

Road Safety Management Profile

Spain

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.

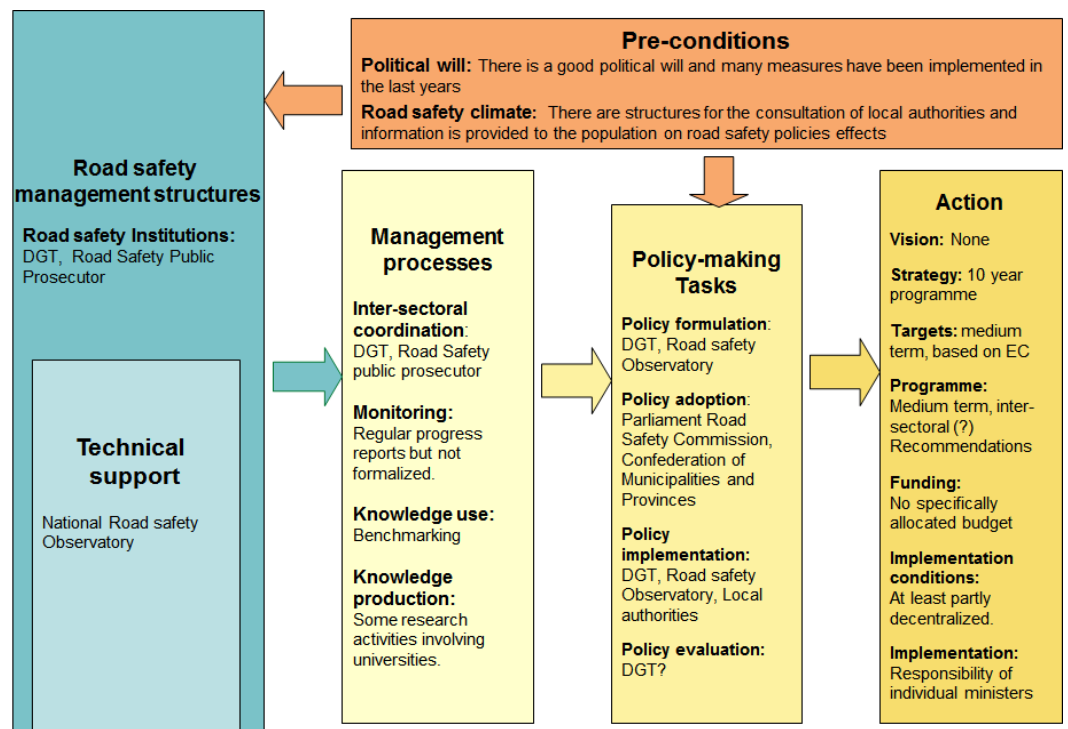


Figure 1. Overview of road safety management good practice elements in Spain - 2010 (Sources: [1],[2])



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Structures, processes and outputs

