



CAREC Road Safety and Sustainable Mobility Course

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1.3 Coordination and collaboration of Safe System implementation

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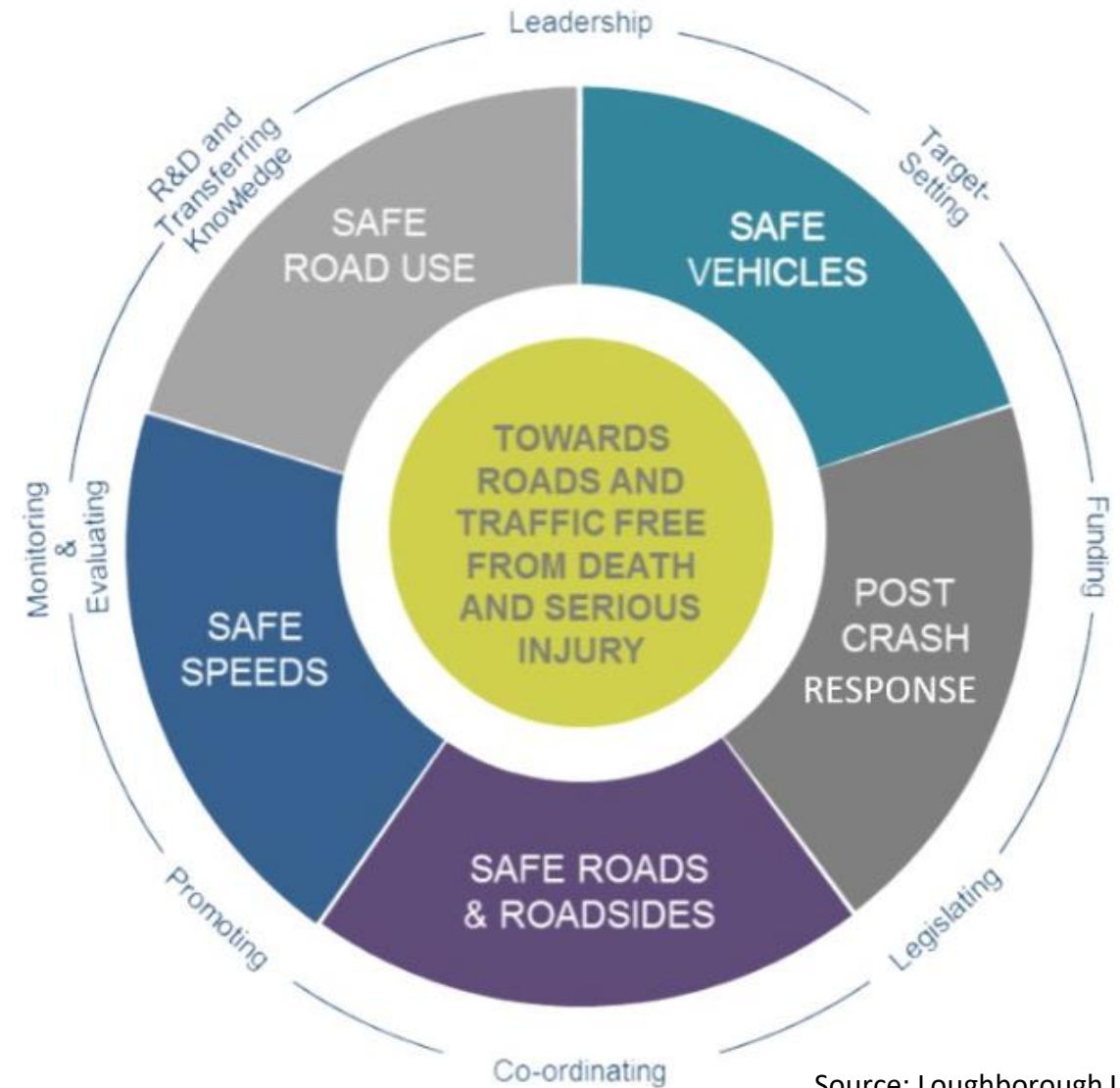
Asian Development Bank

Even if not all crashes or collisions are avoidable, serious injuries are

- ⇒ People make mistakes that can lead to road crashes
- ⇒ The human body has limited physical ability to tolerate crash forces before harm occurs
- ⇒ A shared responsibility exists amongst those who plan, design, build, and manage roads and vehicles and provide post-crash care to prevent crashes that result in fatalities and serious injuries
- ⇒ All parts of the system need to be strengthened to multiply their effects; and if one part fails, road users are still protected.

Safe System Approach

- ⇒ Focuses on reduction of death and injury
- ⇒ Integrates the multiple domains that determine the likelihood and severity of crashes
- ⇒ Includes cross-institutional and community collaboration and coordination



Source: Loughborough University

Why use the Safe System Approach?

