

VULNERABLE ROAD USERS

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ABSTRAT

The extension of the road network added to the increase of the number of cars, if they encourage the exchanges and the economic development are also the cause of many accidents of the circulation which touch all category users of the road .

In Cameroon, we lost about 100 lives every month, making close to 1200 deaths per year in road accidents and cost to the Cameroonian economy close to 219.666.901 \$per year. Either 1% of the gross domestic product (GDP).

But among the victims of road accident, we mark that pedestrians, children, motorcyclists, old men, and populations bordering the road constitute the vulnerable users of the road.

To secure this population targets, LAESAA « Make Roads Safe Association » launched a serious campaign against road insecurity on the axes Yaoundé-Douala and Yaoundé-Bafoussam which are more accidental because the density of traffic.

The main objectives of this campaign were :

- To explain to this vulnerable users that road is dangerous
- To help them to live safety with road by adopting responsible behaviours.
- To Learn them the essential notions of first -aid to the victim of a road accident

The methodology of work were participative. Contacts and exchanges with all partners of the road. and finally the actions of sensitization ,intervenings and testimonies.

The sensitization summarized by:

- Displays of the educative supports in road safety
- Sensitization of drivers on the attitude to adopt crossing the packings.
- Protection of road patrimony
- Educative conversations with populations bordering the road, the students and their teachers
- Projection of a documentary film title « LIVE WITH THE ROAD »
- Initiation of some autochthons to essential notions of first-aid to the victim of a road accident.

What we can retain from this campaign is that:

1- The behaviours adopted by the users of the road are determined by their perceptions of the road's danger

2- The better measures to protect this vulnerable targets are :

- Permanently presence of the agents of road safety on these axes
- Construction of the footpathes to pedestrians
- Avoid drunken driven or driving taking drugs
- Avoid wrong parking
- respect speed limits
- Obligatory helmet for the motorcyclists.
- First-aid services in these axes.

3-To make roads safe, the greatest efforts made by the authorities will be meaningless if the decisive involvement of each and every user of the road is not ensured in this long and exalting fight.

INTRODUCTION

The extension of the road network added to the increase of the number of cars, if they encourage the exchanges and the economic development are also the cause of many accidents of the circulation which touch all category users of the road .

In Cameroon, we lost about 100 lives every month, making close to 1200 deaths per year in road accidents and cost to the Cameroonian economy close to \$ 219.666.901 per year. Either 1% of the gross domestic product (GDP).

But among these victims of road accident, we mark that pedestrians, and particularly children, old men, visual- auditory- mental, and physical disabled ,motorcyclists, and populations bordering the road constitute the most-vulnerable users of the road.

The report of the worldwide organization of the health precises that 90 % cases of the road accidents (traffic fatalities and injuries) in the developing countries occur to the vulnerable users of road.

To secure this population targets, LAESAA « Make Roads Safe Association » launched a serious campaign against road insecurity on the axes Yaoundé-Douala and Yaoundé-Bafoussam which are more accidental because the density of traffic.

The campaign consisted to sensitize the populations and the pupils of schools, high school and colleges bordering the road to better live with the road, by adopting safety behaviours and to initiate them to the notions of first Aids to victims of the road accident

We executed the mission in two phases

The first phase was the phase of identification of the axes, contacts and preparation of the operational phase of the campaign.

The second phase was the realization of the campaign

Our study is articulated on the following points

- Institutional and juridical frame of the study ;
- Presentation of the methodology ;
- Execution of the mission
- Training for the educators
- Some Tips
- Conclusion

The second phase of the mission was operational. It consisted notably in:

- Placing posters along the axes with the following messages :
 - Message to school children : For your safety, never play on the highway or the road is not the school playground, be careful and save your live

- Message to pedestrians :Always walk on the left part of the road or Cross the road at the appropriate place while looking left and right
- Message to the populations bordering the road : The road is intended for vehicles, cycles and pedestrians.It is bot a space for drying foodstuffs or keeping building materials ; Vehicles move too fast in the highway, and be dangerous for you.Be very prudent !

I- INSTITUTIONAL AND JURIDICAL FRAME OF THE ETUDE

I. 1- Institutional frame

LAESAA MAKE ROADS SAFETY ASSOCIATION receipt of declaration N°00575//J06 /BAPP BP. 16 330 Yaoundé- Cameroon located Nlongkak Tél. (237) 22 20 18 10/99 99 20 32 email: laessainfo@yahoo.fr WEB site <http://WWW.laesaa.tk> is a non governmental organization .

LAESAA objective is sensitization, education of all the users of the road and good practices how to share or use the road.

