

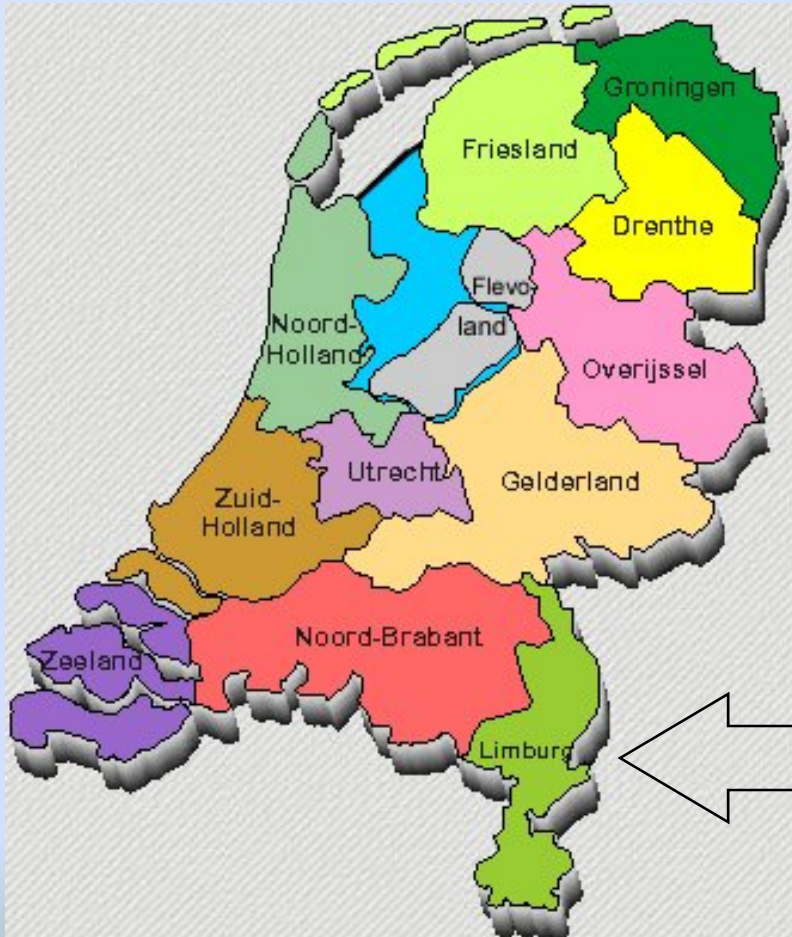
Functioning and actions of regional road safety bodies in the Netherlands

Bart Pastoor

Secretary of the board
Limburg Regional Road Safety Body



The Netherlands: 12 provinces



- 16 million residents
- $\pm 34,000 \text{ km}^2$
- 120,000 kms of roads
- 7 million cars
- 13 million bicycles
- 0.5 million mopeds

Limburg

- 1.2 million residents
- Road network: 11.500 kms

Province Limburg

- 16 million residents
- $\pm 34,000 \text{ km}^2$
- 120,000 kms of roads
- 7 million cars
- 13 million bicycles
- 0.5 million mopeds