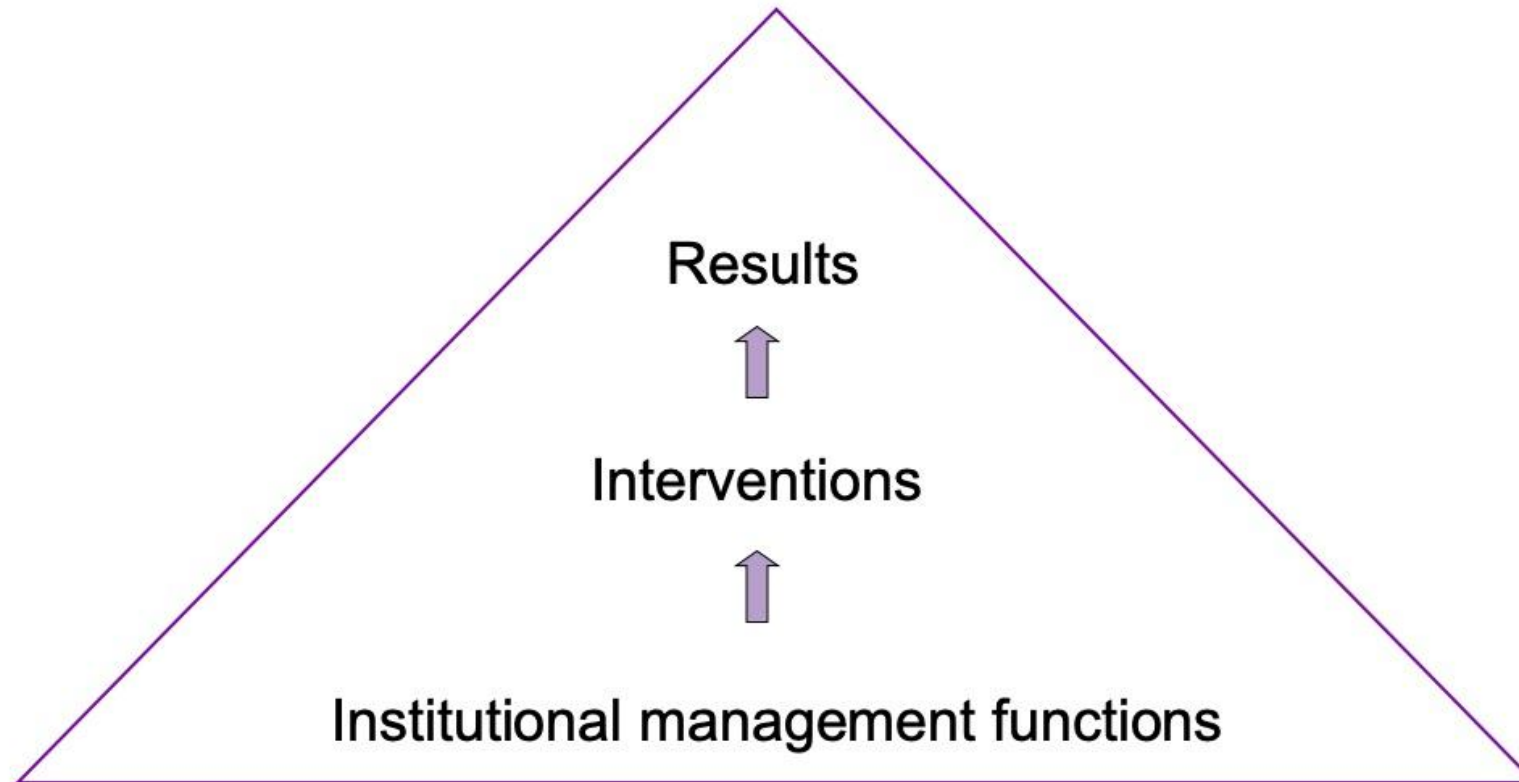
Safe System integrates the multiple causes and preventions associated with death and injury.

Safe System picks up the common threads observed among successful jurisdictions.

UN General Assembly endorsed the Safe System approach as the basis for the Global Plan for the Decade of Action on Road Safety 2021–2030.

