

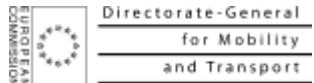


# Improving Road Safety Management in Europe

Klaus Machata

KFV - Austrian Road Safety Board

DaCoTA Conference, Athens, 22-23 November 2012

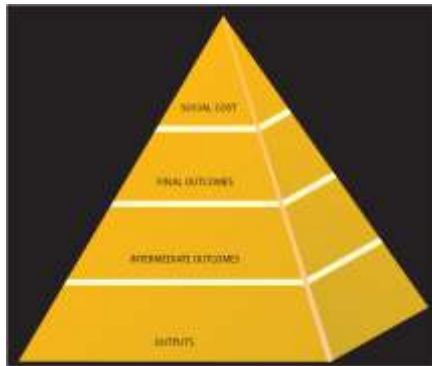


Directorate-General  
for Mobility  
and Transport

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# Good Practice? Causal Relationships?

- Interventions → (intermediate) outcomes!
- Road Safety Management (RSM) → outcomes?



New Zealand LTSA, 2000

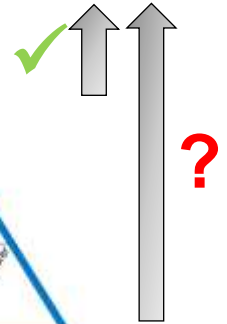


SUNFlower, 2002



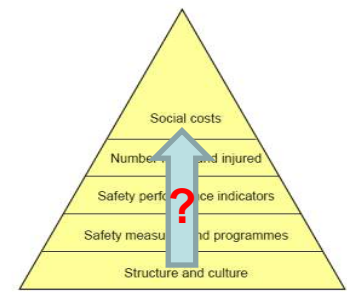
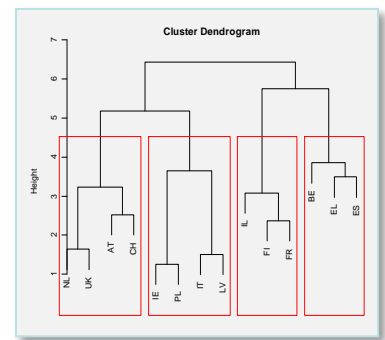
Bliss & Breen, 2009

Causal relationships?



# Analysis of RSM in Europe

- Country overviews (*qualitative*)
- Clustering (*quantitative*): typical RSM structures?
- Link RSM with safety performance (*quantitative*)



# Dimensions of Assessment

## Policy-making tasks + transversal management processes

(based on good practice assessment from literature)

1. Institutional organisation, coordination and stakeholder's involvement
2. Agenda setting, policy formulation & adoption
3. Policy implementation & funding
4. Monitoring & evaluation
5. Scientific support and information, capacity building

1) Is the high-level decision-making institution meeting regularly?				(How often?)
At. 02. H. Et.				
2. Does Parliament have a prominent role in initiating decision-making on road safety orientations or directions?			X	<p>Parliament may introduce laws on its own initiative, or may request specific policy components</p> <p>RS-related laws are usually initiated and drafted by the Transport Ministry</p> <p>sent for consultation to a comprehensive list of legal and RS stakeholders</p> <p>then adopted by Parliament</p> <p>The Parliament – or rather individual representatives thereof – has the option of initiating RS related laws on its own, but this happens very rarely</p>
3. Is Parliament involved in adopting road safety orientations or directions?			X	<p>Parliament may vote a vision or a programme</p> <p>RS programmes are usually adopted by the Council of Ministers but do not receive legal status</p>
4. Has a Lead Agency been formally appointed to take responsibility for road safety (direct the national road safety effort)?		X		
If yes: 4a) Is it				
- A ministry?		X		
- A road safety dedicated structure?		X		The Transport Ministry (BMVT, Ministry for Transport, Innovation and Technology)
- An agency (roads, transport, etc.)?		X		<a href="http://www.tntvi.gv.at">www.tntvi.gv.at</a>
- A personality?		X		
At. 01.				
5. Has a technical inter-sectional road safety institution been established to coordinate policy formulation and implementation?			X	<p>(Under whose authority?)</p> <p>The only inter-sectional body is the Austrian Road Safety Advisory Council (<a href="http://www.schwarzalpe.at/">www.schwarzalpe.at</a>) which is a non-decision making discussion group involving all RS stakeholders</p>

The 17page DaCoTA RSM questionnaire

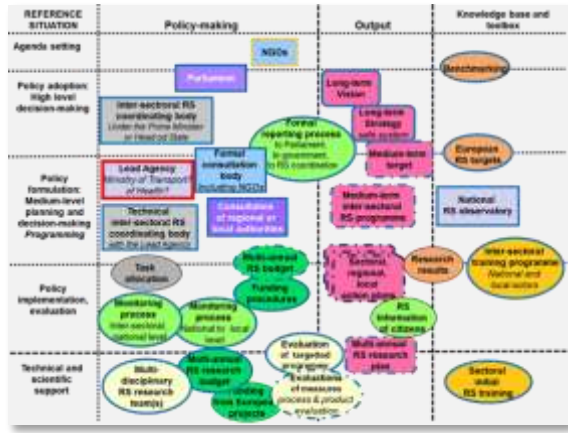
# Interviews

- 25 interviews in 14 countries with
  - government representatives
  - independent experts
  - storage facility; two reviews for consistency
- ETSC PIN flash questionnaire (29 countries)
- Government's responses tending to be more positive (role of parliament, availability of programme, resource & fund allocation, reporting procedures, informing citizens, ...)
- Future methodological approach:
  - interviews with several independent and governmental experts in each country
  - qualitative analysis of responses

