



**REPORT ON THE CONSULTATION  
OF THE SUBSIDIARITY MONITORING NETWORK ON THE COMMUNICATION  
"TOWARDS A EUROPEAN ROAD SAFETY AREA: POLICY ORIENTATIONS ON ROAD  
SAFETY 2011-2020"**

COM (2010) 389

Rapporteur: **Mr Johan Sauwens (BE/EPP)**



<http://subsidiarity.cor.europa.eu>

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*This document consists of 3 pages.*

## 1. Introduction and methodology

The aim of the consultation is to identify the Subsidiarity Monitoring Network (SMN) Partners' prevailing perceptions of the European Commission's Communication "**Towards a European road safety area: policy orientations on road safety 2011-2020**".

In this document the EC proposes to launch three priority actions: (i) the establishment of a structured and coherent cooperation framework which draws on best practices across the Member States, as a necessary condition to implement in an effective manner the road safety policy orientations 2011-2020; (ii) a strategy for injuries and first aid to address the urgent and growing need to reduce the number of road injuries; (iii) the improvement of the safety of vulnerable road users, in particular motorcyclists for whom accidents statistics are particularly worrying.

These actions are to contribute to the objective of creating a common road safety area including the target of halving the overall number of road deaths in the European Union by 2020.

The consultation was launched on 25 October 2010 and concluded on 10 December 2010. Seven contributions from five Member States have been received<sup>1</sup>. All respondents were local and regional authorities and/or their associations, out of them, four were regional authorities, two local authorities and one national association of local authorities.

## 2. Overview of the competences of local and regional authorities in the field of Road Safety

The SMN partners were asked to explain the type of competences they have in the field of Road Safety.

### 2.1 Competences of Regional Authorities in the field of Road Safety

According to the respondents which are regional authorities, regional competences on road safety may include among others:

- imposing penalties and deciding on how to resolve disciplinary action, to implement it and, as appropriate, levy the amount of the fines;
- allowing vintage vehicles on the roads within the territorial limits of the region; granting authorisation for private driving schools;
- planning information campaigns on road safety education and training; drawing up the instructions to be followed by the municipal police services in implementing and interpreting traffic rules;
- authorising sports trials, as well as providing supervisory and protection arrangements for the same;

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<sup>1</sup> For a list of the partners and their contributions, please see the Appendix (in English)

- planning and programming regional road safety measures;
- organising, analysing and disseminating the data on road accidents, risk factors and their causes by means of Road Safety Observatories, for instance;
- intervening financially in road safety, either through direct action by the region, or by providing funding to a third party;
- road infrastructure;
- road education and training in schools;
- first aid assistance;
- control and inspection of vehicles and road transport;

Moreover, some of the respondents explained that several agencies and bodies have been created at regional level to be in charge of the implementation of road safety related measures. For example, the Catalan Traffic Service (Spain), which is a non-State body that manages all aspects of traffic and road safety; or the Road Safety Observatory (managing the road accident Regional Monitoring Centre and draws up the annual road safety plan) and the Road Safety Advisory Board (the regional administration's advisory board on the state of road safety, and involves stakeholder institutions and social partners) in Friuli Venezia Giulia (Italy).

## 2.2 Competences of Local Authorities in the field of Road Safety

According to the respondent local authorities, competences on road safety may include among others<sup>2</sup>:

- vehicle licensing and testing;
- managing and remedying accident black spots;
- road safety audits of road construction projects;
- road safety inspections;
- acting as official road safety expert in traffic proceedings;
- promoting road safety and making contributions towards the cost of measures for promoting road safety taken by other authorities or bodies;
- carrying out studies into accidents arising out of the use of vehicles on roads within their jurisdiction and adopting measures appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of roads;
- construction, improvement, maintenance or repair of roads for which they are responsible;
- in constructing new roads, taking such measures as appear appropriate to reduce the possibilities of accidents on the new roads;
- alongside the relevant health authorities, preparing and publishing an assessment of relevant health needs (which includes analysis of Road Traffic Accidents where relevant).

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<sup>2</sup> Some of the tasks mentioned are carried out by specialised bodies and not directly by the Local Authority concerned

## 2.3 Management of Road Infrastructure

Regarding the management of road infrastructures, responses diverge depending on the profile of the respondent and/or the Member State.

In the Basque Country (Spain) for example, the management of the road infrastructure relating to the inter-urban roads is not the responsibility of the Regional Government, but of the provincial administrative authorities. In Friuli Venezia Giulia (Italy), on the other hand, the regional roads are managed by a company entirely owned by the region.

When it comes to local authorities, we should underline that in England and Wales the responsibility for road management is split between local authorities and central bodies. The strategic road network (4% of the roads) is managed by the central government, while the remaining (96%) roads are managed by local highway authorities (county councils, metropolitan boroughs and unitary authorities). The latter are required by law to ensure that their roads are designed, constructed and maintained that they are safe and fit for purpose.

Finally, the city of Vienna is responsible for all roads in its territory except motorways.

## 3. Road Safety Strategy

Almost all respondents affirm to have a written Road Safety Strategy. When asked to describe their Road Safety Strategies, respondents have broadly explained the objectives, lines of action and key components which should be included in such a document.

According to the contributions received, Road Safety Strategies may include a range of objectives extending from the reduction of the number of road accident victims or the implementation of construction, organisation and traffic management measures as well as awareness-raising activities to combating excessive speed and driving under the influence of alcohol and/or drugs and to promotion of the use of passive safety devices. A more concrete objective presented by regione Friuli Venezia Giulia (IT) would be to halve the number of road accident victims (both fatalities and injuries) over the decade 2004-2013 and the interim objective of a 20% decrease by 2009.

Key components of a Road Safety Strategy are among others: local casualty reduction objectives supported by ambitious and evidence-based targets and trajectories; combined use of education, engineering and enforcement; key challenges (e.g. specific road user groups) targeted by specific education, engineering and enforcement programmes; a clear plan including costs and planned outputs; and monitoring of outcomes and evaluation of effectiveness.