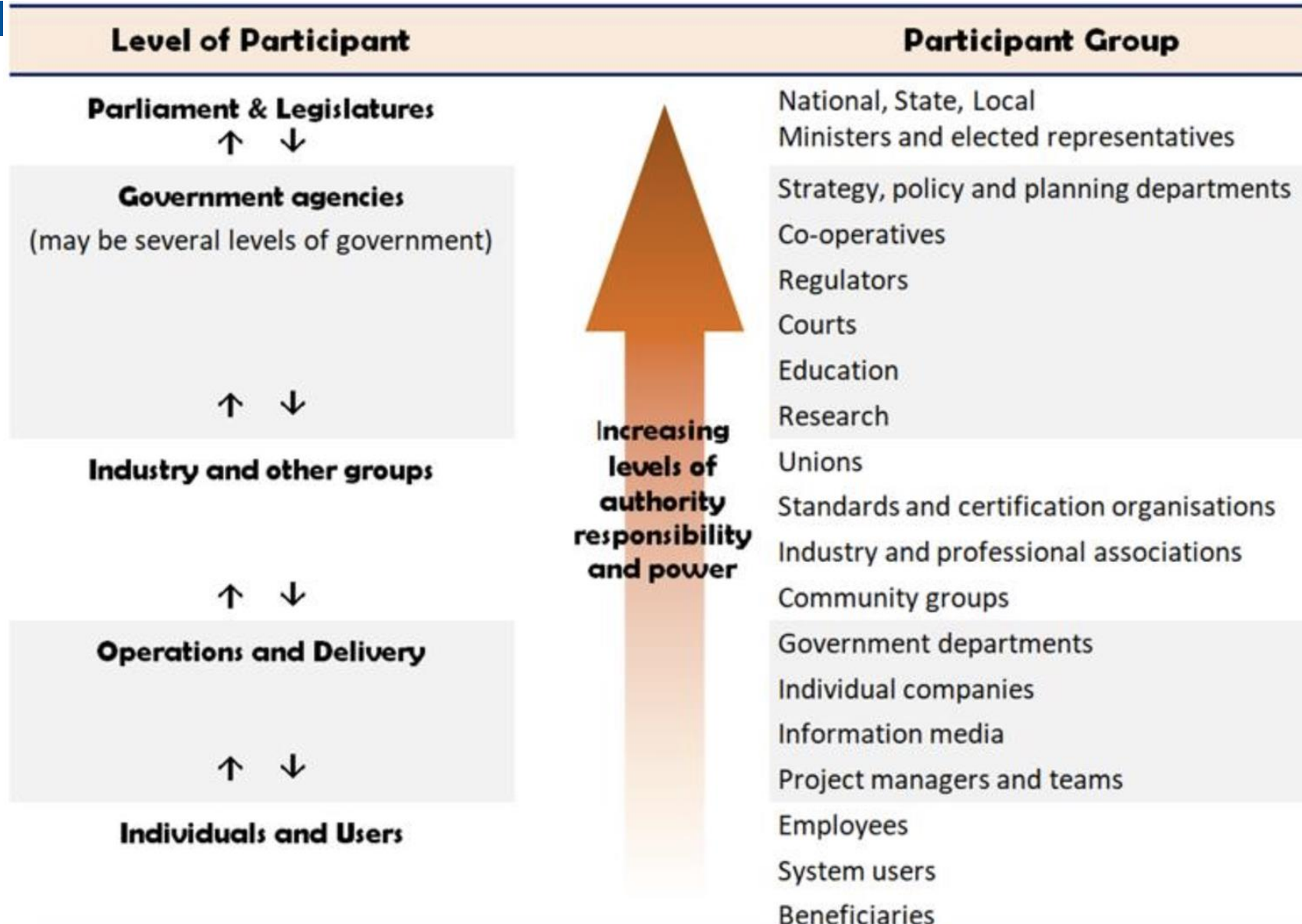


The Safety Management System



Source: Jean Breen)

