

# **Road Safety Services of a Transport Service Provider: Basis for an Operational Manual**

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## **Abstract**

For all users of the road, road safety is crucial. Everyone is concerned about it because of the dramatic increase in the number of vehicles on the road in recent years, road safety has become even more crucial. According to a 2014 World Health Organization research, motorcycle riders account for more than half of all fatalities in traffic incidents. At 19%, pedestrians make up the second-highest percentage of road user fatalities, after four-wheeled vehicle drivers (14%), and their passengers (11%). If there are road safety services in place and followed to reduce the high risk of accidents on most Philippine highways and roads, then accidents may be prevented. Many traffic incidents that occur these days include trucks, buses, and motorcyclists. Even when they are not in the official motorcycle lanes, most motorbikes would overtake as often as possible to escape heavy traffic because these vehicles tend to travel through even the steepest parts of the road. This situation may result in a collision between a motorcycle and a high-wheeled vehicle.

This study employed the descriptive developmental method of research using the questionnaire in gathering the respondents' assessment on the road safety services of a transport safety provider.

Keywords: Road, Road Safety, Road Safety Services, Transport Service provider

## **Introduction**

For all users of the road, road safety is crucial. Everyone is concerned about it. Because of the dramatic increase in the number of vehicles on the road in recent years, road safety has become even more crucial. Unwanted incidents involving cars can result in fatalities or serious injuries. Most deaths in the nation are caused by traffic accidents, and the death rate is rapidly rising. In addition to the official traffic agency, non-governmental organizations are now primarily addressing road accident issues.

A study indicates that emerging countries have higher rates of traffic accidents worldwide than do developed nations. Cyclists, motorized two-wheeler riders, and pedestrians make up the most victims in traffic accidents. According to a 2014 World Health Organization research, motorcycle riders account for more than half of all fatalities in traffic incidents. At 19%, pedestrians make up the second-highest percentage of road user fatalities, after four-wheeled vehicle drivers (14%), and their passengers (11%). If there are road safety services in place and followed by to reduce the high risk of accidents on the majority of Philippine highways and roads, then accidents may be prevented.

Apart from the traffic force of the local government units in the Metro Manila, the Metro Manila Development Authority (MMDA), the government entity in charge of providing services related to road safety in the Philippines, road safety services can help avoid these kinds of incidents if they are implemented and delivered properly. The government's initiatives on major roads and highways are met with opposition by most Filipinos, as they conflict in some way with the people's daily routines. For instance, the government banned certain pedestrian lanes to force people to use footbridges and overpasses to traverse major thoroughfares.

Conversely, there are instances where not all residents and most likely drivers are aware of these government programs that are meant to promote everyone's welfare. These services don't receive enough

adequate implementation and upkeep to inform drivers and pedestrians about the programs being launched to solve the problem of road accidents. The Metropolitan Manila Development Authority, or MMDA, began enforcing speed restrictions, bike lanes, bus lanes, and similar measures. This aims to reduce the amount of heavy traffic on Epifanio Delos Santos Avenue, or EDSA, the busiest route in the nation. Many traffic incidents that occur these days include trucks, buses, and motorcyclists. Even when they are not in the official motorcycle lanes, most motorbikes would overtake as often as possible to escape heavy traffic because these vehicles tend to travel through even the steepest parts of the road. This situation may result in a collision between a motorcycle and a high-wheeled vehicle.

The public can be advised of the dos and don'ts when driving by signs and signals and law enforcement personnel; nonetheless, why do accidents still occur at a high rate even with these precautions and services.

## **Methodology**

The questionnaire used in this study's descriptive-developmental research design was used to collect respondents' opinions regarding a transport safety provider's road safety services. The suitability of the study's proposed problem led to the adoption of this methodology and approach. It enables both qualitative and quantitative descriptions of the subject's current state. Additionally, it provides accurate and useful information that may be utilized to analyze and support the current study.

There are three groups of respondents on this study, stakeholder/members have 168 personnel has 84, and management has 20 with the total of 272 respondents.

