

Australian Road Safety Institutional Arrangements

BY ROB KLEIN

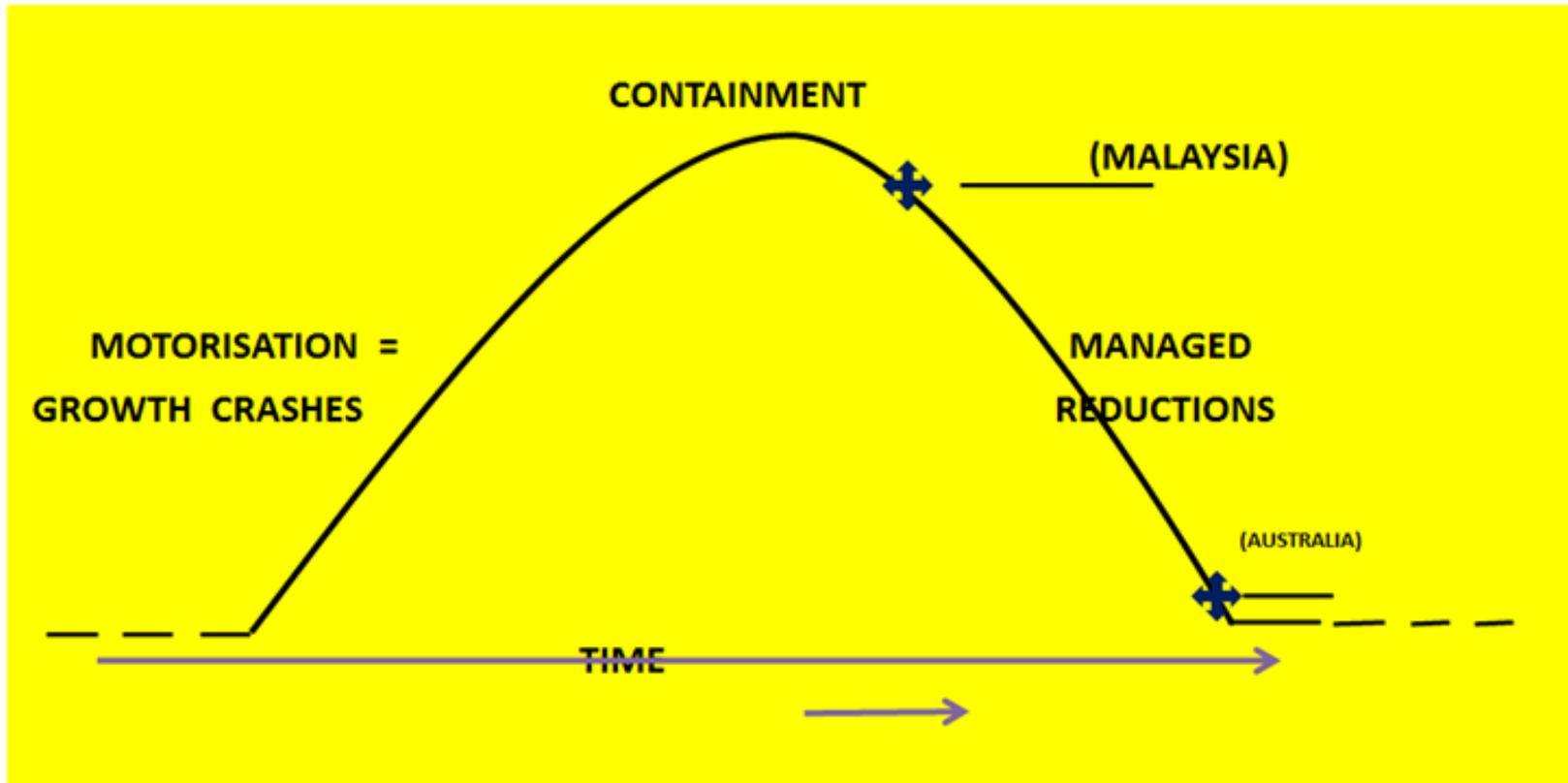
Australia (Pop:23 m, rolling road deaths = 1269 @5.3 per 100k)