Authority, Responsibility and Power



Core partners in the Safe System

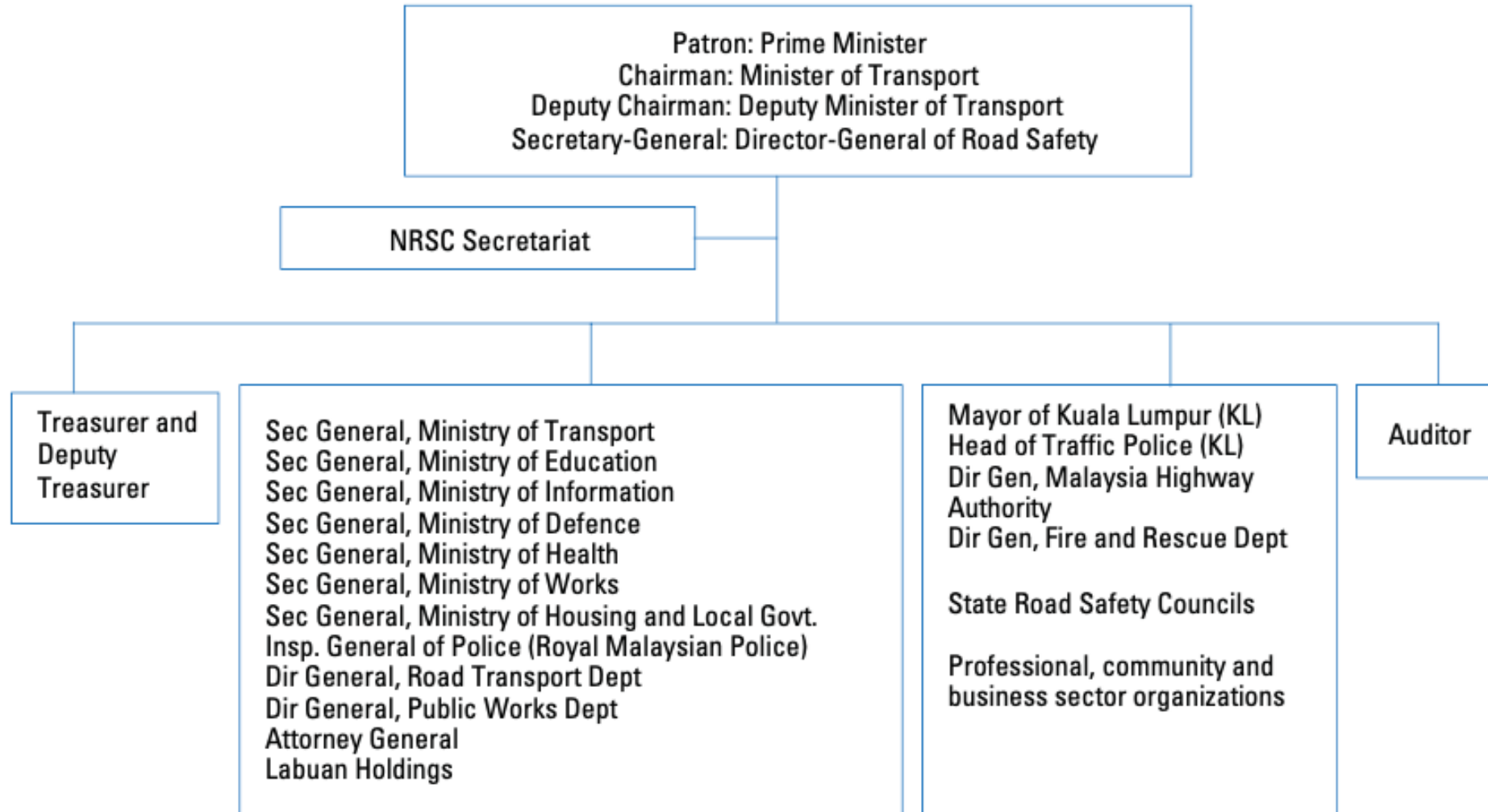
Core partner agencies are those with the majority of influence and resources to get results

