

Good practice in protecting VRUs, Spain

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**EU ROAD SAFETY
EXCHANGE**



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GOOD PRACTICE IN PROTECTING VULNERABLE ROAD USERS IN SPAIN

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18 October 2023



- ❖ A three-year twinning project funded by the European Parliament and managed by the European Commission together with ETSC
- ❖ EU Road Safety Exchange project aims to tackle the disparities and linked up experts from twelve EU Member States.
- ❖ Supports exchange of knowledge and best practice between EU Member States to face challenges including speeding, infrastructure safety and improving the safety of pedestrians and cyclists.
- ❖ **Spain** participate on two priority topics:
 - Powered-two wheelers' safety (Greece)
 - Infrastructure Safety (Romania)



- ❖ Implementation of best practices to reduce the number of motorcyclist accidents
- ❖ Road safety plans for motorcyclists, driving tests, A licence courses and future safe driving courses were some of the aspects analysed.

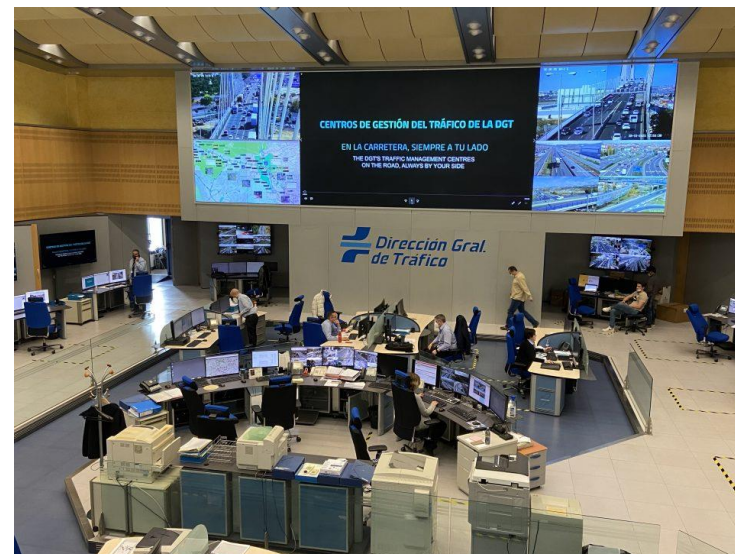
- ❖ New plan of the city 'Madrid 360' aimed at improving the safety of PTW, including lower speeds, more parking and a dedicated lane pilot project.





- ❖ Description of the specific road safety measures in place i.e. barrier systems to protect motorcyclists, safety ditches, specific protection systems for road crossings, slow lanes, experimental tests of new road markings

- ❖ Madrid Traffic Management Center where they were able to learn first-hand about the operation of the systems with which traffic is regulated and managed in Spain.



- ❖ EU Member States collaborate and exchange knowledge on effective policies.
- ❖ European Commission and the European Parliament are launching the EU Road Safety Exchange project for a second three-year phase.
- ❖ **Spain** participate on three priority topics (twining activities)
 - ❖ **Powered-two wheelers' safety** (Greece)
 - ❖ **Driver training** (Bulgaria)
 - ❖ **Enforcement** (Romania)

Humanisation is understood as the approach of the system to the road user in a human quality aspect, promoting empathy and a comprehensive approach.



- Roads designed and **operated considering human error** and taking into account those who share the road (elderly, cyclists, pedestrians, heavy vehicles, etc.).
- Implementation **30KM/h**
- Road design should influence driving, including speed. (**self-enforced roads**).
- **Road hierarchy**: Design and appearance for its function (Few identifying elements easy to interpret).
- **Self-explanatory roads**: In each category, it should be obvious to the user what kind of driving he/she has to do (e.g. cyclists, pedestrians, crossings, left turns, etc.).
- Migration to **proactive approach** instead of reactive historical accident data driven.
- Systematic **high efficiency road assessment** (safety rating)..

SPEED LIMITS - TOWARDS SAFE SPEED

LÍMITES DE VELOCIDAD EN VÍAS INTERURBANAS		AUTOPISTA/ AUTOVÍA	CONVENCIONAL
<ul style="list-style-type: none"> Turismo Motocicleta Autocaravana de MMA ≤ 3.500 Kg Pick-up 		120	90
<ul style="list-style-type: none"> Autobús Vehículo derivado de turismo Vehículo mixto adaptable 		100	90
<ul style="list-style-type: none"> Camión/Tractocamión Furgón/Furgoneta Autocaravana de MMA > 3.500 Kg Vehículo articulado Automóvil con remolque Resto de vehículos 		90	80
<ul style="list-style-type: none"> Bicicleta Ciclomotor 		45*	45

*Sólo bicicletas por autovía, salvo prohibición expresa.
Más información y excepciones en el RD 1514/2018 o artículo 48 RGC.