The active participation of the institutions and social stakeholders; the systematic management of the relevant information; the improvement of the protocols and processes regarding conduct and handling; the coordination of traffic management plans with other administrations; the supervision

and control of risk groups and behaviours; the education, training and awareness-raising initiatives for groups with specific risks are some of the key elements underlined by respondents.

### 3.1 Measures to protect vulnerable groups

All respondents confirm they have adopted measures to protect vulnerable groups. In particular, pedestrians and cyclists are the main target groups of this kind of measures. Children, young people and motorcyclists are also considered vulnerable groups by respondents.

The Basque Country, for example, detected an increase in the rate of victims run over by vehicles. Adopted measures to remedy this situation include: awareness-raising campaigns; a guide for pedestrians; and safe urban mobility plans.

Improvement and adaptation of existing infrastructures, signalisation as well as the construction of cyclist and pedestrians paths are only some of the measures proposed by respondents to protect vulnerable groups.

### 3.2 Education and awareness-raising campaigns

Respondents consider that education and awareness-raising campaigns are very important and almost all of them include them within their Road Safety Strategies.

Special attention is given to drawing up safe mobility programmes; the presence of safe mobility education on school curriculum; offering courses for training trainers in education on safe mobility; or promoting safe mobility education amongst groups with specific needs. The publication of guides for children is also mentioned by one respondent and another one makes reference to the importance of the European Road Safety Charter.

### 3.3 Road infrastructure safety management

A majority of respondents affirm to have adopted measures aiming at the improvement of the safety of their road infrastructures. In particular, the identification of accident black spots or the implementation of measures aiming to reduce the number of accidents in these areas seem to be of great importance.

In many cases, local and regional authorities work in cooperation with the owners or managing bodies of the roads, which in some cases are companies entirely or partially owned by the local or regional authority concerned. Engineering measures, along with education and enforcement, are addressed by local road safety strategies to improve the safety of the roads.

### 3.4 Specific road safety enforcement measures or initiatives

In general, according to the respondents, enforcement measures and initiatives, such as speed cameras and alcohol/drugs tests, are a feature of road safety strategies, which are developed in partnership with relevant authorities, particularly the police.

Awareness-raising campaigns based on previous studies that show that road safety violations are the most commonplace and cause most accidents are also one of the preferred measures.

### 3.5 Actions or measures in the field of first aid assistance

Responses diverge very much in this field, since some respondents have no competence in this area.

The Basque Country presents the "Warning and first aid" approach, a tool which focuses mainly on: "developing the operational processes into an integrated protocol for dealing with accidents; working with victims' associations to process and hear their requests; distributing the recommendations on how to deal with accidents to the public; and training more specialised traffic unit officers".

## **4. Involvement in the preparation of national road safety strategies**

According to the contributions received, among the respondents there are different degrees of involvement in the preparation of road safety strategies.

In the case of local authorities, their involvement and participation is made possible through their national associations.

Other respondents report the possibility of indirect involvement, through their participation, for example, in joint conferences and committees.

The Catalan Parliament (ES) proposes that regional authorities in charge of road safety should be further and directly involved in the process of preparation of national road safety strategies and should also have access to European discussions on road safety strategies.

## **5. Cross-border related issues in connection with road safety**

Some of the respondents point out their experiences and the importance of joint cross-border management of road infrastructures in terms of dealing with practical and joint problems such as traffic congestion at certain dates and times.

According to the Local Government Association (UK), cross-border enforcement of traffic offences is a key road safety issue for local authorities in England and Wales, particularly those that receive the highest proportions of international traffic. This respondent also underlines the fact that the increase in

intra-EU mobility has led to a significant increase in foreign registered vehicles and that there is evidence that these vehicles cause a higher than average number of road accidents.

Lack of cross-border enforcement of traffic offences is also an important issue underlined by respondents. In this regard, "local authorities would welcome agreement on the proposed EU directive on cross-border enforcement of traffic offences. While this directive will facilitate the cross-border collection of financial penalties, Member States should also be encouraged to recognise other penalties through ratification of the Convention on Driving Disqualifications".

Other respondents highlight cross-border-related projects in which they are involved, as for example, the Easyway European project to develop cross-border ITS (Intelligent Transportation System).

## **6. Best practices on road safety**

Some of the respondents highlighted a range of measures that according to them could be considered as best practices. Among others, the following can be of special interest.

The Local Government Association (LGA) underlined the role of the Road Safety Knowledge Centre which is an extensive online database of UK best practice: <http://www.roadsafetyknowledgecentre.org.uk/>. The database covers best practice in each of the three 'Es' of road safety: enforcement, engineering and education and covers a range of themes including: speeding, drink and drug driving, driving for work, young drivers, older drivers, motorcyclists, cyclists and pedestrians.

The Catalan Parliament underlined that according to its experience: incorporating the strategy of coordination with local bodies, in the form of drawing up local road safety plans has played a key role in reducing the number of accidents in urban areas; a sound strategy of testing the observance of basic road safety rules (concerning speed, alcohol and the use of passive safety devices) has been central to lowering accident rates; carrying out drugs tests when traffic police detect clear symptoms of use in drivers is also at the core of the strategy.

The Italian Region of Friuli Venezia Giulia suggested among others the following best practices: creating model safe routes from home to school in urban areas; enhancing and bolstering the public transport system for commuting to work and travelling from the city to discotheques; the Pedibus project to ensure safe routes (marked out on the footpath), in the vicinity of schools, which allows children to travel the distance between the pick-up/drop-off area and the school, with adult supervision.