Typically the core partners are the road authority, the traffic police and the funding body

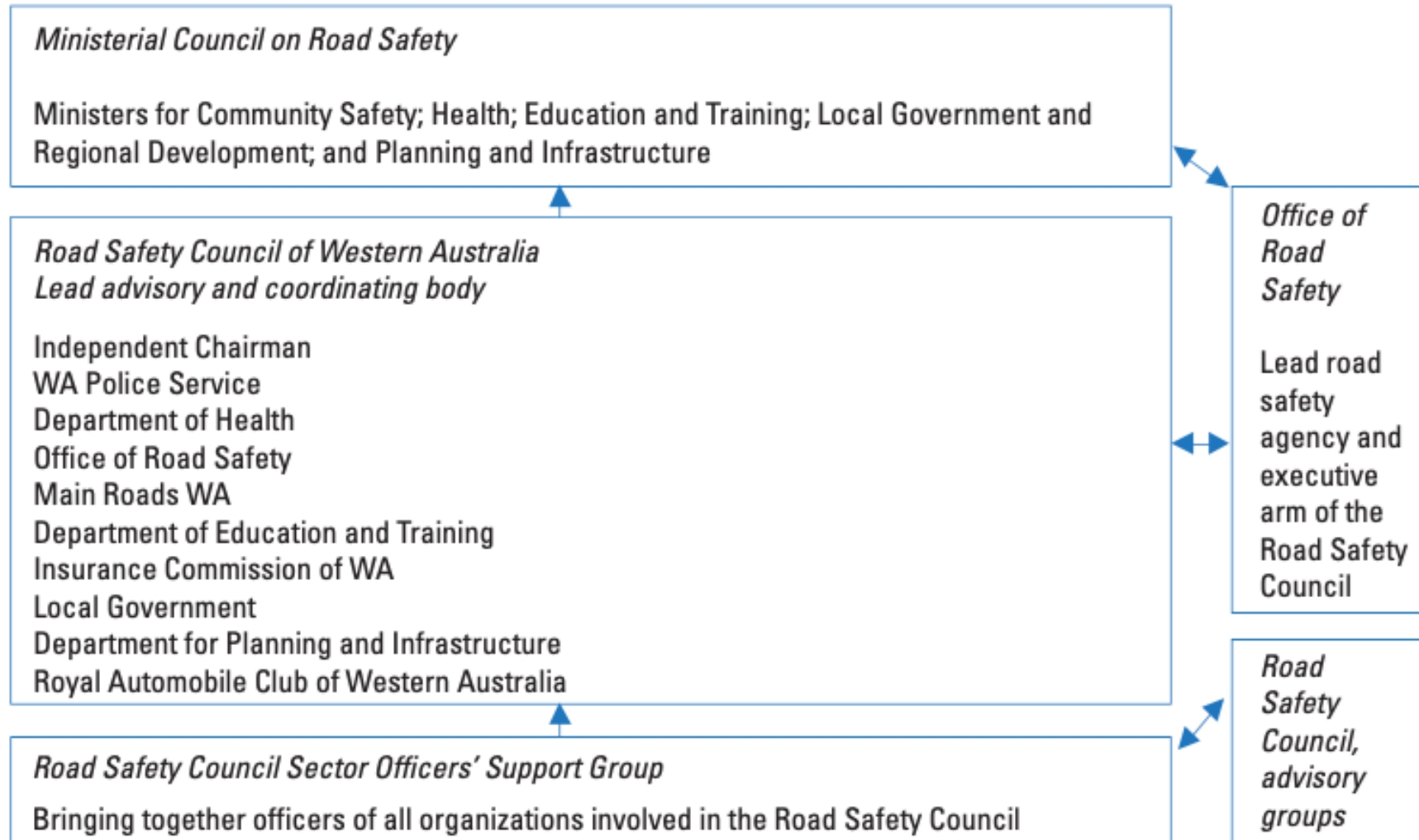
Other partners have important roles and form part of the wider institutional framework (NGOs, academia, advocates ...)

