

Road Safety Management Profile

The Netherlands

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.

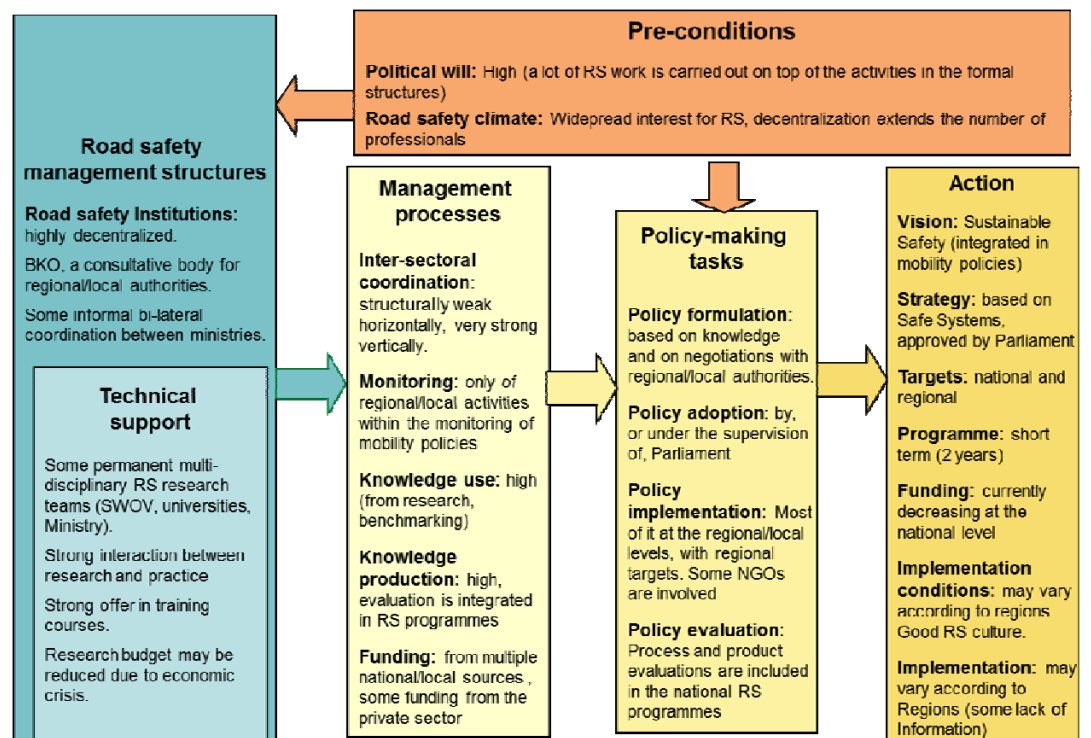


Figure 1. Overview of road safety management good practice elements in Netherlands - 2010 (Sources: [1].[2])



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Structures, processes and outputs