The City of Vienna underlined as a best practice a database enabling all accidents in which people are injured in the city of Vienna to be recorded with precise locations, the movements of those involved, the exact type (from one of 105 categories) and other details. A computerised accident analysis system allows accidents to be analysed according to frequency, as well as generating collision tables, collision diagrams and before/after investigations.

Finally, other respondents consider that the drawing up of a true Road Safety Strategy/Plan is a crucial best practice to be replicated.

#### **7. The target "of halving the overall number of road deaths by 2020 starting from 2010"**

A majority of respondents believe the 2020 target presented by the EC could be achievable, although it will be difficult, especially if there is a lack of resources.

The City of Erlangen (DE) underlines that the objective of halving the number of deaths on the roads by 2020 will be difficult to attain, at least at local and regional level. This assessment, nevertheless is taking into account regional rather than European figures.

Another considers that a distinction should be made between the group of countries that have been able to reach the target of halving accidents in ten years, because their figures were relatively high, and those that were already achieving good figures and have consequently not shown such a marked decrease. Then the 2010-2020 target could reveal highly divergent results.

Other respondents consider the target as achievable, and at regional level especially by means of a range of measures aiming at reaching among others the involvement of the institutional level and the education system, social awareness, an effective control system and urban planning that pursues the aim of sustainable mobility. The improvement of the infrastructures, the elaboration of audit reports on road safety, or the making of specific studies on road safety are other measures suggested to attain the objective.

Finally, the City of Vienna highlights that its target for its road safety work is "Vision Zero" - no road accident fatalities.

## 8. Contributions

### 8.1 Contribution City of Erlangen

**COMMITTEE OF THE REGIONS – DIRECTORATE FOR CONSULTATIVE WORKS**  
**COTER Commission and "Networks & Subsidiarity" Unit**



Questionnaire on the Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions

### **TOWARDS A EUROPEAN ROAD SAFETY AREA: POLICY ORIENTATIONS ON ROAD SAFETY 2011-2020<sup>3</sup>**

**Submitted by Mr Johan Sauwens (BE/EPP) for consultation  
of the Subsidiarity Monitoring Network**

Please complete and submit by **10 December 2010**. You can upload the completed questionnaires directly on the Subsidiarity Monitoring Network webpage (<http://subsidiarity.cor.europa.eu> – remember to log in). Alternatively, you can send them by email to [subsidiarity@cor.europa.eu](mailto:subsidiarity@cor.europa.eu).

<b>Name of the Authority:</b>	City of Erlangen
<b>Contact person:</b>	Eva-Maria Kleinschrodt
<b>Contact details (phone, email)</b>	eva-maria.kleinschrodt@stadt.erlangen.de 0049 – 9131 – 86 27 33

## **BACKGROUND**

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In many Member States, rural and secondary roads are managed by regional or provincial authorities. In the case of urban areas, where a significant proportion of accidents take place, most roads are managed by the cities and the municipalities themselves. Local authorities are therefore infrastructure managers and in most cases also responsible for the enforcement of traffic rules through the local police. Furthermore, when it comes to road safety policy, the particular circumstances of each

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<sup>3</sup> COM (2010) 389 final

Member State and region must be examined and taken into account. The local and regional level should be involved in the planning and implementation of the initiatives envisaged in the Member States and at European level.

In this regard, on 20 July 2010 the European Commission unveiled its new policy orientations on road safety 2011-2020 which follow on from the previous 3rd road safety action programme for 2001-2010. The Commission recognises that, in spite of the positive results obtained during the lifetime of the 3rd road safety action programme, more efforts are needed. According to the Commission, the policy orientations for 2011-2020 aim to provide a general governance framework and a number of objectives that should guide national or local strategies. On a more general note, the communication also indicates that road safety will play an important role in the forthcoming White Paper on transport, as road fatalities have a negative effect on the overall performance of the transport system.

The target established by the new action programme for 2011-2020 is the same as for the previous one: halving the number of road deaths in the EU in the next decade.

The policy orientations on road safety for the next decade are underpinned by three principles:

- striving for the highest road safety standards throughout Europe;
- promoting an integrated approach to road safety;
- shared responsibility in accordance with the principles of subsidiarity and proportionality.

Regarding this last principle, the policy orientations for 2011-2020 underline the need for concrete actions at all levels, by the EU, the Member States, regional and local bodies and civil society. The Commission is encouraging the Member States, in particular, to contribute to the achievement of the common objective of halving the number of road deaths through their national road safety strategies.

This questionnaire aims to gather the views of local and regional authorities on several issues considered to be of particular relevance to them in connection with the above-mentioned Communication.

**Please complete the following questions:**

1. *Could you describe the competences of your local or regional authority in the field of Road Safety? (please describe them briefly in max. 250 words using bullet points if appropriate)*

a. *Is your local or regional authority responsible for road infrastructure management? (If yes, please specify for which part of the network; e.g. "80% of all roads", "all regional roads") What measures does it apply to ensure safe management of the road infrastructure?(please describe them briefly in max. 250 words using bullet points if appropriate)*

1. The Erlangen City Highways Department is responsible for the construction and maintenance of a safe road network. Responsibility for road safety lies with the traffic control authority and the police. These agencies perform the tasks entrusted to them by law and, in this sense, have no competences of their own. The city is responsible for around 95% of Erlangen's road network (public roads, cycle paths, footpaths). The city's inhabitants may report damage to or hazardous points on the roads to the town authorities who will endeavour to resolve the problem as quickly as possible. The highways department is largely dependent on the level of financial resources allocated. The city is able to influence road safety by being involved in the positioning of traffic and warning signs or traffic lights and in the construction of roundabouts or crossroads. This is what happens in practice.

2. *Do you have a written road safety strategy at your local or regional level? YES/NO*

No.

