

Road deaths in Single Vehicle Collisions

PIN Flash report 32

PIN Conference 20 June 2017

Graziella Jost, ETSC Director of Projects
graziella.jost@etsc.eu

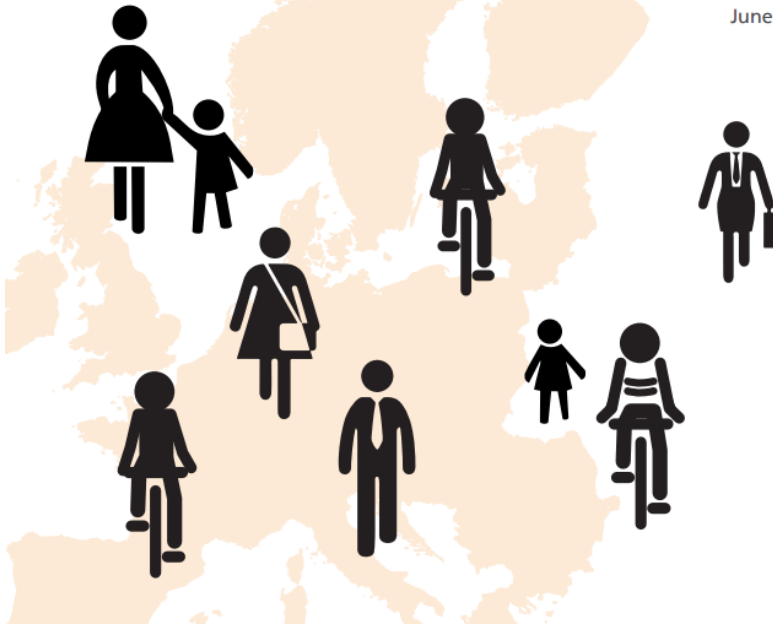


European Transport Safety Council

MAKING WALKING AND CYCLING ON EUROPE'S ROADS SAFER

PIN Flash Report 29

June 2015



RANKING EU PROGRESS ON CAR OCCUPANT SAFETY

PIN Flash Report 27

April 2014



REDUCING DEATHS IN SINGLE VEHICLE COLLISIONS

PIN Flash Report 32

April 2017



7,300

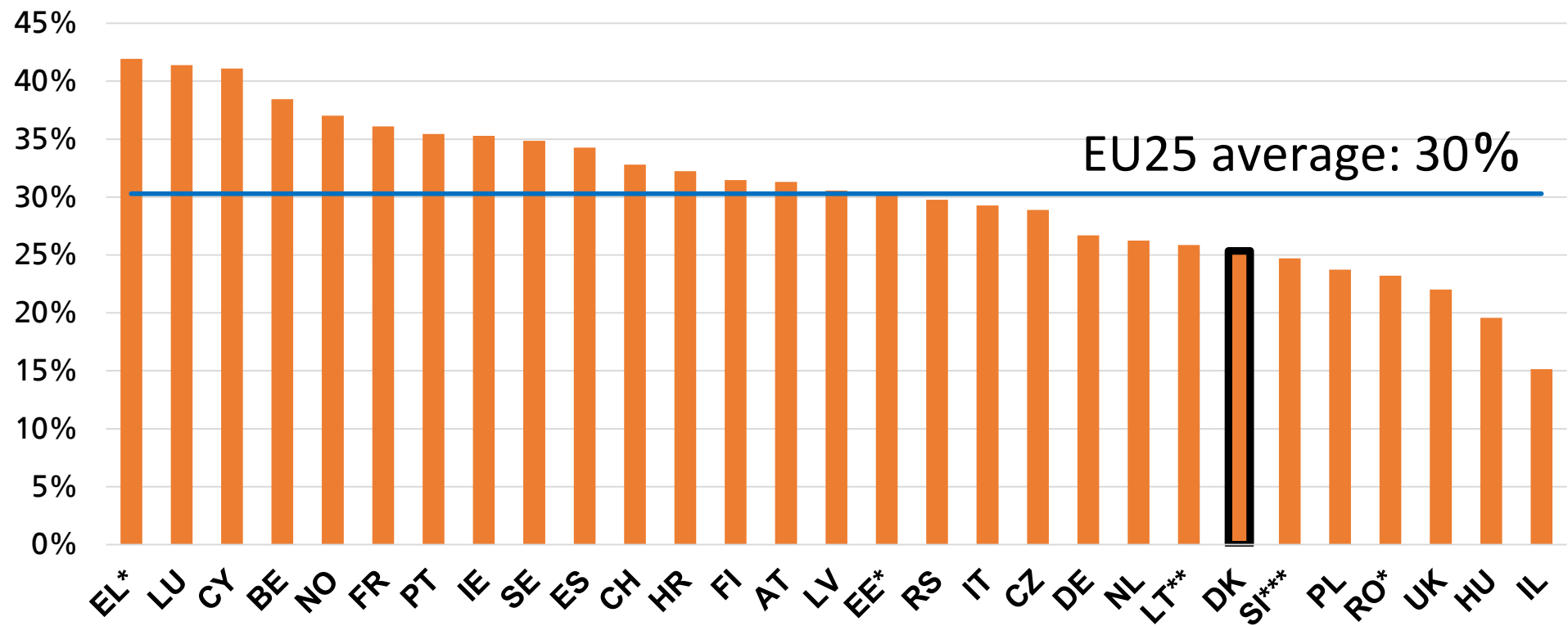
road users lost
their lives in 2015
in SVCs in the EU

