

TAIEX

Multi Country Workshop on Road Safety
Infrastructure Safety

11 November 2014

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European Transport Safety Council

Presentation Overview

- ETSC
- Road Safety in the EU ETSC PIN Programme
- Integrated Approach
- Deaths on different road types: TEN-T, rural roads, urban roads
- The Adoption of the Infrastructure Safety Directive
- Where are we now – the EU Policy Framework
- ETSC Recommendations

OUR MEMBERS



OUR WORK



26,025

Killed as a consequence of road collisions

EU28 (2013)

199,000

Recorded by police as seriously injured following traffic collisions

EU28 (2013)

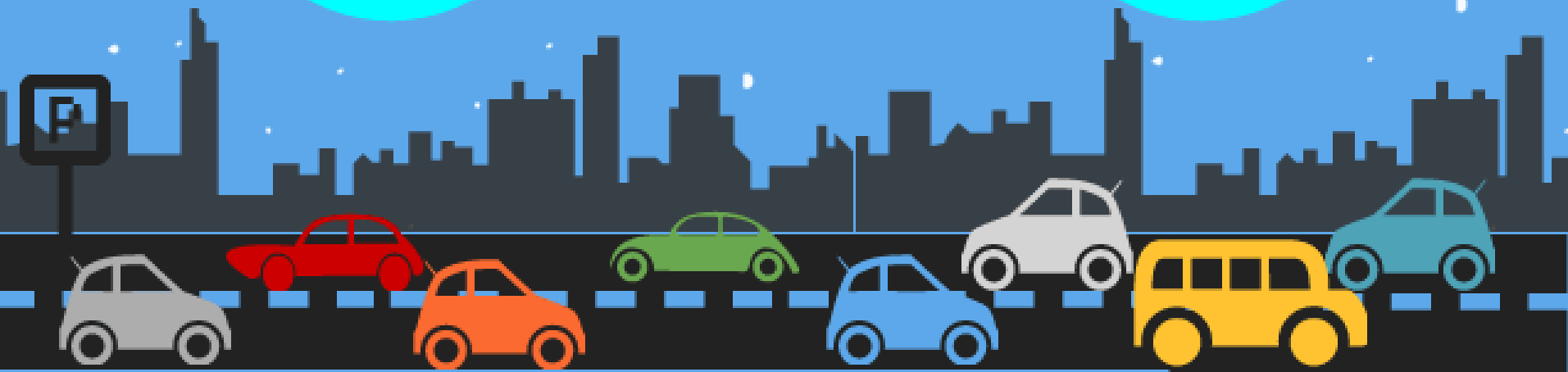
THE EU 2020 TARGET

European Road Safety Programme 2011 - 2020

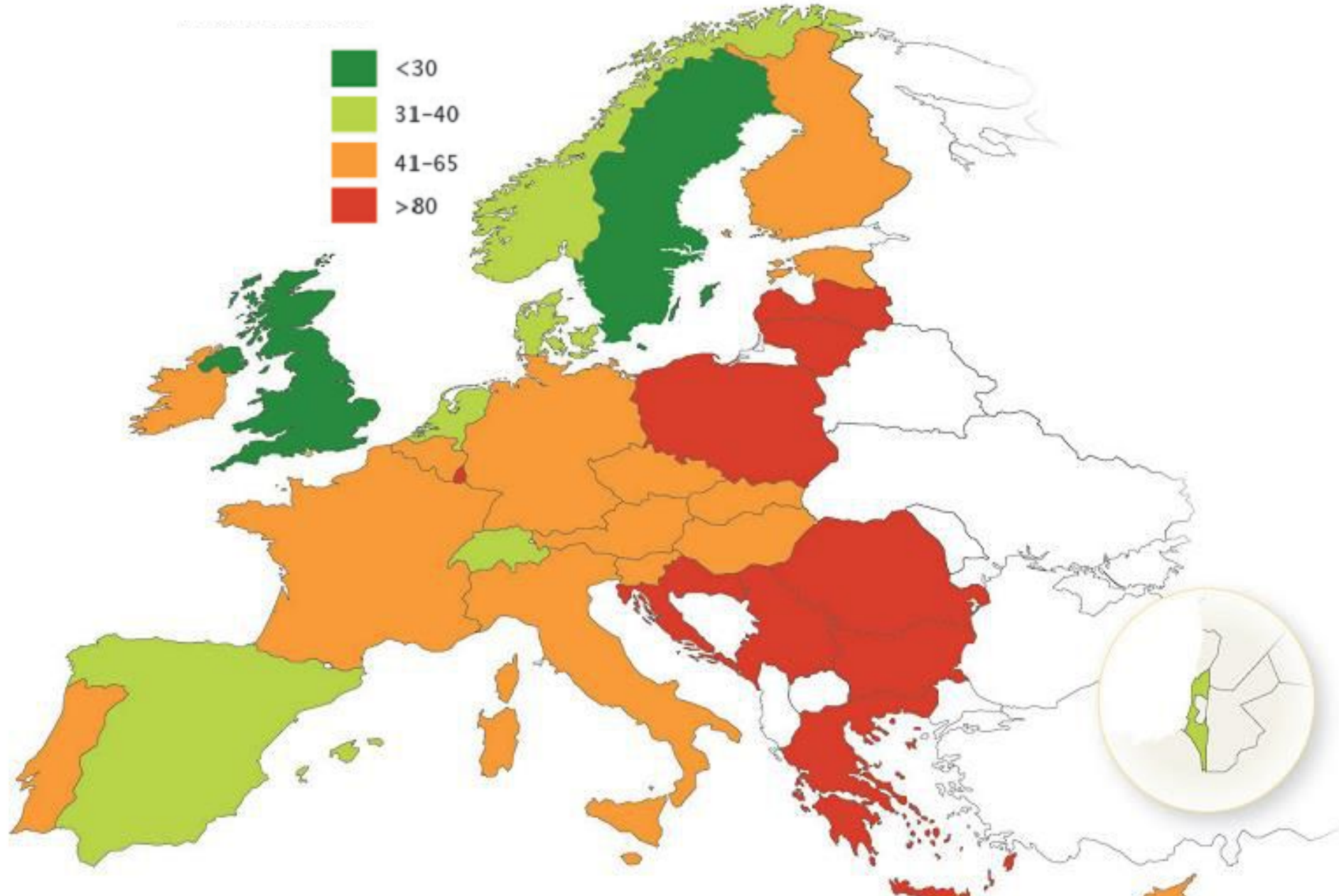
Halving the number of road deaths

Main goals

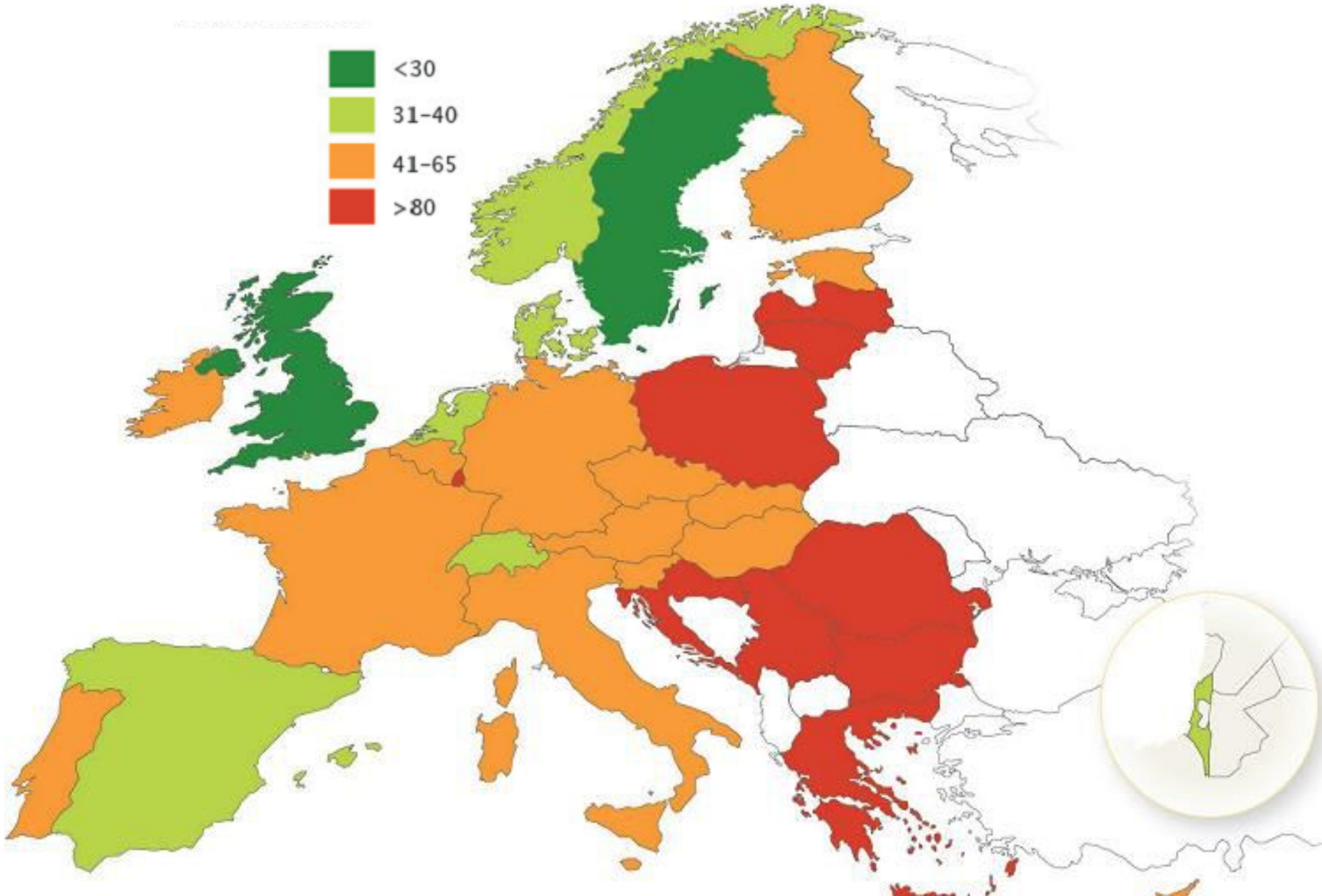
Drastically reducing the number of serious injuries



