

# Road Safety Vulnerable Groups Concerns

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Fédération Routière Internationale  
Federación Internacional de Carreteras



# What are Vulnerable Road Users (VRUs)

## HIGH RISK VRUs

- Persons with disabilities
- Elderly People
- Children

## LOW RISK VRUs

- Pedestrians
- Cyclists
- Motor cyclists

# Highlights on the Shortfall/gaps and Challenges facing VRUs

## ACCESSIBILITY

- Information (Accessible formats eg: Large font, braille etc) accessing road Traffic polices and regulations, PWDs road signs and drawings
- Transport (eg: wheelchair users using public transport, roads are not properly maintained)

# Inadequate placement and Guidelines of PWDS Traffic Signs

- Accessible Pedestrian Signals
- Push buttons accessible to wheelchair users
- Ramps and Drawings
- Elevators and platform lifts
- PWDs parking and sideways reserves
- Entrances and stairs



# Insufficient knowledge and awareness about VRUs

- Knowledge on PWDs road signs
- No assistance is provided to ensure on and off-boarding of passengers with disabilities.
- lack of awareness and respect amongst drivers and fellow commuters
- double check and take another look on the road ie: zebra-crossing

# Excessive and Inappropriate Speed

- 90% of all road fatalities are caused by human behavior which is speeding.
- Exceeding the posted speed limit (PSL).
- Inappropriate speed



# Good practices for effective road safety systems

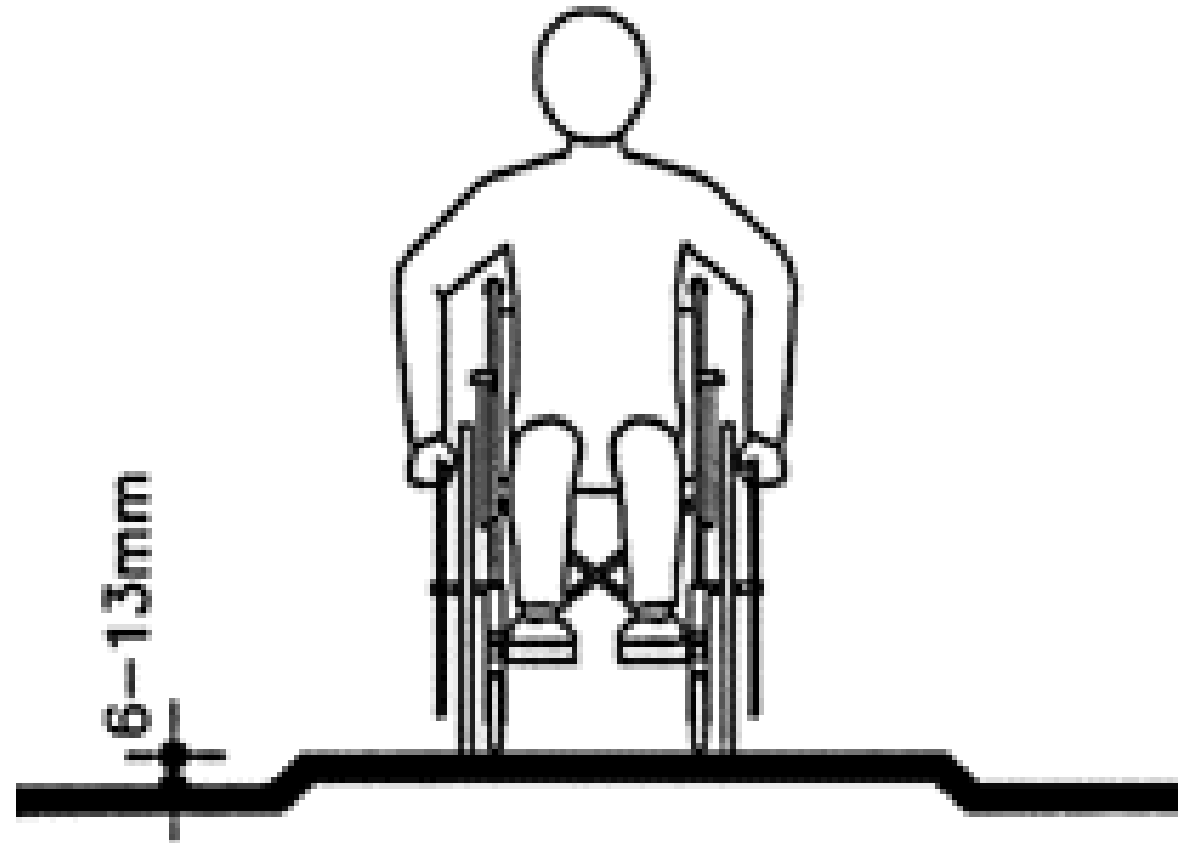
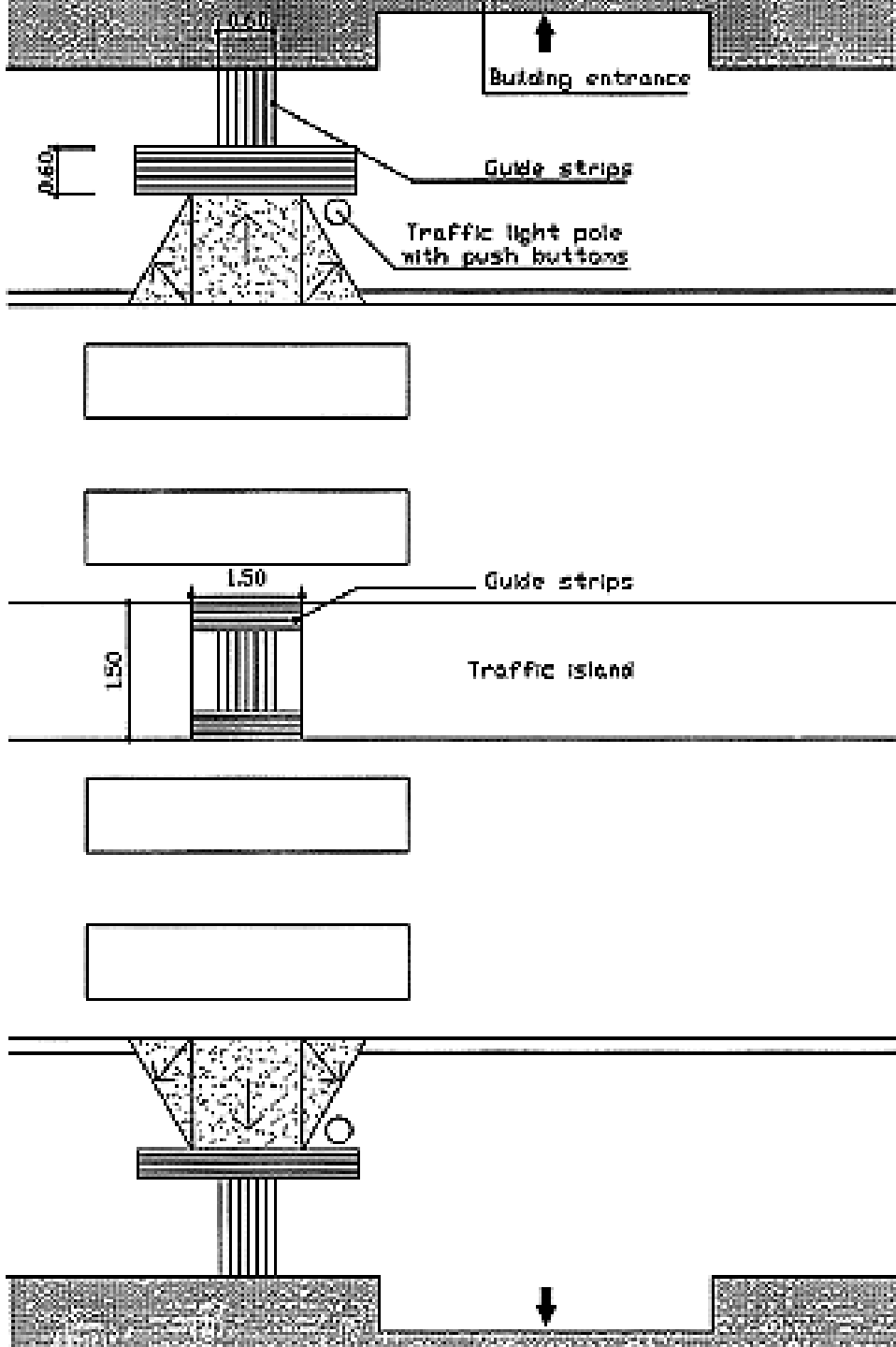
## Enhancing Accessibility