40 municipalities

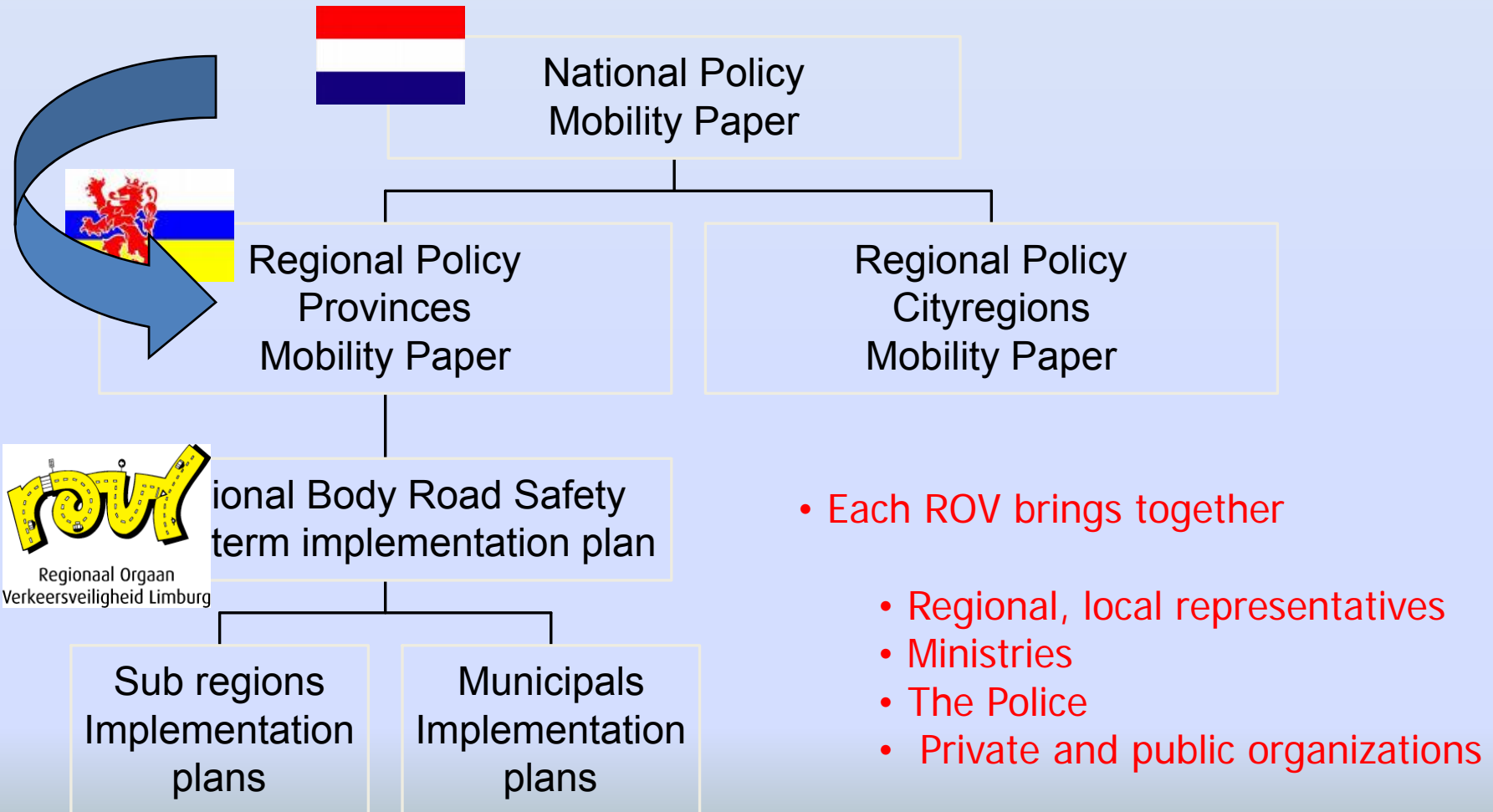
Capital
Maastricht



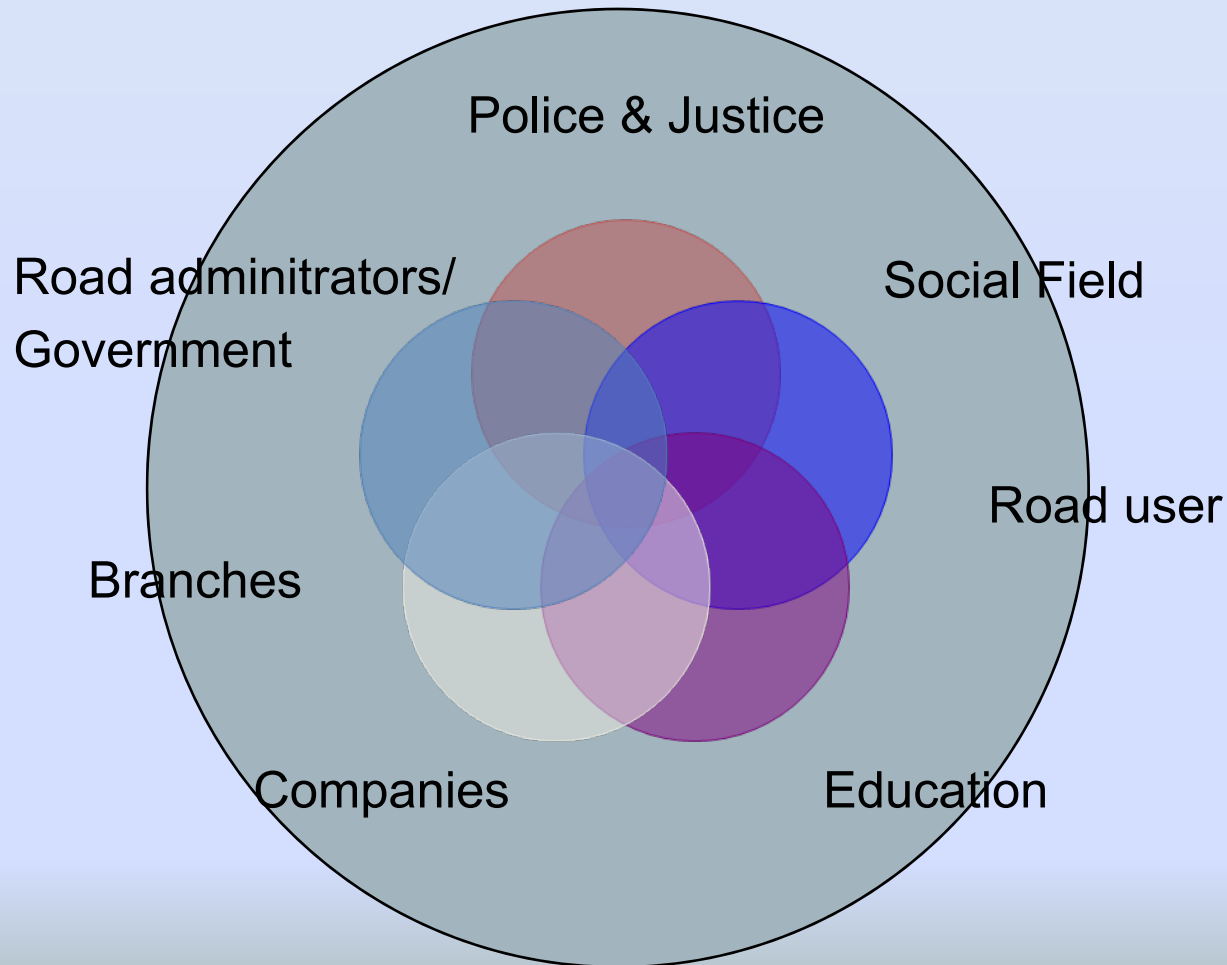
Decentralization

- Road safety policies decentralized in 1994 under the motto „Decentralized if possible, centralised if necessary“
- 19 regional (provincial) road safety boards /ROV/
- For most provinces, the police district areas corresponds to administrative units