MOVILIDAD URBANA: NUEVOS LÍMITES DE VELOCIDAD

Nuevos límites de velocidad en las vías urbanas:

20 km/h	30 km/h	50 km/h
Vías que dispongan de plataforma única de calzada y acera	Vías de un único carril por sentido de circulación	Vías de dos o más carriles por sentido de circulación

Nota: no se aplicarán hasta pasados seis meses de su publicación en el BOE.

ESPAÑA PUEDE

Safe Speed: 90% of collisions that could occur at that speed would not result in death or serious injury.

The 3rd UN Global Road Safety Conference approved the following recommendation:

“The concentration of vulnerable road users on these streets, coupled with the complexity of traffic patterns and frequency of user interactions, cannot ensure everybody’s safety correctly when speeds are above the known 30 km/hour safe level.”



The 6th World Road Safety Week devoted its presentation to the 30 km/hour stating:

“Streets with low speed limits save lives and are the essence of any community. Limiting speed to 30 km/h (20 mph) in areas with people and cars helps to make streets healthy, green and fit for living - in other words, streets for life”.



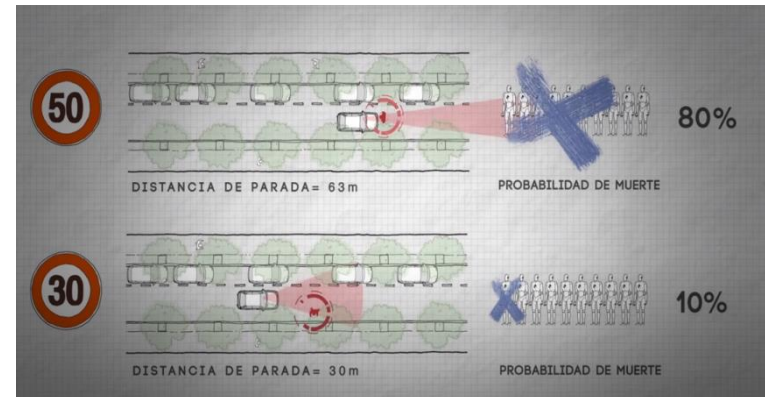
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Streets for Life
#Love30



- In the event of a collision at 50 km/h, 90% die and at 30 km/h 10% die
- Braking distance and noise are halved.
- It is an aid to calming traffic in our cities.
- Because while road deaths decrease, in the city they are increasing.
- Because it is common sense that on single lane roads you cannot drive at 50km/h



MORE HUMANE: SAFER FOR THE VULNERABLE

Examples: Delimitation and separation of traffic directions



MORE HUMANE: SAFER FOR THE VULNERABLE

Examples: Cyclist traffic warnings and safe cycle routes



PEDESTRIAN CROSSINGS ON INTER-URBAN ROADS

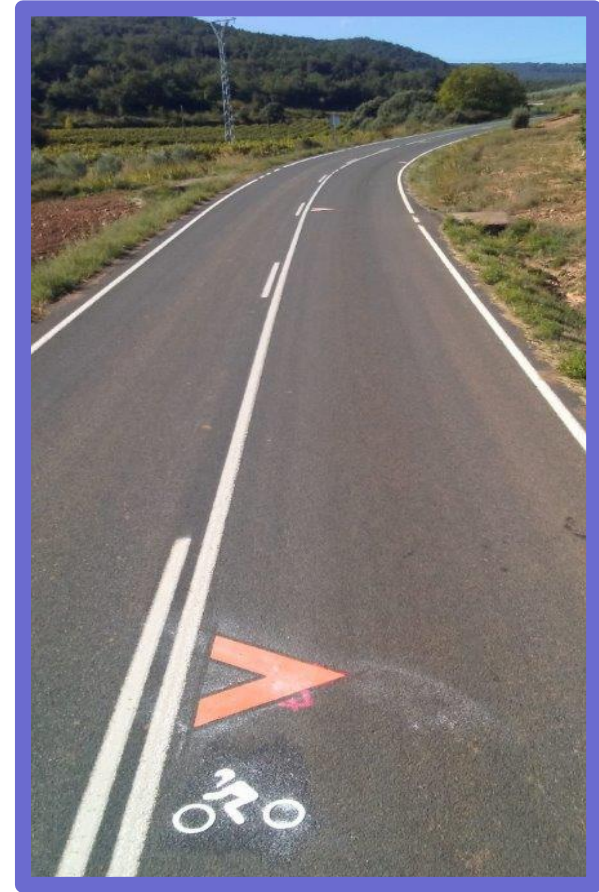


The importance of pedestrian journeys in the complete journey, or in stages, by alternating between pedestrian and public transport use, requires adequate pavements, footpaths and crossings for their safe development, and are a fundamental requirement for modal shift.

Examples: SIGNPOSTING OF SECTIONS AT RISK TO MOTORCYCLISTS



Examples: MOTORBIKE LANE ASSIST SIGNAGE



- ❖ These and other road safety measures will be shown on the ground to colleagues from the other participating countries in the project during the study visits organised in the next 2 year and a half
- ❖ Looking to know more and exchange ideas about the road safety work in the partner countries of Spain during the workshops

**THANK YOU VERY MUCH FOR YOUR
ATTENTION**

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