# Road Safety Management Profile

# Ireland

## 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.
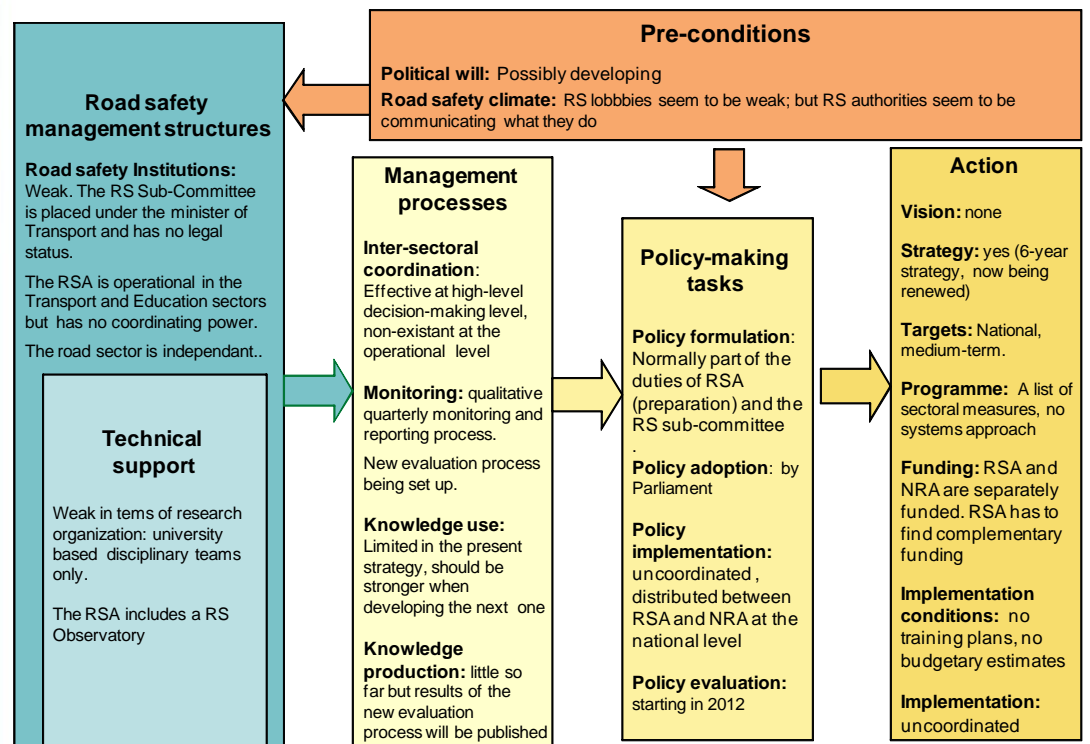
**Pre-conditions**

**Political will:** Possibly developing

**Road safety climate:** RS lobbbies seem to be weak; but RS authorities seem to be communicating what they do

**Road safety management structures**

**Road safety Institutions:** Weak. The RS Sub-Committee is placed under the minister of Transport and has no legal status.

The RSA is operational in the Transport and Education sectors but has no coordinating power.

The road sector is independant..

**Technical support**

Weak in tems of research organization: university based disciplinary teams only.

The RSA includes a RS Observatory

**Management processes**

**Inter-sectoral coordination:** Effective at high-level decision-making level, non-existant at the operational level

**Monitoring:** qualitative quarterly monitoring and reporting process.

New evaluation process being set up.