Three levels of government with road safety responsibility



- ❖ National (1)
- ❖ State (6 +3 Territories)
- ❖ Local (565)
- ❖ 823,821 km (9)
- ❖ 18 mil veh. (M/c 4.5%)
- ❖ Average Age 10.1 years
- ❖ State of Victoria

AUSTRALIAN ROAD SAFETY BY PHASE



Australian Road Safety Function by Government Level

	Management	Vehicle	People	Roads	Funding	Data	Trauma
National	✓	✓			✓	✓	
State	✓	✓	✓	✓	✓	✓	✓
Local	✓		✓	✓	✓	✓	

Note: Approximately 1,000 officers fully engaged

Australian Road Safety Management, Coordination and Decision Making Arrangements (NOTE: State based delivery)

We have put in place:

- effective road safety management arrangements for developing and implementing strategies, programs and actions;
- lead agency roles and responsibilities
- effective coordination and partnership development;
- importance of *results focus* and clear accountabilities of each agency, in addition to shared responsibilities

The Critical Lead Agency Role

As the focus on results has evolved, increasing attention has been paid to participating agency roles and responsibilities.

Lead agency role is of crucial importance in directing strategic effort across all identified institutional management functions.

Lead agency forms follow these necessary functions, but there is no preferred structural model for a successful lead agency.

Lead agency and cooperative agency working

- 'Lead agency' designation of existing agency often challenging step
- Existing dedicated resourcing usually inadequate to fulfil Secretariat function
- Requires specific skills, sufficient resources and sustained technical assistance.
- Will be at centre of efforts to improve road safety performance.
- Cooperative/ coordinated approach at national level in many UNESCAP countries not common.



Clear roles and responsibilities for all agencies (Messages)

In good practice countries coherent and active machinery of government must be in place

Participating agencies have clear safety roles and responsibilities and work together with guidance from accountable lead agency

Without this well-defined institutional 'ownership', authority and accountability, road safety performance cannot be brought under control

Coordination and cooperation

High-level working group (managers working group) support the strategic decision-making and directing role of the top-tier coordination committee (steering committee or executive group).

This working group must comprise empowered senior managers from participating agencies and is usually resourced and sustained by the lead agency road safety secretariat.