ROAD DEATHS PER M INHABITANTS (2013)



ROAD SAFETY PERFORMANCE INDEX - PIN



To prevent death and serious injury:

1. Vehicle

2. Road User

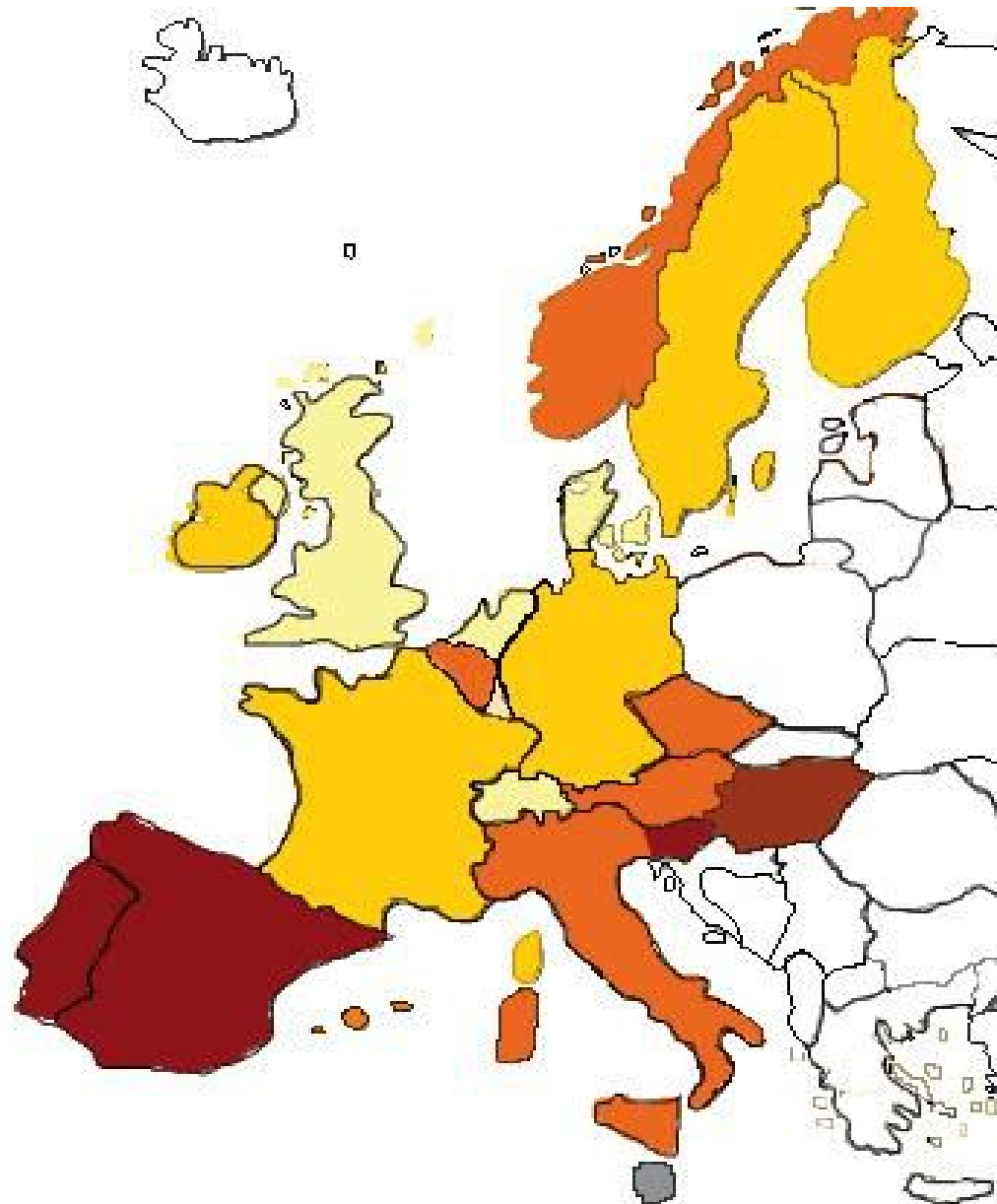
3. Infrastructure

Motorway safety

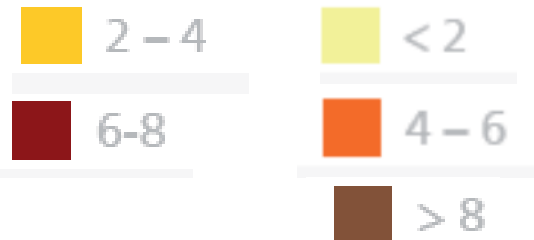
- Motorways are the safest roads by design
- Yet over **3 200** people are killed each year on EU motorways
- **1/4** of all km driven
- **8%** of total deaths