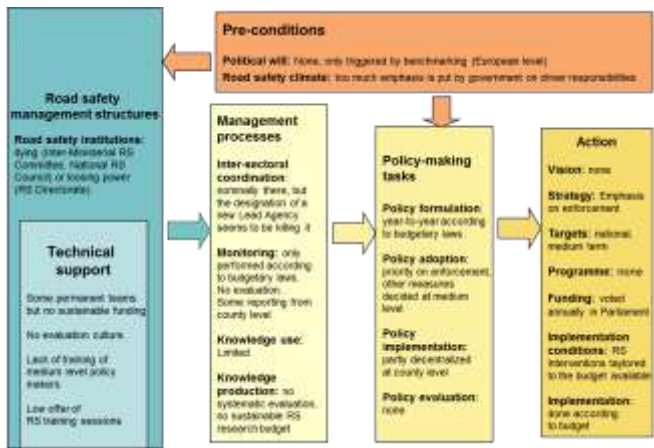


# Country overviews (14)

- Analysis of structures & working processes
- Focus on national organisation
- Good practice criteria as reference
- Good / poor practices charts



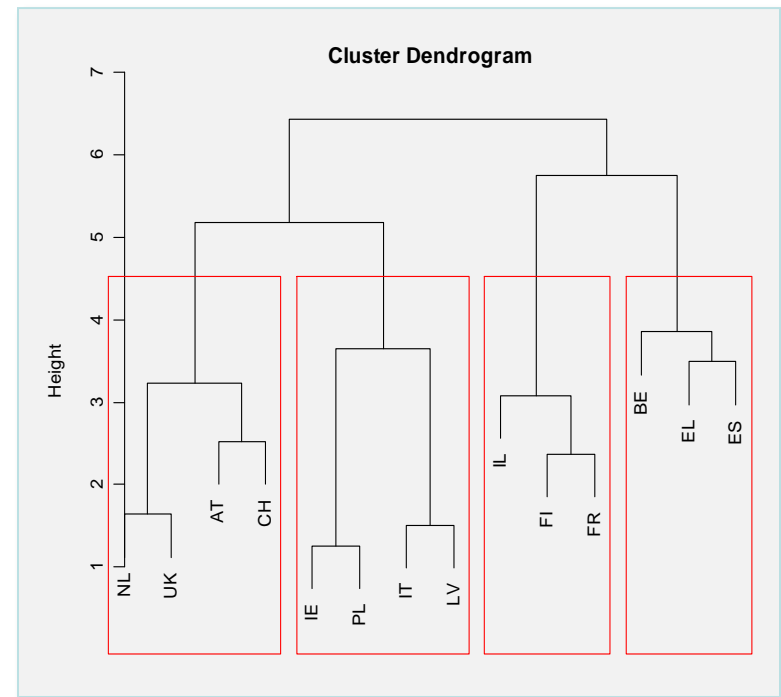
Reference RSM system, based on good practice criteria



Good / poor practices chart for France

# Grouping (clustering)

- Attempt to group countries with similar RSM components
- Based on quantitative analysis of both government and expert responses
- Clustering according to a *typical* RSM as a whole fails
- Clustering along the 5 dimensions possible (but number of clusters and countries therein vary based on methods and data sources)



Example for classification results

# RSM and road safety performance

- RSM indicators do not directly affect outcomes
- But affect operational level of road safety → SPI (budget, evaluation, reporting, assessment of behaviour & attitudes)
- Indications but no strong relationship
- Problems: sample size, yes-no-level of ambition, time of observation (crisis!), only snapshot picture



The SUNFlower Pyramid



# An RSM good practice model?

- Not possible to identify one single *good practice* RSM structure → EU MS rather similar levels, also include emerging economies?
- Successful RSM structures require ...
  - Existence (e.g. lead agency)
  - Implementation
  - Embedding in a sustainable & results focused structure
  - Distribution & coordination of responsibilities between federal, regional and local levels  
(→ future research)