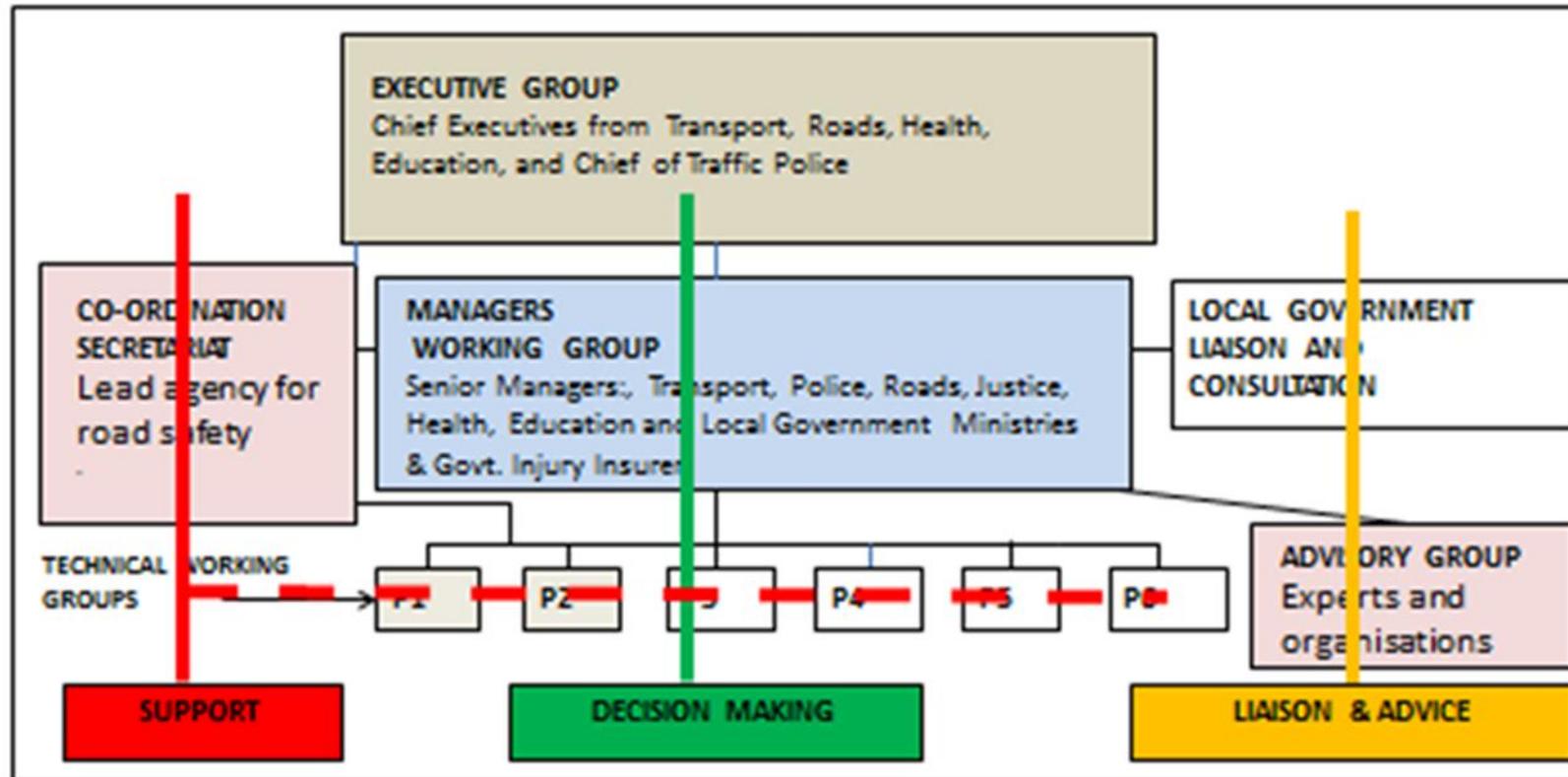
Indicative model for road safety management arrangements at national level

Objectives:

- to provide for coordinated decision-making and partnership across government through a multi level decision making/advisory/support framework
- to support achievement of improved road safety results

Indicative road safety management arrangements at national level (cont'd)

Separate but complementary roles of support/decision making/ advisory activities



Potential road safety management arrangements at national level (cont'd)

Proposed **hierarchy** of three main management levels:

- Executive Group
- Managers Working Group
- Technical Working Groups

Potential road safety management arrangements at national level (cont'd)

Executive Group

Role to communicate, coordinate and agree between agencies on top-level strategy and key road safety actions to be taken.

Group to meet two to three times each year

Potential road safety management arrangements at national level (cont'd)

Managers Working Group

Hub of road safety coordination:

With lead agency as key link, Group to:

- coordinate demonstration project
- coordinate development / implementation of existing action plans and new interventions
- review programs
- identify research priorities
- oversee integrity of key data systems
- promote and monitor program of communications
- recommend key matters to Steering Committee and receive direction

Potential road safety management arrangements at national level (cont'd)

Technical Working Groups.

One group per safe system pillar. Respond to safe system Pillar related issues and interactions between Pillars

Specific purpose groups to be established including for:

- crash data system integrity;
- communication program development, (sharing of information and high level expertise and inter-agency collaboration for campaigns to support legislative and enforcement programs);
- road safety research

TWG's to meet monthly or more frequently as required.