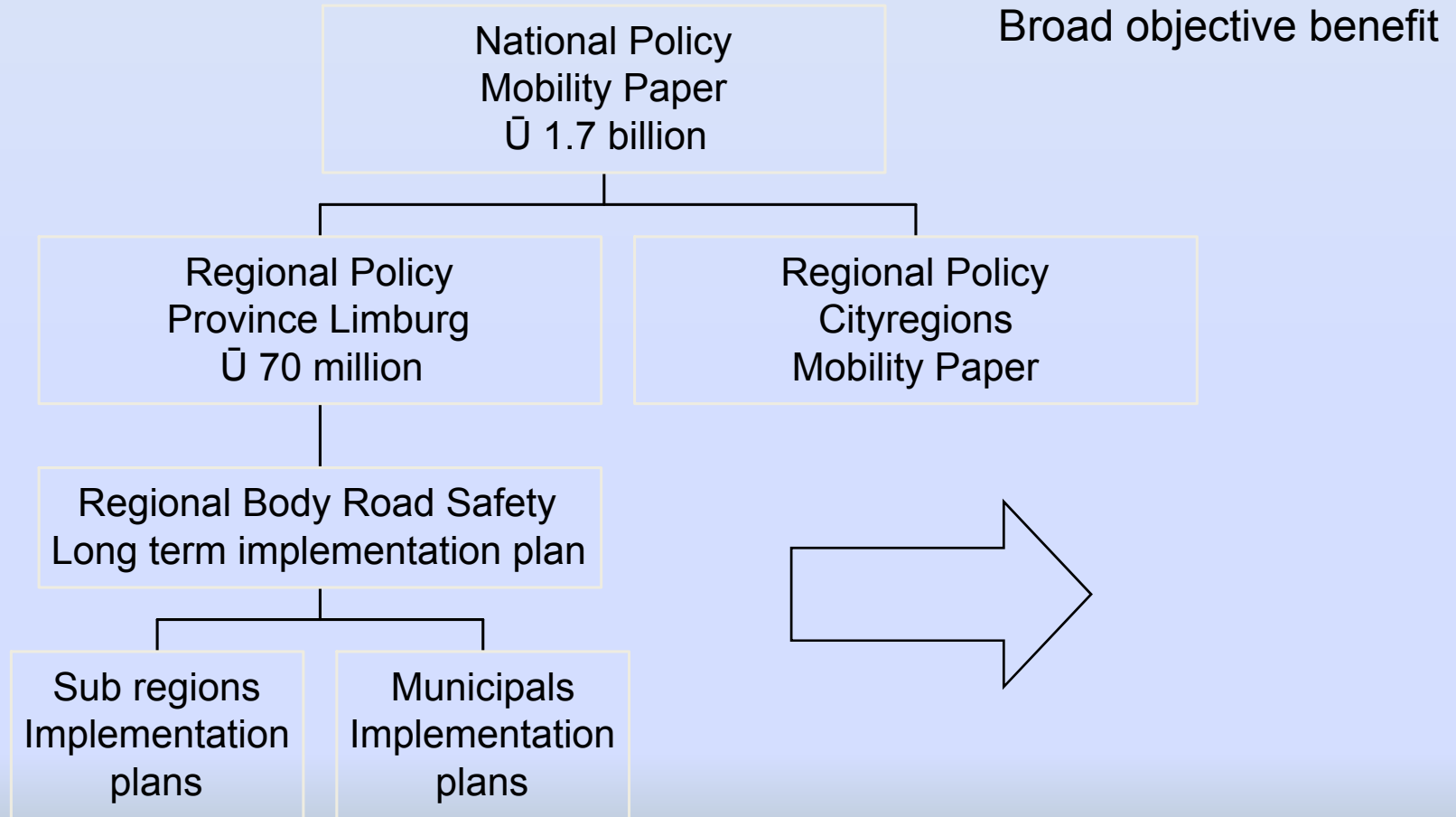
Decentralization policies



Regional road safety board (ROV)

