

Road Safety Management Profile

United Kingdom

Overview

Figure 1 summarises “good practice” elements, lack of such elements and peculiarities concerning structures, processes, policy-making tasks and outputs. These are based upon the investigation model developed within the DaCoTA research project, and the related questionnaire responses of at least one governmental representative and one independent expert in each country.

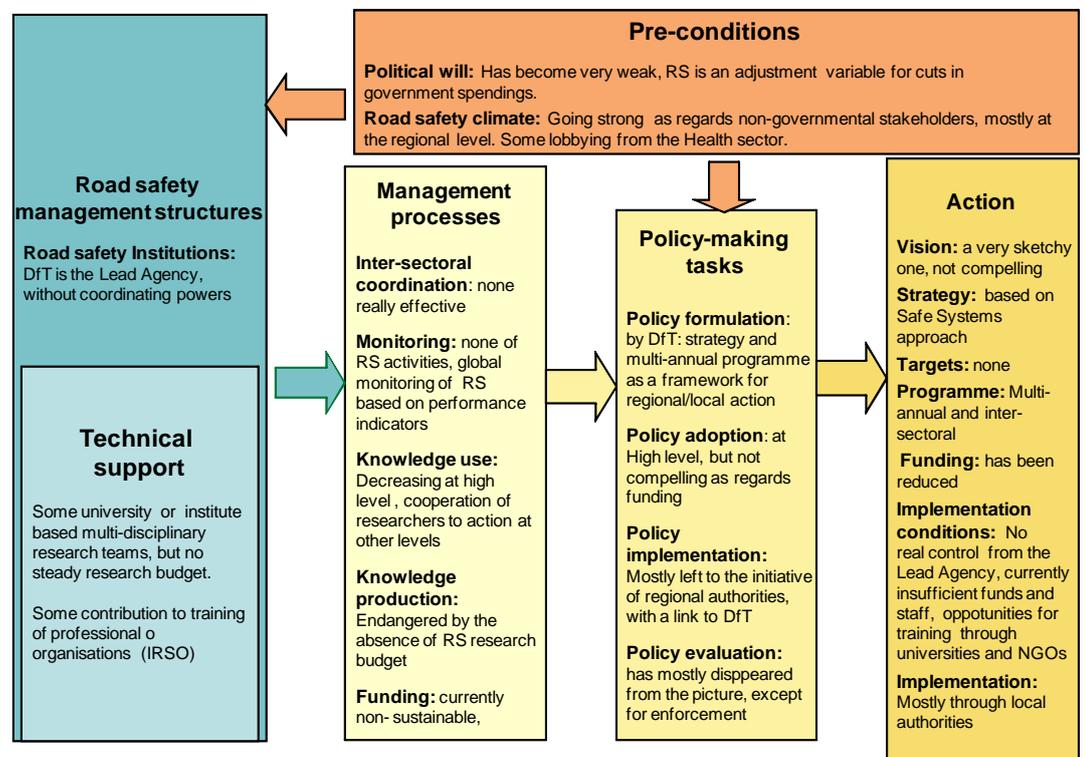


Figure 1. Overview of road safety management good practice elements in United Kingdom - 2010 (Sources: [1],[2])



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Structures, processes and outputs

In Figure 2, road safety management structures, work processes and outputs in United Kingdom are described according to the policy-making cycle (agenda setting, policy formulation, adoption, implementation and evaluation). Focus is on the national organization and the relations between national and regional/local structures.