Potential road safety management arrangements at national level (cont'd)

Coordination Secretariat:

Dedicated, funded unit which sits within Lead Agency.

Purpose is to:

- support coordination function:
- support broader coordination across government
- foster vertical coordination with local government
- foster specific delivery partnerships between government, non-government and business
- support parliamentary relations
- monitor progress with activity delivery
- provide consolidated progress reports to the

MWG and SC

Potential road safety management arrangements at national level (cont'd)

Consultation arrangements: advisory group

Advisory Group to meet 3 times each year.

Consists of national level organisations and experts with strong stakeholder involvement in road safety.

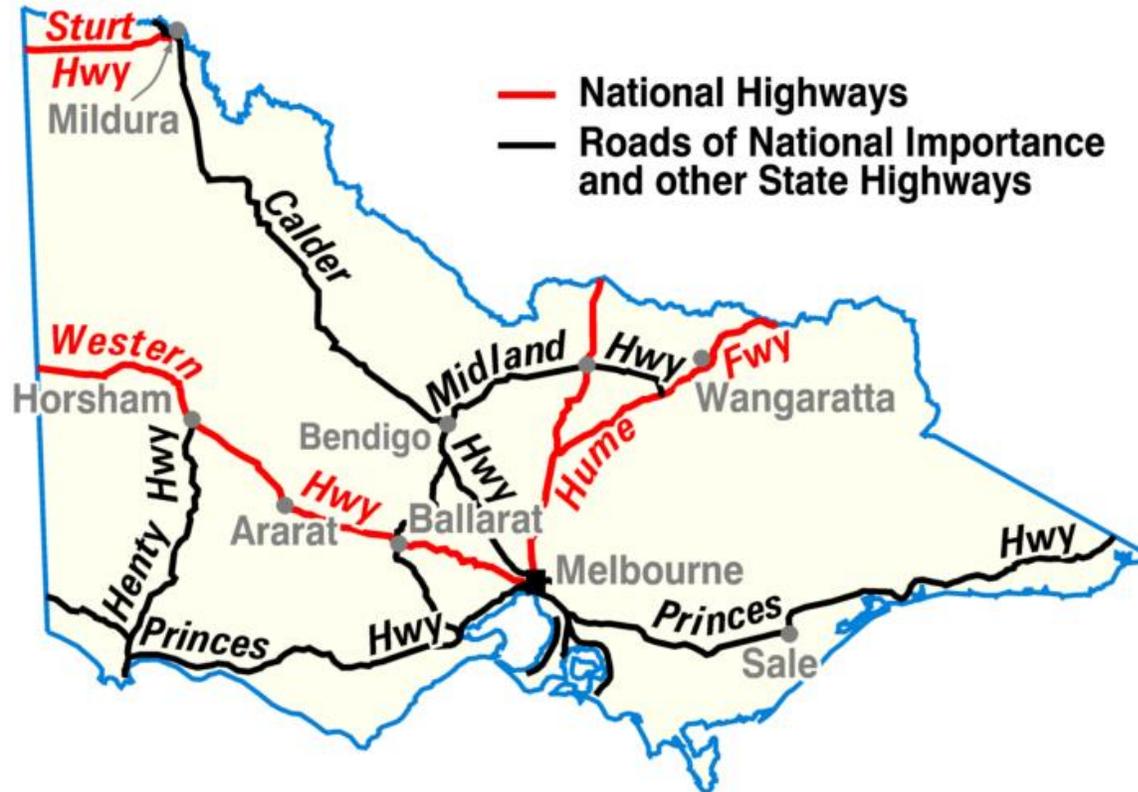
Stakeholder representation external to government could include:

- Motoring Association
- Research Institutes (Universities)
- Bus Proprietors Association
- Heavy Vehicle Operators Association

and others (See notes)