SINGLE VEHICLE COLLISIONS

1/3

of road deaths
happen in
collisions
involving only one
motorised vehicle.

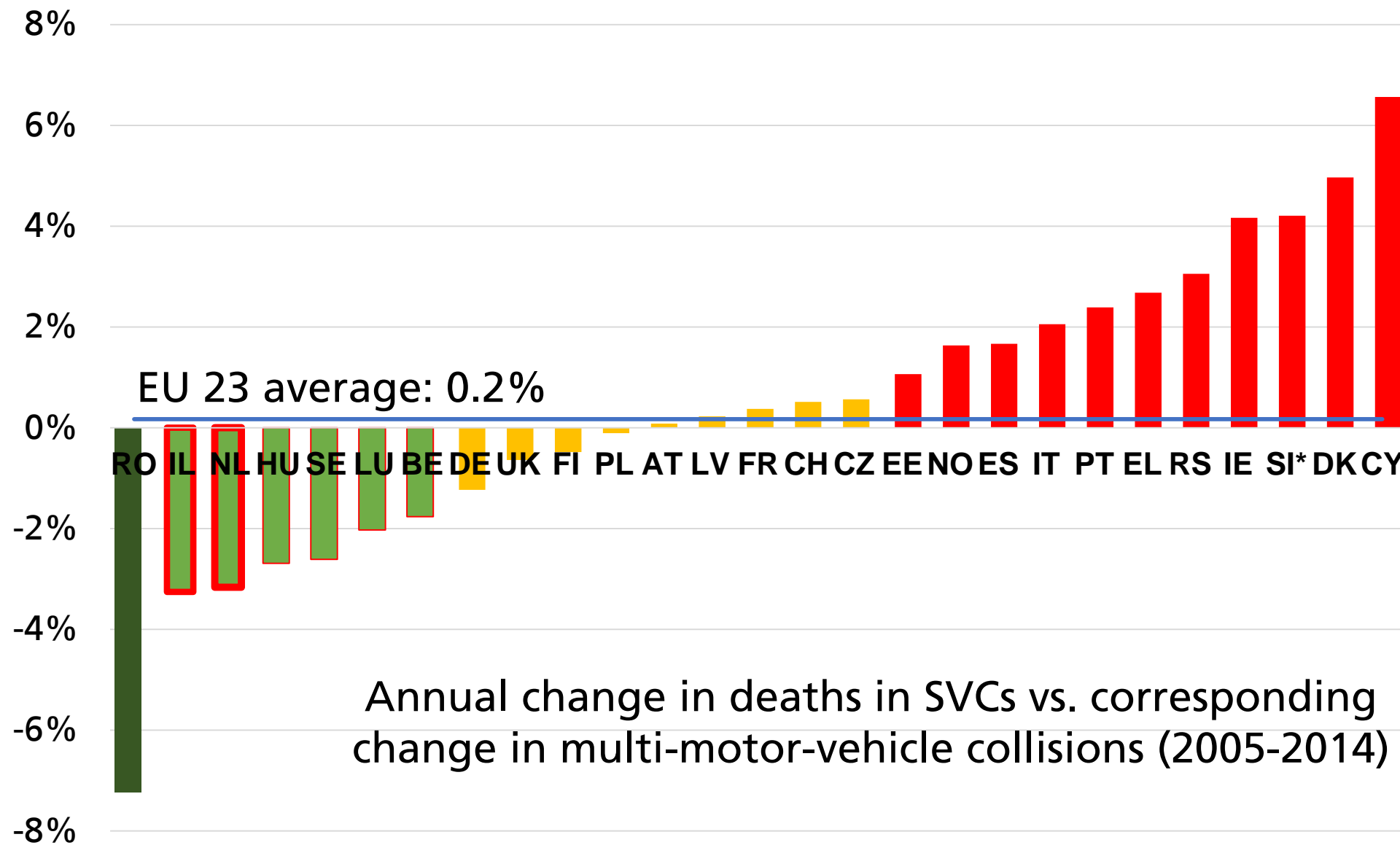
DEATHS IN SVC as a PROPORTION (%) OF ALL ROAD DEATHS