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Weak Lead Agency

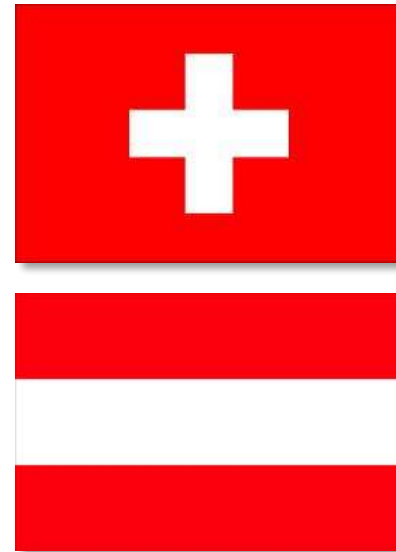


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Detached Lead Agency

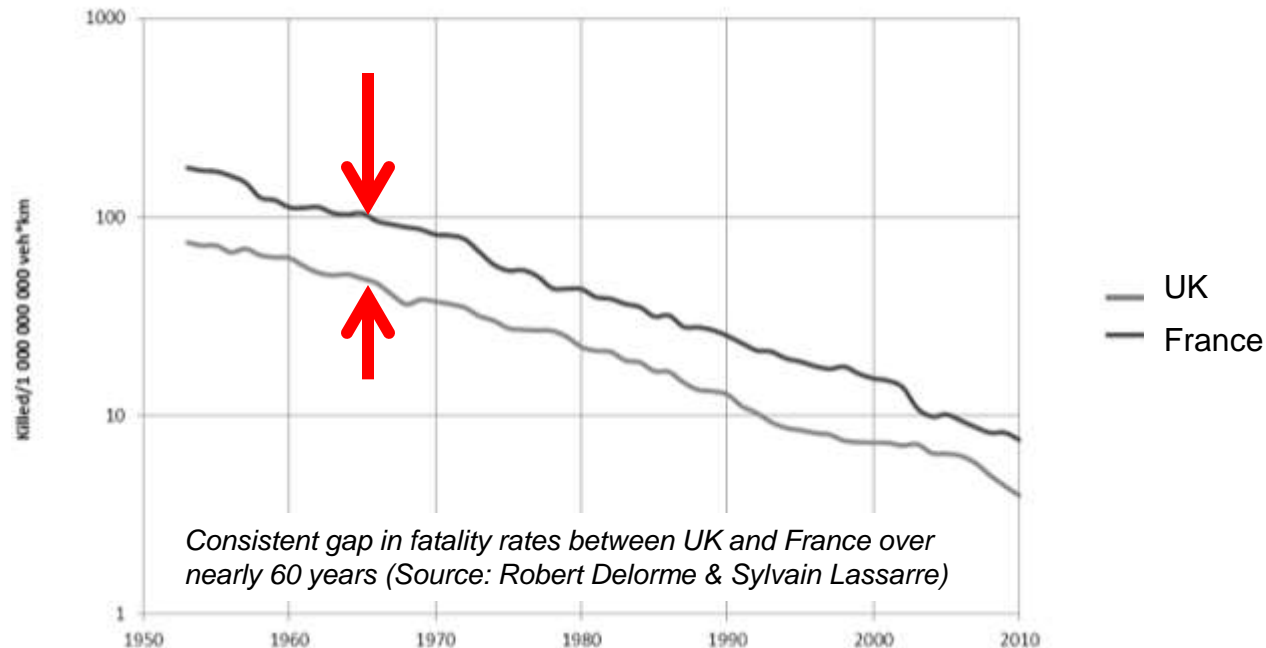
# Austria – Switzerland: Does RSM make a difference?

- Very similar RSM appearance according to the 17page questionnaire
- CH boasts 40% lower fatality counts (per pop., per nr. veh.)
- Fatality reductions 2001-2010 nearly identical
- But: significant differences in Swiss language regions
  - Safety levels
  - Speed levels
  - Seatbelt use
  - Alcohol
  - Gender differences
  - ...



# Culture? Norms? Religion?

- **RS best-performers** are **protestant** countries
- Before the crisis, comparatively **solid public finances**
- **Link** between **culture** and **economic reliability, safety?**
- **Future research** on mastering the transformation of social processes in traffic safety! → culture sensitive strategies for prevention?



# A Decade of Action?

- Rather a decade of **economic restrictions** and **climate change**
- **RS budgets** under siege
- **Added value** of RS to society: not only fatality counts!
- More **efficiency** in public spending!
- **Synergies** with carbon agenda!
- Crisis as a chance? - **Total Place Approach** (UK) as a starting point?



## → National and local levels

- **Decentralisation** with care: coordination of planning / programming / implementation!
- High-level **intersectoral committees** not necessarily a prerequisite
- Limits of **lead agency**
- **Strategy** ≠ implementation
- A **Vision** is a long-term tool, impacts not visible in the short term
- **Resources** and **Funding**
- Programme **implementation**
- **Monitoring** and **Evaluation**
- **Capacity** building
- **Evidence based** decision making (ERSO!)
- **Benchmarking** (ERSO!)



## → European level

- Central role of **ERSO**:  
facts, figures & tools
- RSM **Good Practice Handbook**
- DaCoTA RSM investigation **questionnaire** as self assessment checklist
- EU RS **Action Programme** with **Serious Injury** reduction strategy!
- **Safe System Approach**  
→ results focus
- **ISO 39001** Standard (Road Traffic Management Systems)





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