Core partners may be different at national, provincial and local levels

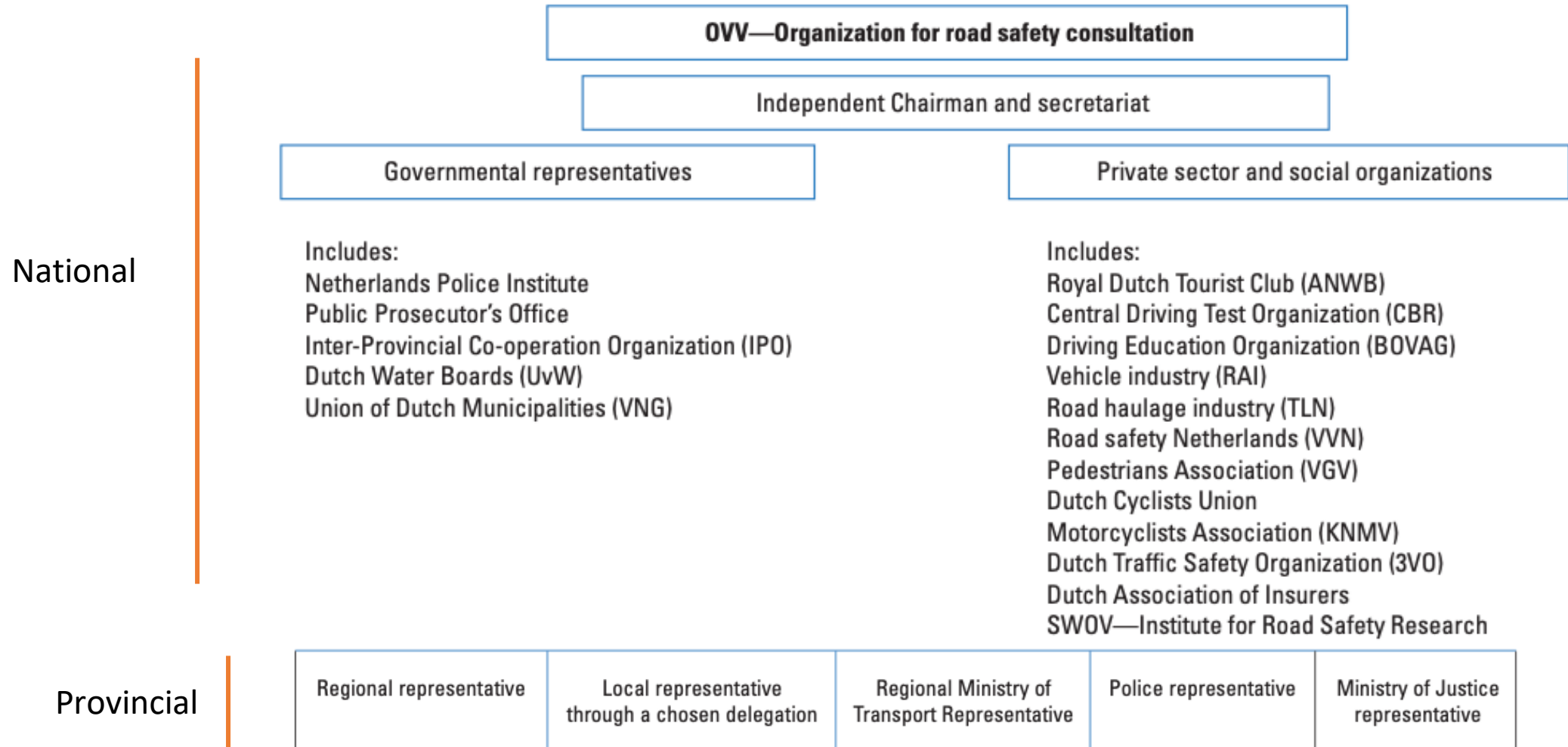
Example: Malaysia



Example: Western Australia (state)



Example: Netherlands



Institutional foundations for success

Decision making structure

- Identify core partners and lead agency
- Decision making cycles for strategy, policy and operations
- Independence of partner agencies on HOW to act
- Results focus for clear expectations

Technical excellence

- Evidence based action
- Core partner agencies nurture their unique expertise
- Independent academic analysis

Resourcing

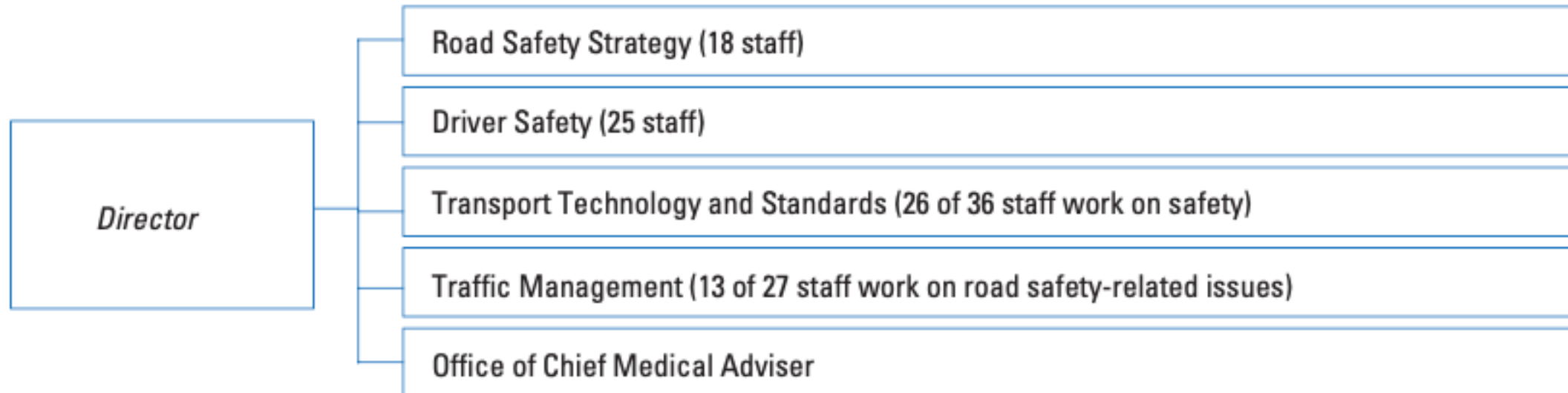
- Align investment with aspirations and responsibilities
- Skill-up and focus existing resources (eg. road maintenance)
- Create dedicated roles