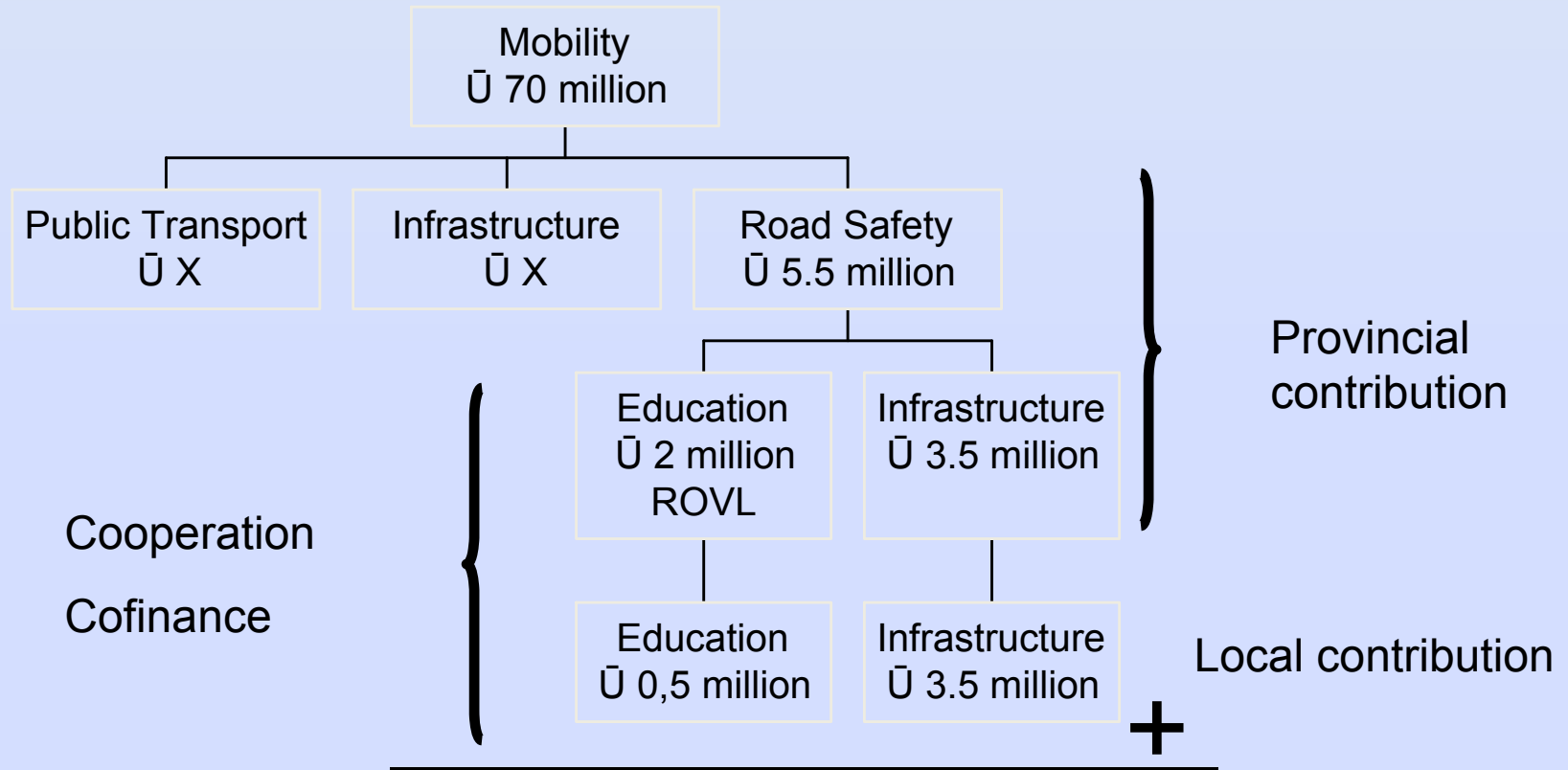


Decentralization policies



Limburg budget

(enforcement excluded, **road maintenance included**)



Overall budget road safety in Limburg = € 9.5 million/year

Commitment of central government

- Be one of the safest countries in EU
- Reduce number of victims:
 - Max 750 death's and 17,000 SI* by 2010
 - Max 580 death's and 12,250 SI* by 2020
 - Reduce percentage of freights and delivery traffic

* Serious Injuries (hospitalisation needed)