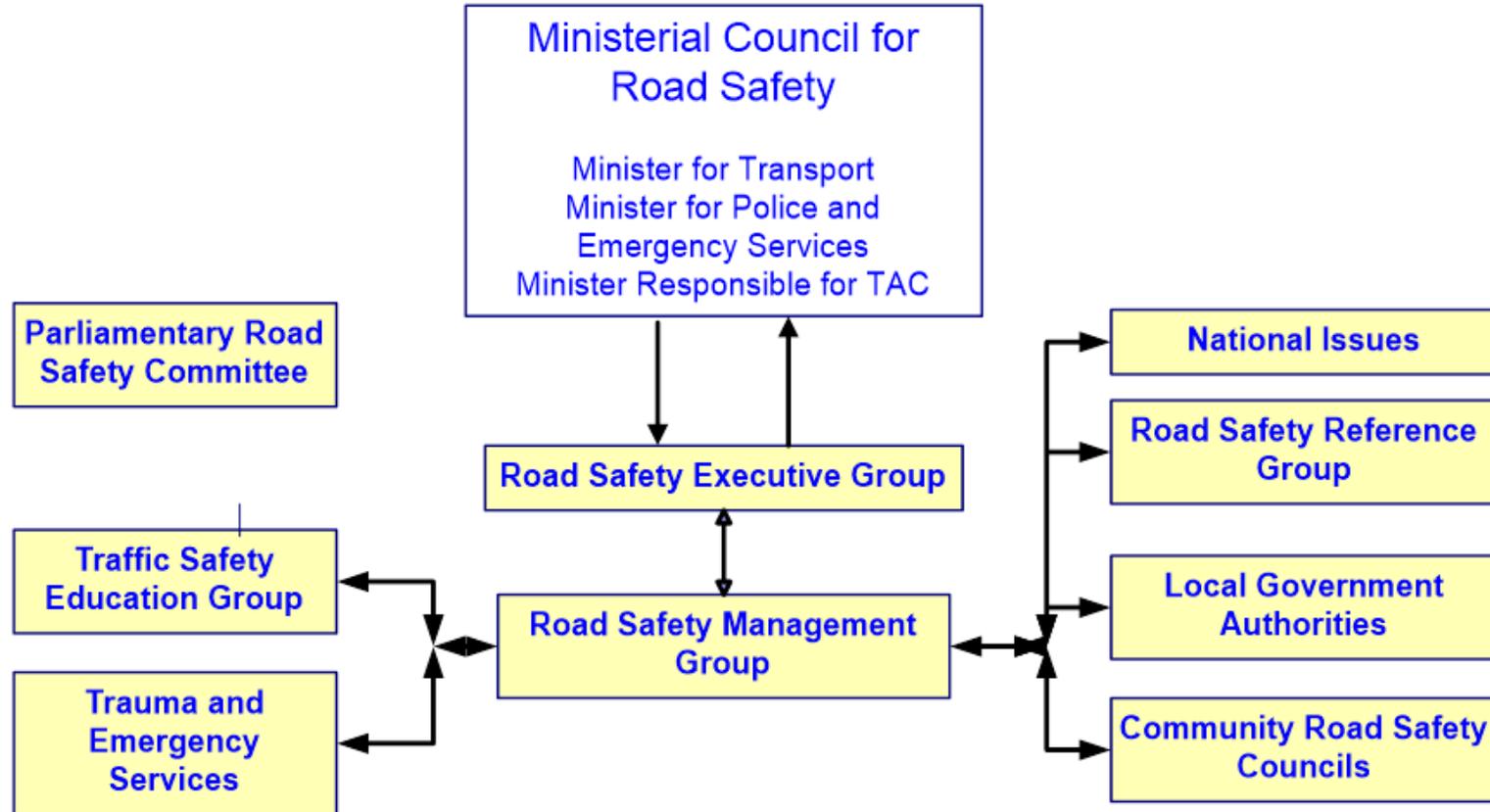
Victoria (Australia): Road Safety Management and Coordination Arrangements

Victoria



- ❖ 164,000 km roads
- ❖ National, state and local roads
- ❖ 78 local governments
- ❖ 5.8 million population
- ❖ 4.6 million registered vehicles

Multi-sectoral coordination in Victoria



Victoria's Road Safety Management and Coordination

Terms of Reference

- Victoria's road safety achievements and performance are delivered and managed through strong, coordinated partnerships between government, its agencies and wider community.
- The following outlines Victoria's road safety management structure.

