Road Safety Governance and Leadership

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Regional Meeting on the Regional Plan for the Decade of Action for Road Safety and Expert Group Meeting on Improving Road Safety

Hybrid Meeting, Bangkok, 9-10 August 2022
Outline

• The President’s question
• Governance
• Lead Agencies
• Stakeholders
Recommended for Member Countries

- Strengthening of Road Safety Management
- Improving Road Safety Related Data
- Emphasising Vulnerable Road User Safety
- Improving Road Infrastructure
- Utilizing Intelligent Transport Systems
- Strengthening the Safe System Approach in the new Decade
- Enhancing collaboration related to road safety
- Financing for Road Safety Initiatives
Governance scenario

Rural highway, major crash, one local and several foreign tourists killed, many more are injured.

Were the bus and minivan companies licensed to carry passengers?

Were the drivers licensed, and the vehicles roadworthy?

What police enforcement operations were underway?

Was the road safe, and the speed limit appropriate?

How long did emergency services take to get to the scene, and how quickly were victims treated?
The President’s question

• Who is responsible for road safety?
  • Transport: “we prepare law”
  • Driver & Vehicle Licensing Authority: “we register vehicles, license drivers and raise revenue”
  • Police: “we maintain public order”
  • Health: “we run hospitals”
  • Highways: “we build roads”

• A governance mechanism is needed, driven though a well mandated and resourced road safety lead agency
Connecting different arms of government in pursuit of the same road safety outcomes
Using standard governance disciplines to govern road safety

The “Board”

- **Secretariat**
  - Provided by Lead Agency

The “Executive”

- **Road Safety Executive Council**
  - Chair: Permanent Secretary for Transport.
  - Members: Agency heads of road agency, police, transport regulator, health, lead agency

The “Stakeholders”

- **Road Safety Management Group**
  - Chair: head of lead agency.
  - Members: senior executive of Council agencies, and other key government agencies

- **Technical Working Groups**
  - Multi-sectorial technical groups comprising stakeholder experts and technical assistants

- **Road Safety Reference Group**
  - Wide range of stakeholders with government, business and community interests

Generic structure for consideration

Diagram:

- **Strategy**
- **Planning**
- **Review**
- **Delivery**

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Rajasthan Draft Road Safety Bill 2022

- Establishes a Road Safety Authority (governed by agency heads, meets quarterly)
- Specifies powers and functions – eg funding, legislation, promotion, monitoring and evaluation
- Establishes and specifies functions of fully staffed Road Safety Cell
- Establishes State Road Safety Council (advisory group with 27 members)
- Road Safety Centre for Excellence
- District Road Safety Committees
Lessons for safe system implementation (2022)

1. Establish robust institutional governance

2. Share responsibility

3. Strengthen all pillars

4. Prevent exposure to large forces

5. Support safe road-user behaviour

Permanent institutions are required to organise government intervention covering research, funding, legislation, regulation and licencing and to maintain a focus on delivering improved road safety as a matter of national priority.
Lessons from lead agencies (2022)

1. **Institutional Mandate** The safety mandate is important to establish at an early point, and it needs to be renewed

2. **Results Focus** Strategy development and implementation processes are a critical way for a lead agency to establish its credibility and influence

3. **Coordination** Establishing and maintaining agency and stakeholder engagement processes is time-consuming and difficult, *and* essential

4. **Funding** Sustainable internal funding sources for the RSLA and for other agencies are a critical governance and institutional issue

5. **Monitoring and Evaluation** Direct involvement in road safety data management is important for RSLAs to deliver their wider leadership role

6. **Capacity Building** Capacity building is a critical and ongoing need as the RSLA is established, grows, and leads the national road safety effort
Major challenges for lead agency clients

- Building political support for road safety
- Developing an ongoing work program / management handbook
- Improving the convening and coordination powers of a lead agency
- Creating an effective structure within a lead agency
- Raising funds for road safety
- Improving data systems and performance monitoring
- Balancing short-term results and long-term strategy
What is your relationship with stakeholders?

• Major corporates – rather than sponsorship or “corporate social responsibility”, the most important thing they may do is formalize a strong road safety management/procurement system, and require their suppliers to do the same.

• NGOs – delivering education and training to road users is less effective than changing the safety of the road traffic system they use. Are the NGOs focused on advocating for and promoting effective safety programs with decision makers?

• Researchers – do you have a program of observational surveys for speeding/drink driving, helmet wearing etc? Their first priority could be to assist you to gather better performance data.

• Professionals – what were they trained in, and what is their actual level of safety expertise and experience? Have they studied the safe system approach and put ideas into practice (particularly in LMICs)?
Summary

• Governance – focus firstly on connecting those government agencies with primary safety responsibilities
  • Good governance focuses on good strategy / delivery / results

• Lead Agencies – ensure the agency has the required mandate and capacity to drive road safety forward

• Stakeholders – promote the safety leadership opportunities for each set of stakeholders

• All parts of the road safety governance and leadership system need to function together in order to maximise road safety opportunities