DaCoTA

Investigating road safety management Objectives and methodology

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Objectives

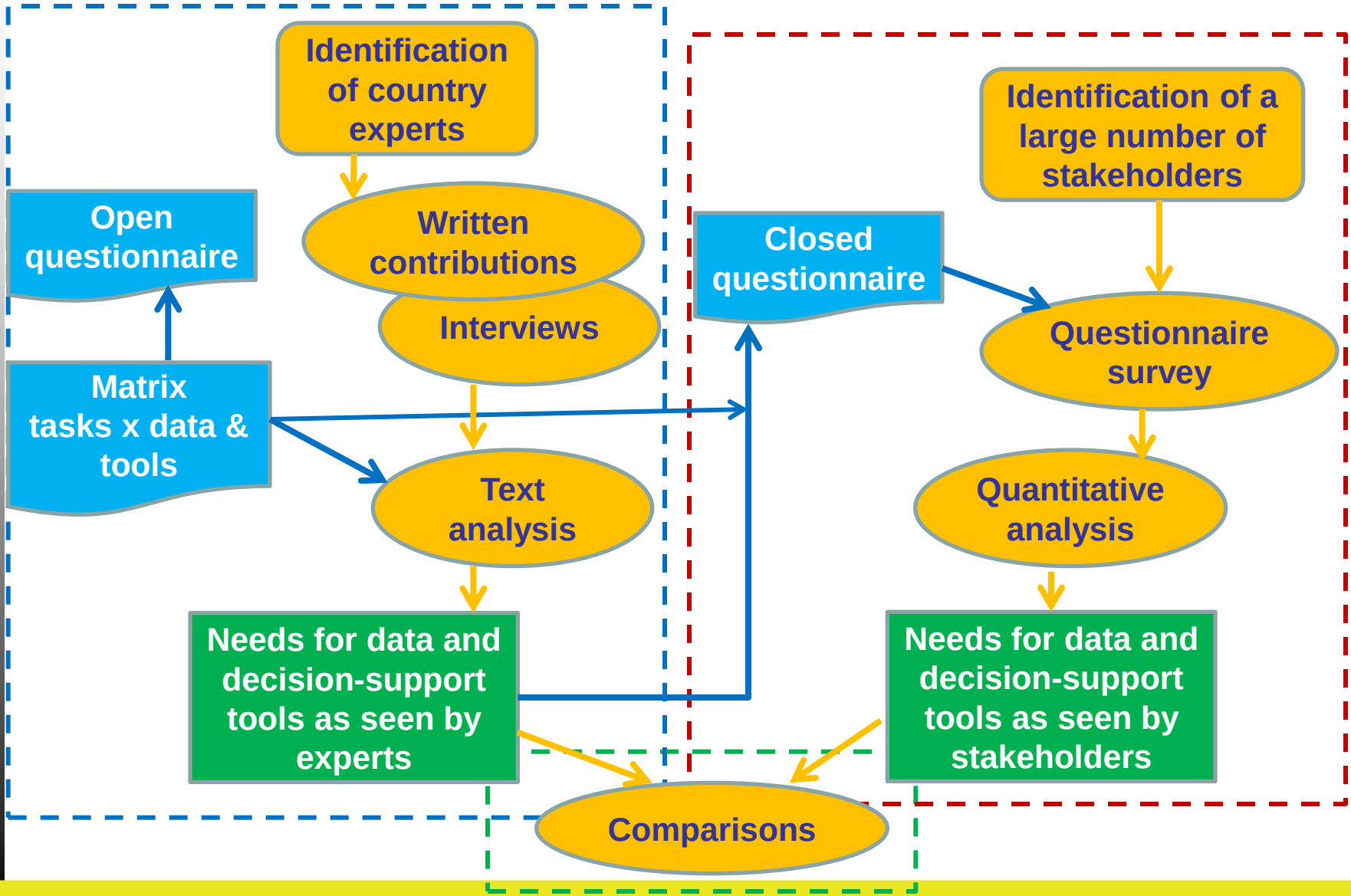
Two underlying assumptions:

- Effective organization of road safety management is one of the conditions for obtaining good road safety results at country level
- Road safety is likely to become more and more integrated into broader-scoped transport or environment policies; road safety management systems must be optimized as resources will be limited.

