

Road Safety: Highway to Achieving the Sustainable Development Goals (SDGs) 2030



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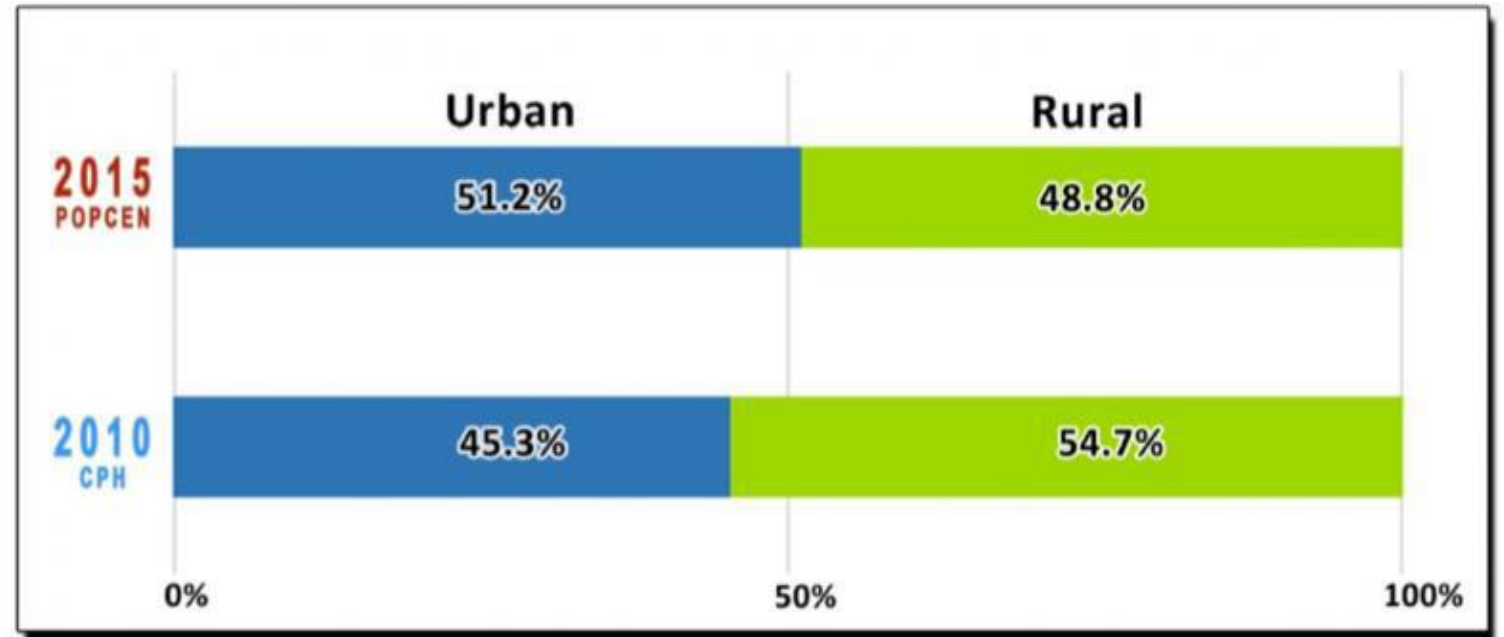
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Introduction

Introduction

It is estimated that 50% of the world's population now live in cities due to migration into urban centers.



Source: <https://psa.gov.ph/content/urban-population-philippines-results-2015-census-population>

- This makes meeting the basic needs of people to become an ever-increasing problem.

Introduction (Cont'd)



**Over-
Population**



**Excessive
Consumption**



Pollution



**Depletion
of Resources**

are known to present environmental and health challenges in these situations thus the need has never been greater to find solutions and reimagine urban landscapes.

For any city to be sustainable in the current situation like Lagos finds itself, access to public resources to ensure the wellbeing of residents becomes critical, which means guaranteeing:

- ▶ Access to Quality Education
- ▶ Safe Health Centers
- ▶ Easy to access Public Transportation
- ▶ Garbage Collection Services
- ▶ Safety and Good Air Quality
- ▶ Among other modern living necessities.

It also tasks the State to engage in Urban renewal actions which will involve renovation of public spaces such as public streets, squares, parks, urban spaces. (5 essentials).

“Well accessible and sustainable cities would make public transportation the cheapest and easiest option for travel, negating the need for cars and the congestion and pollution they bring” (meeting of minds)