*If YES:*

- a) *Please describe it briefly in max.350 words: the actors involved, the main actions, the governance structure...*
- b) *Have you adopted any measure to protect vulnerable groups, such as cyclists or pedestrians, in the context of your road safety strategy? (if yes please describe in max. 200 words)*
- c) *Does your strategy include education and awareness raising campaigns?(if yes, please describe in max. 150 words)*
- d) *Does your strategy cover road infrastructure safety management?(if yes, please describe in max. 150 words)*
- e) *Does your strategy include specific road safety enforcement measures or initiatives?(if yes, please describe in max. 150 words)*
- f) *Does your strategy include actions or measures in the field of first aid assistance? (if yes please describe them briefly in max. 150 words)*

*If NOT:*

- a) *In your opinion, and with regard to your own context (regional roads, urban areas...), what issues that are specific to local or regional authorities could feature in a local or regional*

*road safety strategy? Would you see an added value in adopting such a strategy?*

- b) *Have you adopted any individual measure in the field of road safety to protect vulnerable groups, such as cyclists or pedestrians? (if yes please describe them briefly in max. 200 words)*
- c) *Have you adopted any individual measure or initiative in the field of:*
  - o *education and awareness raising campaigns (max. 150 words)*
  - o *road infrastructure safety management (max. 150 words)*
  - o *road safety enforcement (max. 150 words)*
- d) *Have you devised any strategy, protocol or coordinated approach in the field of first aid assistance to road accident victims? (if yes please describe them briefly in max. 150 words)*

a) I am unaware of any traffic-related subjects that specifically apply to the municipality of Erlangen. We welcome a Europe-wide road safety strategy which summarises the most successful measures undertaken in the Member States and which could contribute to a reduction in the numbers of those killed or injured on the roads in real terms. The added value will come from peer to peer learning and adapting to the highest possible safety standards.

b) The city of Erlangen is very proud of its wide network of cycle paths, which aims to keep car drivers and cyclists off the same stretch of road. Mirrors and signage indicating blind bends and corners, for example, make cyclists aware of potential hazards on the road. Alongside this, the police carry out regular traffic monitoring in which both cyclists and pedestrians are informed of any mistakes they may be making. Cyclists are sometimes be stopped and cautioned, for example.

c) Road safety instruction begins in primary school. Children receive practical and theoretical instruction in road safety rules from the police after which, should they acquit themselves successfully, they receive a type of traffic passport. There is one city official responsible for cycle traffic. There is an annual "Cyclists' Hearing" on the subject of cycle traffic and road safety in which cyclists may put their views forward.

The following steps have been taken to guarantee safety on the way to school: parking is generally prohibited on school roads. Road safety assistants are present to help children across hazardous points on the road and zebra crossings and road markings on the paths help guide the children.

d) The town has established an "Accident Commission", a working party in which municipal representatives and the police discuss any accidents that have occurred. The causes of the accident must be ascertained, hazardous areas identified and as far as possible removed.

*Has your local or regional authority been involved in the preparation of your Member State's national road safety strategy? YES/NO yes and no*

*If YES:*

- *Please give a brief description of your involvement in max.200 words*

*If NOT:*

- *Do you consider that your local or regional authority should be involved in the preparation of your Member State's national road safety strategy? In your opinion, what form should this involvement take and what would be the added value of the participation of local or regional*

<i>authorities in this process?</i>
Through its membership of the German Association of Cities and its relevant traffic committees, the city of Erlangen is indirectly involved in preparations. The city of Erlangen considers this form of influence sufficient.
<p>3. <i>Do you face any cross-border-related issues in connection with road safety? (e.g. cross-border road infrastructure management, traffic offences, cross-border first aid assistance...)</i></p> <p style="padding-left: 40px;">a. <i>In the particular field of cross-border first aid assistance, do you have any experience of cross-border rescue teams for road accidents?(if yes please describe it briefly in max. 150 words)</i></p>
No.
<p>4. <i>Do you have any examples of best practices on road safety that could be replicated in other regions of the EU? ( please describe them briefly in max. 300 words)</i></p>

No.

5. *In your opinion, is the target "of halving the overall number of road deaths" by 2020 starting from 2010" an achievable target at EU level? And at your local or regional level? (please explain why in max. 150 words)*

In my view, the objective of halving the number of deaths on the roads by 2020 will be difficult to attain, at least at local and regional level. In the first place, we are constantly endeavouring to improve road safety. Secondly, safety features of cars themselves, high quality first aid and post-accident health care have already contributed to a reduction in the number of deaths on the roads. Low levels of driving under the influence of alcohol and road safety education have also had a positive impact. In my view, therefore, road safety awareness campaigns are more important.

I cannot make any comparison on a European level, as I am unfamiliar with figures for other countries.



Fragebogen zu der Mitteilung der Kommission an das Europäische Parlament, den Rat, den Europäischen Wirtschafts- und Sozialausschuss und den Ausschuss der Regionen

**EIN EUROPÄISCHER RAUM DER STRASSENVERKEHRSSICHERHEIT: LEITLINIEN  
FÜR DIE POLITIK IM BEREICH DER STRASSENVERKEHRSSICHERHEIT 2011-2020<sup>4</sup>**

**vorgelegt von Johan Sauwens (BE/EVP) für die Konsultation  
des Netzes für Subsidiaritätskontrolle**

Bitte bis **10. Dezember 2010** ausfüllen und einreichen. Sie können den ausgefüllten Fragebogen direkt auf den Internetseiten des Netzes für Subsidiaritätskontrolle abspeichern (<http://subsidiarity.cor.europa.eu> - bitte zuerst einloggen) oder ihn per E-Mail an [subsidiarity@cor.europa.eu](mailto:subsidiarity@cor.europa.eu) schicken.