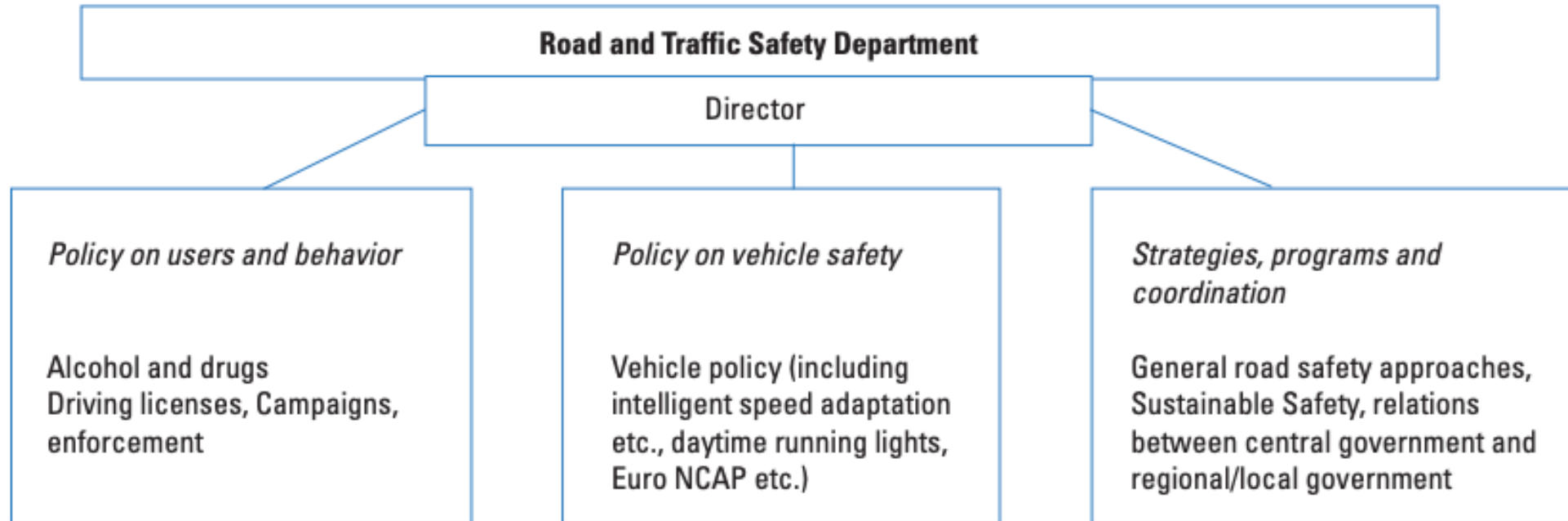
The Lead Agency Role

- Critical part of the Safe System approach
- No single best model for lead agency arrangement.
- Effective coordination arrangements are sub-ordinate to the leadership role. Without adequate funding, technical resources and authority, coordinating effort has little chance of success.
- Lead agency functions are independent of any other functions the agency may hold (eg. Policing, road maintenance)