Transportation

Transportation

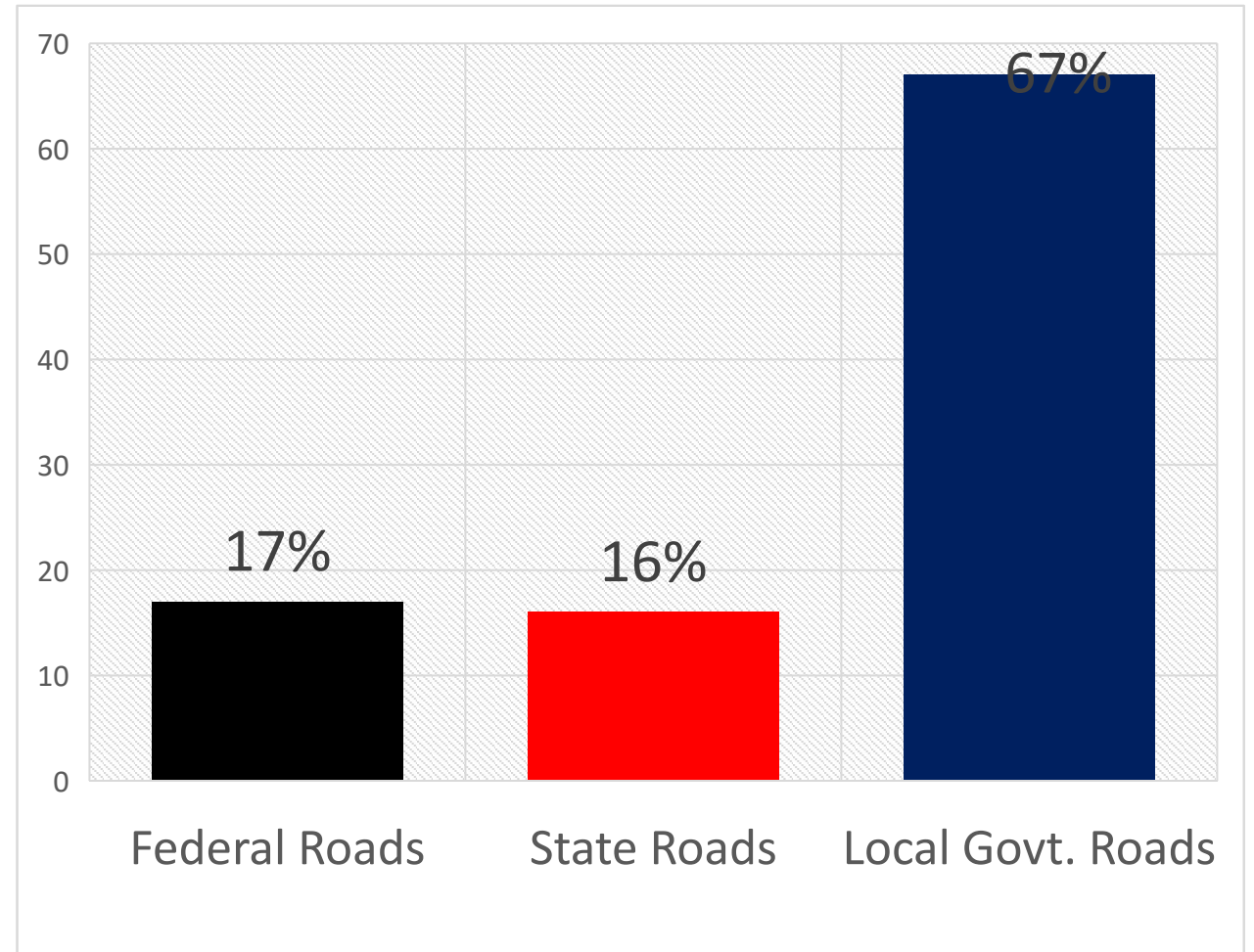
Transportation is an indispensable tool used in facilitating economic activities.

- Transportation infrastructure development constitutes an important aspect of life and socio-economic development and road infrastructure in particular represents the wheels of economic activities in most developing countries, Nigeria inclusive.



Transportation (Cont'd)

Nigeria has 204,000km of roads, made up of 34,179.20km of Federal roads representing 17% of the total road network, 30,489.40km of State roads representing 16% and 129,531.40km of Local Government roads representing 67%.



