

# Road Safety strategies in Europe: current best practice and future opportunities for synergies with the EU strategy

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Effective road safety strategies save lives

30 September 2019, PIN Talk Helsinki

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# ETSC NETWORK





## Road Safety Performance Index (PIN)

Ranking EU countries'  
performances

## Monitoring EU transport safety policy

# SMART



SOBER MOBILITY ACROSS ROAD TRANSPORT



## SAFE & SOBER



# iSAFER

INTELLIGENT SPEED ASSISTANCE  
FOR EUROPEAN ROADS



# REVIVE

IMPROVING POST-COLLISION  
RESPONSE AND EMERGENCY  
CARE IN EUROPE



# PRAISE

Work-Related Road Safety



## DRUG DRIVING

# PIN PROGRAMME

- Experts from the 32 participating countries, including all EU Member States
- Esa Rätty (OTI) - PIN panellist, Finland
- Steering group
- Project team in the ETSC secretariat
- 37 PIN Flash reports



# ROAD SAFETY POLICY FORMULATION AND IMPLEMENTATION

1. Basic road safety management

*(vision, targets, national road safety programs)*



2. From strategy to action

*(lead agency, accountability, budget, casualty and SPI data, research, exchange of best practice)*

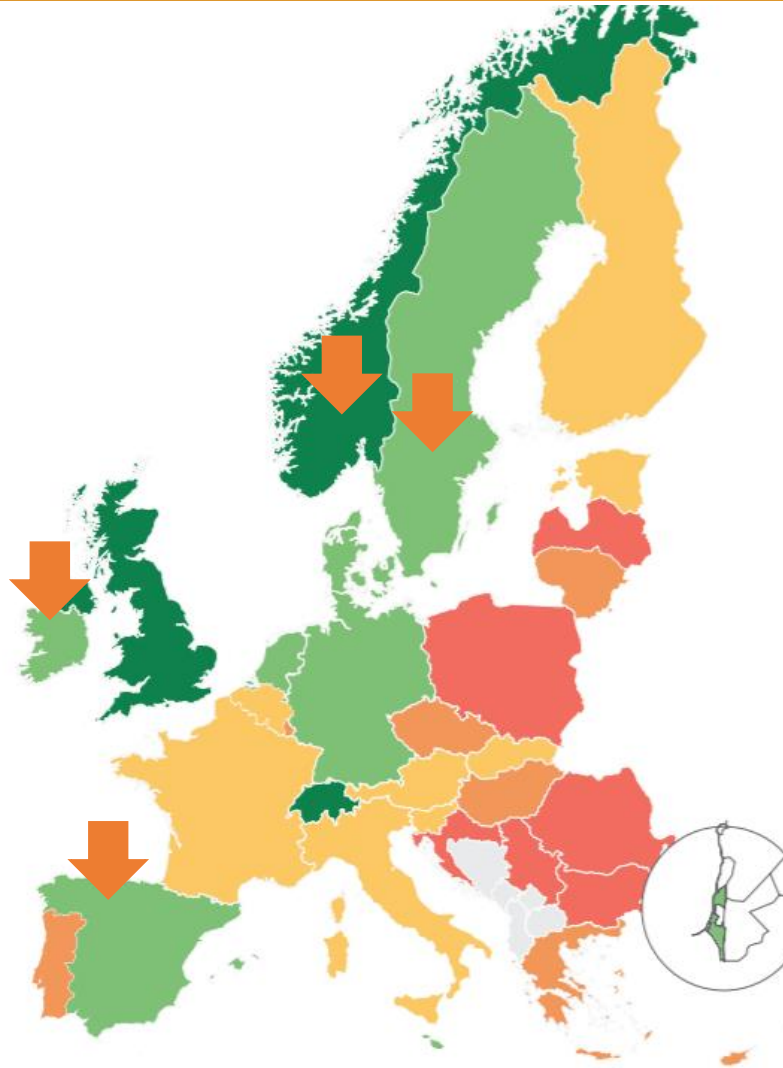
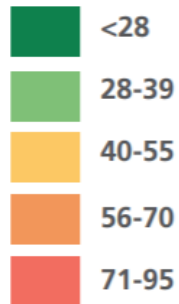


3. Implementation, updating and  
evaluation

*(monitoring, publication of results, reporting on implemented measures, evaluation)*

# EFFECTIVE ROAD SAFETY STRATEGIES

Road deaths per mln.  
inhabitants in 2018



# WHAT'S IN COMMON?

- Vision
- Targets
- Safety performance indicators
- Lead Agency or Authority
- Monitoring
- Close cooperation between stakeholders
- Science-based approach

