The content of the Lomé seminar
Hans-Joachim Vollpracht

Road Safety Seminar
Lome, Togo
October 2006
A world wide problem described by an African member of our TC

• “We have been capturing our accident statistics for decades but I fear the Engineering has not capitalised on the information. One of the reasons is that the statistics keep pointing to Human Errors thus leaving the Engineering 'absolved' of blame and they have not gone further to investigate “Why human errors are always occurring on one particular location.”
Road Transport Safety…

...is a complex issue

Legal regulations
Road design
Crash tests
Police enforcement/control
Road works
Transport of victims
Punishment
Education by parents
Research
Traffic rules
Road design
Natural influences
Road maintenance
Treatment of victims
Urban development
Car maintenance
The five „E`s“ of road safety activities

- Legal regulations
- Traffic rules
- Police control
- Punishment
- Education by parents and schools, safety campaigns
- Transport of victims
- Treatment of victims
- Natural influences

- Enforcement
- Education
- Emergency
- Engineering
- Road design
- Urban development
- Road maintenance
- Crash tests
- Car techniques & maintenance
- Roads works
- Research & development
- Education by parents and schools, safety campaigns
- Treatment of victims
- Natural influences
The Road Transport Safety System

- Man made influences: Mismanagement of Land use + Urban development
- Natural disturbances: Water, Snow, fog, landslides

RS Policy with Legal and institutional regulations

Multy disciplinary Research & development

- Vehicles
- Engineering
- Roads
- Education
- Human science
- Enforcement
- Medical treatment

...has has two axles and four wheels. This seminar is concentrated on engineering for safe roads.
Session 1: knowledge of road accidents

- Why do road engineers need the information about accidents?
- How to standardize their parameters?
- Why we need international accident comparisons?
Session 2: Road Safety Inspections (RSI) of existing roads

- How to evaluate the existing road infrastructure?
- What are safety deficiencies?
- How to detect them?
- What is the formal procedure for RSI?
Session 3: Road Safety Audit (RSA) for new infrastructure

• How to avoid safety deficiencies along new roads?
• What could be faults in road design?
• How to detect them?
• What is the formal procedure + (responsibilities) for RSA?
Session 4: Site visits on Thursday

- 8.30 to 11.00 Visits in groups to 3 dangerous sections and intersections in Lomé, taking pictures, watching the traffic

- 11.00 to 14.00 Elaboration of short reports in the seminar room
Session 5:

- Site visit reports
- Report about the road safety situation in Togo
- Report about the activities of Global Road Safety Partnership (GRSP) in Africa
Friday Session 6: Improvement of road design

- What are principles of safe design?
- What are the answers to the questions in the checklists for RSA? (The PIARC catalogue of bad and good design practices)
- Examples of African design practices
Session 7: The needs of vulnerable road users

- Who are the vulnerable road users?
- What are their needs?
- What are the strategies?
- What are the suitable measures of infrastructure improvements for them?
Session 8: The PIARC Road Safety Manual

- The scope of road safety
- Road safety management
- Road safety factors
- Road safety data
- Identification and diagnoses
- Priority ranking and evaluation
- The technical sheets
- The calculators
Session 9: Low cost measures

- What are the answers to the questions in the checklists for RSI?
- What are the possibilities to treat the safety deficiencies with low cost measures?