Road Transportation

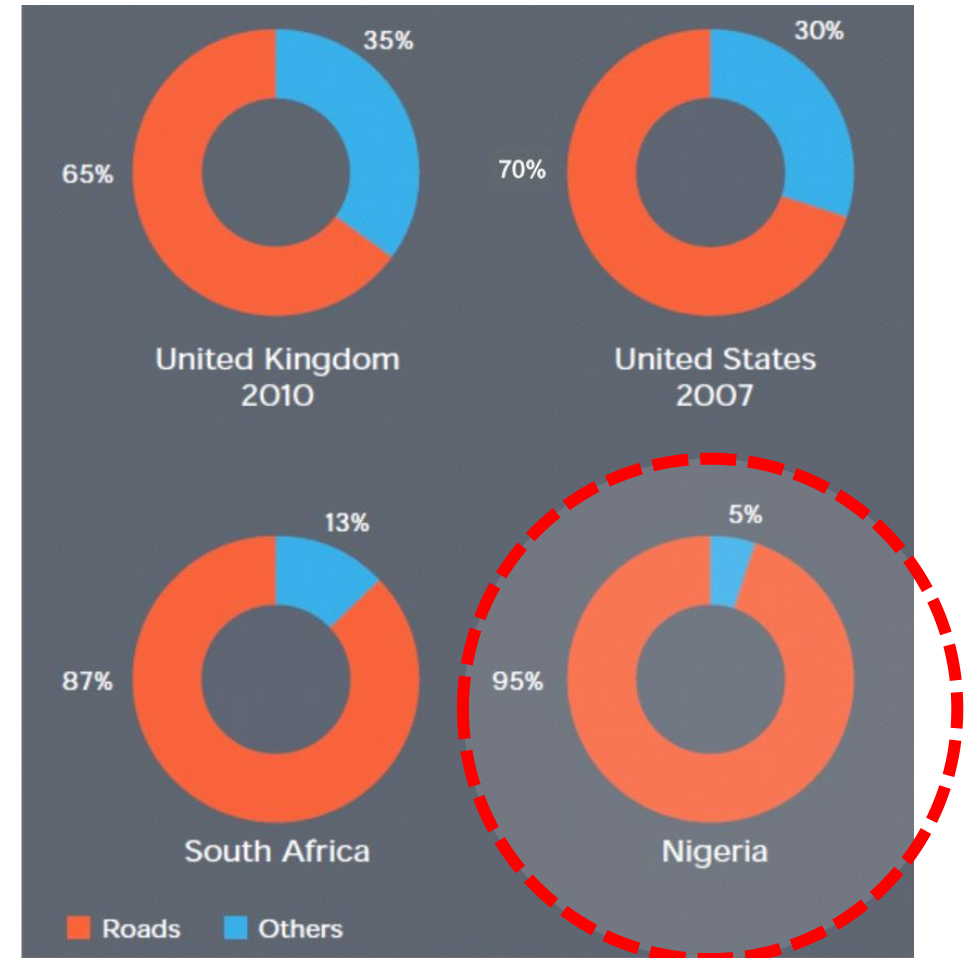


The Road Transport sector is an important component of the Nigerian economy, impacting on:

- Development and welfare of the people and;
- it is a major prerequisite for the development of the nation.

Road Transportation (Cont'd)

- The Road transport sector is heavily depended upon for movements, haulage/cargo and freight services in the country.
- Estimated 90% of passengers and freight in Nigeria rely on the road network, with attendant challenges.



Source: Compendium of reports on road infrastructure & related development in Nigeria - an investor's manual, 2013



Road Safety and Road Transportation

Road Safety & Road Transportation

Road Safety has become an imperative safety need worldwide due to increased mobility challenges occasioned by inappropriate road design, usage and behaviours.

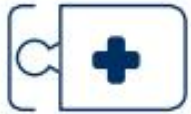


Road Safety & Road Transportation & (Cont'd)

Vital Facts

1.35 MILLION

EVERY YEAR 1.35 MILLION PEOPLE ARE KILLED AND 50 MILLION SERIOUSLY INJURED DUE TO ROAD CRASHES.



EVERY 24 SECONDS

ROAD CRASHES KILL ONE PERSON EVERY 24 SECONDS – THAT'S NEARLY 3,700 KILLED A DAY.



#1 KILLER

ROAD CRASHES ARE THE NUMBER ONE KILLER OF 5 TO 29 YEARS-OLD.



#8 LEADING CAUSE OF DEATH

ROAD CRASHES ARE THE 8TH LEADING CAUSE OF DEATH GLOBALLY.



> 1/2 OF DEATHS

MORE THAN HALF OF ALL ROAD TRAFFIC DEATHS ARE AMONG VULNERABLE ROAD USERS (CYCLISTS, MOTORCYCLISTS AND PEDESTRIANS).



93% OF DEATHS

93% OF DEATHS OCCUR IN LOW- AND MIDDLE-INCOME COUNTRIES, WHICH ACCOUNT FOR ONLY 60% OF VEHICLES REGISTERED WORLDWIDE.



Road Safety & Road Transportation

- Road safety has become a form of privilege instead of a human right especially in low and middle income countries.
- This can be linked with the absence of sustainable cities structures and Safe Systems Approach to road safety being in place in these parts of the world.

low and middle income countries.

with

93% of
global
road
fatalities



has

60% of
world's
registered
vehicles





Safe Systems Approach to Road Safety

Safe Systems Approach



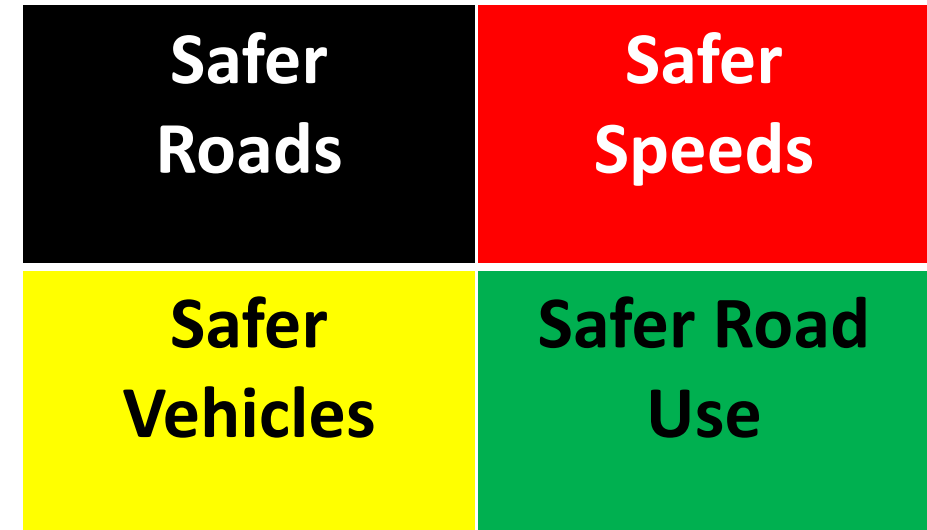
- Safe systems is an approach to road safety management that aligns road safety management with broader ethical, social, economic and environmental goals.
- It is designed with the human being at its centre, taking human fallibility and vulnerability into account, and accepting that even the most conscientious person will make a mistake at some point.