Two goals for DaCoTA WP1, “Road safety Policy”:

- Identifying the needs for data and decision-support tools of road safety managers to design and implement knowledge-based road safety policies
- Investigating the road safety management framework in European countries in order to help promote “good practice” and optimize management processes.

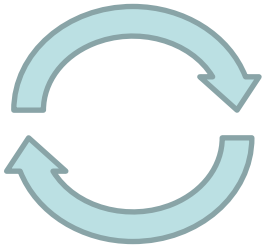
Identifying needs for knowledge



Identifying needs for knowledge

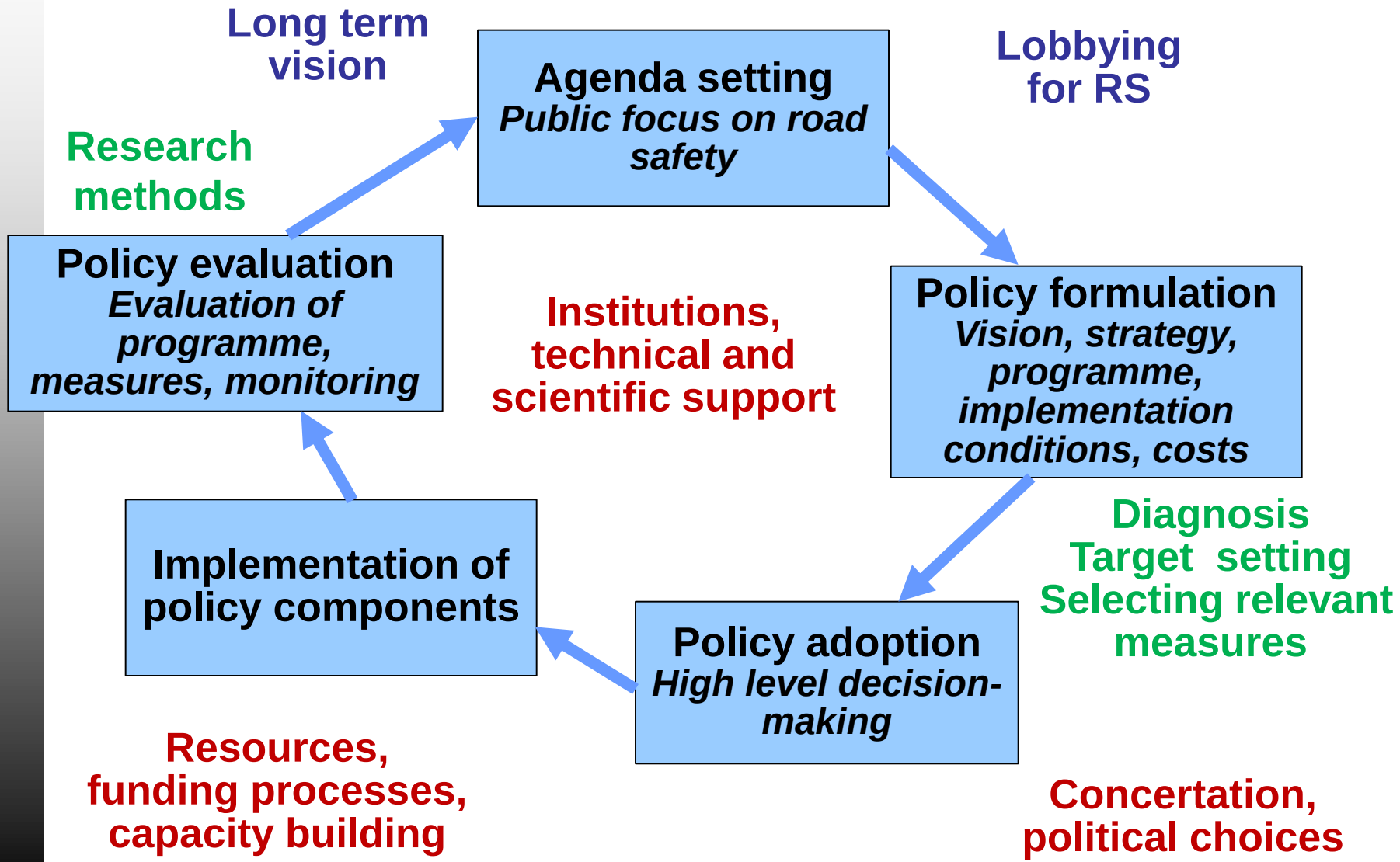
To establish the matrix tasks x knowledge, the key road safety management tasks were identified