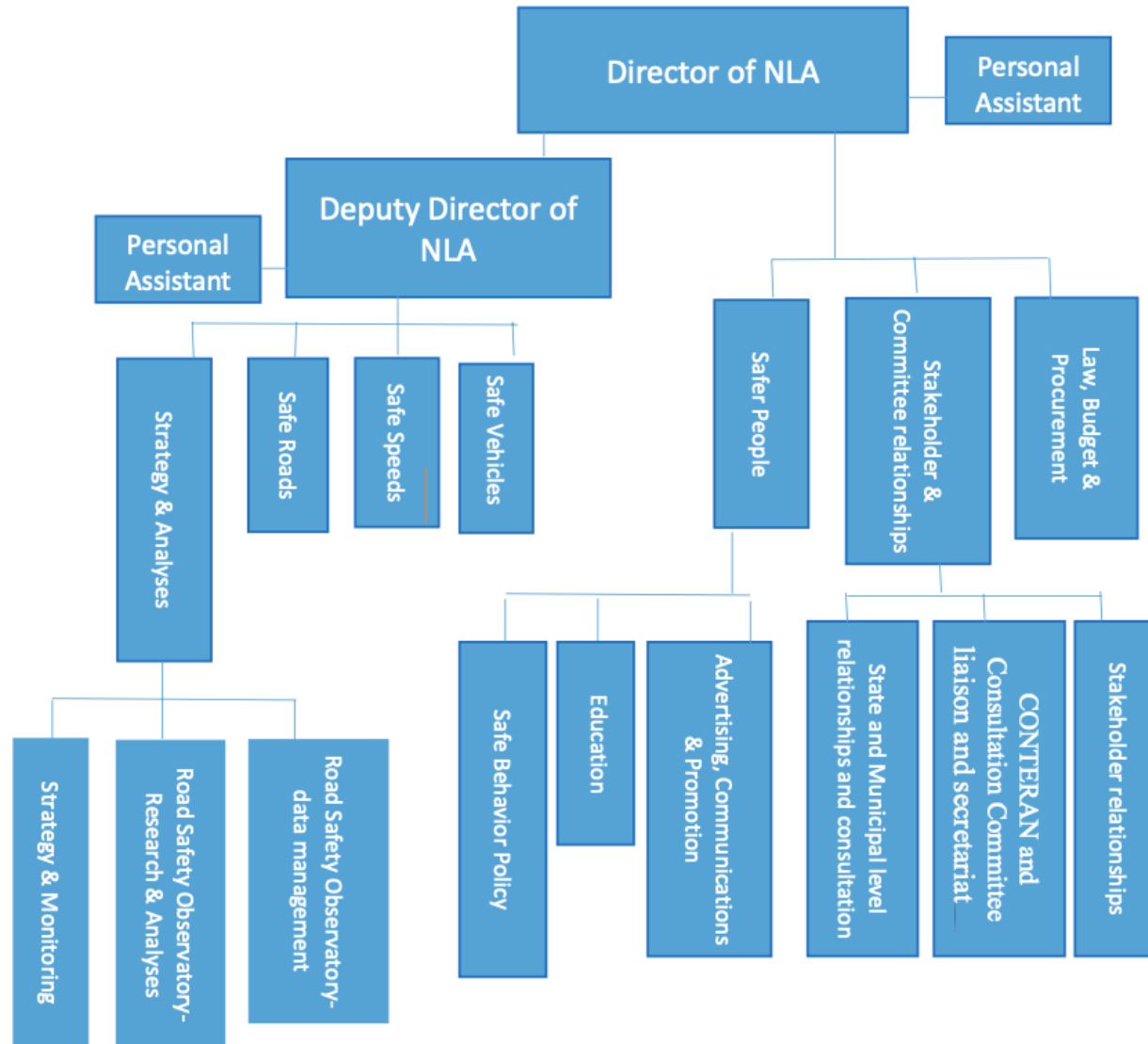
Example: Great Britain



Example: Netherlands

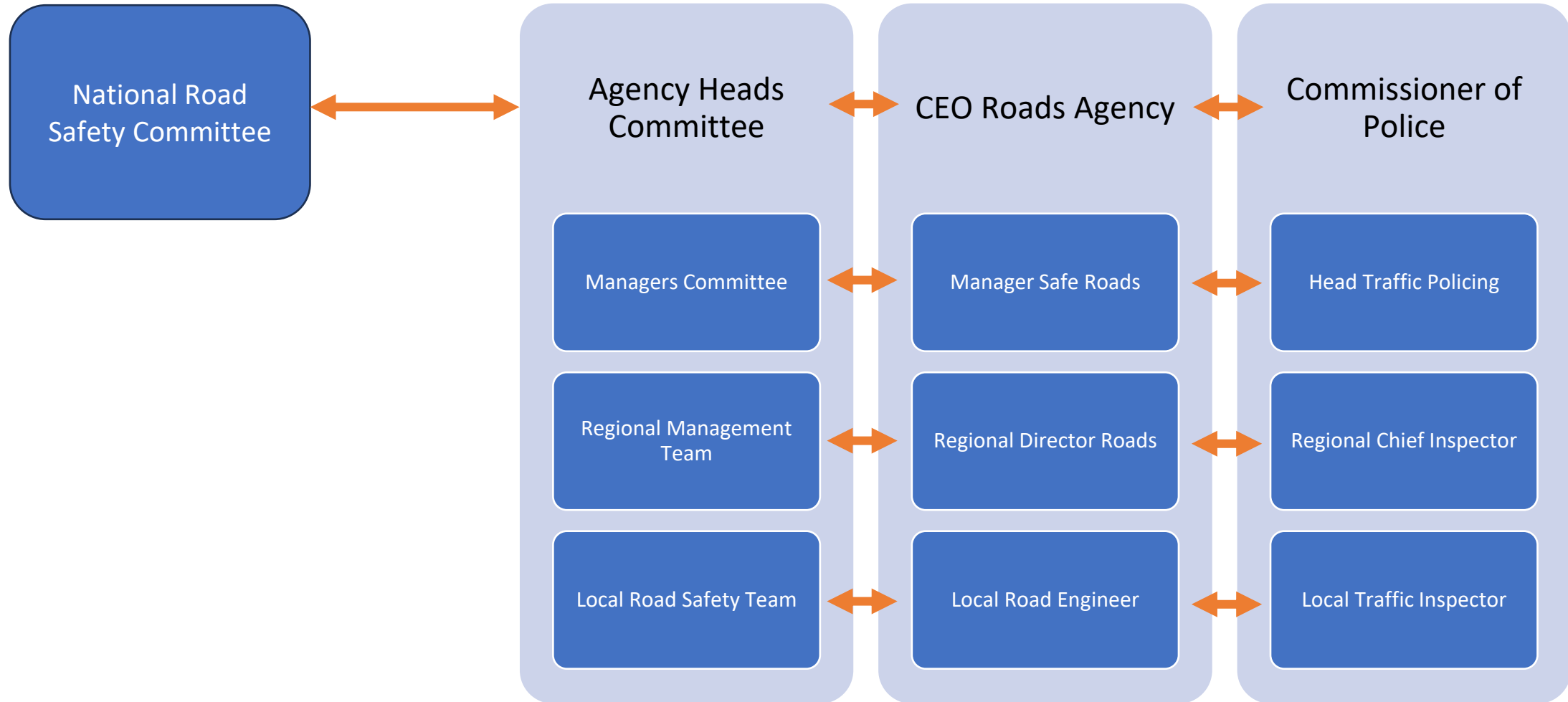


Example: Brazil



<u>Section</u>	<u>Staff numbers</u>
Director, Deputy Director, Assistants	4
Strategy and Analysis	14
Safe Roads	8
Safe Speeds	7
Safe Vehicles	4
Safe People	13
Stakeholder and Committee Relationships	8
Law, Budget and Procurement	10
TOTAL	67

Core partners – joined top to bottom



Thank You!