Source: <https://www.brake.org.uk/facts-resources/15-facts/1484-safe-systems-facts-page>

Safe Systems Approach



- Safe systems is made up of four main components:



The Safe System Approach is key to achieving the Sustainable Development Goals (SDGs) which evolved from the Millennium Development Goals (MDGs).



Millennium Development Goals (MDGs) 2001-2015 as Precursor to the SDGs

The Millennium Development Goals (MDGs)

The Millennium Development Goals (MDGs) are eight goals with measurable targets and clear deadlines for improving the lives of the world's poorest people.



The Millennium Development Goals (MDGs)

To meet these goals and eradicate poverty, leaders of 189 countries signed the historic millennium declaration at the United Nations Millennium Summit in 2000.



The Millennium Development Goals (MDGs)

MDGs emphasize the role of developed countries in aiding developing countries, as outlined in Goal Eight, which sets objectives and targets for developed countries to achieve a "global partnership for development" by:

- Supporting fair trade
- Debt relief
- Increasing aid
- Access to affordable essential medicines and;
- Improvements in quality of life.

First



They were not the product of a comprehensive analysis and prioritization of development needs and consequently were sometimes too narrowly focused.

The inconsistent progress partly indicated a trend over time to focus on a subset of specific targets that were easier to achieve, implement and monitor.

Second



The framework has not afforded enough consideration to the potential impacts on environmental, social and economic dimensions.

Third



The issue of equity represented one of the main challenges to face.

A gender focus was clear only in MDGs 3 and 5, while it is missing throughout the other goals.

Fourth



A lack of clear ownership and leadership internationally and nationally might have partially affected the achievement of the MDGs.

Fifth

Achievement of the MDGs depended much on the fulfilment of MDG8 on global partnership.





Transition of MDGs to the Sustainable Development Goals (SDGs) 2030

MDGs Transitional to SDGs



Source: <https://www.undp.org>

The unfinished business of the MDGs was a pedestal for charting a new course of improvements.

In many places, progress was not sustainable or equitable enough to achieve the targets.

In others progress stalled or reversed due to disasters, conflict, environmental degradation, climatic and/or economic volatility.

MDGs Transitional to SDGs (Cont'd)

The partial successes of the MDGs provided insight on how the challenges encountered could be leveraged upon to drive the leaps in progress and build a better future. This conviction together with other factors made the birth of the SDGs possible.



The Sustainable Development Goals (SDGs)

The SDGs are the one ultimate objective that the United Nations has undertaken to urge member nations to achieve by 2030



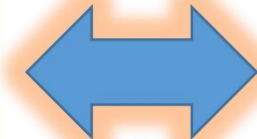
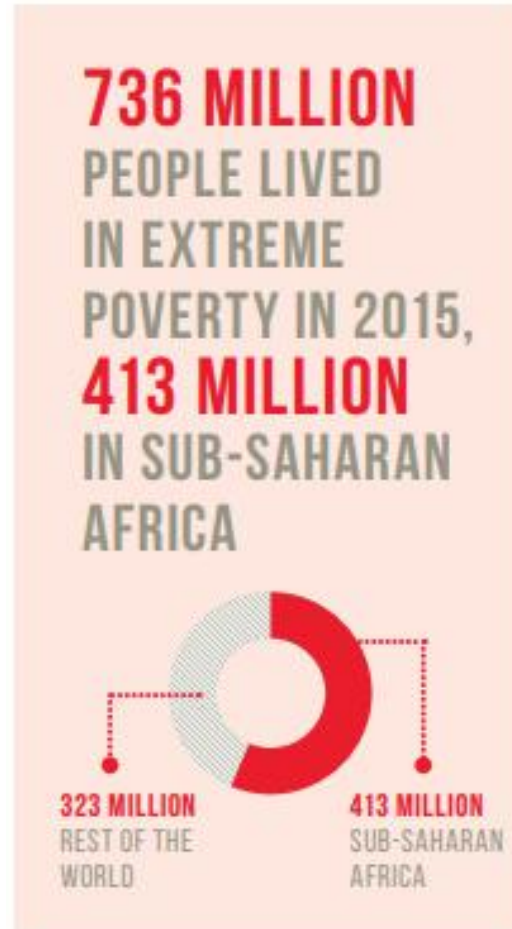
The Sustainable Development Goals (SDGs)



The SDGs are an all inclusive effort to bring about a progressively sustainable, more secure, increasingly prosperous planet for all mankind.

