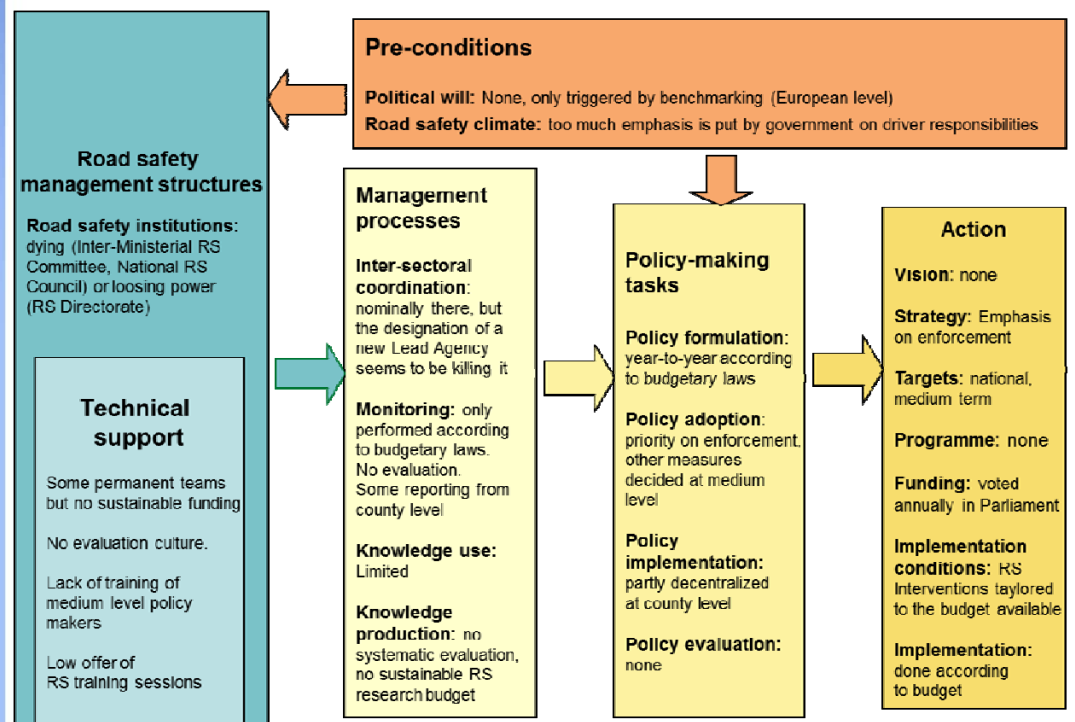# Road Safety Management Profile

France

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 France - 2010 (Sources: [1].[2])*