Victoria's Road Safety Management and Coordination (cont'd)

Ministerial Council for Road Safety

- Ensure achievement of coordinated Government approach
- Oversee consultation, communication and coordination between road safety partners (VicRoads, Victoria Police, Department of Justice and Transport Accident Commission).
- Council comprises Minister for Police and Emergency Services (Chair), Minister for Roads, Minister responsible for the Transport Accident Commission and the Attorney General.
- Quorum comprises three Ministers.

Victoria's Road Safety Management and Coordination (cont'd)

Road Safety Executive Group (RSEG)

Determine strategic directions to reduce death and serious injuries and monitor and report progress to Ministerial Council.

Objectives of (RSEG) are to:

- Provide advice to Ministerial Council on progress
- Provide advice to Ministerial Council on implementation of action plan initiatives
- Explore/ develop responses to emerging challenges
- Consider recommendations from Road Safety Management Group (RSMG) on policy, strategy and programs
- Provide direction to RSMG that ensures a coordinated approach

Victoria's Road Safety Management and Coordination (cont'd)

Road Safety Management Group (RSMG)

Primary purpose: ensure that effective collaboration and coordination occurs between road safety partners to ensure development and delivery of Victoria's road safety action plans.

Objectives (1) of RSMG are to:

- Develop Victoria's road safety strategy and action plans.
- Identify and develop initiatives founded on research and evidence based principles
- Where no precedents, develop potential initiatives for trial
- Monitor road safety performance to ensure target reductions are met
- Identify adverse trends and emerging challenges and develop initiatives to counter these

- more (see notes)

Victoria's Road Safety Management and Coordination (cont'd)

Road Safety Reference Group:

- Develop action and research proposals,
- Set up issues based action groups
- Co-ordinate road safety activities of its members.

Victoria's Road Safety Management and Coordination (cont'd)

Principles Underlying Effective Co-ordination:

Five basic mechanisms identified which reinforce and sustain co-operative action. These are:

- Agreement on Major Issues and Priority Areas for Action
- Suitable Formal Structures for Inter-agency Interaction
- Joint Planning and Implementation of Action Programs
- Procedures for Regular Review of Progress and Information Feedback
- Continuity of Agency Involvement over the Long Term

These principles, by directly influencing effectiveness of inter-agency co-ordination, have a bearing on how well road safety problem itself is tackled.

Victoria's Road Safety Management and Coordination (cont'd)

Parliamentary engagement at national and provincial levels.

Victoria's Parliamentary Road Safety Committee

- All party committee conducts public inquiries into road safety matters, operates public hearings of submissions with questioning, receives advice and submissions and publishes reports and recommendations
- Government to respond to Committee's tabled reports within six months
- Important influence for change especially with potentially contentious matters (e.g. Instrumental in introducing seat belt wearing legislation in Victoria in 1970)

Victoria's Road Safety Management and Coordination (cont'd)

Is Victoria's Approach Transferable?

Number of identifiable elements of Victoria's approach have contributed to improved performance:

- targeting of key problem areas through initiatives (such as drink driving, speeding, road hazard treatments and more)
- strong link between vigorous enforcement and mass media publicity
- use of enforcement techniques and technology to increase deterrence of undesirable behavior
- commitment of senior agency management to strategic co-ordination
- participation of community, professional and private organizations in program development
- effort invested in coordinating comprehensive road safety program adds real value to program's ultimate success.
- application of down to-earth principles - while not surmounting all obstacles - can strengthen agency interaction

☀️ THANK YOU ☀️