SDGs Implementation and Performance Overview- Worldwide

Key highlights of the 2019 SDGs report by the UN indicated that countries in Sub-Sahara Africa need to do more to achieve significant progress on key targets such as poverty alleviation and general well-being including health mortality issues.



Source: <https://unstats.un.org/sdgs/report/2019/The-Sustainable-Development-Goals-Report-2019.pdf>

The Sustainable Development Goals (SDGs)

- The indicators of the review suggests that for there to be reasonable gains at the national level which would translate to regional and continental levels, cities, settlements or States as the case in Nigeria must embrace sustainable mobility solutions that prioritizes road safety.
- Lagos State no doubt is on track, but there is still more to do in this regard as the Lagos Region is seen edging fast to Smart City models and implementing some solutions that enhances sustainable mobility.



Lagos State and its Peculiarities

Lagos State & Peculiarity of the Lagos Region



- Lagos is the most populous in Nigeria and on the African continent.
- It is one of the fastest growing cities in the world and one of the most populous urban areas.
- Lagos is a major financial centre in Africa. It has the fourth-highest GDP in Africa and houses one of the largest and busiest seaports on the continent.

Lagos State & Peculiarity of the Lagos Region

Area

- Metropolis:
1,171.28 km² (452.23 sq mi)
- Land: 999.6 km² (385.9 sq mi)
- Water: 171.68 km² (66.29 sq mi)
- Urban: 907 km² (350 sq mi)
- Metro: 2,706.7 km² (1,045.1 sq mi)



Source: https://en.wikipedia.org/wiki/Lagos#cite_note-13

Lagos State & Peculiarity of the Lagos Region

Population (2006 census)

- Metropolis: 6,048,430
- Estimate (2012 by LASG)
16,060,303
- Density: 6,871/km²
- Urban: 13,123,000
- Urban density: 14,469/km²
- Metro: 21,000,000 (estimated)
- Metro density: 7,759/km²



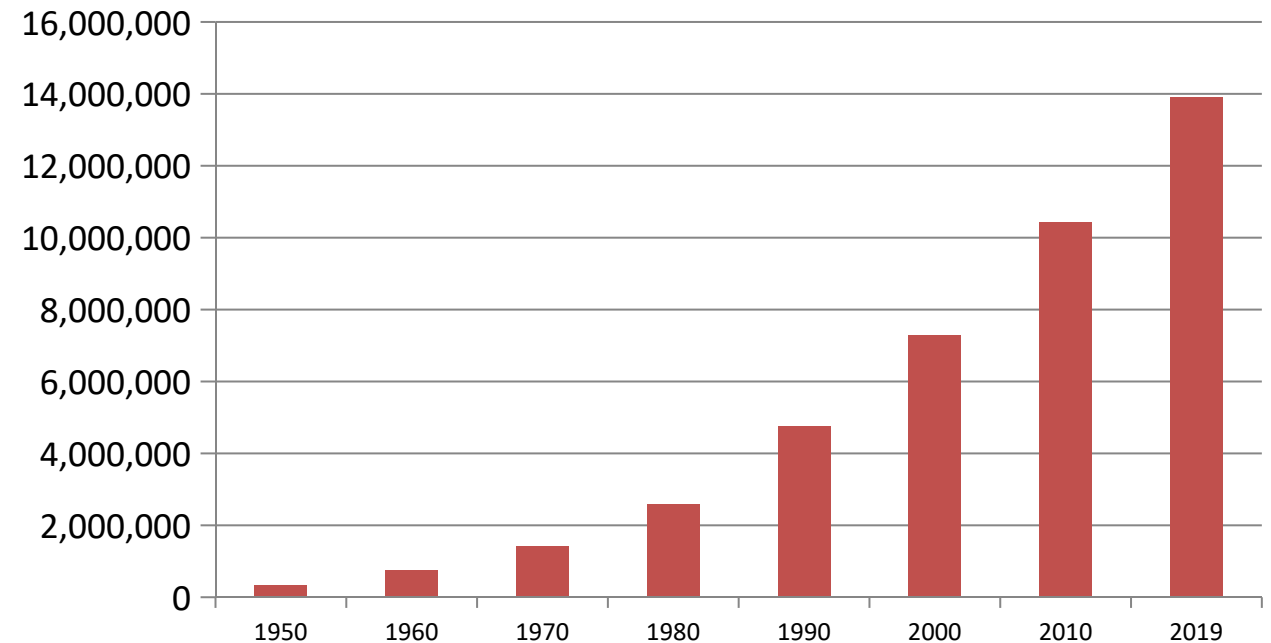
Source: https://en.wikipedia.org/wiki/Lagos#cite_note-13

Lagos State & Peculiarity of the Lagos Region

Lagos : Historical population

Year	Pop.	±%
1950	325,218	—
1960	762,418	134.40%
1970	1,413,528	85.40%
1980	2,572,218	82.00%
1990	4,764,093	85.20%
2000	7,280,706	52.80%
2010	10,441,182	43.40%
2019	13,903,620	33.20%

Lagos: Historical Population



Source: UN World Urbanization Prospects

The ever-increasing population has impact on infrastructural needs.