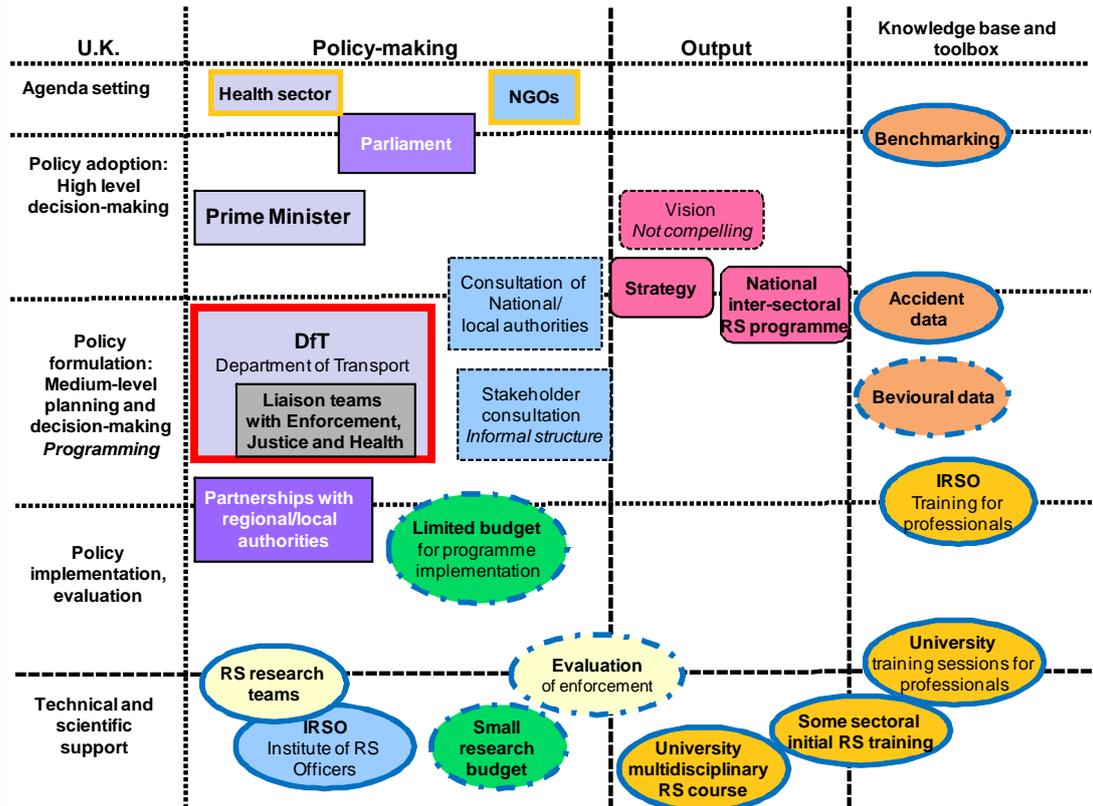
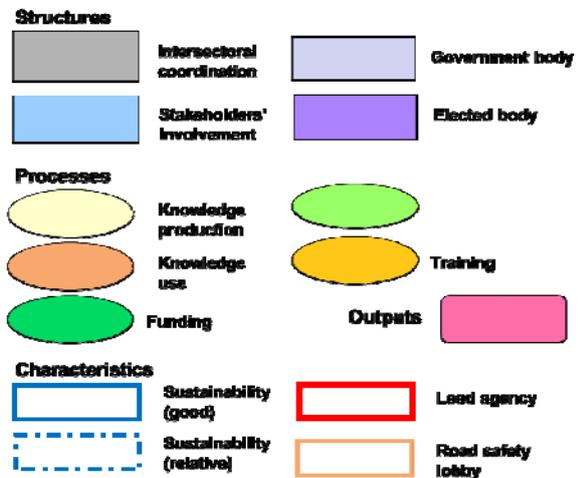


Figure 2. Structures, processes and outputs in United Kingdom - 2010 (Sources: [1],[2])

Legend



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Good practice “diagnosis”

The existing RS management structures and processes in United Kingdom were set against the “most complete RS management system” which would be obtained for a country fulfilling all the “good practice” criteria [1] (see Appendix).

Diagnosis: United Kingdom	
“Good practice” elements	<ul style="list-style-type: none"> ✓ The ministry of Health is getting more and more involved in promoting road safety action. ✓ A national Lead Agency, the ministry of Transport (DfT). ✓ In the absence of formal coordination at the planning level, some inter-sectoral work is performed on the basis of cooperation (via “liaison teams” and partnerships) between DfT and some other ministries. ✓ Regional authorities serve as a link between DfT and the local stakeholders. ✓ Some “vertical” coordination is performed on the initiative of some regional authorities. ✓ A national strategy and road safety programme, based on “Safe Systems” and approved at high level (Prime Minister). ✓ Monitoring of the global effects of road safety action on the basis of performance indicators. ✓ Some long-established multi-disciplinary research teams. ✓ A potential for training current and future road safety actors is provided by universities and some professional organizations.
Elements needing improvement	<ul style="list-style-type: none"> ✓ Low political will, road safety is no longer a priority issue at the national level (rather an “adjustment variable” for government spending). ✓ No sustainable road safety management system at the national level. ✓ DfT, as Lead Agency, has no real power to coordinate sectors at the national level. ✓ No formal consultation of stakeholders at the planning and decision-making level. ✓ Some components of road safety data collection have been re-allocated to local authorities without ensuring that the task is actually performed. ✓ Only a very sketchy long term vision has been adopted and it is not compelling for the government. ✓ The strategy and programme are essentially a framework for regional and local authorities to define their own work programmes. ✓ The road safety programme is not targeted. ✓ The present role of DfT in programme implementation is unclear. ✓ Road safety funding is no longer planned as it used to be and seems to have been cut down in relation to the current economic crisis. ✓ The product of fines, which used to provide some steady funding, is no longer formally allocated to RS activities. ✓ The funds as well as the human resources currently available for interventions are found insufficient in all sectors. ✓ There is no longer any full-size monitoring process of road safety activities. ✓ Evaluation of road safety measures is no longer performed (except in the Enforcement sector). ✓ The links between researchers and decision-makers have become loose. ✓ Only a small budget is now available for RS research at the national level, so the previous level of knowledge production in the U.K. cannot be sustained. ✓ No training plan for road safety actors at the national level.



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Appendix

The most complete RS management system which would be obtained for a country fulfilling all the “good practice” criteria identified, were used as a reference (Figure 3).