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

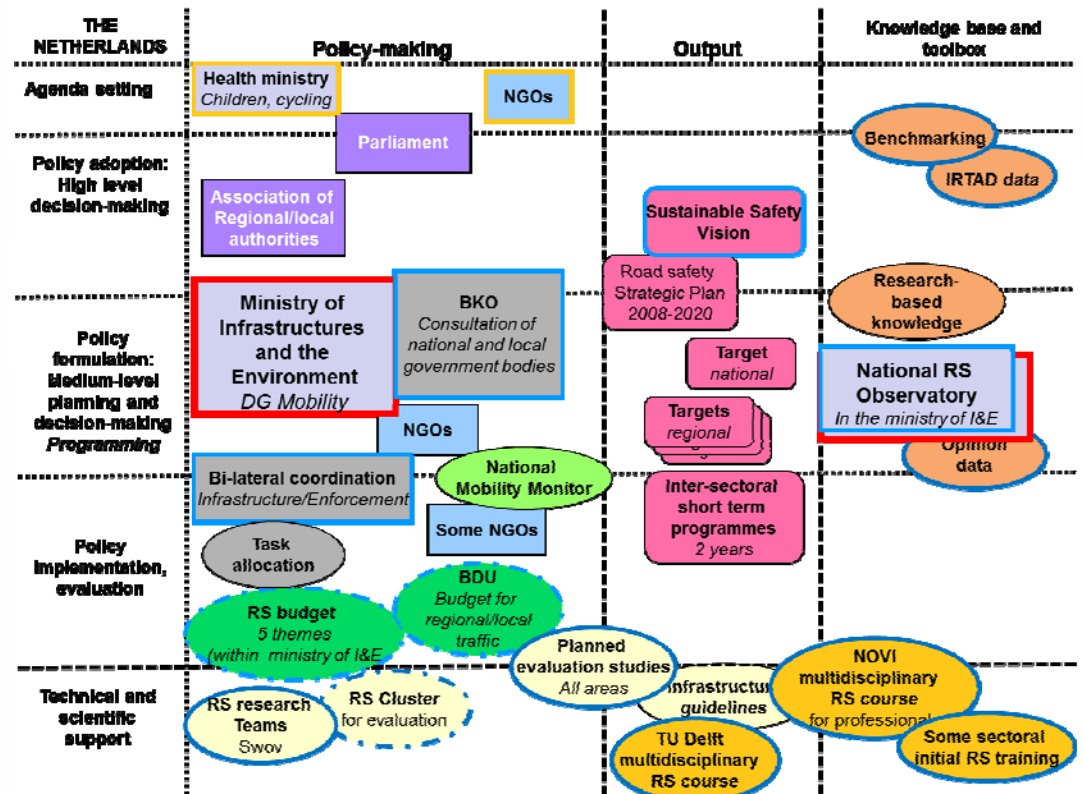
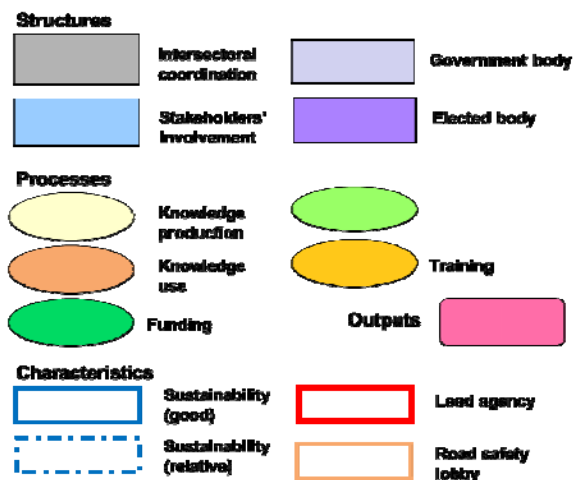


Figure 2. Structures, processes and outputs in Netherlands - 2010 (Sources: [1],[2])

Legend



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Good practice “diagnosis”

The existing RS management structures and processes in Netherlands 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: The Netherlands	
“Good practice” elements	<ul style="list-style-type: none"> ✓ Road safety policy is integrated into wider-ranging mobility policy. ✓ A large-spread road safety culture related to a large number of field actors across the country. ✓ Parliament discusses policy orientations and monitors the delivery process. ✓ The ministry of Infrastructures and the Environment is designated as the Lead agency for RS at the national level. ✓ Regional and local authorities play an important role in decision-making as well as in implementation. ✓ A formally established coordinating body, BKO, serves to consult and negotiate with the regional and local authorities. ✓ BKO also has a working structure in which boards prepare the ground for decision-making. ✓ Frequent informal consultation of a wide range of stakeholders (including the private sector). ✓ In the absence of formal inter-sectoral coordination, bilateral cooperation between ministries operates at all levels (from decision-making to implementation). ✓ A long term “vision” for road safety and a twelve-year strategy are included in mobility policy. ✓ Successive two-year programmes are planned and implemented, which provides some flexibility to strengthen interventions and review funding procedures. ✓ Multiple sources of funding, including regional and local authorities and NGOs. ✓ Some global monitoring of road safety activities at the regional/local levels, reporting to Parliament. ✓ Evaluation of safety measures is part of the culture and involves research teams. ✓ Good interaction between managers and researchers at the national level. ✓ Multiple training opportunities offered by universities, including a multi-disciplinary course in road safety.
Elements needing improvement	<ul style="list-style-type: none"> ✓ No formal structure for horizontal inter-sectoral coordination at the national level. ✓ No formal procedure for stakeholder consultation. ✓ No steady budget for road safety and a current decrease in government funding. ✓ No detailed monitoring of regional/local road safety activities, so some Regions are not as active as others. ✓ No steady government budget for research, currently reduction of road safety research funding. ✓ Insufficient links between researchers and regional/local road safety managers. ✓ No training plan for road safety actors in spite of the training opportunities on offer.



