

Canterbury Regional Transport Committee

Matters Arising

Agenda item number	4	Date	26 April 2015
		Regional Land Transport Plan Issue?	No
Author	James Newton Road Safety Advisor, Southern, NZTA	Endorsed by	

Effective Safe System Implementation

Purpose

The purpose of this paper is to answer a question that was raised during the February RTC meeting. What is required to ensure effective Safe System Implementation?

General Discussion

At the previous Regional Transport Committee meeting held on the 26th February I presented on the Safe System approach for road safety.

Subsequent to this presentation, it was asked, what in my experience are the critical elements to ensuring good road safety outcomes? It was asked that I report back to the April RTC meeting.

The following has been provided in alignment to known international good practice.

It is recommended that two critical elements exist or are established to ensure effective road safety or safety system implementation.

These are:

1. A strong political and institution willingness to be road safety outcome focused

ITF/OECD: *Towards Zero: Ambitious Road Safety Targets and the Safe System Approach* OECD recommends, seven institutional management functions:

- Results focus
- Coordination
- Legislation and supporting systems
- Funding and resource allocation
- Promotion and advocacy
- Monitoring and evaluation
- Research and knowledge transfer

Being **results focused** requires leadership, accountability and 'ownership'.

- What are you trying to achieve?
- How are you going to get there?
- Who is accountable for this?
- Identifying and strengthening lead agency to build institutional management functions and guide road safety effort

The other **six** functions contribute to achievement of desired results.

- How do you coordinate for this?
- Legislate for this?
- Fund this?
- Monitor progress?

These functions are also supported by the World Bank through the, Global Road Safety Facility: *Road Safety Management Capacity Reviews and Safe System Projects Guidelines*

It is recognised that the RTC are limited in some of the above but there is a lot within these functions that can be achieved and or advocated for through the appropriate channels

2. A strong community culture for road safety

One of the four Safe System principles is that road safety (Safe System) is a "shared responsibility". It is well accepted that there are many different parties that influence the safety of the road transport system, from, how individuals are entered into or educated in the use of the network from the youngest of users through to exiting users from the system when they are shown to be unsafe users, reducing society's level of acceptance of the road trauma and advocating or demanding greater road safety outcomes. This public opinion becomes a key stimulus to the political willingness for road safety.

The following provides an extract from the ITF/OECD: *Towards Zero: Ambitious Road Safety Targets and the Safe System Approach* on societal values and explains the need for a strong community culture

Safe System approach and societal values

Because road transport touches all parts of economic and social life, the Safe System approach must connect with, incorporate, and contribute to changing overarching societal values. Values in three areas require particular consideration when implementing a Safe System approach.

- The significance of economic development – without the necessary transport infrastructure to support production and service sectors in the economy, there would be a lessening of community wealth and individual income. This has tended to generate a dichotomous trade-off such that safety is regarded as subsidiary to mobility, rather than the other way round. The Safe System task is to reverse the safety/mobility balance, to turn mobility into a function of safety, by bringing system designers to accept responsibility for the safety of users of the road transport system, and explain the safety constraints within which users need to operate.

- Sustaining human and environmental health – there is increasing recognition, illustrated by stronger health and environmental lobbies, that maintaining community wealth and individual income cannot be achieved at any cost. Just as public health authorities demand that economic development cannot be at the cost of environmental degradation, so too can safety managers require that economic development not come at the cost of death or serious injury. The Safe System task is to communicate a safety vision and approach to the community which taps this growing value, seeks greater responses to the safety problem and gives safety discussions a firm public health perspective.
- The individual as consumer – there is a growing tension between the rights of individuals (and the limits to which the state can be seen to inhibit those rights) and a growing consumerist value (for example, motorist lobbies have long exercised commercial and corporate pressure to improve the safety of roads used by their members). The Safe System task is to recognise the limits to which individual behaviours can be regulated and to accelerate the extent to which communities both recognise the safe constraints of the system and demand safer products and services.

Recommended further reading on road safety:

Eliminating serious injury and death from road transport: a crisis of complacency

Carlyn Muir, Eric William Howard, and Ian Ronald Johnston, December 2013

Key references

ITF/OECD: *Towards Zero: Ambitious Road Safety Targets and the Safe System Approach*, Paris, 2008

<http://www.internationaltransportforum.org/jtrc/safety/targets/targets.html>

Global Road Safety Facility: *Road Safety Management Capacity Reviews and Safe System Projects Guidelines*,

Bliss T, Breen J, May 2013

<http://web.worldbank.org/WBSITE/EXTERNAL/TOPICS/EXTTRANSPORT/EXTTOPGLOROASAF/0,,contentMDK:23430275~pagePK:64168445~piPK:64168309~theSitePK:2582213,00.html>

Recommendations

That the committee:

1. **Note** the contents