



PARALLEL SESSION: ADDRESSING THE IMPLEMENTATION GAP IN ROAD SAFETY

Session Conclusions

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1. KEYWORDS

Implementation, strategy, outputs, impact, knowledge, science, evaluation, evidence, political will, funding, safe system approach, benchmark, transferability, quality, gaps, policies, demand and misalignment

2. TITLE OF THE SESSION

Addressing the implementation gap in road safety

3. TOPIC OF THE SESSION

[Presentation of the issues that were presented, why they are important]

Best practices for reducing road traffic crashes are well documented. However, in the Decade of Action on Road Safety 2011-2020, the target of reducing deaths by 90,000 (later revised to 650,000) is not likely to be met. Is poor/weak implementation of best practices the major barrier in achieving these targets?

It was noted that there has been no formal independent evaluation of the activities carried out in Decade of Action on Road Safety 2011-2020. The strengths and weaknesses of activities that have been carried out have not been documented to provide guidance in future. An example of evaluation was given from the Netherlands where the Safe System

Approach plan has been evaluated to understand how 30% reduction in traffic deaths has been achieved after the implementation of the plan.

Implementation itself is a science, an integral part of medical science. Perhaps this should become an integral part of road safety plans to achieve success. Implementation science addresses the issues of how to input knowledge to practice, questions of external validity and transferability of results (best practices from high-income to low-income countries), quality gaps, organizational capacity etc. Perhaps, implementation science can help us overcome the traditional implementation barriers.

4. SHORT SUMMARY OF SESSION

The panel discussion included experiences in carrying out campaigns for changing driver behaviour, Sub-Saharan Africa Transport Policy Program (SSATP) aimed at creating knowledge base amongst the leaders, importance of monitoring and evaluation of various programs in New Zealand, and lack of political will in implementing zero tolerance limits for alcohol in Vietnam.

Governments are often shying to evaluate their performance. This includes leadership programmes of SSATP, various campaigns aimed at changing driver behaviour, and new laws in Vietnam. Evaluation of government programmes in New Zealand is linked to the change of government. Advocacy for implementing helmet law was carried out for almost seven years before the implementation in Vietnam. This was helpful in achieving high compliance to the law when the law was implemented. However, use of quality helmets has not been achieved in Vietnam. New Zealand has recently formulated a new strategy *Road to Zero* to replace the strategy for 2010-2020 known as *Safer Journeys*. Co-designing strategies with broad based stakeholders has been helpful in implementing this programme. Responsibilities of private companies was discussed for ensuring responsible driver behaviour.

5. OVERALL MESSAGES

Governments and other important institutions have shied away from evaluating their performance in the past. Monitoring and evaluation of programmes at all levels is important to guide future implementation for meeting set targets. Many aspects of road safety strategies also require production of new knowledge. Dependence on current best practices may be inadequate. Broad based stakeholders should be involved in co-designing programme and strategies for overcoming weak political will.

6. OVERALL RECOMMENDATIONS

Implementation requires a consideration of the context, strategies and capacity. It is a science and road safety needs to embrace the principles and approaches of implementation science.

7. IMPORTANT FINDINGS (EX. TECHNICAL OR OTHERS)

[This can include key findings that have been confirmed and can be shared, as well as emerging issues that have been identified and will require more analysis.]

- Monitoring and independent evaluation of various strategies and programmes is important for guiding future action.
- Successful implementation of road safety strategies cannot be dependent on political will and leadership only. Weak political will for implementing difficult laws can be overcome by creating broad-based consensus and capacity. Co-designing strategies with local stakeholders can lead to better implementation.
- Since many different ministries and departments are involved in implementing road safety strategies, one should prepare stakeholder specific message to encourage their involvement. The message to the health ministry may be different from the message to road building ministry.
- Transferability of best practices from high-income to low-income countries should be evaluated. While some best practices such as helmets, seat belts and lower speed limits are applicable, for many other strategies new knowledge is required for speedy and effective implementation.

8. SPECIFIC RECOMMENDATIONS FOR DIFFERENT STAKEHOLDERS INCLUDING GOVERNMENTS AND THE PRIVATE SECTOR

[This can include recommendations for future studies or future collaborations.]

- Monitoring and independent evaluation of various strategies and programmes is important for guiding future action.
- Successful implementation of road safety strategies cannot be dependent on political will and leadership only. Weak political will for implementing difficult laws can be overcome by creating broad-based consensus and capacity. Co-designing strategies with local stakeholders can lead to better implementation.

9. PREPARATION OF THE SESSION

[Mention here the persons and organisations that were involved in the preparation of the session]

Name	Role
Melecki Khayesi	Moderator
Fred Wegman	Expert
Hung Viet Khuat	Panelist
Kirstie Hewlett	Panelist
Albert Asseraf	Panelist
Tawia Addo-Ashong	Panelist
Yonjie Yon	Coordinator
Geetam Tiwari	Rapporteur

10. SESSION PROGRAM

Approx. Time	Topic/Presentation title	Speaker (title, role/position, organisation)
2 mins	Introduction	Melecki Khayesi
11 mins	Expert presentation	Fred Wegman
30 mins	Panel discussion	Melecki Khayesi, Hung Viet Khuat, Kirstie Hewlett, Albert Asseraf and Tawia Addo-Ashong
10 mins	Questions from the floor	Participants (three questions)
5 mins	Key points	Fred Wegman
2 mins	Close	Melecki Khayesi