Road safety and other policies: conflict or integration?

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Road traffic accidents and injuries are the effect of multi-factorial processes.

So

Road safety management needs to be intersectoral.
Intersectoral organisation of road safety

Requirements

**SECTORS**
- Urban planning
- Transport, traffic
- Roads
- Laws, Justice
- Enforcement
- Public Health
- Education and training
- Communication
- Research
- Industry and trade

**INTERSECTORAL COORDINATION**
- Road safety action programme
  - Priorities
  - Evaluation

**SECTOR 1**
- Measures 1

**SECTOR 2**
- Measures 2

**SECTOR n**
- Measures n

**BUDGET**
- Studies, measures, evaluation
Public Health and Road Safety

- Traffic and health education
- Traffic education and primary health care (child safety)
- Medical tests for professional drivers
- Emergency rescue systems
- Trauma care and rehabilitation
- Data management, epidemiological research
- Advocacy
- Road safety coordination
- RS Information/training of physicians and health professionals

HEALTH SECTOR
Public Health and Road Safety

Main problems

- Enlarging the tasks of Health systems previously dedicated to medical care
- Recognizing Health as a major player in road safety
- Developing emergency trauma care over the national territory
- Enrolling and training family physicians
- Ensuring access to emergency care to all
Public Security and Road Safety enforcement

- Reporting injury accidents
- Injury accident statistics
- Intersectoral coordination
- Prevention through traffic operations
- MINISTRY OF INTERIOR POLICE JUSTICE

- road safety laws and regulations, penalties
- enforcement of RS laws
- enforcement of transport laws and road standards
- Traffic education
Public Security and RS enforcement

Main problems

- Raising the priority for road safety within the sector
- Increasing human and financial resources for equitable enforcement
- Changing attitudes towards road safety
- Ensuring adequate carrier developments of police officers working on traffic problems
- Training enforcement officers, facilitating intersectoral communication
Urban planning and road safety

**Reducing exposure through planned urban development**

- RS audits of urban transport and infrastructure plans

**Reducing risk through provisions for restraining car traffic growth**

- Intersectoral coordination
- URBAN PLANNING
- Evaluation
- Intersectoral urban road safety programme
- Speed management, safety of vulnerable road users

**Reducing risk through separating through and local traffics**
Urban planning and road safety

Main problems

- Scarcity of planners with good RS knowledge and awareness
- Need for good framework laws (experimentation)
- Development of systematic communication with the public on RS issues and planned measures
- Changing attitudes towards road safety and giving it a higher priority in planning options
- Organization of local intersectoral working groups to get consensus on innovating measures
- Promote intersectoral communication at the local level (institutional building)
- RS training of local professionals and decision-makers
Roads, Transport and road safety

- Upgrading safety features in road standards
- RS audits of existing roads, upgrading RS features
- RS audits of road projects and transport plans
- Make roads «self-explaining»
- Make roads «forgiving»
- Plan and design for motorized and non-motorized modes
- Design roads to avoid conflicts
- Corrective measures, treatment of hazardous areas
- Intersectoral coordination
- Data management (roads, traffic, speeds, accidents)
- Promote safe public transport
Roads, Transport and road safety

Main problems

- Lack of RS awareness of road and transport engineers and decision-makers: need to accept responsibility
- Changing attitudes in the sectors: towards infrastructures and transport « conducive to safety »
- Development of a common philosophy of road safety across the network of road professionals, needs for training and continuing education
- Changing economic and impact assessment procedures to take into account gains and losses related to injuries
- Searching for support at the intersectoral level (need for resources)
- Promoting (and coordinating) intersectoral road safety programmes (institutional building)
Conclusions

- Road safety management requires intersectoral coordination but *not only that*
- Good implementation processes are essential to ensure effectiveness and efficiency of action
- High level decision-makers must be aware of the processes involved in the implementation of each measure or strategy
- Each sector has to accept responsibility for road safety and give it adequate priority
- Each sector has to adapt, restructure, change decision-making patterns, and strengthen capabilities
- Some changes are needed in all sectors:
  - new ways of thinking (multi-disciplinary) road safety action
  - creating new professions
  - generalizing training
  - reorganizing carrier development