

Road Safety Management Profile

Poland

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.

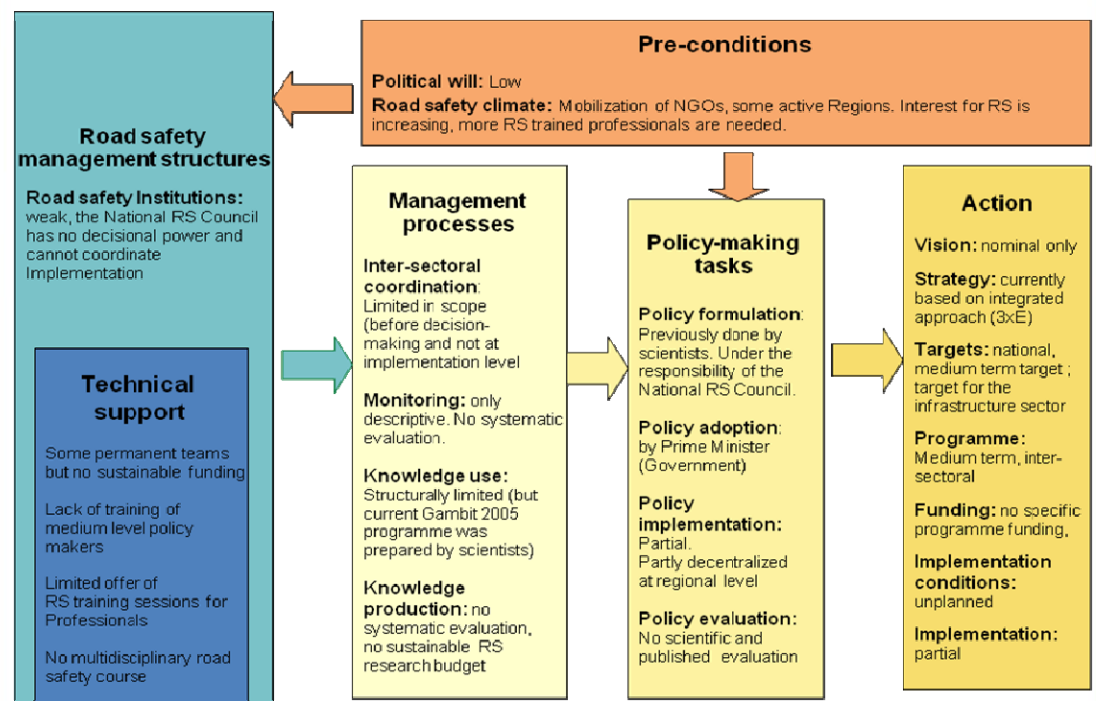


Figure 1. Overview of road safety management good practice elements in Poland - 2010 (Sources: [1],[2])



