Lesson 1

What is governance and why is it important to road safety policy and planning?

Dr Meleckidzedek Khayesi

27 November 2023

Road Safety Governance and Leadership Development Lab
33rd International Course on Road Safety
Indian Institute of Technology Delhi
Transportation Research and Injury Prevention Centre
New Delhi, India
Question
How much attention is road safety policy and planning paying to designing and implementing governance and leadership solutions?
What is governance?

Governance and good governance are extensively used in ordinary and specialised documents and conversations. However, the concept and practice of governance, good governance, bad governance are as old as human civilization (UNESCAP, Mark Bevir).

They appear as if they are new concepts and practices. Governance has both broad and narrow definitions.
What is governance?

“Rules, enforcement mechanisms, and organizations” (World Bank 2002).

“The traditions and institutions by which authority in a country is exercised. This includes (a) the process by which governments are selected, monitored and replaced; (b) the capacity of the government to effectively formulate and implement sound policies; and (c) the respect of citizens and the state of the institutions that govern economic and social interactions among them” (Kaufmann, Kraay and Mastruzzi 2010).

“The process of decision-making and the process by which decisions are implemented (or not implemented)” (UNESCAP).
What is governance?

“The system of values, policies and institutions by which a society manages its economic, political and social affairs through interactions within and among the state, civil society and private sector” (UNDP, 2023).

“The exercise of political and administrative authority at all levels to manage a country's affairs”. It comprises the mechanisms, processes and institutions, through which citizens and groups articulate their interests, exercise their legal rights, meet their obligations and mediate their differences. Specific reference is made to democratic governance as “a process of creating and sustaining an environment for inclusive and responsive political processes and settlements.” The institutional and human capacities for governance determine the way in which the effectiveness of public policies and strategies is attained, especially in service delivery” (Committee of Experts on Public Administration, Definition of basic concepts and terminologies in governance and public administration (E/C.16/2006/4), New York, 2006; United Nations Development Programme, Human Development Report 2011, New York, 2011).
What is governance?

“…a change in the nature of the state. In this sense, governance denotes a process of governing which departs from the traditional model where collectively binding decisions are taken by elected representatives within parliaments and implemented by bureaucrats within public administrations. Governance takes into account a change in the actor constellation, both during the formulation and the implementation of policies and in the method of political steering. Governance thus refers to societal steering and is often described as a process of co-ordination within networks…the core meaning of governance as steering and co-ordination of interdependent (usually collective) actors based on institutionalized rule systems” (Benz 2004: 25; Treib, Bähr & Gerda Falkner, 2007).
Existing conceptions of modes of governance
(Source: Treib, Bähr & Gerda Falkner, 2007: 6)
Examples of dimensions of governance examined in scientific research

- Polycentric governance
- Multilevel governance
- Deliberative governance
- Corporate governance
- Networked governance
- Global governance
- Participatory governance
Attributes of good governance

- Participatory
- Consensus-oriented
- Accountable
- Transparent
- Responsive
- Effective and efficient
- Equitable and inclusive
- Follows the rule of law
Why is governance important for road safety policy and planning?

Decisions and actions on road safety are taken and executed by several state and non-state actors at national, regional or sub-national and local levels.

Successful development and implementation of road safety measures depend on efficiency and effectiveness of these agencies that share responsibility for road safety policy and planning.

Understanding and leveraging road safety governance system pays attention to resource allocation and utilisation based on targets and priorities set by appropriate authorities, implementation and evaluation of effective measures, coordination of different agencies, political priorities on road safety, and development basic systems like data systems and legal frameworks.
Governance and safe system approach
Conclusion

Governance of road safety policy and planning is critical for designing and implementing road safety measures at national, sub-national and local level by several state and non-state agencies.

A wide range of organizations, institutions, rules, people, processes and values are involved in making and implementing decisions on road safety.

How effective and efficient is the road safety institutional and organisational landscape?
Lesson 2
Organizations and institutions as part of the complex road safety and transport governance system

Dr Meleckidzedek Khayesi
27 November 2023
Road Safety Governance and Leadership Development Lab
33rd International Course on Road Safety
Indian Institute of Technology Delhi
Transportation Research and Injury Prevention Centre
New Delhi
India
Definitions

Organizations are legally and socially defined entities that are goal-directed towards boundary-maintaining activity systems (Aldrich & Ruef, 2011). An organization provides a framework for conducting activities and carrying out responsibilities by people to achieve the goals and functions set out for that organization.

Institutions are the humanly devised formal and informal rules and norms that organize social, political and economic relations that structure political, economic and social interaction (North, 1990). They take the form of values, regulations, norms and culture to structure the political, economic and social interaction.
Responsibility for road safety is shared among several organizations

<table>
<thead>
<tr>
<th>System designers</th>
<th>Automotive industry</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swedish Transport Administration</td>
<td>Transport companies (freight, buses, taxi)</td>
</tr>
<tr>
<td>Swedish Transport Agency</td>
<td>Transport procurers (public and private companies)</td>
</tr>
<tr>
<td>Local governments</td>
<td>Non-governmental organizations (e.g. National Society for Road Safety)</td>
</tr>
<tr>
<td>The Police</td>
<td></td>
</tr>
<tr>
<td>Emergency and rescue services</td>
<td></td>
</tr>
<tr>
<td>Swedish Work Environment Authority</td>
<td>Insurance companies</td>
</tr>
<tr>
<td>Health care and rehabilitation</td>
<td>Driving schools</td>
</tr>
</tbody>
</table>

**Figure 1** Actors with key road safety responsibilities under the VZ policy.
John Kingdon’s multiple streams model

Characteristics of policy change:
- Policy does not proceed neatly in stages
- To change policy, coupling of problems, solutions and political opportunities is important
- Important role for policy entrepreneurs

Problem stream: indicators, events, comparisons, interpretations and definitions

Policy stream: ‘primeval soup’ of solutions; alternative specification in a community of experts

Political stream: elections, national mood, interest groups, budget cycle

Policy window, coupling of streams by policy entrepreneurs

New item on the agenda
Social-ecological system framework
Donella Meadow’s places to intervene in a system

1. The power to transcend paradigms.
2. The mindset or paradigm out of which the system — its goals, structure, rules, delays, parameters — arises.
3. The goals of the system.
4. The power to add, change, evolve, or self-organize system structure.
5. The rules of the system (such as incentives, punishments, constraints).
6. The structure of information flows (who does and does not have access to information).
7. The gain around driving positive feedback loops.
8. The strength of negative feedback loops, relative to the impacts they are trying to correct against.
9. The lengths of delays, relative to the rate of system change.
10. The structure of material stocks and flows (such as transport networks, population age structures).
11. The sizes of buffers and other stabilizing stocks, relative to their flows.
12. Constants, parameters, numbers (such as subsidies, taxes, standards).
Conclusion

Organisations and institutions are part of the technical solutions for road safety and transport systems.

The key challenge is to bring together the different technical, organisational and institutional (governance) elements and implement them as part of one complex system rather than as independent elements.

Governing road safety and transport policy requires a commitment and accountability by state and non-state actors to improving road safety as an integral feature of transport and land-use planning.
Further reading resources during the session


- Mark Bevir. Governance: a genealogy
  
  https://www.youtube.com/watch?v=Q62H7Q_dsUo
Contact

Dr Meleckidzedek Khayesi
Technical Officer
Safety and Mobility Unit
Department of the Social Determinants of Health
Division of Universal Health Coverage/Healthier Populations
Email: khayesim@who.int