Road Safety in Achieving the SDGs in Nigeria

Nigeria and the SDGs



The realization of targets in the SDG in Nigeria hinges on optimizing human and natural resources to achieve rapid economic growth, and translating the growth into equitable social development for all citizens.

Achieving this however, is anchored on sustainable mobility framework within the context of road safety.

The grim statistics of current road safety situation shows that meaningful development and attainment of the SDGs could suffer significant setbacks if road safety is not seen and addressed properly.

For example;

- ❑ “Without sustained action, road traffic crashes are predicted to become the seventh leading cause of death by 2030.
- ❑ Road traffic crashes cost most countries 3% of their Gross Domestic Product (GDP).
- ❑ Nearly half of those dying on the world’s roads are “vulnerable road users”: pedestrians, children, cyclists, and motorcyclists.

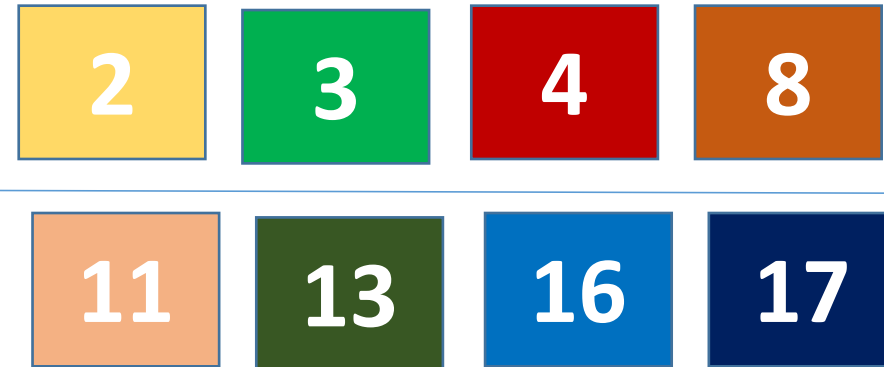
Road Safety therefore must be seen as a priority in the SDGs.



Road Safety and the SDGs



Road Safety broad objectives can be situated within eight (8) of the seventeen (17) SDGs, namely Goals:





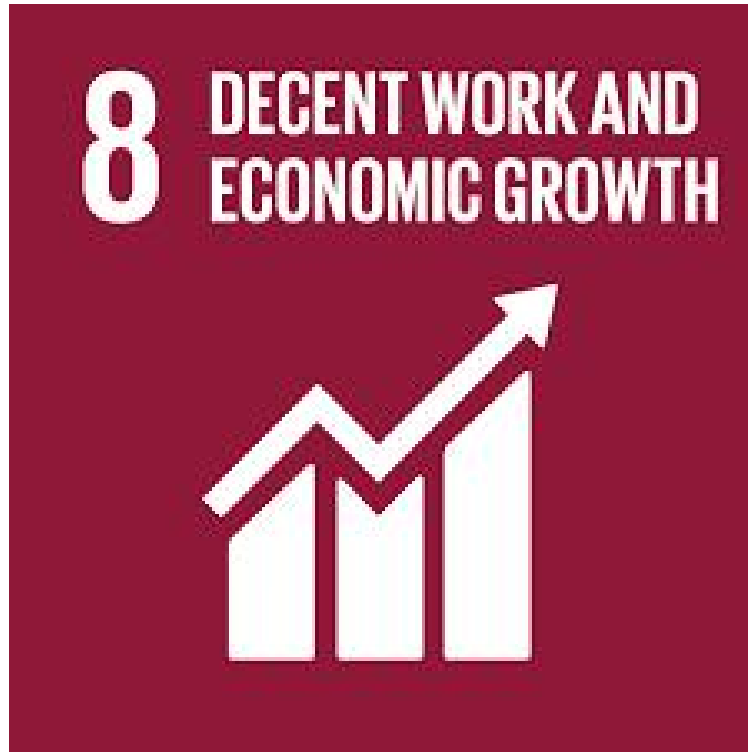
- Ensure swift and unhindered movement of farm produce off the farms to consumers ensures that the full values of produce is retained and such renders best nutritional value to consumers
- Ensure that the nation's roads are safe at all times such that it would enable harnessing the nation's potentials in agricultural production.



- The desire to attain healthy lives and promote well-being for people of all ages in the Sustainable Development Goals circumspectly looked into ways of tackling the main causes of death worldwide including child and maternal health issues, malaria, tuberculosis, Road Traffic Crashes and others.



- The impact of the effect of loss of lives weighed against the level of citizen education and enlightenment relative to continuous loss of lives and valuable property on the nation's highways has been evaluated. Necessary road safety approaches has been made to make considerable contribution to address the situation within possible spheres such as primary schools and Junior Secondary School curriculum.



Road safety administration has created decent work and added to the economic growth through:

- The Road Transport Safety Standardization Scheme (RTSSS),
- Driving School Standardization Programme (DSSP) and.
- Influencing industrialization relating to uplifting of the road transport sub-sector in Nigeria.