## **Results and Discussion**

The study resulted in several notable findings that strengthen the objectives as well as the preliminary hypothesis of the research work. The salient findings of the study are as follows:

### **1. The status of implementation of transport safety provider.**

1.1. **Education.** It manifests that traffic safety education must focus on raising knowledge of potential traffic accidents and the susceptibility of certain road users. We can instill a feeling of care and responsibility in people by teaching them on what constitutes safe behavior and developing a good attitude toward road safety. Changing personal attitudes and ideas about road safety helps to reduce dangerous behaviors, while keeping individuals informed about changes in traffic legislation or operating circumstances ensures that they are up to speed on current laws and practices. This tailored training strategy seeks to empower every road user to help reduce accidents, save lives, and provide a safer transportation environment for all.

1.2. **Engineering.** It shows that ensuring that towns and cities have localized zoning, and a categorized road hierarchy is critical for road safety engineering it contributes to traffic flow management and road design based on intended usage, hence improving safety. All planned new and rehabilitation road plans must be safety-checked at the design stage, ensuring that possible risks are identified and managed prior to construction. Reviewing current design standards, access management, and development control ensures that safety is prioritized, especially for vulnerable road users such as walkers and cyclists, in both urban and rural regions. This comprehensive approach to road safety engineering strives to produce a safer road environment by addressing safety concerns proactively and methodically at every step of road development.

1.3. **Enforcement.** It shows that developing and implementing legislation on drunk-driving restrictions, seatbelt and motorcycle helmet use, and mandatory third-party motor insurance has serious ramifications for road safety enforcement. Such rules immediately target important risk factors, therefore preventing accidents and reducing the severity of injuries. Establishing a national road safety authority to supervise coordination and improvement ensures that road safety programs are implemented in a methodical and coordinated manner across the country. The enforcement framework will be strengthened by reviewing existing laws and prosecution patterns to identify areas that need to be revised, as well as correcting shortcomings in the legal system with relation to citations and prosecution. The comprehensive

legislative and enforcement plan seeks to improve road safety by establishing strong legal requirements and guaranteeing their effective implementation, resulting in safer roads for all users.

1.4. **Road Infrastructure.** The identification and improvement of the most dangerous areas on road networks in large cities and towns in accordance with appropriate annual objectives considerably improves road safety infrastructure. The danger of accidents and injuries is significantly reduced by focusing on speed reduction near schools, residential areas, and other locations with considerable pedestrian and bike traffic. Creating and training a small staff to monitor the operational safety and efficiency of the road network enables ongoing monitoring and timely solutions to emergent safety problems. This proactive and targeted approach to road safety infrastructure strives to create safer settings by methodically addressing and mitigating high-risk locations, safeguarding vulnerable road users while also enhancing general traffic safety.

1.5. **Vehicle Safety.** Routine and roadside inspections should focus on vehicle problems that are most likely to lead to traffic accidents and casualties. Uniform testing standards and methods may be created across stations and inspectors by employing checklists, evaluation forms, improved controls, and training programs, hence lowering the danger of corruption. Random roadside checks by police and vehicle inspectors, both day and night, encourages adherence to safety regulations. This comprehensive approach to vehicle safety guarantees that faulty cars are discovered and repaired, lowering the risk of accidents caused by mechanical breakdowns and providing a safer driving environment.

1.6. **Speed Limit.** By educating the driving public on the hazards and consequences of speeding, drivers become more aware of the risks and are more inclined to adopt safer driving behaviors. Providing motorists with adequate information on how to manage unexpected situations improves their capacity to respond safely and efficiently. This holistic strategy to speed limit enforcement seeks to minimize the number of speeding-related accidents, encourage responsible driving behavior, and, ultimately, provide a safer road environment for all users.

## **2. The significant difference in the assessment of road safety services.**

It can be noted that the null hypothesis was failed to be rejected which means that there was no significant difference on the assessment of the respondents with regard to education as a one of the variables on road safety services of a transport provider. This implies that the implementation of road safety services of a transport provider in terms of education was assessed coherently among the three groups of respondents.

It can be noted that the null hypothesis was failed to be rejected which means that there was no significant difference on the assessment of the respondents with regard to engineering as a one of the variables on road safety services of a transport provider. This implies that the implementation of road safety services of a transport provider in terms of engineering was assessed coherently among the three groups of respondents.

It can be noted that the null hypothesis was failed to be rejected which means that there was no significant difference on the assessment of the respondents with regard to enforcement as a one of the variables on road safety services of a transport provider. This implies that the implementation of road safety services of a transport provider in terms of enforcement was assessed coherently among the three groups of respondents.