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

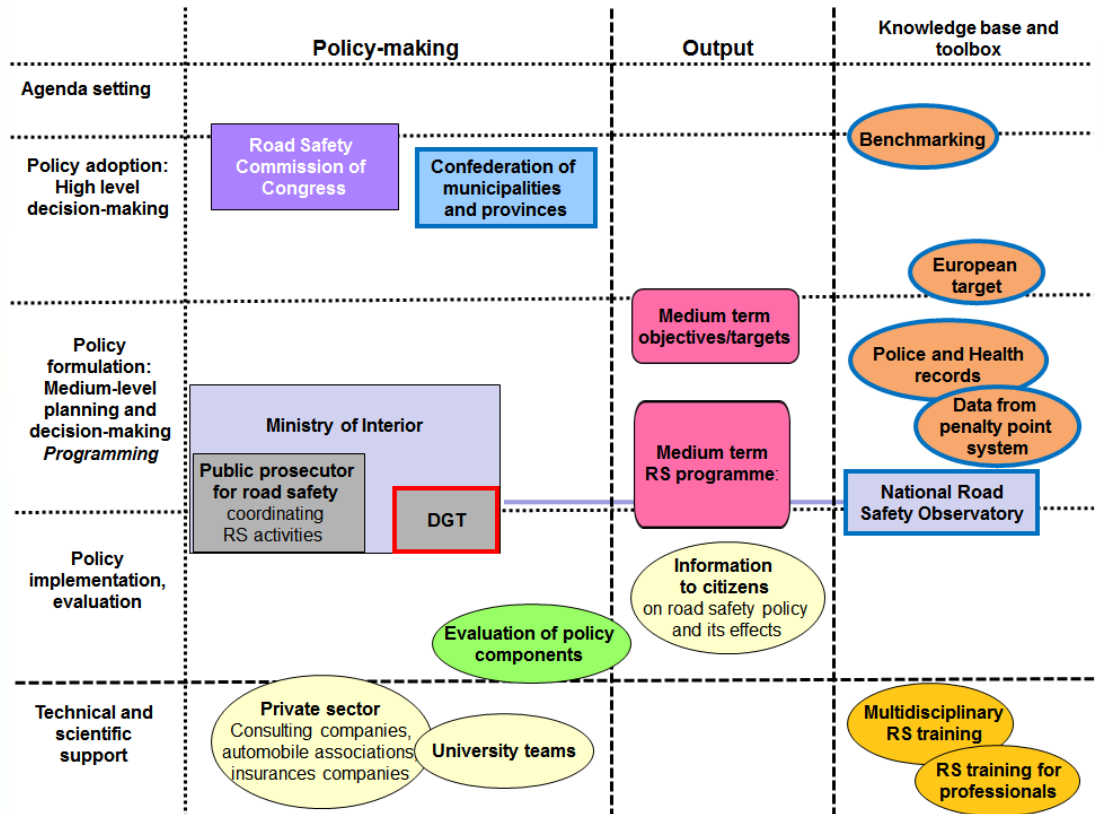
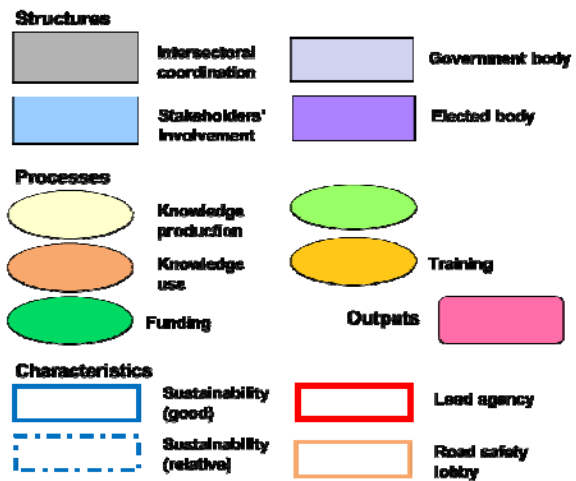


Figure 2. Structures, processes and outputs in Spain - 2010 (Sources: [1],[2])

Legend



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Good practice “diagnosis”

The existing RS management structures and processes in Spain 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: Spain	
“Good practice” elements	<ul style="list-style-type: none"> ✓ Political will ✓ A specific Road Safety Commission in Parliament for high-level decision-making. ✓ A Lead Agency (under the Ministry of Interior) ✓ A formal procedure to consult regional and local authorities through an existing permanent structure. ✓ A national Road Safety Observatory. ✓ A targeted inter-sectoral multi-annual programme. ✓ Some evaluation of road safety interventions.
Elements needing improvement	<ul style="list-style-type: none"> ✓ The Lead Agency and principal coordinator is under the Ministry of Interior (rather than at a higher level) and therefore not well situated for inter-sectoral coordination. ✓ Unclear specifications of the role of the Public Prosecutor for road safety with respect to road safety management. ✓ Stakeholder consultation does not seem to include relevant NGOs or businesses. ✓ The national Road Safety Observatory does not seem to have the complete set of data usually used for policy formulation and evaluation (apparently no systematic collection of behavioural data). ✓ No long-term “vision”. ✓ No identified budget for road safety. ✓ No effective monitoring of implementation. ✓ No strong multi-disciplinary research team, some scattered research only. ✓ No training plan for road safety actors.