To ensure that schools and markets as well as all other human activities conflicting with the road or traffic are eliminated in order to make Nigerian cities and human settlements safer for all to enjoy fuller lives, road safety management and administration has factored in the roles of town planners in road design, construction and land use.

13 CLIMATE ACTION



To enhance life of citizenry, biking, walking and other road safety lifelong promoting programmes have been introduced.

The impact of carbon monoxide (CO₂) emission and road congestion issues are being addressed through bicycle transport system and other sustainable mobility measures.



Through enactment of road safety laws, equity and justice through a system that ensures upholding of the Principles of Rule of Law in the country has improved public order.



- Global partnership has continued to play significant roles in the advancement of road traffic management in Nigeria.
- Road Safety cut across
 - ❑ Internal Agency,
 - ❑ Pan-Nigeria,
 - ❑ Pan-African and global synergy;
 - ❑ World Bank and
 - ❑ The United Nations inclusive.



Lagos State and the SDGs

Lagos State and the SDGs

Lagos State and the Lagos Region has carved a niche for itself.

With rapid urban modernization efforts manifest in inter-modal transport system, road network expansion, security, digitalization etc, the region is heading to the SDG goals.



However, great attention and focus should be devoted to road safety in its entirety to enhance full achievements.



Recommendations and Implementation Strategies

Recommendations and Implementation Strategies for Road Safety

Development in the Lagos Region

Considering road safety as the road to achieving the Sustainable Development Goals in Lagos and by extension Nigeria, the following are recommended.



Recommendation No.1 and Implementation Strategies

1 The state should commence by assessing the Lagos region road safety situation in the past, noting the achievements and what hindered progress and require correction to get to where is desired.

Strategies

- a. Set up advisory committee on transformation of Lagos Region into a Sustainable Mobility City.
- b. Government, through the Committee to convoke more conferences and harmonize all submissions/recommendations to government for appreciation and action.

Recommendation No. 1: Implementation Strategies (cont.)

- c. Government to set up other sub-implementation committees of the various desiring aspects to ease implementation strategies.
- d. Highlight vividly the pit-hole of the past to guide the present into the future.

Recommendations No. 2 and Implementation Strategies

2 The state should fully understand the implication of the 2030 Agenda relative to Road Safety.



Strategies

- a. Appoint qualified individuals to head the various task offices to ensure goal accomplishment (round pegs in round holes).
- b. Employ appropriate hands to jointly deliver on targets

3

Understanding how regional road safety strategies and plans can be consistent with global performance expectations:



Strategies

- a. Conceptualize all best practices road sector strategies in conformity with the Safe Systems Approach to Road Safety.
- b. Achievement and derivatives and measurements to be in conformity with global timelines.

4

The State must recognize and appropriately demarcate priorities to enable harvest of the road transport sector improvement:



Strategies

- a. Short term (hanging fruits)
- b. medium term and
- c. Long term aspirations.

Recommendation No. 5 and Implementation Strategies

5

Set performance targets where necessary so as to enable the desired tracking



Strategies

- a. For new projects/policies.
- b. For every old projects/policies without performance targets in place.

Strategies

6 There should demonstrate conscious and purposeful, increase and sustainable financial investments in the road sector and ensuring accountability.

- a. Improved budgetary allocation
- b. Alternative sources of funding.
- c. Adherence to projects and implementation timelines.
- d. Introduction of independent certification body before projects are accepted as delivered

7

The State government must understand the roles and limitations of the public sector in roads and road safety engagements. It should, however, elaborate and form strategic multi-sector road safety partnership to fully bring about desired results.

Strategies

- a. Identify areas of government interest and restrictions to the private participation and communicate unequivocally.
- b. Establish strategic partnerships wherever required and all partners keep to terms of agreements.

Recommendation No. 7 and Implementation Strategies (cont)



c. Ensure adequate coordination of all partnership activities.

d. Factor into plans the vulnerable i.e. the elderly, children and the physically challenged in all road safety infrastructure; how they can best be protected to ensure safer mobility system.

Recommendation No. 8 and Implementation Strategies

8

Exploit activities for technology and innovations to be implemented that can facilitate safe and sustainable mobility system.



Strategies

- a. Traffic control mechanisms
- b. Use current vehicle technologies in intersections to detect high risk situations and warn the vehicle drivers or vulnerable road users.
- c. Computerized vehicle testing equipment.

9 Communicate to the public what they should expect from regulations and policies on safety on the roads so that there is no mutual distrust between government and the public but shared responsibilities.

Strategies

- a. Constant stakeholders' engagements.
- b. Stakeholders understanding, ownership and participation.
- c. Continuous public education and enlightenment on all policies and timelines.
- d. Communication of public expectations .
- e. Effective feedback/ monitoring and evaluation mechanisms..

10

Engage in true sustainability practices.



Strategies

- a. Monitoring and evaluation mechanism
- b. Prompt implementation of M&E outcomes.
- c. Improved M&E practice.
- d. Quality proactive interventions, measurement and outcome.
- e. Make maintenance a veritable government policy.

11

Sustain high level stakeholders' engagements, particularly stakeholders who have demonstrated knowledge and leadership in demonstrating mindsets give their opinions and assessments on the road sector.