The policy-making cycle



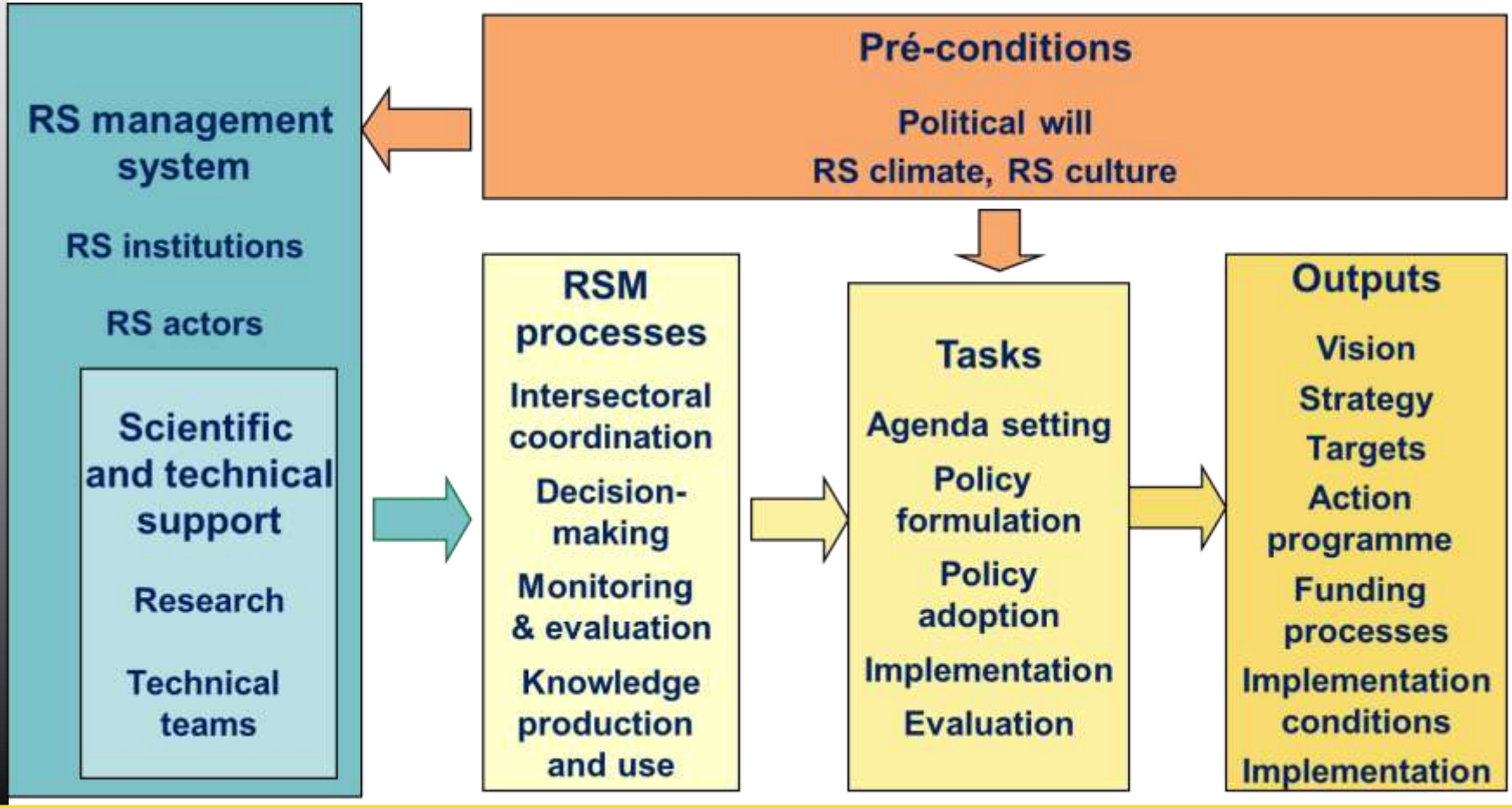
Key road safety management tasks		Needs for knowledge				
		(1) Data	(2) Tools for data treatment	(3) Other "decision-support" tools	(4) Training tools	Others
Fact finding	(a) Diagnosis					
	(b) Priority setting					
	(c) International comparisons					
	(d) Others					
Programme development	(a) Target setting					
	(b) Selecting measures					
	(c) Assessing combined effects					
	Others					
Preparing Implementation	(a) Infrastructure					
	(b) Traffic, transport					
	(c) Vehicles					
	(d) Behaviour					
	(e) Health					
	(f) Costing and funding					
	Others					
Monitoring and evaluation	(a) Following up trends					
	(b) Forecasting					
	(c) Assessing effects of RS policies					
	(d) Evaluation of specific measures					
	Others					
Other tasks						