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## HINTERGRUND

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In vielen Mitgliedstaaten sind Regional- oder Provinzialbehörden für den Unterhalt von Landstraßen und Straßen zweiter Ordnung zuständig. In innerstädtischen Gebieten, wo sich ein erheblicher Anteil der Unfälle ereignet, sind die Städte und Kommunen selbst für die meisten Straßen zuständig. Somit sind lokale Gebietskörperschaften Infrastrukturbetreiber und in den meisten Fällen auch zuständig für die Durchsetzung von Verkehrsvorschriften durch die örtlichen Polizeidienststellen. Zudem müssen bei der Politik im Bereich der Straßenverkehrssicherheit die spezifischen Gegebenheiten jedes Mitgliedstaats und jeder Region untersucht und berücksichtigt werden. Die lokale und regionale Ebene

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<sup>4</sup>

KOM(2010) 389 endg.

sollte in die Planung und Umsetzung der in den Mitgliedstaaten und auf europäischer Ebene geplanten Initiativen einbezogen werden.

Diesbezüglich veröffentlichte die Europäische Kommission am 20. Juli 2010 ihre neuen politischen Leitlinien für die Politik im Bereich der Straßenverkehrssicherheit 2011-2020, denen das dritte europäische Aktionsprogramm für Straßenverkehrssicherheit 2001-2010 vorausging. Die Kommission erkennt an, dass die Anstrengungen trotz der während des dritten europäischen Aktionsprogramms für Straßenverkehrssicherheit erzielten positiven Ergebnisse intensiviert werden müssen. Der Kommission zufolge sollen die Leitlinien für die Politik im Bereich der Straßenverkehrssicherheit 2011-2020 einen allgemeinen Regelungsrahmen und ambitionierte Ziele vorgeben, nach denen sich die nationalen oder lokalen Strategien richten sollten. Etwas genereller wird in der Mitteilung ferner angegeben, dass die Straßenverkehrssicherheit eine wichtige Rolle im nächsten Weißbuch zur Verkehrspolitik spielen wird, da sich Straßenverkehrsunfälle mit tödlichem Ausgang negativ auf die Gesamtleistungsfähigkeit des Verkehrssystems auswirken.

Das für das neue Aktionsprogramm 2011-2020 aufgestellte Ziel entspricht dem Ziel des Vorgängerprogramms: die Halbierung der Gesamtzahl der Unfalltoten im Straßenverkehr in der Europäischen Union im nächsten Jahrzehnt.

Die Leitlinien für die Politik im Bereich der Straßenverkehrssicherheit beruhen auf folgenden drei Grundsätzen:

- Anstreben der höchsten Standards für die Straßenverkehrssicherheit in ganz Europa,
- Förderung eines integrierten Konzepts für Sicherheit im Straßenverkehr,
- geteilte Verantwortung im Sinne des Subsidiaritätsprinzips und des Grundsatzes der Verhältnismäßigkeit.

Mit Blick auf den letztgenannten Grundsatz wird in den politischen Leitlinien 2011-2020 das Erfordernis konkreter Maßnahmen auf allen Ebenen betont - auf EU-Ebene, auf der Ebene der Mitgliedstaaten, der regionalen und lokalen Gebietskörperschaften und der Zivilgesellschaft. Die Kommission fordert die Mitgliedstaaten insbesondere auf, durch ihre nationalen Strategien für die Straßenverkehrssicherheit zum Erreichen des gemeinsamen Ziels der Halbierung der Zahl der Unfalltoten im Straßenverkehr beizutragen.

Mit diesem Fragebogen sollen die Standpunkte der lokalen und regionalen Gebietskörperschaften zu verschiedenen Fragen eingeholt werden, die für sie im Zusammenhang mit der oben genannten Mitteilung als äußerst wichtig erachtet werden.

**Bitte beantworten Sie folgende Fragen:**

6. Bitte beschreiben Sie die Zuständigkeiten Ihrer lokalen oder regionalen Gebietskörperschaft im Bereich der Straßenverkehrssicherheit (Kurzbeschreibung mit höchstens 250 Wörtern, evtl. als Aufzählung)

a. Ist Ihre lokale oder regionale Gebietskörperschaft für das Straßeninfrastrukturmanagement zuständig? (Falls ja: Bitte geben Sie an, für welchen Teil des Netzes; z.B. "80% aller Straßen", "alle regionalen Straßen".) Welche Maßnahmen werden zur Sicherstellung eines sicheren Managements der Straßenverkehrsinfrastruktur angewandt?(Kurzbeschreibung mit höchstens 250 Wörtern, evtl. als Aufzählung)

1)

Department 46 (*Magistratsabteilung*, MA 46) is the road transport authority for the city and province of Vienna.

MA 46 also includes a vehicle testing centre and the traffic safety group.

In the area of traffic safety, the responsibilities of MA 46 include the following:

- vehicle licensing and testing
- managing and remedying accident blackspots
- road safety audits of all planned road construction projects
- road safety inspections
- acting as official road safety expert in traffic proceedings.

1.a.) Yes.

For all roads except motorways. The road network in the city comprises around 2800 km of roads, including around 51 km of urban motorways managed by ASFINAG.

Road safety activities are based on studies of local accidents (accident database, computerised accident analysis system, on-the-spot traffic surveys and observations, remedial action - construction/traffic management measures)

7. Besteht auf Ihrer lokalen oder regionalen Ebene eine schriftlich festgelegte Straßenverkehrssicherheitsstrategie? JA/NEIN

Falls JA:

g) Bitte beschreiben Sie diese mit höchstens 350 Wörtern: die beteiligten Akteure, die wesentli-

chen Maßnahmen, die Governancestruktur usw.

