



# CDB and Road Safety

## Overview of Activities

Glen McCarvell  
Operations Officer  
Economic Infrastructure Division

May 15, 2013



# St. Lucia Context



Death rate 15 to 18/100,000



Death rates predicted to rise



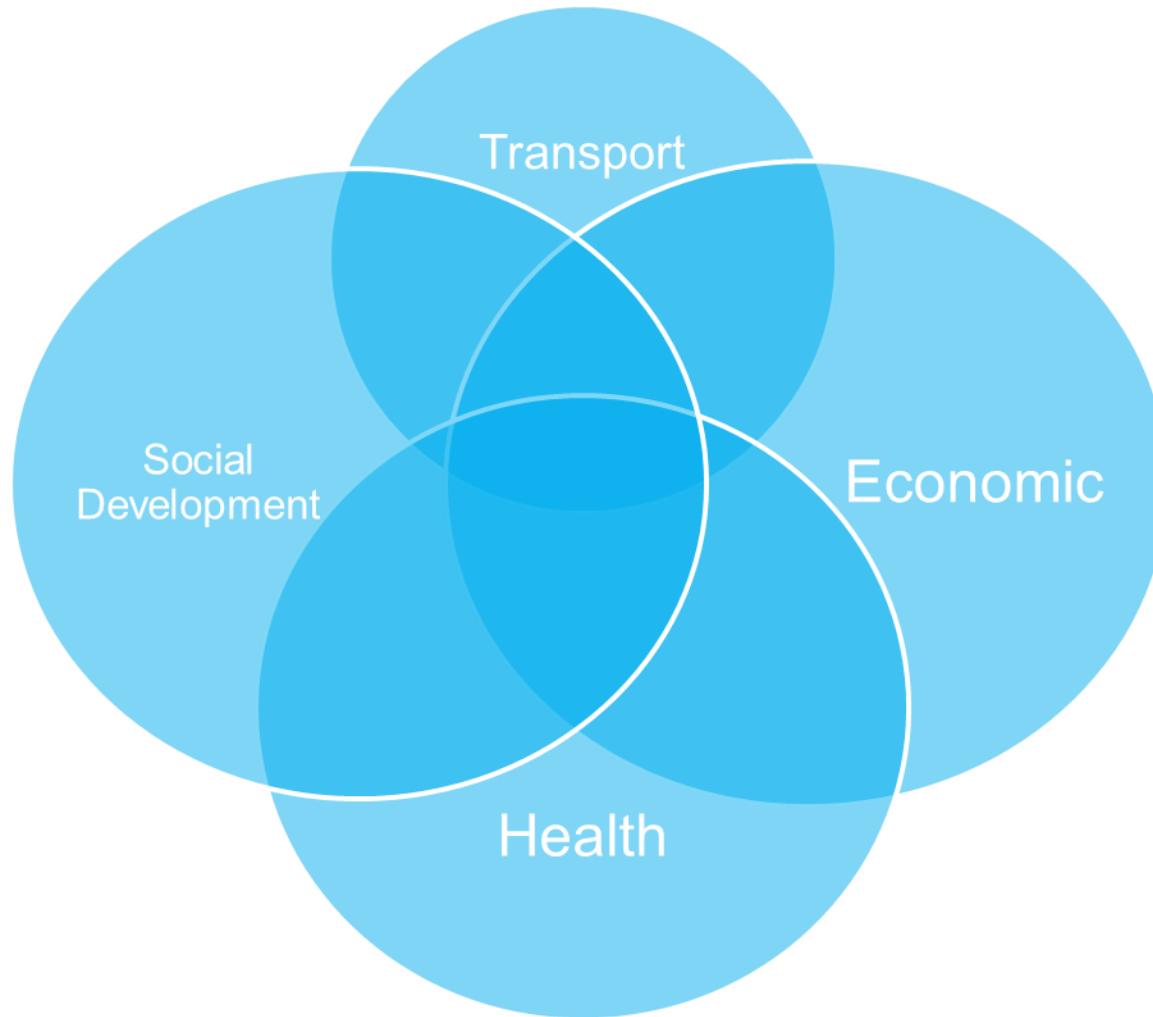
Economic impact 1 to 3% GDP



XCD35,000,000/year



# The Problem



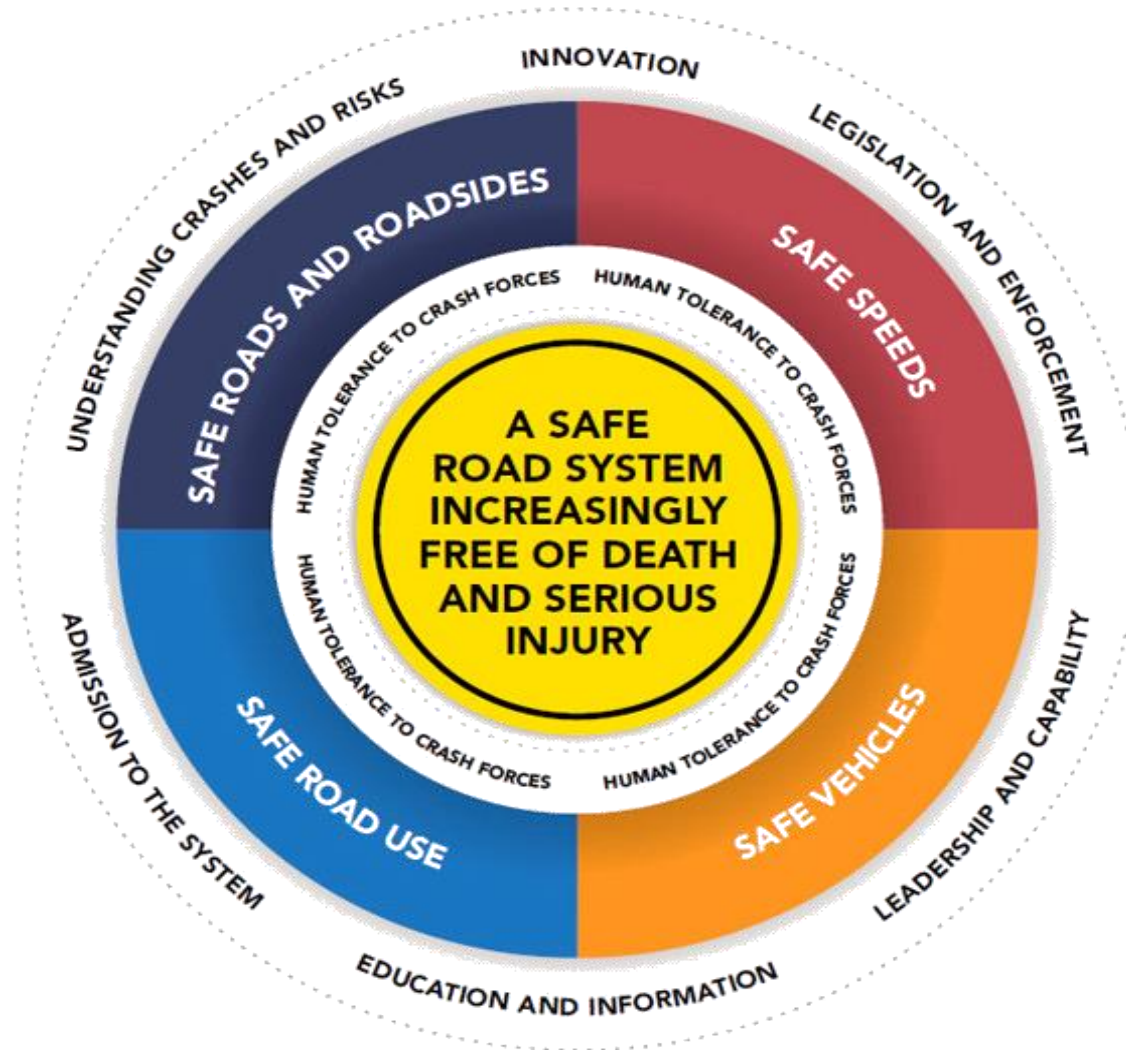


# Haddon Matrix for RTI

PHASE	HUMAN	VEHICLE	ENVIRONMENT
Pre-crash	Information Attitudes Risk-taking behaviour Impairment Cognitive function Enforcement	Roadworthiness Lighting Braking Handling Speed management Centre of gravity	Road design Road condition Speed limits Pedestrian facilities Weather Friction coefficient Regulatory framework
Crash	Use of restraints Age Sex Bone density Stature	Occupant restraints Other safety devices Crash protective design Speed of impact Direction of impact	Crash-protective roadside objects Recovery areas
Post-crash	First-aid skills Access to medics Age Sex Social Situation Preexisting conditions	Accessibility to evacuate Fire risk	911 access Rescue equipment Response time Access to definitive care Access to rehabilitative care



# Safe Systems Approach





# CDB Commitment



Strengthening  
Management  
Capacity



Implementing  
Safety  
Approaches



Improving  
Safety  
Performance  
Measures



Mobilising  
Resources





# Road Safety Activities

- IRF Road Safety Training Course
- IRF 1<sup>st</sup> Regional Congress, Jamaica
- Belize Road Safety Project
- Guyana 4th Road Project
- IRF 2<sup>nd</sup> Regional Congress, Barbados
- St. Lucia – YOURS Workshop
- Belize – YOURS Capacity Building



# Thank You !



Glen McCarvell  
Operations Officer  
Economic Infrastructure Division  
[mccarvg@caribank.org](mailto:mccarvg@caribank.org)