Road Safety Management Profile - Poland

Structures, processes and outputs

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

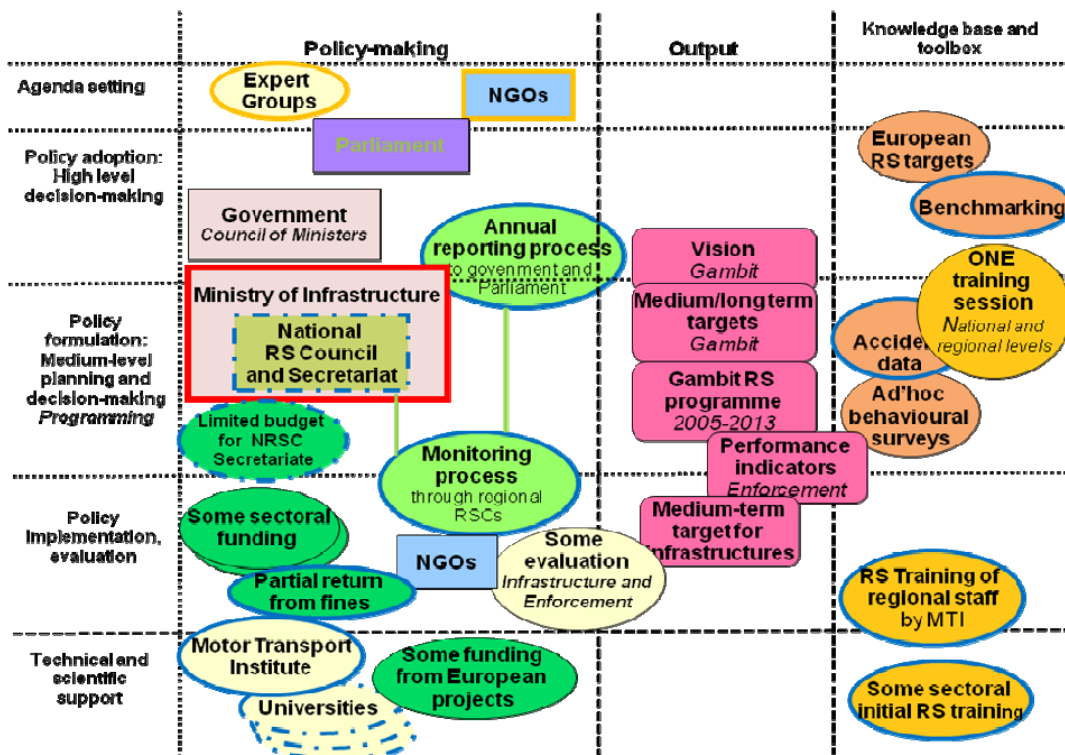
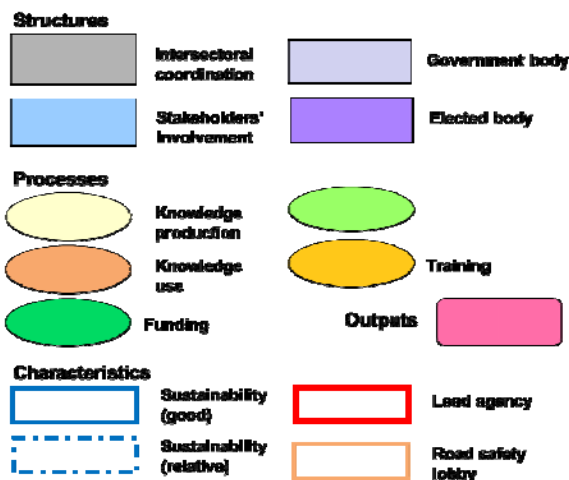


Figure 2. Structures, processes and outputs in Poland - 2010 (Sources: [1],[2])

Legend



Road Safety Management Profile - Poland

Good practice “diagnosis”

The existing RS management structures and processes in Poland 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: Poland	
“Good practice” elements	<ul style="list-style-type: none"> ✓ Lobbying for safety from scientific experts and some NGOs ✓ Involvement of Parliament in road safety issues ✓ An inter-sectoral National Road Safety Committee ✓ A Secretariat for the Committee to lead policy formulation and monitor road safety activities ✓ Some consultation of regional/local stakeholders performed through the National Road Safety Council ✓ A long term vision (long-term target) ✓ A medium-term target ✓ A knowledge-based medium-term inter-sectoral road safety programme (“Gambit”) ✓ Use of all possible funding sources to implement the programme (sectoral, regional and local budgets, EU and World Bank programmes, bi-lateral cooperation). ✓ An annual monitoring and reporting process of road safety activities through the National Road Safety Council, to inform the government and Parliament. ✓ Some evaluation performed in the Infrastructure and Enforcement sectors. ✓ Some road safety training sessions for professionals at the regional level.
Elements needing improvement	<ul style="list-style-type: none"> ✓ The National Road Safety Committee is only an advisory body, ill-placed in the decision-making chain to coordinate policy implementation. ✓ No formal inter-sectoral and “vertical” (between the national and regional levels) coordination at the operational level. ✓ No established list of road safety stakeholders in the private sector and no formal consultation process. ✓ The long term vision has not triggered any research or action. ✓ No global budget allocation to the implementation of the Gambit programme and no coordination of available funds so that only part of it has been implemented. ✓ The monitoring process focusses on what has been done by the national and regional road safety actors rather than on results and has not triggered and response so far. ✓ Evaluations have been carried out by the agencies in charge of interventions with little involvement of scientific teams ✓ No national Road Safety Observatory (but the need for it has been recognized) ✓ No systematic collection of behavioural data. ✓ The next national road safety programme which is being prepared may not be as knowledge-based as the current one. ✓ No research plan at the national level. ✓ Available multi-disciplinary research teams have heavily relied upon European projects and may not be sustainable ✓ No multi-disciplinary road safety course available.