A great disparity of risks

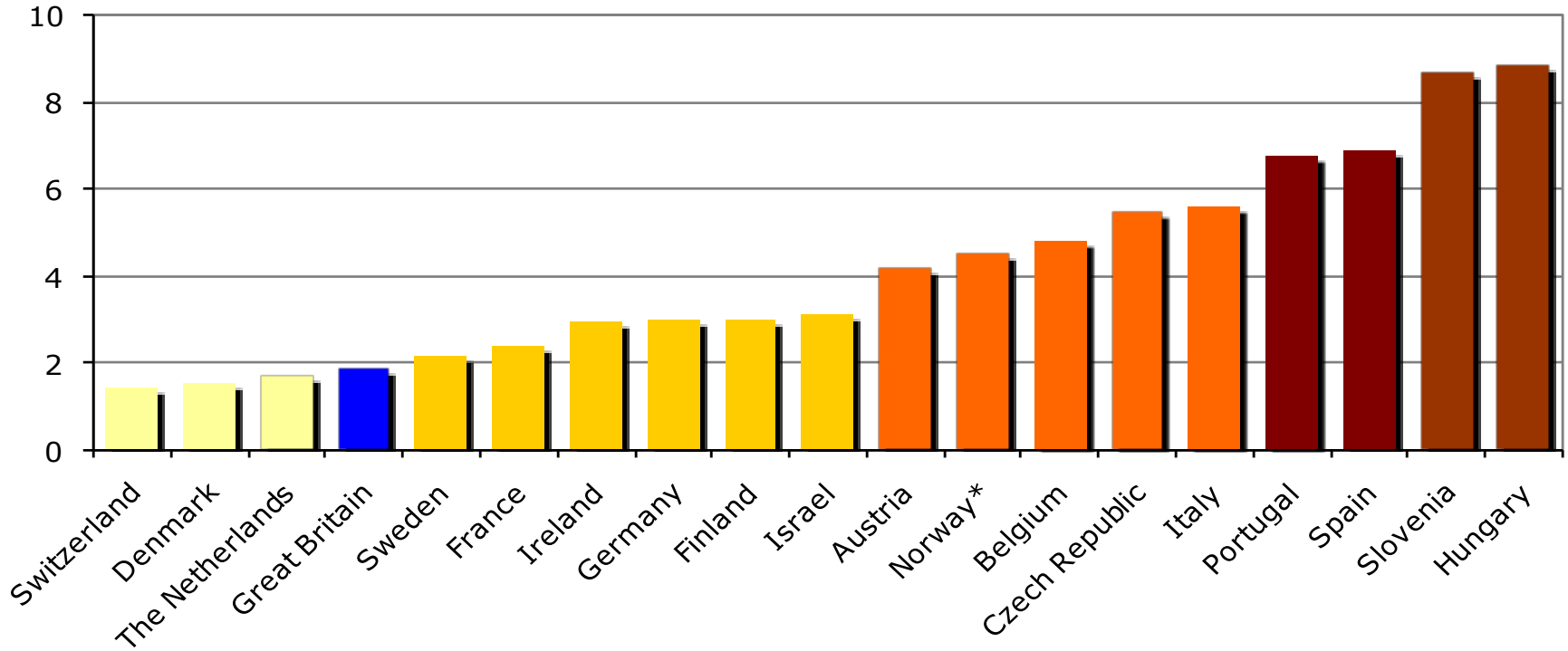


Deaths on motorways
per billion vehicle-km in