The policy-making cycle



Investigating RS management systems

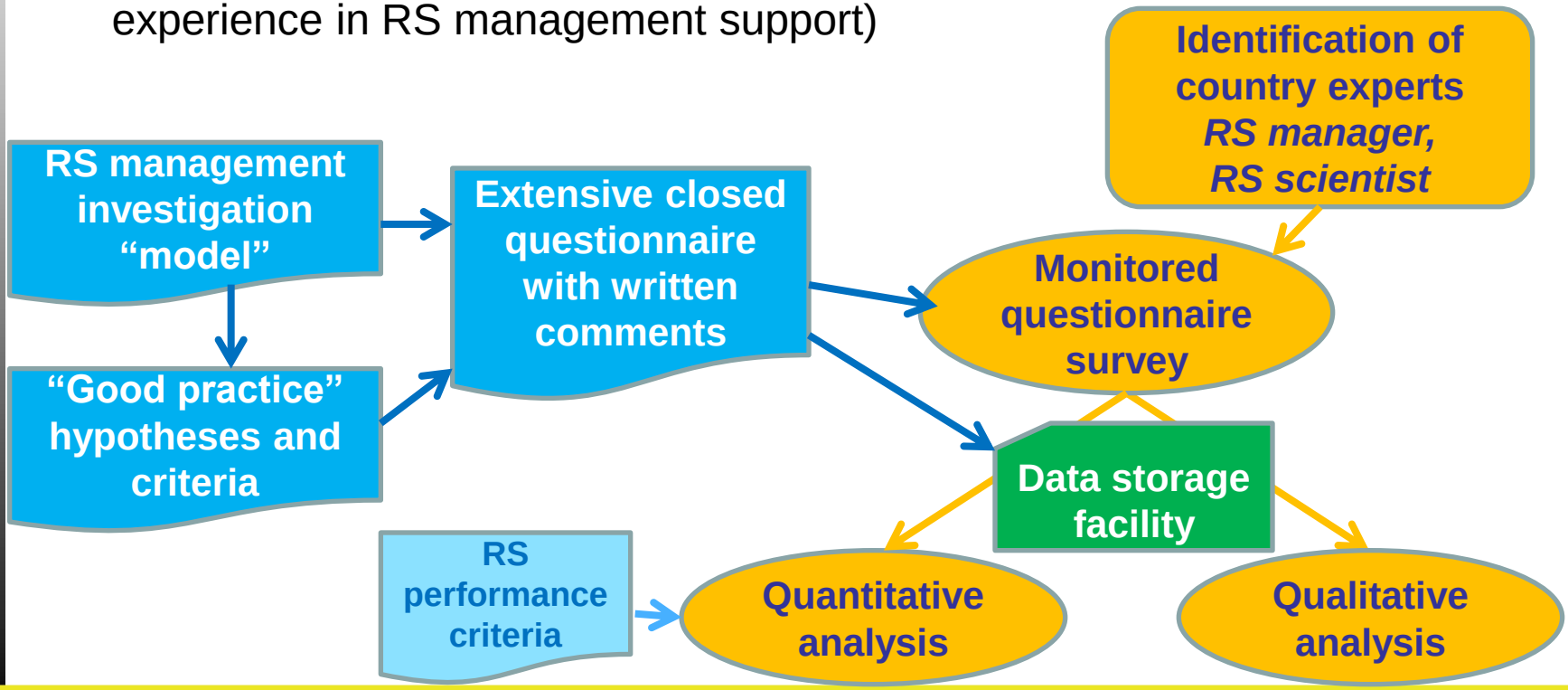
Performing the policy-making tasks in the cycle requires transversal processes which must be supported by road safety management institutions. The policy outputs are the plans and interventions to improve road safety



Investigating RS management systems

- Describing and documenting the road safety management systems of European countries: institutions, processes, tasks, outputs. Preparing the tools for periodical updates.