- h) Wurden im Rahmen Ihrer Straßenverkehrssicherheitsstrategie Maßnahmen zum Schutz schwächerer Verkehrsteilnehmer, wie etwa Radfahrer oder Fußgänger, ergriffen? (Falls ja: Bitte eine kurze Beschreibung mit höchstens 200 Wörtern.)
- i) Umfasst Ihre Strategie Aufklärungs- und Sensibilisierungskampagnen? (Falls ja: Bitte eine kurze Beschreibung mit höchstens 150 Wörtern.)
- j) Umfasst Ihre Strategie ein Sicherheitsmanagement für die Straßenverkehrsinfrastruktur? (Falls ja, bitte eine kurze Beschreibung mit höchstens 150 Wörtern.)
- k) Umfasst Ihre Strategie spezifische Durchsetzungsmaßnahmen oder Initiativen für die Straßenverkehrssicherheit? (Falls ja: Bitte eine kurze Beschreibung mit höchstens 150 Wörtern.)
- l) Umfasst Ihre Strategie Maßnahmen im Erste-Hilfe-Bereich? (Falls ja: Bitte eine kurze Beschreibung mit höchstens 150 Wörtern.)

Falls NEIN:

- e) Welche für lokale oder regionale Gebietskörperschaften spezifischen Themen könnten Ihrer Meinung nach und unter Berücksichtigung Ihres Kontexts (regionale Straßen, innerstädtische Gebiete usw.) in einer lokalen oder regionalen Strategie für Straßenverkehrssicherheit zur Sprache kommen? Würde die Annahme einer solchen Strategie für Sie einen Mehrwert erzeugen?
- f) Haben Sie im Bereich der Straßenverkehrssicherheit einzelne Maßnahmen zum Schutz schwächerer Verkehrsteilnehmer, wie etwa Radfahrer und Fußgänger, ergriffen? (Falls ja: Bitte eine kurze Beschreibung mit höchstens 200 Wörtern.)
- g) Haben Sie in folgenden Bereichen Einzelmaßnahmen oder Initiativen ergriffen?
  - Aufklärungs- und Sensibilisierungskampagnen (höchstens 150 Wörter)
  - Sicherheitsmanagement für die Straßenverkehrsinfrastruktur (höchstens 150 Wörter)
  - Durchsetzung im Bereich der Straßenverkehrssicherheit (höchstens 150 Wörter)
- h) Wurden eine Strategie, ein Protokoll oder ein koordiniertes Vorgehen im Bereich der Erste-Hilfe-Maßnahmen am Unfallort aufgestellt? (Falls ja: Bitte eine kurze Beschreibung mit höchstens 150 Wörtern.)

Yes.

- a) The written road safety strategy can be found in the "Verkehrssicherheitsprogramm Wien 2005 – 2020" (Road Safety Programme for Vienna, 2005-2010)  
([www.wien.gv.at/verkehr/verkehrssicherheit/programm/index.htm](http://www.wien.gv.at/verkehr/verkehrssicherheit/programm/index.htm))

The City of Vienna has decided to make its road safety policy binding and to incorporate it into a joint action and strategic plan. The strategy for implementation over several years is expressed in the verifiable target of cutting road fatalities on Vienna's roads to zero - "Vision Zero". The city's road safety programme refers the European Road Safety Charter and the Austrian national road safety programme - for details, see the attached document.



Verkehrssicherheitsp  
rogramm Wien

b - e) yes, see "Road Safety Programme for Vienna, 2005-2010". In general, the programme includes construction, organisation and traffic management measures as well as awareness-raising activity.

Some examples:

#### Safety on the way to school - school journey plans

In 2002 the traffic organisation and technical traffic department of MA 46 and the *Kuratorium für Verkehrssicherheit* (Road Safety Agency, KfV) launched an initiative to make it safer for children to travel to school. Children and teachers were consulted on the initiative. Since 2004 school journey plans for Viennese primary schools have been developed by MA 46 in cooperation with the Vienna office of the *Allgemeinen Unfallversicherungsanstalt* (General Accident Insurance Agency, AUVA). These plans display the safest routes to schools. The relevant district contributes EUR 1000 towards the costs of preparing a school journey plan for each school.

#### The elderly in traffic

**Together with children, elderly people are most at risk from traffic.** Together with Vienna public transport operator *Wiener Linien*, the Road Safety Agency, and the Vienna Agency for Retirement Homes, the traffic organisation and technical traffic department of MA 46 has launched a "working together for more road safety" initiative, including the following measures:

- a "traffic safety for the elderly" project;
- safety tips for elderly pedestrians;
- safety tips for elderly cyclists;
- safety tips for elderly drivers;
- safety tips for elderly public transport users.

#### SAFEBIKE and STROMBIKE- safe biking:

Given the growing number of two-wheeled vehicles, the traffic organisation and technical traffic department of MA 46 has decided to focus on this aspect of road safety in particular. A road safety programme on the subject is carried out once a year, and is targeted at up to 70 000 Viennese users of bikes and mopeds. Since 1999, the programme has encouraged training away from traffic and among other things provides the necessary facilities for this to happen. Since 2010 particular attention has been paid to moped users, with road safety training courses for zero-emission mopeds being carried out in Vienna's Prater Park.

#### New road markings for protected routes - pilot scheme

Near a school new road markings are being tried out for a protected route. Trapeze-shaped

yellow stripes are designed to catch drivers' attention.

Construction measures:

Targeted construction measures are the most effective and long-lasting means of improving road safety, by slowing down traffic and making it easier for individual road users to see and be seen. Pedestrians are enabled to cross safely. Road users become more attentive in general. Provided they are integrated into the urban environment, construction measures such as kerb extensions, traffic islands and speed tables make road areas more pleasant places to be. For a specific example, see: <http://www.wien.gv.at/verkehr/verkehrssicherheit/massnahmen-bau.html>

Road safety - traffic management measures

Traffic management measures use the potential of traffic rules to enhance road safety. Such measures, in conjunction with road design, establish clearly which road users have to give way, clarify how to proceed, and provide guidance. Road management should always tie in with the physical road layout in order to avoid annoyance and misunderstandings. For specific examples, see: <http://www.wien.gv.at/verkehr/verkehrssicherheit/massnahmen-technik.html>

f) No

8. *War Ihre lokale oder regionale Gebietskörperschaft in die Vorbereitung der nationalen Strategie für Straßenverkehrssicherheit Ihres Mitgliedstaats eingebunden? JA / NEIN*

*Falls JA:*

– *Bitte beschreiben Sie Ihre Einbindung kurz mit höchstens 200 Wörtern.*

*Falls NEIN:*

– *Sollte Ihre lokale oder regionale Gebietskörperschaft Ihrer Ansicht nach in die Vorbereitung der nationalen Strategie für Straßenverkehrssicherheit Ihres Mitgliedstaats eingebunden werden? Wie sollte diese Einbindung Ihrer Ansicht nach aussehen und welchen Mehrwert hätte die Einbeziehung lokaler oder regionaler Gebietskörperschaften in diesen Prozess?*

Yes.