It can be noted that the null hypothesis was failed to be rejected which means that there was no significant difference on the assessment of the respondents with regard to road infrastructure as a one of the variables on road safety services of a transport provider. This implies that the implementation of road safety services of a transport provider in terms of road infrastructure was assessed coherently among the three groups of respondents.

It can be noted that the null hypothesis was failed to be rejected which means that there was no significant difference on the assessment of the respondents with regard to vehicle safety as a one of the variables on road safety services of a transport provider. This implies that the implementation of road safety services of a transport provider in terms of vehicle safety was assessed coherently among the three groups of respondents.

It can be noted that the null hypothesis was failed to be rejected which means that there was no significant difference on the assessment of the respondents with regard to speed limit as a one of the variables on road safety services of a transport provider. This implies that the implementation of road safety services of a transport provider in terms of speed limit was assessed coherently among the three groups of respondents.

It can be noted that the null hypothesis was failed to be rejected which means that there was no significant difference on the assessment of the respondents with regard to implementation of road safety services of a transport provider. This implies that the implementation of road safety services of a transport provider was assessed coherently among the three groups of respondents.

### **3. Problems encountered and solutions offered regarding road safety.**

As to the problems encountered regarding road safety, without a central authority to coordinate efforts, road safety measures become disjointed, resulting in overlapping tasks and gaps in coverage. Inadequate and unpredictable financing jeopardizes the long-term viability of safety initiatives, delays critical infrastructure upgrades, and hinders the adoption of innovative technologies and tactics. Furthermore, a scarcity of experienced specialists jeopardizes the quality and efficacy of safety programs, stifles innovation, and limits the ability to solve complex safety issues. These difficulties jointly impede the creation and implementation of a strong road safety framework, increasing the probability of accidents and lowering overall road safety. On the other hand, the solutions offered regarding road safety, Publicizing the beneficial outcomes of safety programs to all road users and non-users increases awareness, stimulates public engagement, and fosters faith in the safety measures being implemented. Periodically renewing pledges using written letters of agreement reaffirms all stakeholders' dedication, assuring consistent effort and responsibility in accomplishing road safety goals. Together, these tactics generate a coherent, motivated, and educated network of stakeholders, resulting in more effective and long-lasting road safety solutions.

### **4. Operational Manual on Road Safety Services.**

The suggested Manual of Operations is intended for a wide range of drivers and will help to improve local and national ability to promote road safety awareness. It addresses motorbikes, buses, and lorries that are driven on public roads. Addressing road safety, the proposed manual of operations provided information on understanding it and the necessary safety precautions, safe and responsible driving that put the needs of other people and drivers first, handling situations and emergencies, and not forgetting the most fundamental of all: signs and signals.

### **5. Suitable, Acceptable, Feasible of the proposed manual of operations.**

Assessments of a proposed operations manual by several groups, including management, people, and stakeholders. According to the evaluations, the manual is typically assessed as suitable by management and highly suitable by stakeholders/members in terms of applicability, acceptability, and feasibility across all respondents. The personnel assessed the handbook as extremely acceptable and practicable, demonstrating broad support from this group. Overall, the ratings show that the proposed manual of operations was well received and regarded to be successful.

## **Conclusion**

Based on the findings of the study, the following concluding statements are drawn:

1. It was evident that the implementation of the road safety services of a transport safety provider was implemented.
2. The implementation of the road safety services of a transport safety provider was assessed coherently by respondents.

3. Problems encountered and solutions offered were identified for the awareness among road users.
4. A comprehensive road safety operation manual is deemed necessary to provide and identify key safety needs and guide safety investment decisions on all national and local roads.
5. The proposed operation manual is appropriate to adapt, use and implement by the transport safety provider.

### Recommendation:

Based on the conclusion, the following recommendations are hereby presented:

1. Continue improving national and regional road safety systems and management.
2. Proper coordination and management on road safety thru periodic assembly that will monitor the implementation of plans, activities and programs among stakeholders.
3. Revisit the existing schemes and check for possible standardization or possible rehabilitation for the safety of the public.
4. Strengthen cooperation and fostering to a lead agency in government to guide the national road and traffic safety effort.
5. For government, make road safety a political priority thru appointment of a lead agency for road safety and give adequate resources and make it publicly accountable.
6. For vehicle manufacturers, ensure that all motor vehicles meet safety standards by ongoing research and development.
7. For the community, help plan safe and efficient transport systems that accommodate drivers' as well as vulnerable road users.
8. Publish and disseminate the proposed operation manual for road safety.

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