- **Develop, promulgate and monitor the implementation of minimum standards and guidelines for the accessibility of facilities and services open or provided to the public.**
- **Provide training for stakeholders' accessibility issues facing persons with disabilities.**
- **Provide in buildings and other facilities open to the public signage in Braille and in easy to read and understand.**
- **Provide forms of live assistance and intermediaries, including guides, readers and professional sign language interpreters, to facilitate accessibility to buildings and other facilities open to the public.**

# Providing Guidelines and placement of PWDS Traffic Signs

- a) Guide strips
- b) Traffic signals
- c) Push buttons system
- d) Traffic islands
- e) Road hump
- f) Surface





# Limiting Speed

**Studies have shown When struck by a car at 45 km/h, less than 50% of pedestrians or cyclists survive. At 30 km/h, more than 90% survive. . Efforts to reduce speeding include**

- **Speed limit setting.**
- **Enforcement and traffic-calming engineering measures such as speed bumps, chicanes, roundabouts.**
- **Lowering the speed limit in dense areas is probably the most effective and affordable intervention to stem traffic crashes.**
- **Law enforcement, reviewing the RTA of 1973 is vital in addressing proper uses of the roads including controlling speed as well as restrictions from driving after drinking alcohol.**

# Conclusion

**Transport is essential for VRUs such as disabled people to access education, employment, health services, social events and leisure pursuits. A lack of accessible means of independent creates social exclusion for many disabled people.**

# THANK YOU