Sustainable Safety Strategy

engineering



education

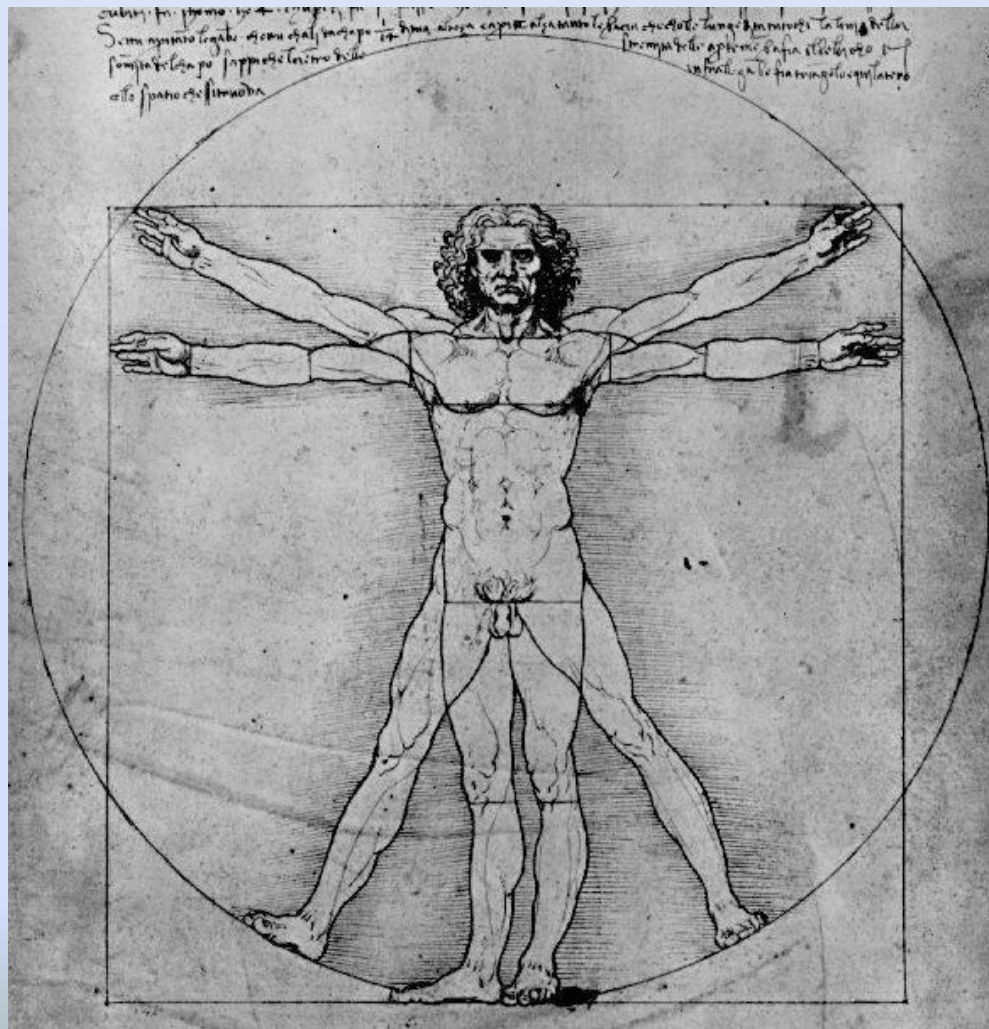


enforcement

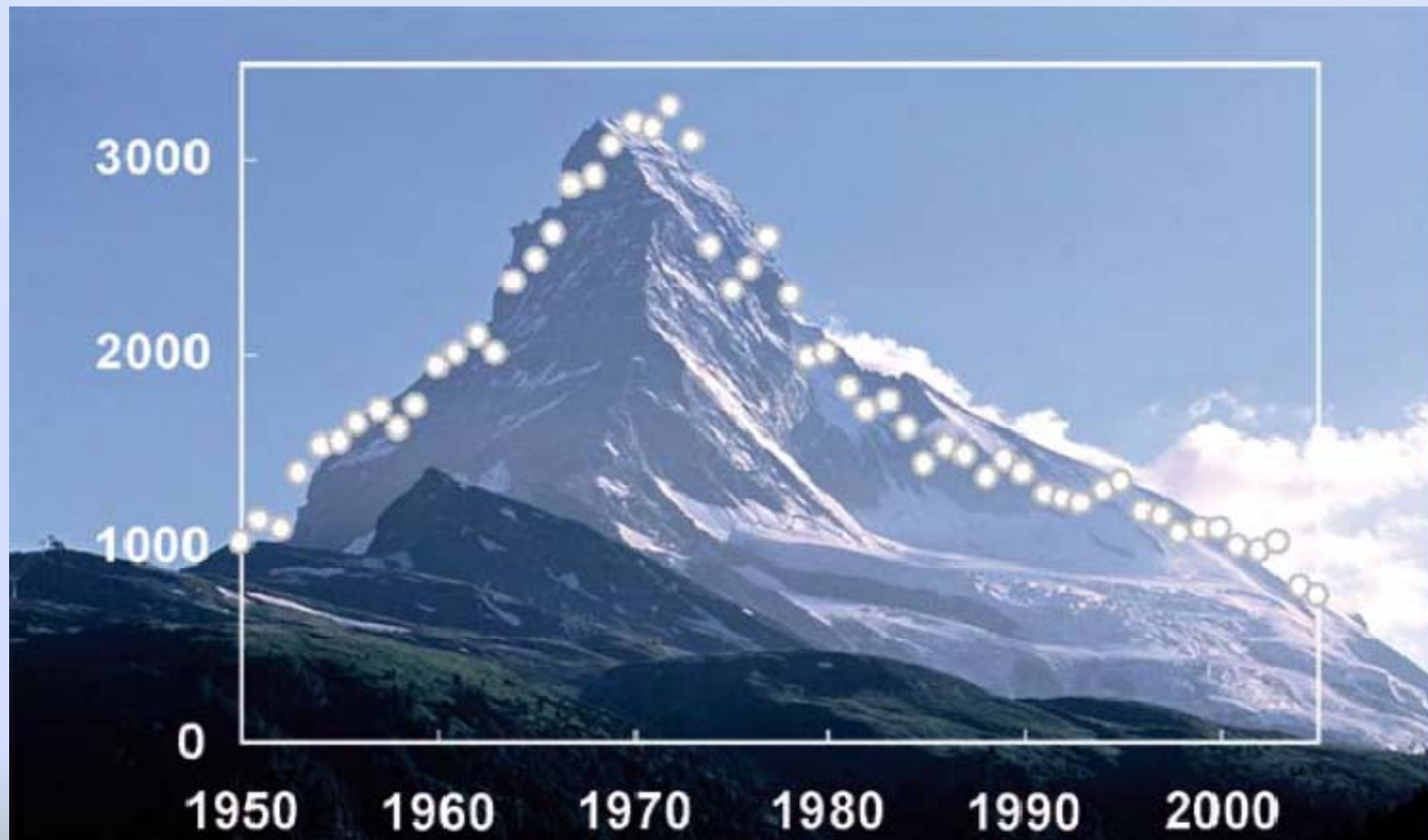


Integrated approach

The human is the measure of all things. Prevention instead of cure.



Concurred the summit



Total victims (fatal+serious injuries) in Limburg



Limburg Regional Road Safety Body

- Founded in 1989
- Implementation policy Province Limburg