MA46 is represented on the Austrian Road Safety Council by one of its staff, who is thus in a position to influence the Austrian road safety programme while attending various meetings and conferences.

9. *Sind Sie von grenzüberschreitenden Problemen im Zusammenhang mit der Straßenverkehrssicherheit betroffen (z.B. grenzüberschreitendes Straßenverkehrsinfrastrukturmanagement, Verkehrsdelikte, grenzüberschreitende Erste-Hilfe-Maßnahmen usw.)?*

- a. *In Bezug auf den speziellen Bereich der grenzüberschreitenden Ersten Hilfe: Verfügen Sie über Erfahrungen mit grenzüberschreitenden Rettungskräfte-teams bei Unfällen im Straßenverkehr? (Falls ja: Bitte beschreiben Sie diese kurz mit höchstens 150 Wörtern.)*

No

10. *Können Sie Beispiele für bewährte Verfahren im Bereich der Straßenverkehrssicherheit nennen, die in anderen EU-Regionen nachgeahmt werden könnten? (Falls ja: Bitte eine Kurzbeschreibung mit höchstens 300 Wörtern.)*

Yes.

Following the example of Vienna, setting up an accident database and computerised accident analysis system.

Based on a spatial reference system, a database enables all accidents in which people are hurt in Vienna to be recorded with precise locations, the movements of those involved, the exact type (from one of 105 categories) and other details. A computerised accident analysis system allows accidents to be analysed according to frequency, as well as generating collision tables, collision diagrams and before/after investigations.

11. *Halten Sie das Ziel einer Halbierung der Gesamtzahl der Unfalltoten im Straßenverkehr bis 2020 (gerechnet ab 2010) auf EU-Ebene für erreichbar? Und auf Ihrer lokalen oder regionalen Ebene? (bitte eine kurze Erläuterung mit höchstens 150 Wörtern)*

The target set by the City of Vienna for its road safety work is "Vision Zero" - no road accident fatalities. Current levels of road deaths in Vienna are extremely low - for example, in 2009 there were 32 deaths. Halving this number by 2020 would therefore be a major challenge. Statistics for Vienna can be found at the above mentioned website.

8.3 Contribution Parlament de Catalunya

**COMMITTEE OF THE REGIONS – DIRECTORATE FOR CONSULTATIVE WORKS  
COTER Commission and "Networks & Subsidiarity" Unit**



Questionnaire on the Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions

**TOWARDS A EUROPEAN ROAD SAFETY AREA: POLICY ORIENTATIONS ON ROAD SAFETY 2011-2020<sup>5</sup>**

**Submitted by Mr Johan Sauwens (BE/EPP) for consultation  
of the Subsidiarity Monitoring Network**

Please complete and submit by **10 December 2010**. You can upload the completed questionnaires directly on the Subsidiarity Monitoring Network webpage (<http://subsidiarity.cor.europa.eu> – remember to log in). Alternatively, you can send them by email to [subsidiarity@cor.europa.eu](mailto:subsidiarity@cor.europa.eu).

<b>Name of the Authority:</b>	Parliament of Catalonia
<b>Contact person:</b>	Blanca Massé
<b>Contact details (phone, email):</b>	<a href="mailto:bmasse@parlament.cat">bmasse@parlament.cat</a> ; 0034 93 3046500 (ext.3035)

## **BACKGROUND**

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In many Member States, rural and secondary roads are managed by regional or provincial authorities. In the case of urban areas, where a significant proportion of accidents take place, most roads are managed by the cities and the municipalities themselves. Local authorities are therefore infrastructure managers and in most cases also responsible for the enforcement of traffic rules through the local police. Furthermore, when it comes to road safety policy, the particular circumstances of each Member State and region must be examined and taken into account. The local and regional level should be involved in the planning and implementation of the initiatives envisaged in the Member States and at European level.

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<sup>5</sup> COM(2010) 389 final.

In this regard, on 20 July 2010 the European Commission unveiled its new policy orientations on road safety 2011-2020 which follow on from the previous 3rd road safety action programme for 2001-2010. The Commission recognises that, in spite of the positive results obtained during the lifetime of the 3rd road safety action programme, more efforts are needed. According to the Commission, the policy orientations for 2011-2020 aim to provide a general governance framework and a number of objectives that should guide national or local strategies. On a more general note, the communication also indicates that road safety will play an important role in the forthcoming White Paper on transport, as road fatalities have a negative effect on the overall performance of the transport system.

The target established by the new action programme for 2011-2020 is the same as for the previous one: halving the number of road deaths in the EU in the next decade.

The policy orientations on road safety for the next decade are underpinned by three principles:

- striving for the highest road safety standards throughout Europe
- promoting an integrated approach to road safety
- shared responsibility in accordance with the principles of subsidiarity and proportionality.

Regarding this last principle, the policy orientations for 2011-2020 underline the need for concrete actions at all levels, by the EU, the Member States, regional and local bodies and civil society. The Commission is encouraging the Member States, in particular, to contribute to the achievement of the common objective of halving the number of road deaths through their national road safety strategies.

This questionnaire aims to gather the views of local and regional authorities on several issues considered to be of particular relevance to them in connection with the above-mentioned Communication.