*BUT NO ONE SIZE FITS ALL!*

# SWEDEN: ROAD SAFETY MANAGEMENT HIGHLIGHTS

- Vision Zero
- Targets for the period 2007-2020
  - 50% reduction in road deaths and 25% reduction in serious injuries
  - 13 indicator targets (management by objectives)
- Lead agency – Swedish Transport Administration
- Leadership by example - 5-star Euro NCAP cars for Swedish Transport Administration fleet
- No written strategy



Indicator	Starting point	2018	Target for 2020	Trend
Number of road traffic fatalities	440	270	220	In line with the required trend
Number of seriously injured	5 400	4 900	4 000	Not in line with the required trend
Share of traffic volume within speed limits, national road network	43 %	45%	80 %	Not in line with the required trend
Share of traffic volume within speed limits, municipal road network	64 %	66%	80 %	Not in line with the required trend
Share of traffic volume with sober drivers	99,71 %	99.73%	99,90 %	Not in line with the required trend
Share of front seat passenger car occupants wearing a seat belt	96 %	99%	99 %	In line with the required trend
Share of cyclists wearing a helmet	27 %	42%	70 %	Not in line with the required trend
Share of moped riders using a helmet correctly	96 %	93%	99 %	Not in line with the required trend
Share of new passenger cars with the highest Euro NCAP score	20 %	76%	80 %	In line with the required trend
Share of safe motorcycles (ABS)	9 %		70 %	In line with the required trend
Share of traffic volume on roads with speed limit above 80 km/h and median barriers	50 %	76%	75 %	In line with the required trend
Share of safe pedestrian, cycle and moped crossings on main municipal road networks	19 %	27%	Not defined	Cannot be assessed
Share of municipalities with good-quality maintenance of pedestrian and cycle paths	15 %	36%	70 %	Starting year for the measurement in 2013, no measurement in 2014 – cannot be assessed

# SWEDEN: IMPLEMENTATION AND UPDATING

- Annual publication of Analysis of Road Safety Trends towards the 2020 interim target
- Annual conferences
- Swedish Transport Research Institute (VTI) - evaluation of effectiveness of road safety measures and road safety research

# SPAIN: STRATEGIC PLANNING AND IMPLEMENTATION

Vision: Safe System

Targets:

- Maximum 37 road deaths per million inhabitants (37% reduction since 2009)
- 35% reduction in the number of serious injuries

Road safety Strategy 2011-2020: 11 action areas

Lead Agency: Directorate General for Traffic

Mid-term evaluation in 2015

Research and Innovation Plan 2017-2020 to support the strategy

# SPAIN: ROAD SAFETY STRATEGY 2011-2020, RESPONSIBILITIES AND TIMELINES

## 11. SPEED

### Operational objectives

"Achieve safer conduct where speed is concerned"

"Promote safe road design in order to reduce dangerous situations due to speed:  
30km/h areas, accesses to towns"

		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
2.1.1	Run information and awareness campaigns on speed as a risk factor.	SVT	RA	✓		
3.2.2	Run enforcement campaigns tackling speeding as a risk factor.	SRNND	CGTG, RA, Town Councils	✓		
3.3.4	Review and update the Fixed and Mobile Radar Plan in accordance with national and international experience acquired.	SRNND	M.PW (DGR), Owner	✓		
3.3.5	Gradually introduce section control in accordance with road safety criteria.	SRNND	CGTG, M.PW (DGR), Owner	✓		
5.3.5	Promote the installation and use of speed limiters in vehicles.	SVT	NORS, M.ITT		✓	
6.2.9	Review speed limit signalling criteria on single carriageways. Divisions into sections of homogenous characteristics will be necessary in order to facilitate signalling and its enforcement.	Owner	NORS, SRNND, M.PW (DGR)		✓	✓

# OPPORTUNITIES FOR SYNERGIES WITH THE EU STRATEGY 2021-2030



Brussels, 19.6.2019  
SWD(2019) 283 final

## **COMMISSION STAFF WORKING DOCUMENT**

**EU Road Safety Policy Framework 2021-2030 - Next steps towards "Vision Zero"**

# TARGETS AND PERFORMANCE TRACKING 2020-2030

- ✓ Third EU target to halve the number of road deaths
- ✓ First EU target to halve the number of serious road traffic injuries



# MANAGEMENT BY OBJECTIVES – KEY PERFORMANCE INDICATORS

- Indicators in line with the Safe System Approach
- 8 key performance indicators (KPIs) defined by the EC in cooperation with MS (speed, sober driving, driver distraction, seatbelts and child restraints, protective equipment, vehicle safety, infrastructure, post-collision response)
- Continuous monitoring and reporting of progress

# SHARED RESPONSIBILITIES

- All actors to take part in coordinated way
- High level group on road safety for strategic advice and frequent feedback
- Interdepartmental cooperation (e.g. road safety, health, environment sectors)
- Exchange of good practice (EU road safety exchange)