**Knowledge use:** Limited in the present strategy, should be stronger when developing the next one

**Knowledge production:** little so far but results of the new evaluation process will be published

**Policy-making tasks**

**Policy formulation:** Normally part of the duties of RSA (preparation) and the RS sub-committee.

**Policy adoption:** by Parliament

**Policy implementation:** uncoordinated, distributed between RSA and NRA at the national level

**Policy evaluation:** starting in 2012

**Action**

**Vision:** none

**Strategy:** yes (6-year strategy, now being renewed)

**Targets:** National, medium-term.

**Programme:** A list of sectoral measures, no systems approach

**Funding:** RSA and NRA are separately funded. RSA has to find complementary funding

**Implementation conditions:** no training plans, no budgetary estimates

**Implementation:** uncoordinated

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

## Structures, processes and outputs

In Figure 2, road safety management structures, work processes and outputs in Ireland 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.
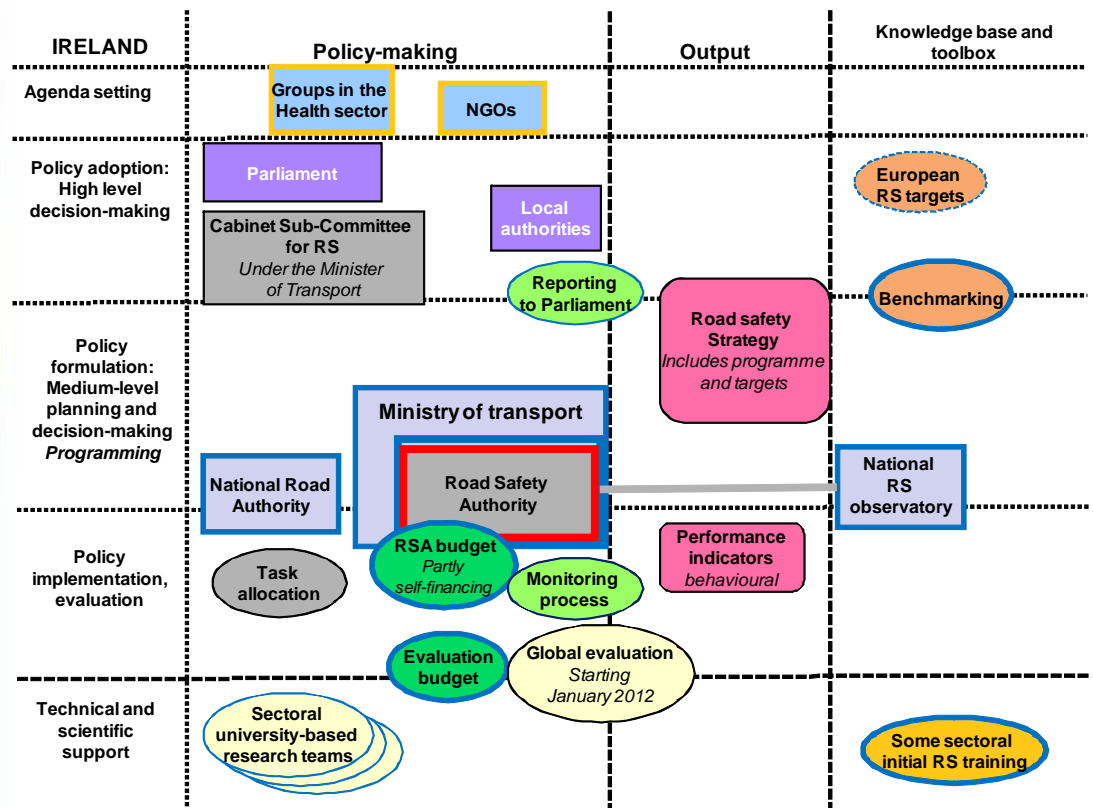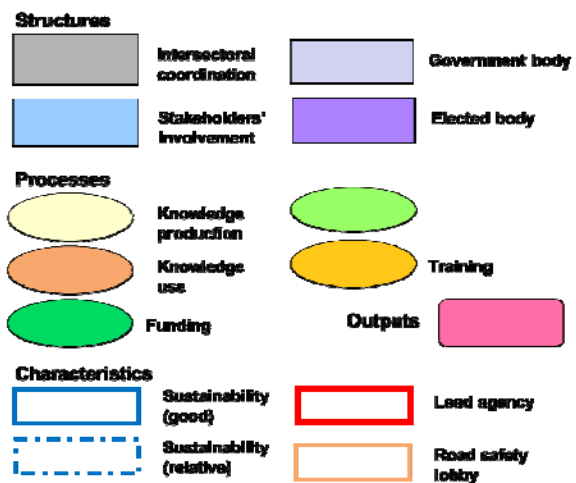


*Figure 2. Structures, processes and outputs in Ireland - 2010 (Sources: [1].[2])*

**Legend**

## Good practice "diagnosis"

The existing RS management structures and processes in Ireland 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: Ireland | |
|---|---|
| "Good practice" elements | ✓ Parliament has approved the national road safety strategy. <br><br> ✓ Informal but effective inter-ministerial sub-committee on road safety. <br><br> ✓ Inter-sectoral coordination at the medium decision-making level through a legally created Road Safety Authority. <br><br> ✓ The Road Safety Authority has a budget within the ministry of Transport, may spend it independently and may supplement it with funds from private sources. <br><br> ✓ A national Road Safety Observatory (under the Road Safety Authority). <br><br> ✓ A strategy and six-year road safety programme. <br><br> ✓ The Road safety Authority sponsors some disciplinary research at PhD level. <br><br> ✓ Road safety management procedures are being improved towards more knowledge-based road safety policy. |
| Elements needing improvement | ✓ The Road Safety Agency comes under the ministry of Transport (not the highest decision-making level) which limits its coordinating power (see below). <br><br> ✓ The road infrastructure sector works independently of all others (through the National Road Authority). <br><br> ✓ The road safety strategy and programme are not based on Safe Systems. <br><br> ✓ Task allocation leads to sectoral implementation with no coordination at this level. <br><br> ✓ Involvement of stakeholders has been minimal. <br><br> ✓ No budget estimate for the current strategy and programme. <br><br> ✓ No identifyable global road safety budget (funding seems satisfactory except in the Enforcement sector). <br><br> ✓ Limited use of knowledge for policy-making. <br><br> ✓ No evaluation of road safety interventions (but it is being planned). <br><br> ✓ No multi-disciplinary research team. <br><br> ✓ No offer of multi-disciplinary training schemes. <br><br> ✓ No training plan for road safety actors. |

