VOICE

Vulnerable road user Organisations
In Cooperation across Europe
A Europe-wide campaign to protect vulnerable road users

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NEWS RELEASE
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Transport ministers want to do more for Vulnerable road users

Today in Luxembourg EU Transport Ministers called for additional measures to protect vulnerable road users, especially pedestrians and cyclists.

The Ministers were responding to the Commission's mid term review of the Community's third Road Safety Action Programme[1], and agreed that intensive work on road safety needs to be continued if the Community is to prevent 25, 000 road deaths each year by 2010[2].

VOICE applauds the ministers recognition of the priority protecting our most vulnerable road users should play in European Transport policy and calls upon the Commission to respond to the Minister's call for action with proposals that:

- Deliver a transport system designed and accessible for all users
- Effectively manage speed with lower limits and stronger speed limit enforcement.
- Stronger enforcement of traffic laws in general and improved access to justice for victims and their families.
- Deliver improved technologies for the protection of vulnerable road users, not just car occupants
- Promote a shift to safer transport via higher quality affordable public transport and improved conditions for cyclists and pedestrians

For more information contact:
Frazer Goodwin, VOICE coordinator, on +32 (0)2 230 4106

Notes and further details follow on second page

The Members of the VOICE Network are:
AGE – The European Older People's Forum. ANEC – The European Consumer Voice in Standardisation.
BEUC – The European Consumers' Organisation. EEN - The EPHA Environment Network.
ECSA - The European Child Safety Alliance. EDF - The European Disability Forum.
T&E - The European Federation for Transport and Environment. ETSC - The European Transport Safety Council. Voetgangersbeweging (Pedestrian Movement) / International Federation of Pedestrians.

The ETSC VOICE project is co-financed by the European Commission

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NOTES

(1) The Third Road Safety Action Programme "Road Safety a shared responsibility" was reviewed by the Commission in February. Despite concluding that greater efforts were needed to meet Community road safety targets, no additional measures accompanied this review. For more details see: http://ec.europa.eu/transport/road/roadsafety/rsap_midterm/index_en.htm

(2) The White Paper on the Common Transport Policy adopted 12/9/2001 established the target of halving road deaths in the Community by 2010 - some 20,000 road deaths annually in the 15 EU. Enlargement has raised the target to 25,000 road deaths annually.

More Details of Policy Recommendations

- **Deliver a transport system designed and accessible for all users**
  Transport policy is too often merely focused on accommodating motorised traffic, rather than fostering mobility for all. All traditional elements of European transport policy need to be aligned to this reality so that the transport system serves all citizens - cyclists, pedestrians, wheelchairs users, people with limited mobility, parents with push-chairs etc. as well as drivers.

- **Effectively manage speed - lower limits and stronger speed enforcement.**
  Managing speeds is the most important road safety issue. Greater police enforcement of speed limits is needed, as are legal instruments such as more effective sanctions. Technologies such as Intelligent Speed Assistance (ISA) offer the opportunity for policy makers to aid drivers in obeying posted limits without the risk of fines or "penalty points".

- **Stronger enforcement of traffic laws in general alongside improved access to justice for victims and their families.**
  It is not just speed enforcement that will increase the protection afforded to vulnerable road users. Improved enforcement of traffic law in general is needed alongside sanctions that reflect the impacts to people and communities that illegal traffic behaviour causes.

- **Deliver improved technologies for the protection of vulnerable road users, not just car occupants**
  Making cars less aggressive to vulnerable road users has not been achieved through consumer demands, and will require strong regulatory action when Directive 2003/102/EC is reviewed. Additional protections is also possible from active and intelligent safety innovations such as ISA .

- **Promote a shift to safer transport via higher quality affordable public transport and improved conditions for cyclists and pedestrians**
  Modal shift seeking a re-balancing of modes was a main theme of the 2001 White Paper. Unfortunately the focus thus far has been on the freight sector, rather than making personal mobility serve all citizens in all modes. Cyclists, pedestrians, wheelchair users, or parents with a child in a push chair all have mobility needs requiring improved conditions.

For a 4 page position paper on the road safety action programme see: http://www.etsc.be/Voice_Positions.php

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