I-2-LEGISLATIVE TEXTS:

Before - Project of the law on the road safety

- Communal code of the road of the Community Economic and monetary of the Africa Central (CEMAC)

- Law 96/07 of April 08, 1996 carrying protection of the national road heritage

II- PRESENTATION OF METHODOLOGY

The methodology of work is participative:

This methodology consisted :to

- Coming down on the field, contacts, poll and exchanges with all partners of the road
- Exploitation of an abundant documentation of the Ministry of the Transports
- Inquiries and interviews
- Sensitization and Posters
- Training in first Aids
- Projection of film «How to live with the road »

- Test of knowledge on road safety
- Pictures

III- EXECUTION OF THE MISSION

We executed the mission in two phases

The first phase was the phase of identification of the axes, contacts and preparation of the operational phase of the campaign.

This first phase consisted to :

- Looking for the documentation
- Identification of the axes,localities and ,schools, along these axes ;
- Identification of the strongly accidental zones
- Contact with the administrative authorities of camping localities
- Elaboration of the detailed program of campaign in the concerned localities.

The axes Yaoundé-Douala and Yaoundé-Bafoussam which are more accidental because the density of traffic

Table 1 : Density of the traffic

Axis " Yaoundé-Bafoussam "	
Section	Daily Traffic
Yaoundé-Obala	4425
Obala - Bafia	1960
Bafia - Bafoussam	1708

Table 2 :Density of the traffic

Axis " Yaoundé-Douala "	
Section	Daily Traffic
Yaoundé-Nomayos	3475
Nomayos - Boumnyebel	2522
Boumnyebel - Edéa	2634
Edéa - Douala	3795



Picture 1 : Accident occurred on axis Yaoundé-Douala during our campaign

The second phase of the mission was operational. It consisted notably in:

- Placing posters along the axes with the following messages :
 - Message to school children : For your safety, never play on the highway or the road is not the school playground, be careful and save your life
 - Message to pedestrians : Always walk on the left part of the road or Cross the road at the appropriate place while looking left and right
 - Message to the populations bordering the road : The road is intended for vehicles, cycles and pedestrians. It is not a space for drying foodstuffs or keeping building materials ; Vehicles move too fast in the highway, and be dangerous for you. Be very prudent !



Picture 2 : Posters along the axes

- Sensitization of the vulnerable users of the road (pedestrians, sellers, motorcycles)

The sellers don't care about their safety on the road when they are making business



Picture 3 : Vulnerable sellers on the road

- Sensitization of the drivers to observe limitation of speed in the village bordering the road and the respect of the vulnerable users of road.



Picture 4: Sensitization of the drivers

- Free distribution of the messages of road safety to all users of the road ;

- During the camping, we projected to the participants the film titled « How to live with the road »
.We translate the film in national language for those who haven't go to school. we ask questions to verify if they have retain something in road safety. We congratulated good answers with a gift



Picture 5 : Camping

- First Aids in case of accident

We note that, some persons died after accident because they had not better first aid .That is why after camping, we selected some educators among the participants and trained them on first aids to victims of an accident



Picture 6 : Training on first aids

After every workshop a certificate of participation is handed to the participants to pursue the actions on field.



Picture 7 : Educators

IV- SOME TIPS FOR VULNERABLE USERS OF THE ROAD

Table 3 : Tips to Make Road Use Safer for Pedestrians, Motorcyclists and Cyclists

Vulnerable road users	Tips to Make Road Use Safer
Pedestrians, school children	<ul style="list-style-type: none"> - Always walk on the left part of the road. - Walk against traffic along roadsides without sidewalks or on rural roadways. - Wear bright or reflective clothing when walking, especially at night. - Cross the road at the appropriate place while looking left and right - Senior brothers should always look after their junior
Motorcyclists should:	<ul style="list-style-type: none"> - Always obey posted speed limits. - Always wear safety helmets. - Always obey the rules of the road. - Driver license
Populations bordering the road	<ul style="list-style-type: none"> - Permanently presence of the agents of road safety on these axes – - Construction of the footpaths to pedestrians - First-aid services in these axes.
Motorists should:	<ul style="list-style-type: none"> - Always be on the lookout for and yield to vulnerable road users, - - Always obey traffics signals and traffic

	<p>control signs.</p> <ul style="list-style-type: none">- Pay particular attention to younger children playing on streets . Pay particular attention to- Permanently presence of the agents of road safety on these axes - Avoid drunken driven or driving taking drugs- Always-respect speed limits obey traffics signals and traffic control signs. Pay particular attention to blinds and deafs
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CONCLUSION

What we can retain from this campaign is that:

The behaviours adopted by the users of the road are determined by their perceptions of the road's danger

Sensitize vulnerable users of the road on the dangers of the road and learns them some safety measures can protect their life and protect the live of all road users

To make roads safe, the greatest efforts made by the authorities will be meaningless if the decisive involvement of each and every user of the road is not ensured in this long and exalting fight.