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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).

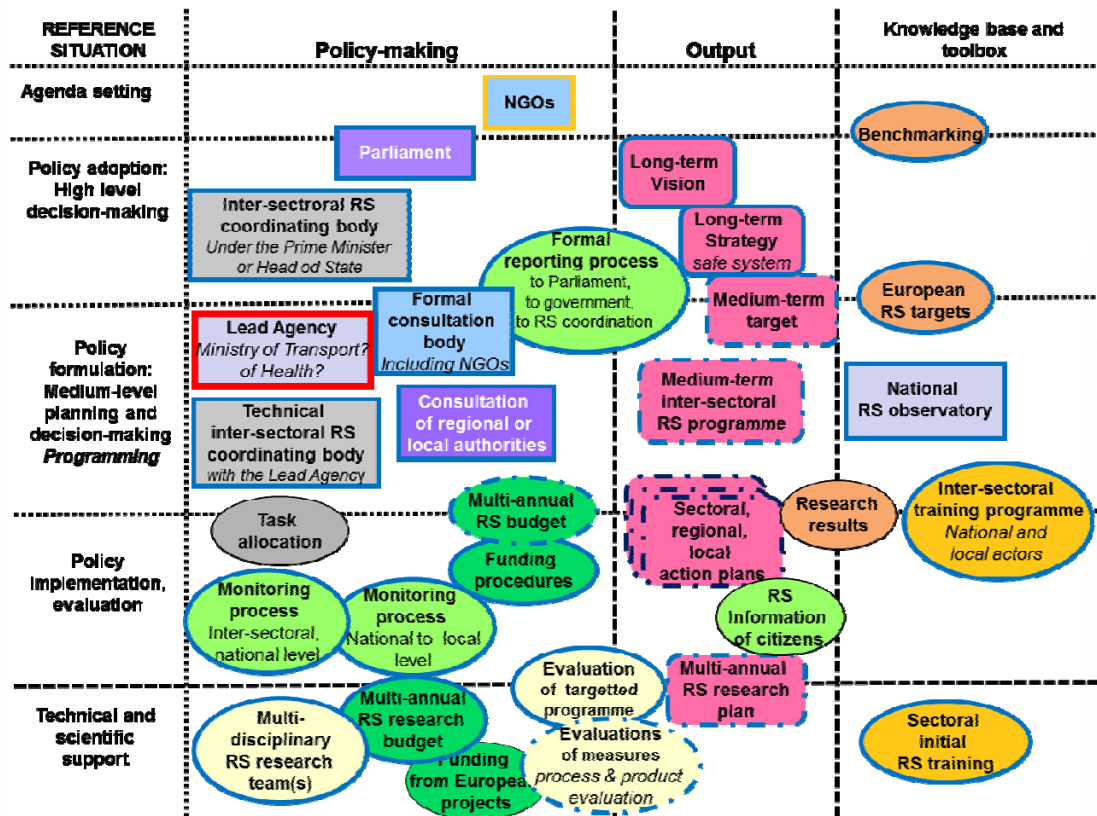
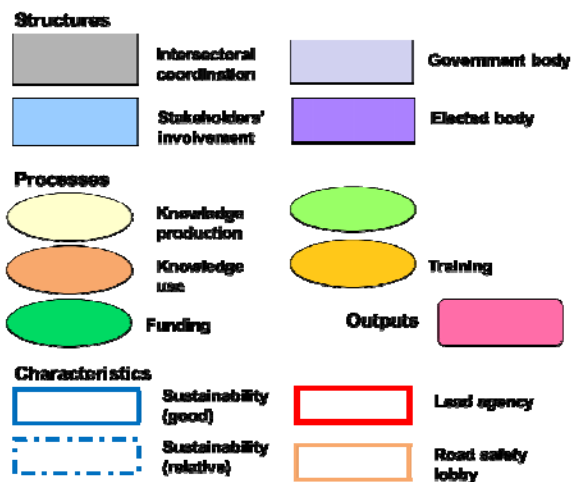


Figure 3. Reference country profile (Sources: [1],[2])

Legend



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References

- [1] Muhlrاد, 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., Muhlrاد 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