DEATHS IN SVC

- 68% of deaths in SVC are car occupants
- 7% of deaths in SVC are lorry occupants
- Motorcyclist deaths are disproportionately high
- Mainly on rural roads
- Involving older cars

REDUCTION IN DEATHS IN SVC vs DEATHS in MULTI MOTOR VEHICLE COLLISIONS



Main causes of deaths in SVC

Drink or drug driving

Distraction

Fatigue

Speeding

Environmental conditions

No seat-belt

Unforgiving roadsides

Infrastructure

Young and inexperienced drivers

Suicides

Technical failure of the vehicle

ETSC RECOMMENDATIONS

- ✓ Human factors
- ✓ Vehicle safety
- ✓ Road design factors
- ✓ In-depth accident investigations

HUMAN FACTORS

Member States

- Enforcement, enforcement, enforcement
- Introduce Graduated Driving Licence systems and stricter demerit points for newly licenced-drivers



VEHICLE SAFETY

EU

- Fit all new vehicles with overridable Intelligent Speed Assistance, Automated Emergency Braking (AEB), advanced Seat Belt Reminders (SBR)
- Standards for alcohol interlocks
- Upgrade type approval collision tests to EuroNCAP requirements

Road design – Member States



- Implement the Infrastructure Safety Management Directive on all main roads.
 - Apply the concepts of “self-explaining and self-enforcing roads” and “forgiving roadsides”.
 - Ensure that barrier terminals at both ends are crashworthy.
 - Design safer slopes and ditches to prevent rollovers, or put barriers in place.
-
- Set a target of upgrading roads to 3-star or better on all roads and 4-star or better on roads with high traffic volume.

ROAD DESIGN – EU

Promote the safe system approach in Europe

Revise the Infrastructure Safety Management Directive

- Extend the application of the instruments of the Directive to cover all motorways and main rural and urban roads.
- Extend the rules to tunnels covered by the Tunnel Directive 2004/54 and uphold the effects of the Tunnel Directive.
- Set up guidelines for the provision and maintenance of road markings and safety barriers.
- Support common EU curricula for auditors and inspectors.

IN-DEPTH ACCIDENT INVESTIGATION



Member States

- Conduct in-depth accident investigations in appropriate representative samples of collisions
- Apply the DaCoTA in-depth road accident investigation methodology to contribute to comparable data across the EU

EU

- Build up on the DaCoTA deliverable to create a pan-European in-depth accident investigation database.
- Mandate Event Data Recorders (EDR) in all new vehicles and require the data to be made available for accident investigations