducing heavy vehicle volumes during peak periods of the day.

