

# Capacity Building of Local Government for Sustainable and Safe City: Road Safety and Urban Mobility



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— **MA Young-Sam** The Jeju International Training Center(Cifal Jeju) organized this session on road safety as part of the Road Safety Initiative, which the United Nations Institute for Training and Research(UNITAR) has promoted since 2016 to reduce the road traffic death rates around the world. In this session, we will discuss the roles of local governments in the Asia-Pacific region to reduce road traffic injuries.

— **Luis GALLEGOS** Around five hundreds children die in traffic accidents over the world every day. To reduce traffic injuries and deaths, simultaneous actions are necessary. The UN's sustainable development agenda also includes the goal to achieve road safety. This is to secure reasonable and sustainable transportation systems and to safeguard women, the disabled and children from traffic accidents. The action plans of UNITAR focus on less developed countries with higher rates of deaths from traffic accidents. They were designed to enhance the competence of public officials, policymakers and local governments through education. The action plans include road safety planning and teaching on safe

transportation systems.

To decrease road traffic deaths, educational institutions, government offices, private media and international communities should place top priority on road safety. We should recognize a collective responsibility for road safety. It is a serious problem that proper education is not given about traffic, in spite of the fact that the use of vehicles is perceived as a danger. The younger generation and children should be subject to this education. In advanced countries, various regulations and laws prevent accidents, but roads in developing countries remain so dangerous that pedestrians find it hard to safely cross them. This is the reality of roads in developing countries.

— **SUL Jaehoon** Traffic accidents in South Korea are now on a downward trend. 13,229 died from road injuries in 1991, but the number sharply dropped to 4,292 in 2016, which is positive sign. One of the factors that enhanced road safety was the protective zone program. A total of 15,000 areas were designated as school zones to protect children as of 2014. Within the zone with a radius of 300 meters, a

speed limit of 30 kph is enforced, with other safety facilities, as well as surveillance cameras, installed in the zone. A total of 5,700 cameras were put on the roads, one at every 19 km, across the nation. The cameras detect 68 percent of traffic violations across the nation. More use of chauffeur service to prevent drunk driving and compulsory education on traffic safety for 10 hours at elementary and middle schools are notable features among the road safety measures taken in Korea. South Korea is making efforts to reduce traffic deaths to 2,700, which is 50 percent of the death toll in 2010, by 2021. All hope that a downturn in traffic deaths will lead to this goal.

— **SON Sang-Hoon** Jeju Province is pushing for reform of its public transit system to improve not only downtown mobility, but also inter-regional travel. This was aimed to create a faster, more convenient and cheaper transit system. The key projects are the introduction of bus-only lanes and express buses available at transfer terminals, and the increase of the number of buses from 530 to 797.

— **Menen WONDWOSEN** Diageo supports lower blood alcohol content limits for driving and heavier punishment for drunk drivers. To reduce drunk driving, a well organized campaign through mass media should be conducted for the high risk group. To deliver a clear message through the media to the public is essential, and what counts is communication. Without a proper method of communication, anti-drunk driving campaigns by institutions and groups will not have the desired results. What is necessary now is to implement anti-drunk driving campaigns and assess their results to create the best model. The strategies of road safety campaigns should be readjusted to the infrastructure of each region, gaps in technologies and the geographical environment. Education is needed to solve these problems.

The public should be able to access information and know the results of safety campaigns. There are less developed countries that do not prioritize measures to prevent drunk driving or other road safety issues. Even officials of the countries with higher mortality rates due to drunk driving might have

different perceptions about road safety. When the public is not acutely aware of the importance of the safety campaign, the government will find it difficult to support the campaign. So it is crucial that all of us here make joint efforts.

— **MA Young-Sam** The gap between the traffic death tolls of advanced and underdeveloped countries remains seriously wide. How can we redress this problem?

— **Luis GALLEGOS** Underdeveloped countries lack resources, infrastructure and low quality of education, and these negatively affect road safety. Compared with other issues, road safety is less prioritized by the government. These countries must conduct exchanges with advanced countries when implementing policies to get the best results. In some African countries, no crossings for pedestrians exist on highways. As a simple solution to this problem, one might play the role of stopping cars for children to safely cross the roads. Public institutions and officials should learn about methods used in advanced countries and implement them in their countries.

## Keywords

Education, Gap between countries, Cooperation, Safety campaign on national level, Communication



## Policy Implications

- Traffic accidents are a serious problem in less developed countries, so they need to look at advanced countries' examples.
- The traffic safety education is desperately needed for public institutions and local governments to expand these education opportunities.
- It is imperative for less developed countries to expand cooperation across borders to share strategies for simultaneous actions though cooperation between various institutions.
- More opportunities should be given to cooperate with each other to produce diverse strategies for road safety through communication.