- **Mobilising**
 - People
 - Organisations
 - Processes
 - Knowledge
- Involve all possible actors
- Deploying resources
- Independent position



Organization

- Administrative Platform (30 members)
- Executive board (6 members)
- Program team
manager team: secretary of the board

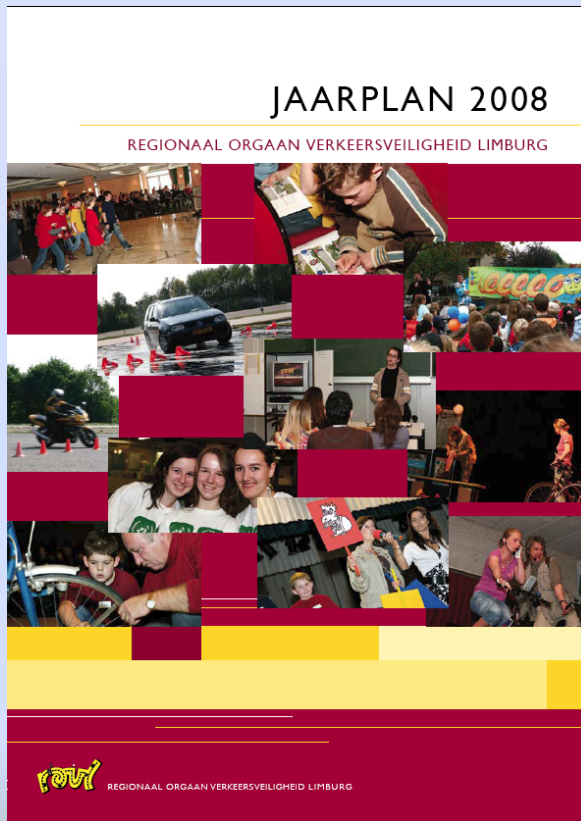


Chairman Noël Lebens
(member Provincial Executive)