Strategies

- a. Conferences, workshops, seminars e.t.c., outcomes harmonized for implementation for better road safety practices
- b. Adhere to emerging contemporary global practices
- c. Alignment to National Development Plans and economic blue prints.

Recommendations and Implementation Strategies For Road Safety Development In the Lagos Region

12

Deploy the current global safe system approach design principles in the regional road safety endeavour.



Strategies

- Safer roads (roads and road infrastructure; including weighbridges, signs, layouts, linkages, laybys, e.t.c.)
- Safer road users (consideration for the vulnerable, pedestrian bridges, Zebra markings, walkways, bicycle lanes e.t.c.)

Strategies (Cont'd)

- c. Safer vehicles (standard low emission, quality testing centers, improved capacity of testing officers, e.t.c.)
- d. Post-crash (Increased well equipped Ambulances and Ambulance points, qualified First Aiders, sustainable medical consumables and equipment, ready referral hospitals e.t.c.)..

Recommendation No. 13 and Implementation Strategies

13

Engage in urban and transport planning along with mobility policies to shift travels towards cleaner, safer and affordable modes.



Strategies

- a. Encourage higher level of physical activities such as walking, bicycling and use of public transit (parks, stations e.t.c.)
- b. Government and fleet purchasers to ensure that all vehicles to operate in the region are equipped with recommended levels of safety performance.

- c. Road authority partnership with the Ministries responsible for town planning and health to ward off unauthorized access to the roads e.g. relocation of schools, worship places, markets, play grounds, filling stations e.t.c. away from possible ease of human engagement conflict with traffic.
- d. Also waste management authority to control ensure that the roads are not used as refuse dumps that could cause obstruction and other health hazards.

14

Fully adopt and implement the intermodal transport system to lighten road traffic and allow commuters navigate the region with ease.

Strategies

Water Transport:



Strategies on water transport

- i. Dredging of identified/viable routes
- ii. Adequate regulatory policy, including safety considerations
i.e. Jetties, boats/ferries, safety practices e.t.c.
- iii. Quality regulatory authority.
- iv. Adequate security on water to ward off kidnapping and other vices.
- v. Affordability.
- vi. Periodic monitoring and evaluation of performance system.

Recommendation No. 14 and Implementation Strategies

Strategies

Rail Transport:



Recommendations and Implementation Strategies For Road Safety Development In the Lagos Region

Strategies on rail transport

- i. Introduction of light rail/tram
- ii. Construction of the standard gauge rail system to like areas within the region
- iii. Expansion of the narrow gauge in areas where such service could easily be exploited.
- iv. Adequate regulatory policy and quality administration
- v. Affordability
- vi. Periodic monitoring and evaluation of performance system.
- vii. Adequate security consideration in transit and rail monitoring.

Recommendation No. 14 and Implementation Strategies

Strategies

Air Transport:



Recommendations and Implementation Strategies For Road Safety Development In the Lagos Region

Strategies on air transport

- i. Incorporation and commencement of helicopter services in certain viable areas
- ii. Quality safety policy and precautions in all areas of practice, include the helipad standard.
- iii. Quality and enduring helicopters in fleet
- iv. Well trained pilots and periodic capacity development.
- v. Affordability.
- vi. Adequate control and security considerations at helipads.

Recommendation No. 14 and Implementation Strategies

Strategies

Pipeline:



Recommendation No. 14 and Implementation Strategies

Strategies on pipeline transport



- i. Work in collaboration with the Federal Government on effective utilization of existing pipe lines for transportation of dangerous goods such as chemical, petroleum e.t.c.
- ii. Lay more pipe lines as may be necessary to ensure that transportation of dangerous goods are minimized through the roads.



Conclusion

Permit me to note that Lagos State government has continued to demonstrate the political will to excel among its peers and must continue to take the desired steps towards socio-economic development of the state and Nigeria at large. It must remain the path-finding state that it has been for decades, illumination the way forward for Nigeria and radiating grace while about it.

The State has the resources to substantively achieve the Sustainable Development Goals by 2030, with all programmes appropriately anchored on rigorous monitoring and evaluating systems.

Conclusion (cont.)

The government must continue to avoid the bubbly traps of failure which are enshrined in policy incoherence, inconsistency, and inadequate human and material resources necessary to accomplish desired goals as well as lack of continuity/sustainability in government policies, mostly arising from leadership succession.

There is no doubt that the society would benefit from and cherish a more effective road travels arising from better management of the road space which will reduce, among other things, congestion, waste of valuable time, crashes and pollution emissions.

I sincerely thank the organizers of this forum for providing the ambiance for high collaborative brainstorming from the divergent yet related fields, hence the outcome of the convergence must be of top quality with all the potentials for endurance.

I am particularly humbled to have been called upon as guest speaker for this occasion and pledge the FRSC sustained support for the University of Lagos in its search for solutions to dire and contemporary problems in the country and the world at large.

The Corps also remain a veritable partner with the Lagos State government in all its developmental efforts and would not hesitate to make inputs where necessary for the collective growth and development of our great nation.

THANK YOU

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