Road Safety Management Profile - Poland

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).

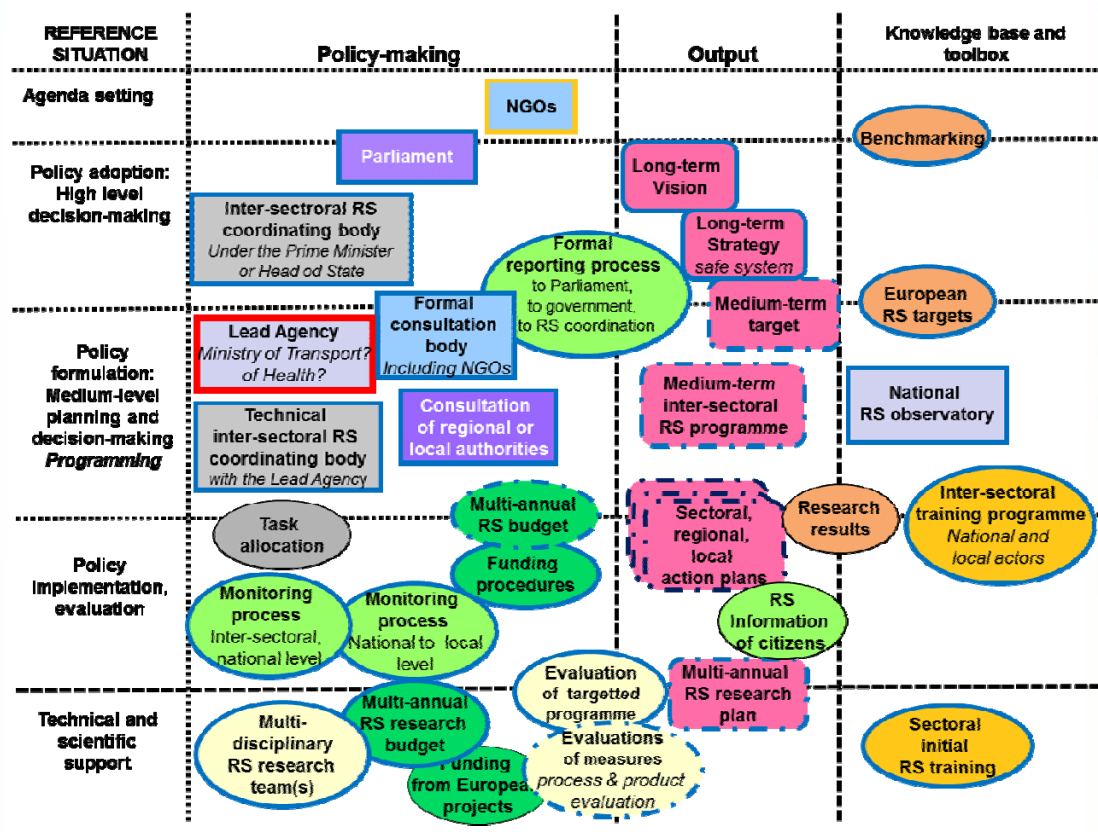
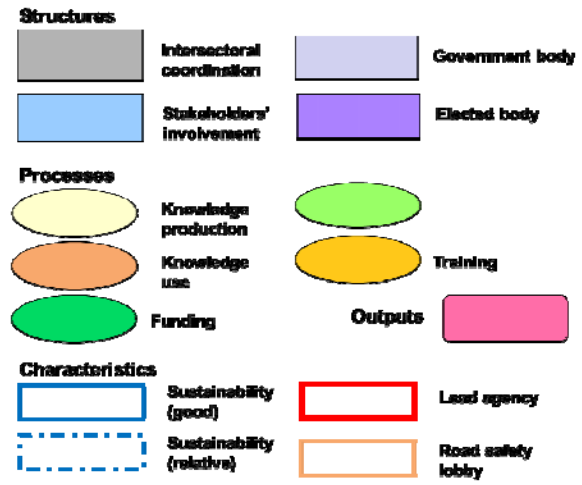


Figure 3. Reference country profile (Sources: [1],[2])

Legend



Road Safety Management Profile - Poland

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