2006



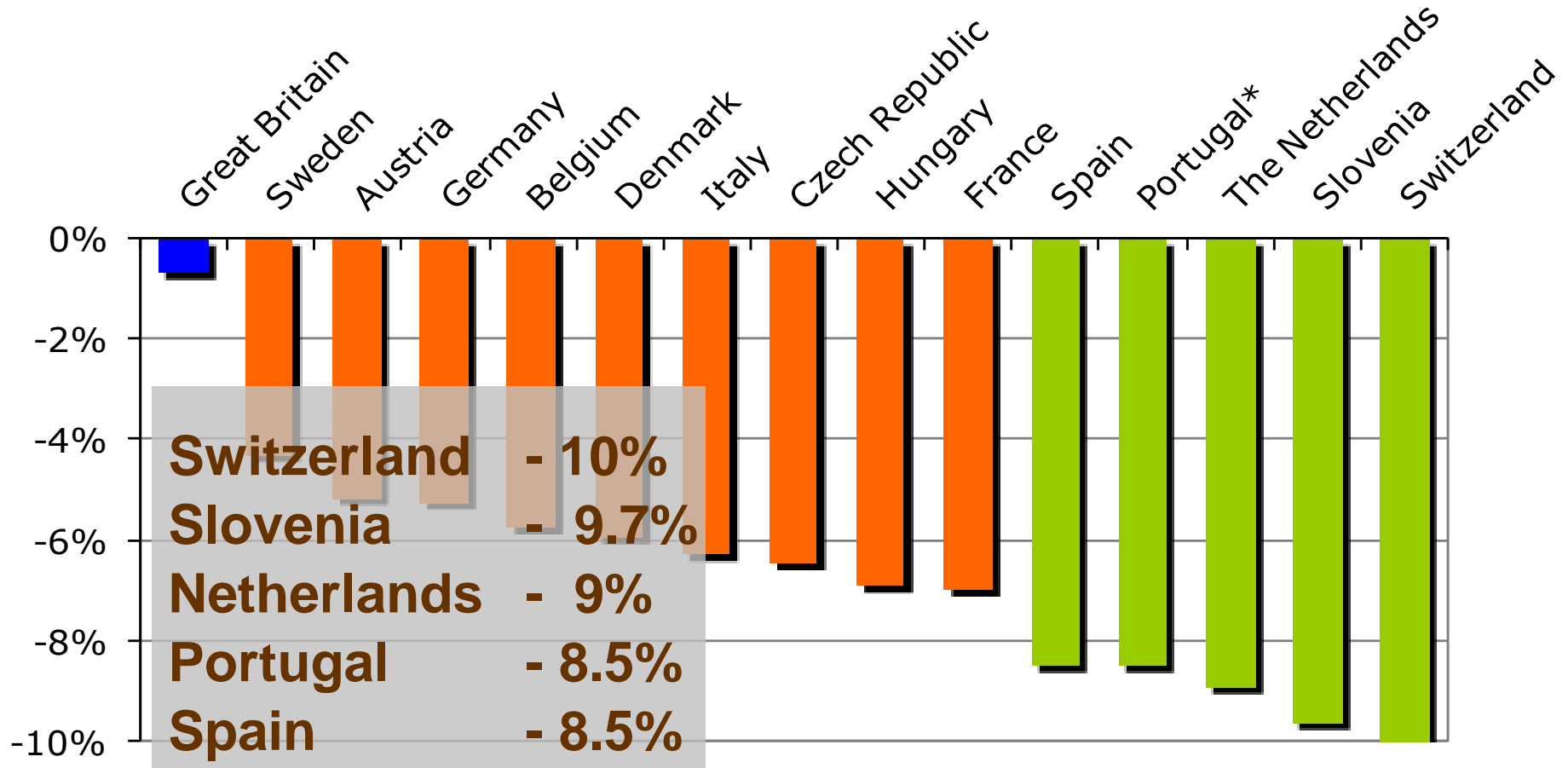
**Six-fold difference
between best and
worst performers**