Road Safety Management Profile - France

Structures, processes and outputs

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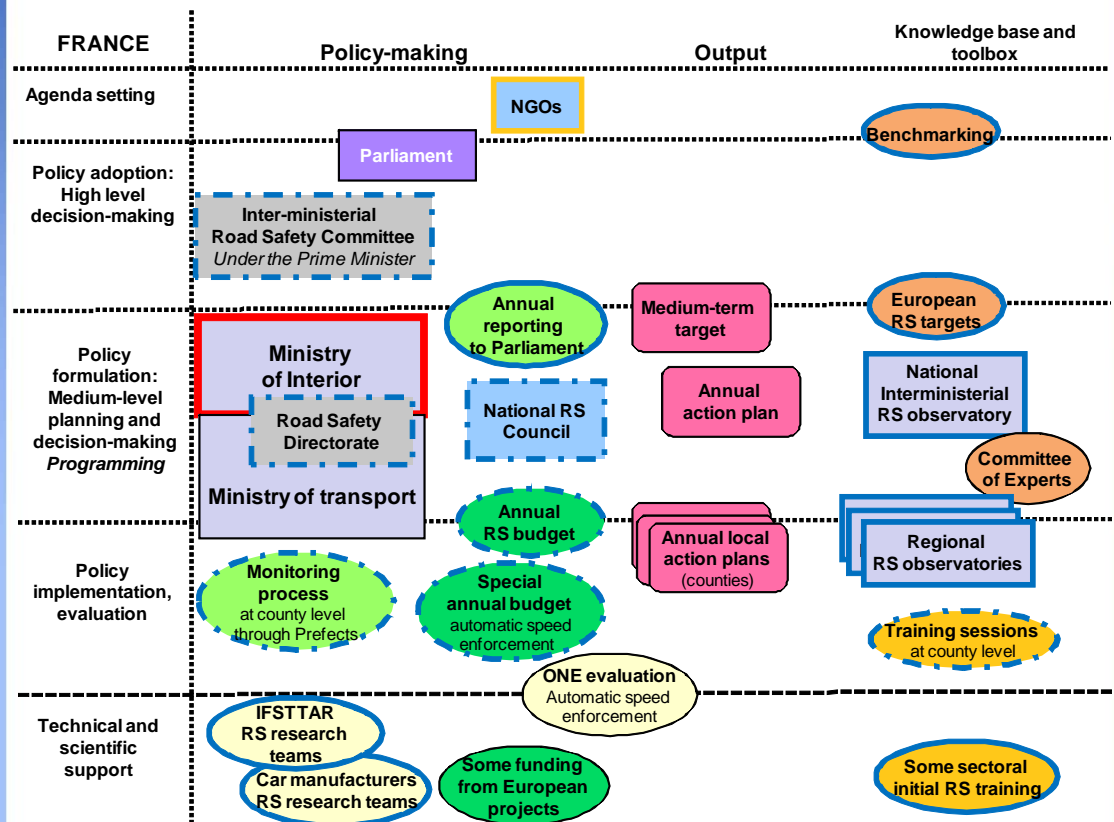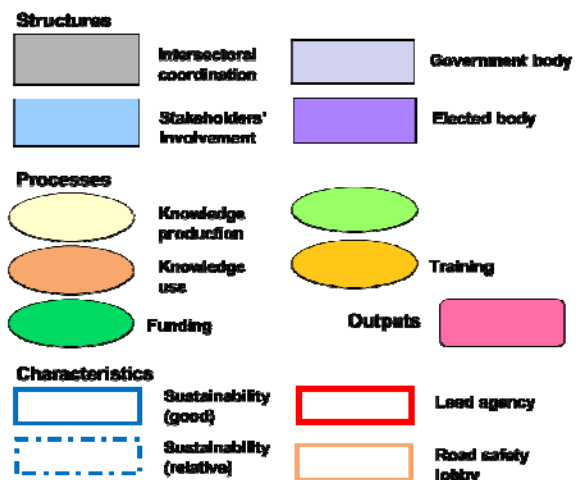

Figure 2. Structures, processes and outputs in France - 2010 (Sources: [1].[2])

Good practice "diagnosis"

The existing RS management structures and processes in France 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).

"Good practice" elements	✓ High level coordination of road safety policy making through an inter-ministerial road safety committee. ✓ A national inter-ministerial Road Safety Observatory and a network of regional RS observatories. ✓ A national structure for stakeholder consultation (including local authorities, businesses and NGOs) with a committee of experts. ✓ An annual road safety budget voted in Parliament. ✓ Benchmarking is used as an incentive to keep up the road safety effort. ✓ Availability of multi-disciplinary research teams.
Elements needing improvement	✓ The inter-ministerial road safety committee does not follow the meeting schedule. ✓ The ministry of Interior has been appointed as Lead Agency for road safety (focus on driver behaviour rather than on Safe Systems). ✓ The present state of coordination at the planning and implementation levels is uncertain (transfer of the Road Safety Directorate from the ministry of Transport to the ministry of Interior). ✓ Uncertain future of "vertical" coordination and reporting (between the national and county levels). ✓ No precise rules and no separate funding for the stakeholder consultation structure. ✓ No long-term vision or strategy. ✓ No medium term targeted road safety programme, interventions are planned year-by-year according to the funds available. ✓ Funding for road safety is found insufficient in most areas and the manpower available has been decreasing. ✓ Reporting to Parliament on road safety activities is only a formal budgetary exercise. ✓ Recent road safety interventions have not been based on knowledge, weak links between managers and researchers. ✓ No current research programme or research budget. ✓ Currently no evaluation of road safety measures. ✓ Lack of RS training of policy-makers and implementers at all levels. ✓ Only a marginal offer of multi-disciplinary training courses.