# 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).
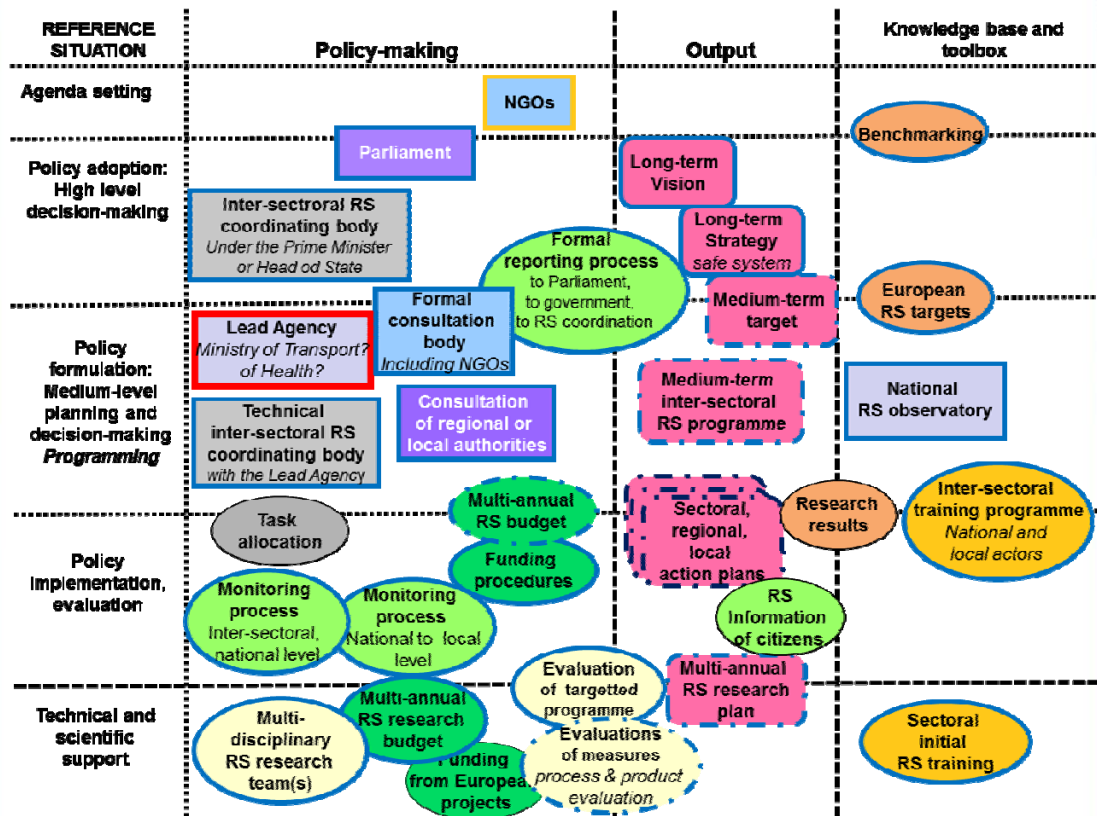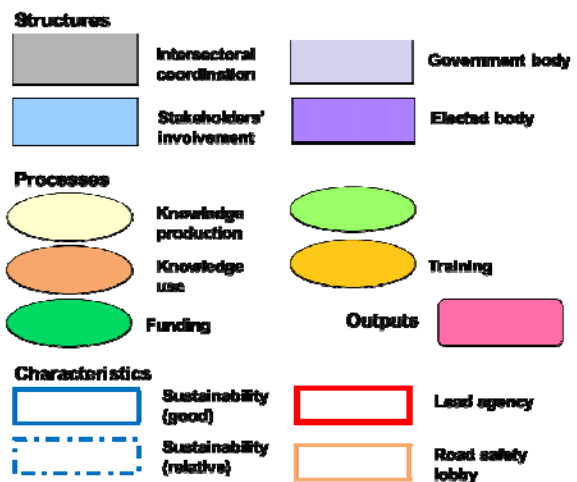


**Figure 3**. *Reference country profile (Sources: [1].[2])*

**Legend**

## 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