Deaths on motorways per bln veh-km

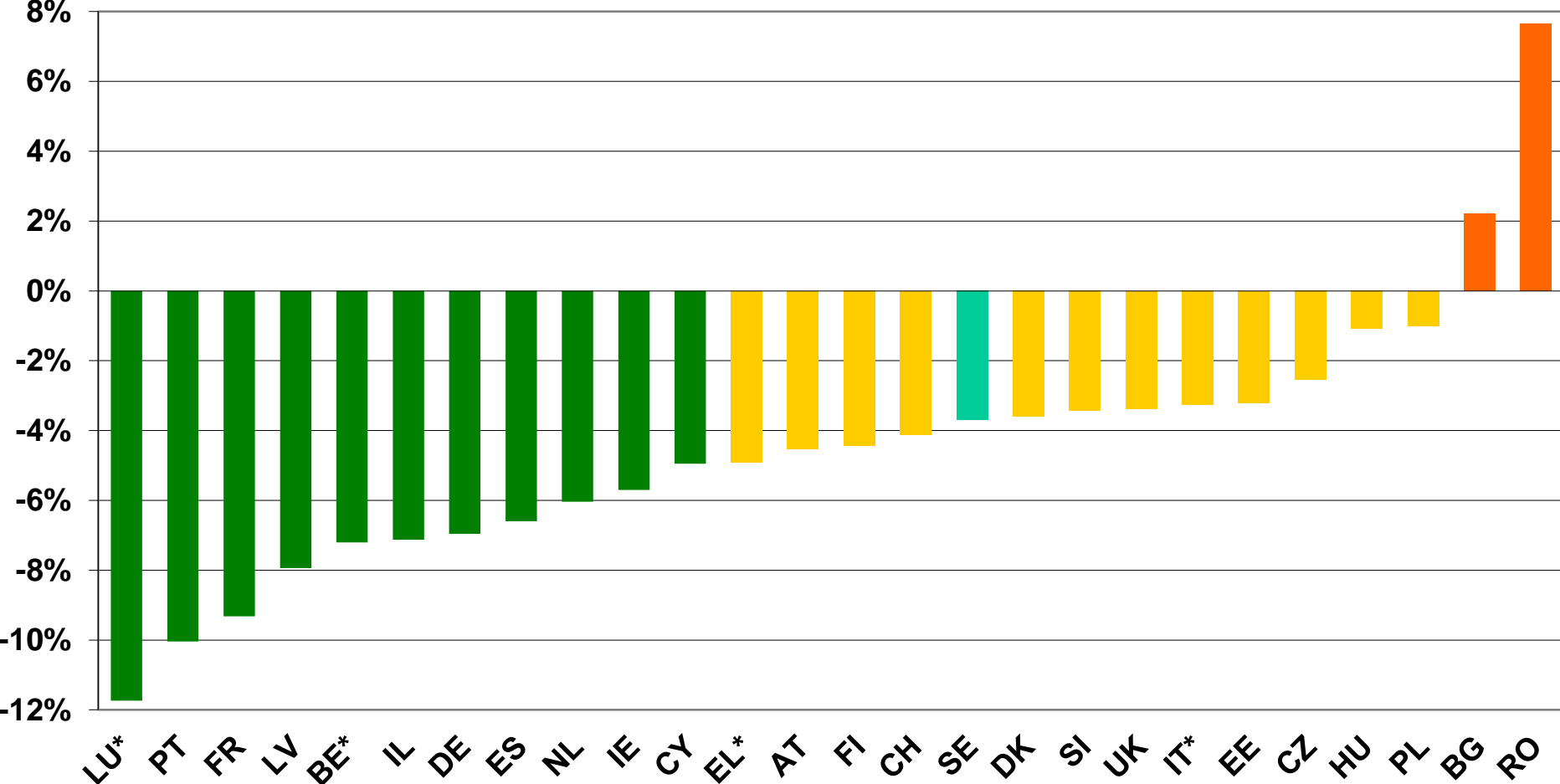


Progress over the past decade

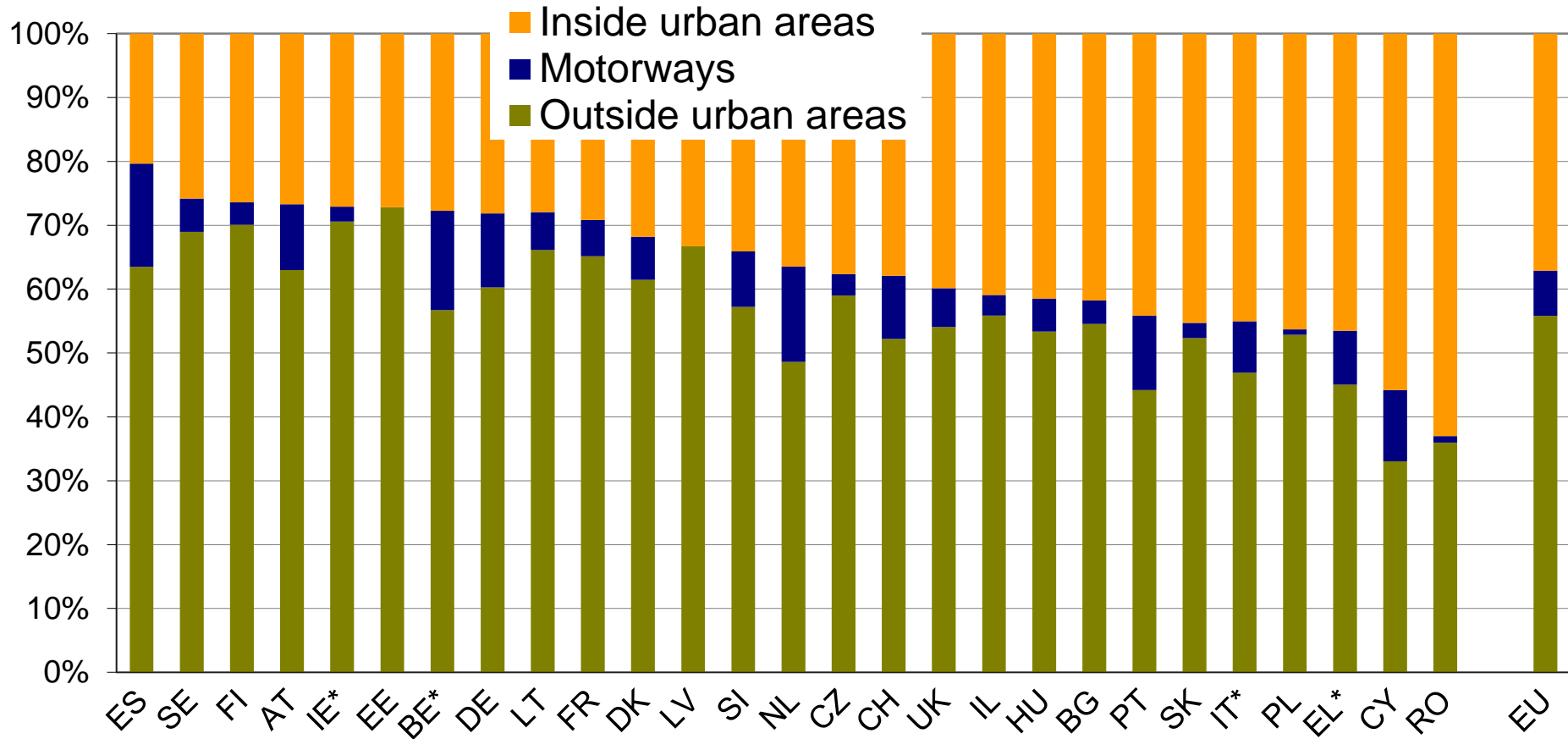
Average yearly percentage change in deaths on motorways per billion vehicle-km over 1997-2006



Reduction in deaths on rural roads 2001-2009



55% of all road deaths occur on rural roads



% share of road deaths per road type (2007-2009 average)
ranked by the % share of deaths on rural roads and motorways
taken together

The Road to Legislation



Background to the Directive

Status Quo Ex Ante (2006)