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).
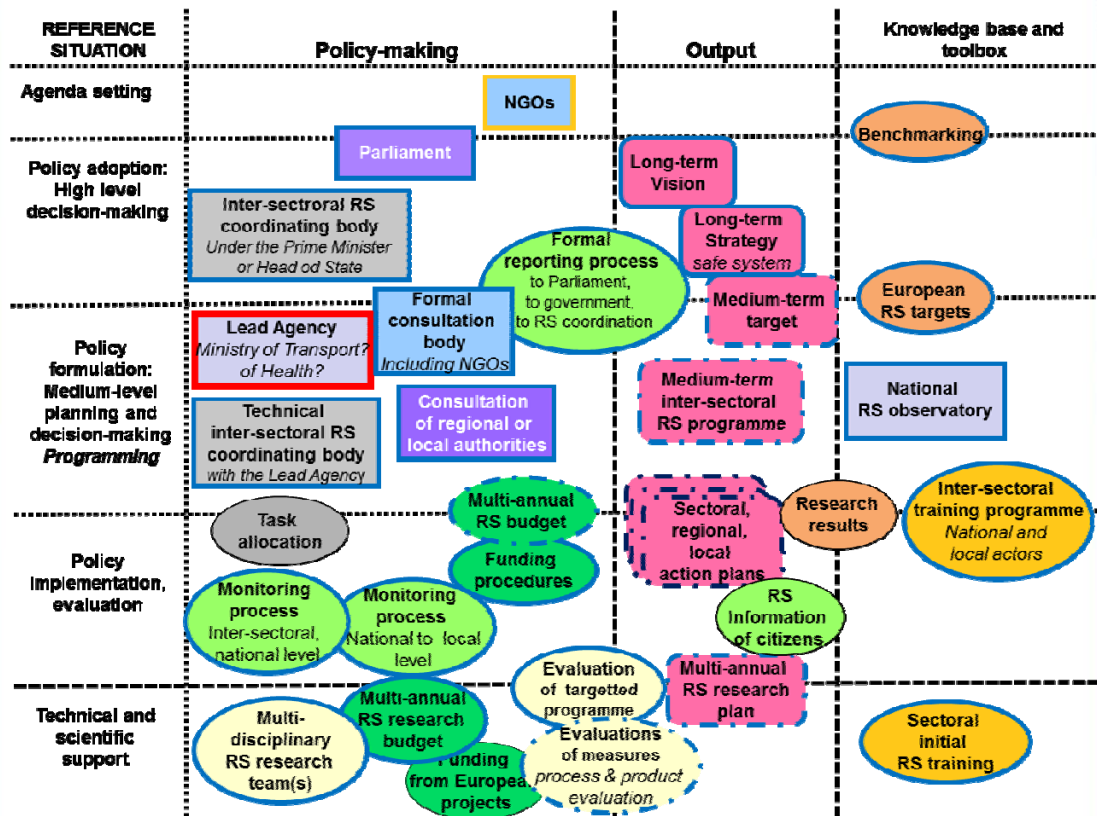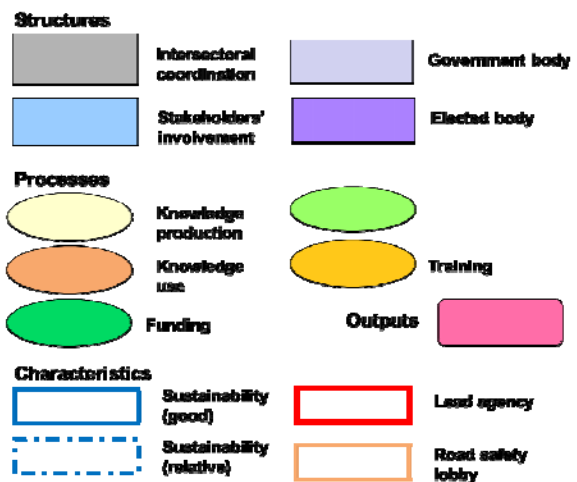

Figure 3. *Reference country profile (Sources: [1].[2])*

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