- Formulating hypotheses of “good practice”, to be validated, and criteria to assess “good practice” in each country (from literature and team experience in RS management support)



RSM systems: “good practice” criteria

“Good practice” in road safety management is defined as ensuring that:

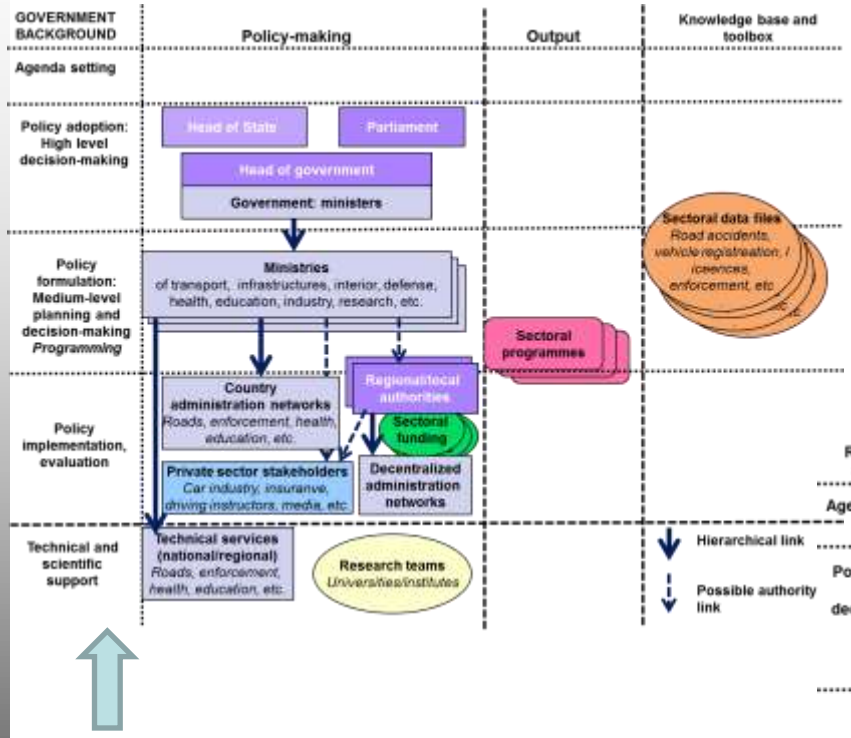
- the expected road safety outputs are as efficient in reducing road crashes and injuries as we can make them, given current road safety knowledge,
- the effort is sustainable so that ambitious long term goals can be aimed at, beyond the limited decrease of RT injuries obtainable over a few years.

There is no unique way to build a road safety management system as countries’ social and political environment and history differ.