Strategy

Annual implementation plan 2008



Long term Implementation plan 2008-2011

Limburg Parliament
budget

Annual plans
ROVL

Approvement
Executive Council

Implementation

Annual report
monitoring

Limburg Parliament

Evaluation report 2007



Long-term implementation plan

- Focus on behaviour
(prevention instead of cure)
- Goals in terms of reduction
of victims
- Safe system approach
(safety culture)
- Appeal to road user
(own responsibility)
- **Integrating**
(key to success)



Vision and mission

- **Integrating** parties into networks, each using its own skills
- Providing detailed and process-driven knowledge and support
- Being a recognisable “face” and meeting point

Four programme lines

1. Education and awareness-raising
2. Administrative Cooperation
3. Knowledge management
4. Innovation

1. Education and awareness rising

- Target groups
 - Cyclists and motorcyclists
 - Older people
 - Young drivers (<24 years old)
- Target areas
 - Speeding
 - Alcohol
 - 80 km/h roads
- Education
 - Limburg safety label Primary schools
 - Programs for Secondary schools



2. Integration and cooperation

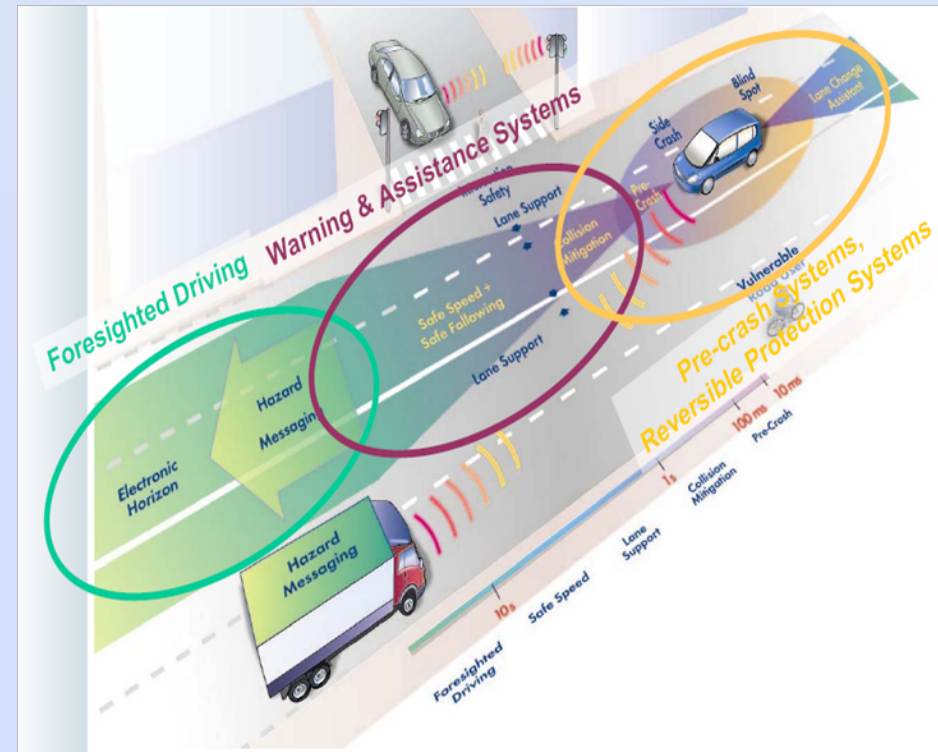
- Integration of policies in Ministerial level...
- XXXX

3. Knowledge management

- Monitoring and evaluation
- Best practice / guidelines application
- XXX

4. Innovation

- Think tank innovations
- Find our blind spot
- Shared space
- Culture change
- Embrace technology
- Safety workspace even on the road
- and



ROVL commitment

- Joint venture with Maastricht University
- Filling up cancelled lessons (link curriculum and awareness program)
- Encourage corporate world to extend health and safety policy beyond the company gates
- behaviour and modern communication skills
- visiting neighbourhoods and areas to talk about traffic safety



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for more details

Thank you for your attention

On the road towards Zero