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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).

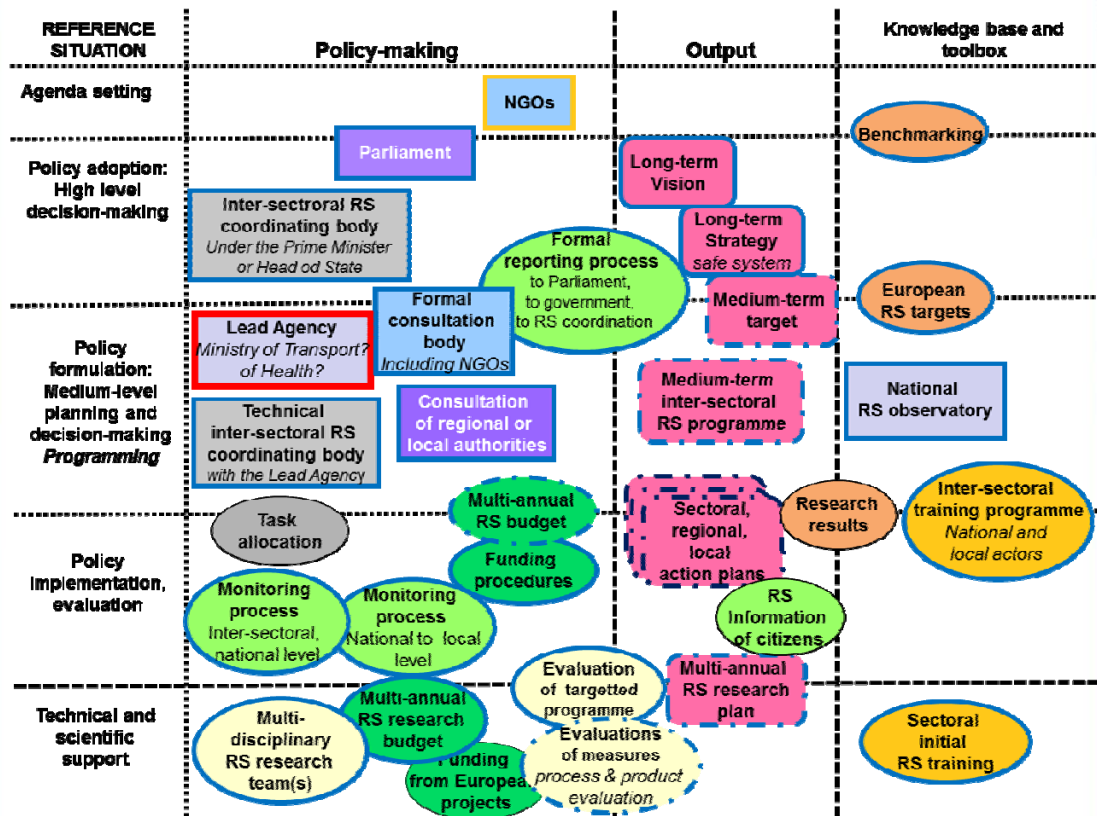
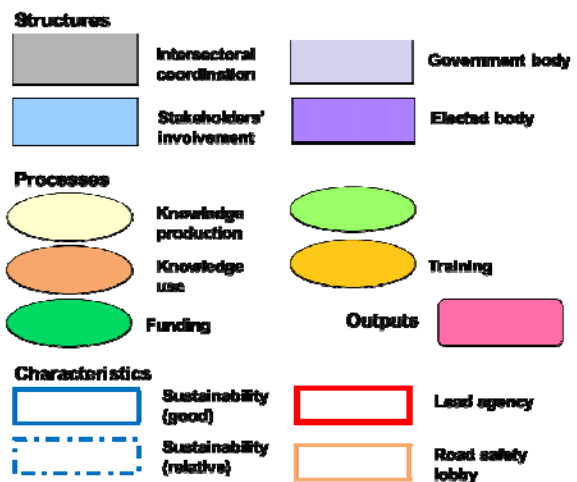


Figure 3. Reference country profile (Sources: [1],[2])

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