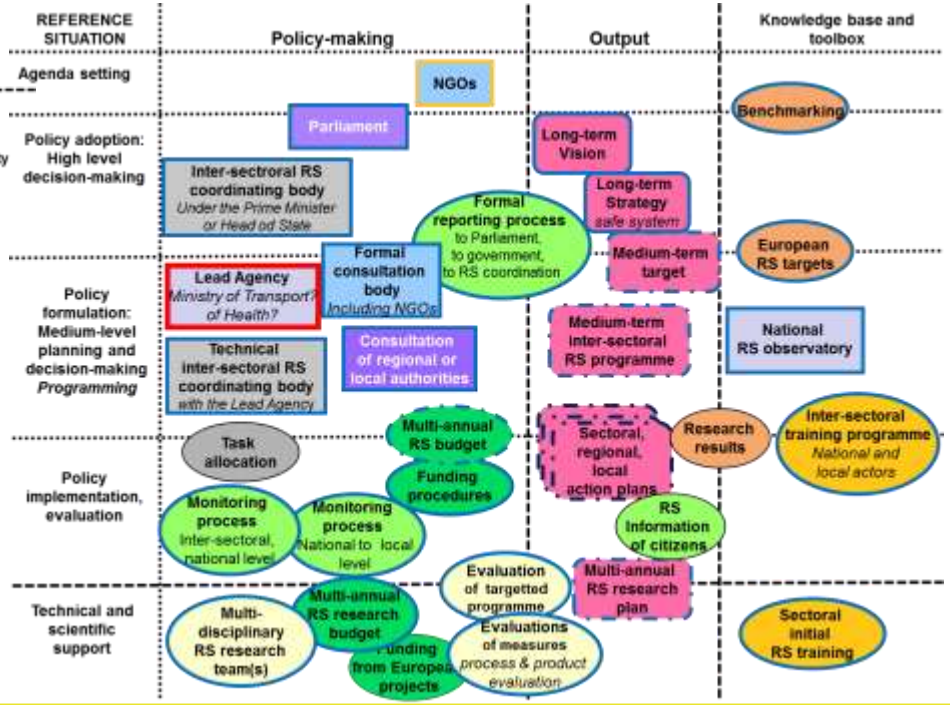
Some key elements of “good practice” :

- ***institutional organization***: makes inter-sectoral coordination effective for all tasks of policy-making; is established through adequate legislation tools empowering the actors involved and guaranteeing sustainable resources;
- ***actors’ involvement***: consultation of stakeholders’ is formally integrated into RS management; sustainable multi-disciplinary scientific teams are available to produce road safety knowledge and support the policy-makers; capacity building is planned (training, resource allocation);
- ***policy-making tasks***: road safety interventions are defined and programmed inter-sectorally on a knowledge basis; policy adoption includes distribution of tasks between actors and adequate resource allocation; implementation is monitored and reported; programmes and interventions are systematically evaluated.

RSM systems: qualitative analysis



For each country, the RS management structures and the working processes are charted to provide a graphic picture of the road safety management situation ("country profile")



The specific structures which have been set up in most countries necessarily modify or short-circuit the typical hierarchical administration

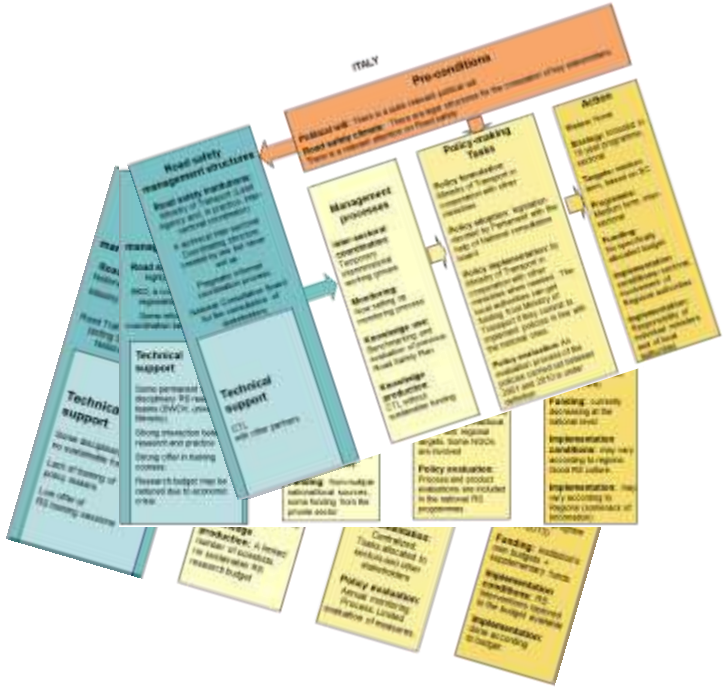
The outputs of quantitative and qualitative analysis of RS management systems

Investigation results:

- Country RS management “profiles”
- Comparisons between countries
- Relations between road safety management and road safety performance indicators
- Re-assessment of “good practice” criteria
- RS management performance indicators

Methodology (to continue, to update):

- Revised questionnaire
- Data collection and treatment guidelines
- Data storage facility



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