# SYNERGIES: INFRASTRUCTURE SAFETY

EC will: establish an expert group to elaborate road classification that better matches speed limit to road design and layout

EC will facilitate exchange of experience on Safe System methodologies between practitioners

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Possibility for synergies:

- active role in the expert groups
- safe and credible speed limit application

# SYNERGIES: REVISED INFRASTRUCTURE SAFETY MANAGEMENT DIRECTIVE

- Extended scope: TEN-T and primary roads
  - Proactive approach: network-wide risk assessment
  - Requirements to protect vulnerable road users
  - EC will work on common specifications for road markings
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## Possibility for synergies:

- Designation of the maximum number of primary roads to be covered under the directive
- extension of the principles of the Directive beyond the scope to cover all main urban and rural roads

# SYNERGIES: VEHICLE SAFETY

EC working with MS on technical specifications of the General Safety Regulation (GSR)

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Possibility for synergies:

maintaining the high level of ambition of the GSR in setting technical specifications for new vehicles (e.g. intelligent speed assistance (ISA), direct vision)



# SYNERGIES: VEHICLE SAFETY, LEADERSHIP BY EXAMPLE

EC will encourage MS to consider national incentives, including procurement of safe vehicles and safe travel policies

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Possibility for synergies:

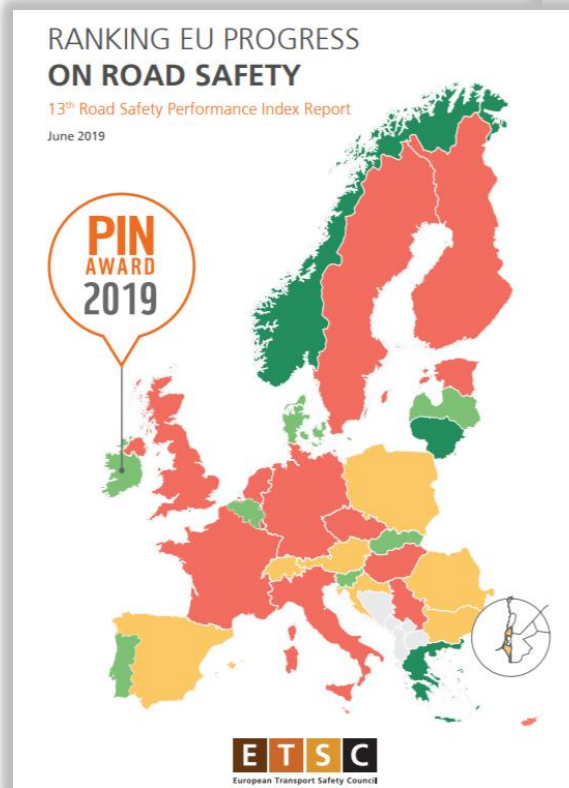
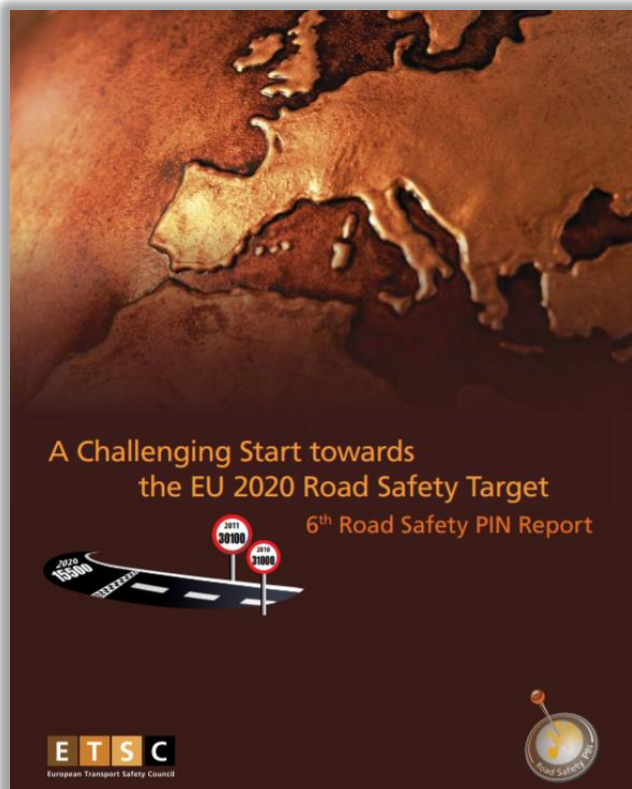
Introduction of vehicle safety and safe travel policy requirements in public procurement

# SYNERGIES: SAFE ROAD USE - TRAFFIC LAW ENFORCEMENT

- EC will assess options to improve the effectiveness of the cross-border enforcement of traffic offences
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## Possibility for synergies:

- application of the Directive in full with high level of follow-up of non-resident offenders and aim to reach the non-resident offender as soon as possible



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