Road Safety Impact Assessment	AT	BE	CY	CZ	DE
	DK	EE	EL	ES	FI
	FR	HU	IE	IT	LT
	LU	LV	MT	NL	PL
	PT	SE	SI	SK	UK
Road Safety Audits	AT	BE	CY	CZ	DE
	DK	EE	EL	ES	FI
	FR	HU	IE	IT	LT
	LU	LV	MT	NL	PL
	PT	SE	SI	SK	UK
Network Safety + High-Risk Road Section Management	AT	BE	CY	CZ	DE
	DK	EE	EL	ES	FI
	FR	HU	IE	IT	LT
	LU	LV	MT	NL	PL
	PT	SE	SI	SK	UK
Road Safety Inspections	AT	BE	CY	CZ	DE
	DK	EE	EL	ES	FI
	FR	HU	IE	IT	LT
	LU	LV	MT	NL	PL
	PT	SE	SI	SK	UK

Three policy options for the EC (2006)

1. Exchange of best practices
2. Legislation requiring the adoption of guidelines on infrastructure safety management and leaving the details of their implementation to Member States
3. To provide Member States with harmonised legislation aimed at introducing common infrastructure safety management instruments.

The Directive proposal, published in October 2006, chose
Option 2

600 or 1700

Lives could be saved on TEN-T roads

(2005)

7000

Injuries could be saved on TEN-T roads

(2005)

First reading in the EP



First reading in the EP

A very ambitious report

1. The Directive should apply not only to the trans-European road network but to all motorways and main roads in the Member States
2. More stringent timetables
3. The annexes should include additional references

June 4th 2007

The EP Committee on Transport voted by a narrow majority (19 votes to 18) to reject the entire Commission proposal!

- Subsidiarity problems
- Excessive costs
- Administrative burden



ETSC Campaign

To All Members of the European Parliament
European Parliament
Rue Wiertz
ASP 14E116
BE-1047 BRUSSELS



Brussels, 27 June 2007

REF: Forthcoming vote Commission Proposal for a Directive on Infrastructure Safety

Dear Members of the European Parliament,

A wide majority of experts and professionals from the European road safety community is urgently calling on the European Parliament to support the Directive on road infrastructure safety management.

We see this Directive as a step in the right direction to reach the European goal of halving the number of deaths on the European roads by 2010, for several reasons:

More than 100 signatories in 2 days!

Directive referred back to TRAN Committee

Why we needed a Directive/1

- Best practice exchange had failed
- 600 lives and 7,000 injuries could be saved (TEN-T
- The four measures are cost-effective
- The four measures have proven to be effective in more than one Member State
- The Directive has received wide support by all the main stakeholders

Why we needed a Directive/2

- The Directive does not impose technical standards
- The EU has a clear responsibility in guaranteeing a high and uniform level of safety on the Trans-European Road Network
- Every year between 1.5 and 2 bln EUR are spent on EU major roads through various European funds: The EU must allocate its funds on safe infrastructure

February 26th 2008

- The EP TRAN Committee voted in favour of the Proposal
- However, the proposal had been substantially weakened:
 - non-binding annexes
 - application limited to the TEN-T only
- ETSC hopes that the spillover effect will result in a wider impact.



Road Safety Infrastructure Safety Directive

- **Road safety impact assessments**
- **Road safety audits**
- **Network safety management**
- **Safety inspections**



EU Policy Framework

- The European Commission's Road Safety Policy Orientations 2011-2020: promote the application of the Directive to other roads where many more road users die.
- 1st Milestone to Serious Injury Communication (2013): application of Infrastructure Safety Directive to the secondary road network and, for the first time, extending them also to the urban environment.
- Conditionality for TEN-T funding adopted in TEN-T Guidelines (2013) must comply with requirements of the Infrastructure Directive.
- Revision of the Infrastructure Safety Directive underway – including evaluation of the impact and need to extend/improve.

Beyond the TEN-T..

- 13 countries will implement the Directive also on other roads, mainly motorways and some main rural roads.



ETSC Recommendations/1

1. Improve safety on all urban and rural and connecting roads as well as secondary roads.
2. Promote the concepts of “self-explaining roads” and the “forgiving roadside”.
3. Technical guidelines concerning the harmonised management of high risk sites.
4. Systematic and periodic road safety inspections.

ETSC Recommendations/2

- Draft guidelines and promote their implementation by Member States on best practice in traffic calming measures.
- Publish Member State reports as foreseen in the Infrastructure Safety Directive.
- Invest in high quality infrastructure features to enable ITS to work.
- MSs to adopt guidelines on temporary safety measures applying to road works.
- EU to adopt best practice guidelines on road works.

www.etsc.eu/praise

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European Transport Safety Council