

Road Safety Management

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6th PIN Report – Chapter 2

- a snapshot of the Road Safety Management frameworks in the PIN countries as seen by PIN Panellists in early 2012
- Panellists were asked questions based on ETSC's 2006 Review: *A Methodological Approach to National Road Safety Policies*
 - and several questions the DaCoTA team asked of government representatives

Road safety policy

Three phases of formulation and implementation of road safety policy:

1. Basics of road safety management
2. From strategy to action
3. Implementation and updating

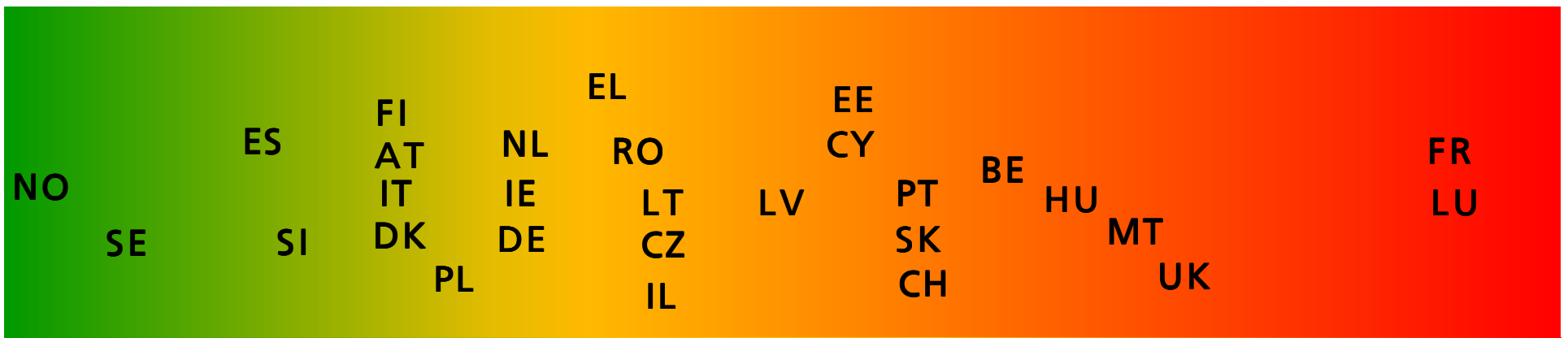
Questions to Panellists covered each phase in turn and answers were scored to derive a ranking for performance in each phase

1 Basics of road safety management

Questions were asked about the country's

- **vision** for road safety
- **targets** for
 - reduction in deaths
 - reduction in serious injuries
 - other quantitative indicators
- national road safety **programme or plan**
- government **leadership by example**

Ranking on the basics



2 From strategy to action

Questions were asked about the country's

- **lead agency** and its coordinating role
- **budget** for road safety
- **accident and casualty data** – accessibility
- **research** – capability and influence on policy
- **measurement** of
 - road user behaviour
 - attitudes to road safety measures
 - attitudes to behaviour of other road users
- **training** – initial and in-service
- **exchange and sharing** of best practice

Ranking on strategy into action



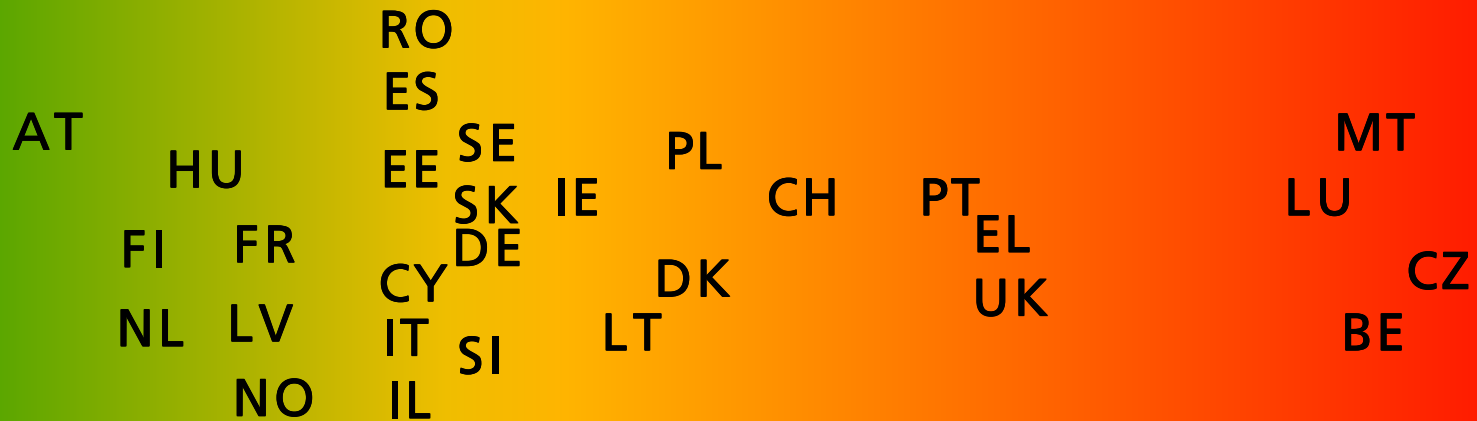
3 Implementation and updating

Questions were asked about the country's

- **enforcement** of road safety laws
- **infrastructure safety** – adoption of Directive and assessment of main roads
- **quantitative monitoring** of performance
- **publication** of results of monitoring
- **reporting** on measures implemented
- **evaluation** of effectiveness of measures

(A question about **emergency response** was asked but turned out to be ineffective)

Ranking on implementation and updating



Overview

	Phase 1	Phase 2	Phase 3				
				LV			
AT				LT			
BE				LU			
CY				MT			
CZ				NL			
DK				NO			
EE				PL			
FI				PT			
FR				RO			
DE				SK			
EL				SI			
HU				ES			
IE				SE			
IL				CH			
IT				UK			

Commentary

- **The Overview chart suggests that**
 - **the PIN questions and marking were quite tough**
 - **even so there is scope for greatly improved procedures in many countries**
- **But in every country many elements of good road safety policy are in place**
 - **and many countries are working on further steps to make roads safer for all**

Some pointers to further progress

- The **EU target to halve road deaths by 2020** compared with 2010 still stands
- The **EC Policy Orientations**, though falling short of an action programme, do point strongly in the right direction
- The European Parliament has called for these to be **backed up by action**
- The EC has gone beyond them by adopting **a vision to move close to zero road deaths in the EU by 2050**

Some pointers to further progress

- **DaCoTA** is investigating a more rigorous assessment framework for road safety policymaking in EU countries
(ETSC looks forward to hearing how our Panellists' views compare with the official ones on the ten common questions)
- The **UN Decade of Action for Road Safety** and the **World Bank** are encouraging progress globally – and that includes progress in Europe
- The **ISO international standard 39001** for road safety management is being finalised

A challenge to the PIN countries

**But the fact remains that
(alongside the role of the EU itself
which is envisaged as a growing one)
much of the action lies with individual
countries nationally and more locally**

**So ETSC offers the PIN programme's
tough assessment of current road safety
management as**

**a challenge to every single country
to do still better !**



Thank you for your attention