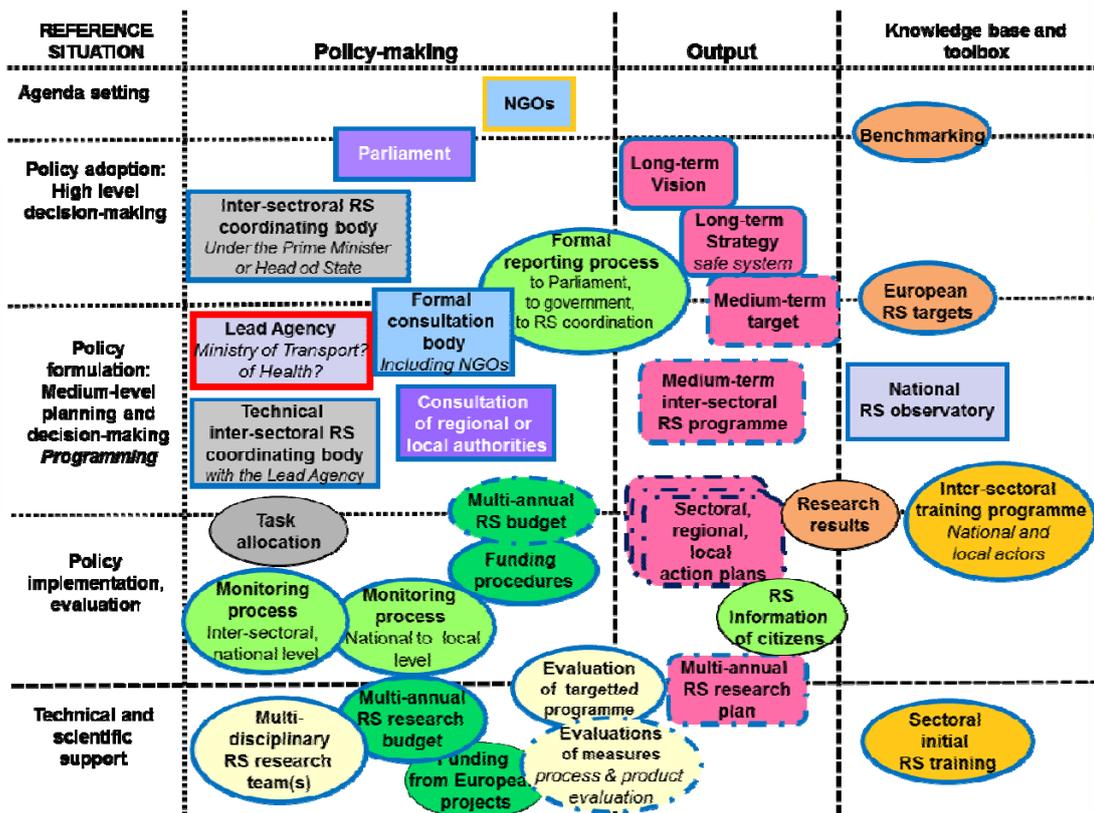
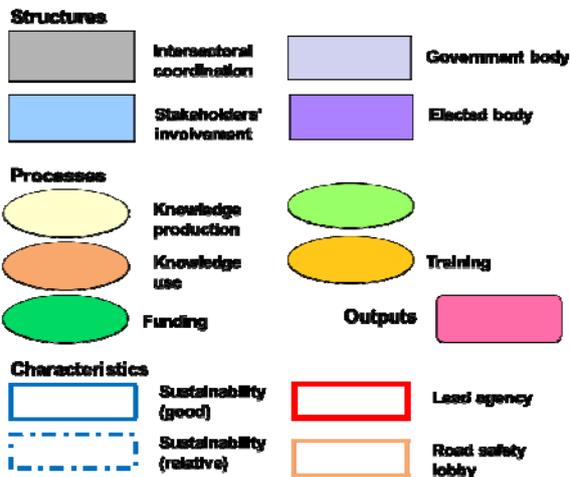


Figure 3. Reference country profile (Sources: [1],[2])

Legend



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References

- [1] Muhlrad, N, Gitelman V, Buttler I. (Eds) et al. (2011) Road safety management investigation model and questionnaire, Deliverable 1.2 of the EC FP7 project DaCoTA.
- [2] Papadimitriou, E, Yannis G., Dupont E., Muhlrad N., Gitelman V., Butler I. et al. (2012) Analysis of road safety management in the European countries, Deliverable 1.5 Vol.II of the EC FP7 project DaCoTA.

Disclaimer

- This profile concerns a ‘snapshot’ of the road safety management system. As some countries are already undergoing an evolution process, the current situation may already be different for an observer from what was described by the experts interviewed in the first quarter of 2010.
- The results are based on both the coded answers to the questionnaire and the comments from the experts interviewed. A thorough cross-analysing of the comments from both the governmental and the independent experts proved to clarify the final picture of a country’s situation.
- As English had to be used as the common language for the analyses, the comments and observations provided by the persons interviewed had to be translated from their home language; particular care was taken so that the names or titles of the national structures described are entirely accurate