**Please complete the following questions:**

12. *Could you describe the competences of your local or regional authority in the field of Road Safety? (please describe them briefly in max. 250 words using bullet points if appropriate)*

- a. *Is your local or regional authority responsible for road infrastructure management? Is your local or regional authority responsible for road infrastructure management? (If yes, please specify for which part of the network; e.g. "80% of all roads", "all regional roads") What measures does it apply to ensure safe management of the road infrastructure?(please describe them briefly in max. 250 words using bullets points if appropriate)*

The SCT (Catalan Traffic Service) is the highest traffic and road safety authority in Catalonia. It is thus unique amongst Member State road safety agencies, because it is a non-State body that manages all aspects of traffic and road safety autonomously and independently of the Spanish State apparatus.

The Catalan government also has its own police (the Mossos d'Esquadra), which is responsible for traffic-related matters and operates in coordination with the SCT.

Lastly, as regards urban areas, responsibility for traffic and road safety lies with the different town councils and local police forces and in this case, the SCT performs support and coordination tasks and the Catalan government's traffic police covers the more than 700 municipalities that do not have a local police force.

a) In terms of road infrastructure, the SCT is the traffic management body and is responsible for road safety but does not own the roads. The road owners are those that operate and maintain them.

13. *Do you have a written road safety strategy at your local or regional level? YES/NO*

*If YES:*

- m) *Please describe it briefly in max.350 words: the actors involved, the main actions, the governance structure...*
- n) *Have you adopted any measure to protect vulnerable groups, such as cyclists or pedestrians, in the context of your road safety strategy? (if yes please describe in max. 200 words)*
- o) *Does your strategy include education and awareness raising campaigns? (if yes please describe in max. 150 words)*
- p) *Does your strategy cover road infrastructure safety management?(if yes, please describe in max. 150 words)*
- q) *Does your strategy include specific road safety enforcement measures or initiatives?(if yes, please describe in max. 150 words)*
- r) *Does your strategy include actions or measures in the field of first aid assistance? (if yes*

*please describe them briefly in max. 150 words)*

*If not:*

- i) *In your opinion, and with regard to your own context (regional roads, urban areas...), what issues that are specific to local or regional authorities could feature in a local or regional road safety strategy? Would you see an added value in adopting such a strategy?*
- j) *Have you adopted any individual measure in the field of road safety to protect vulnerable groups, such as cyclists or pedestrians? (if yes please describe it briefly in max. 200 words)*
- k) *Have you adopted any individual measure or initiative in the field of:*
  - o *education and awareness raising campaigns (max. 150 words)*
  - o *road infrastructure safety management (max. 150 words)*
  - o *road safety enforcement (max. 150 words)*
- l) *Have you devised any strategy, protocol or coordinated approach in the field of first aid assistance to road accident victims? (if yes please describe them briefly in max. 150 words)*

**YES**, The SCT does have a written road safety strategy for Catalonia approved by the Catalan government.

In particular, since 2002, the SCT has drawn up three-year road safety plans (RSP). Currently in force is the 2008-2010 Road Safety Plan and the forthcoming 2011-2013 Road Safety Plan has already been drafted.

a) The priorities of all RSPs since 2002 have been to combat excessive speed and driving under the influence of alcohol and/or drugs and to promote the use of passive safety devices, such as safety belts, child restraints and helmets. Since 2005, another priority has been coordination with local authorities to improve accident rates in urban areas. Lastly, the forthcoming 2011-2013 RSP has added the new priorities of reducing accidents at junctions, those involving two-wheeled vehicles, and individuals being knocked down (especially where several people are involved).

The body responsible for monitoring the RSP is the Catalan Traffic and Road Safety Commission, whose members are representatives of the SCT, Catalan government departments (the Directorate-General for Roads, the Department of Health, etc.), local authorities, traffic police, private road safety organisations, motor vehicle manufacturers' associations, freight companies and insurers, amongst others.

b) As regards cyclists and pedestrians, who are the most common victims of accidents in urban areas, the main measures have been carried out under Local Road Safety Plans, which are implemented in all Catalan towns of over 30 000 inhabitants or administrative centres. Municipalities operating a Local Road Safety Plan account for 70% of the total population of Catalonia.

The focus of the 2011-2013 RSP will be accidents involving motorcyclists and cyclists, individuals being knocked down, and accidents involving several people.

c) The aim of the 2011-2013 RSP's education and training programme is to design an education and training strategy which, through leadership and the involvement of the public institutions, involves everyone in improving road safety as a matter of priority.

The strategic guidelines of this programme are:

- The presence of safe mobility education on school curricula,
- The introduction of safe mobility education into school leisure activities,
- Boosting road safety as a component of driver training,
- Promoting education to prevent work-related traffic accidents,
- Promoting safe mobility education amongst groups with specific needs.

d) The strategies for road infrastructure safety management promoted by the SCT are: to detect and study accident concentration procedures, road safety hearings, etc.

Such measures are coordinated with the road owners, who are responsible for road use and maintenance: the Catalan government's Directorate-General for Roads, the Spanish government's Ministry of Public Works, and provincial authorities.

e) The SCT has a network of around 200 fixed speed-monitoring devices on Catalonia's roads.

The SCT also coordinates the work of the Catalan traffic police (the Mossos d'Esquadra), and the different local police forces. The police's main activities in the field of road safety are carrying out alcohol tests (over 600 000 per year), drug tests (some 14 000 in the last five years), mobile speed checks and checks on the use of passive safety devices, etc. All of these tests and checks represent more than one million penalty notices each year, managed by the SCT, to which we can add those managed by the municipalities.

f) A geo-referenced analysis system (GPS) will be developed measuring the arrival time to accidents. to improve rapid assistance to victims. This is one of the issues on which the most remains to be done, however.

14. *Has your local or regional authority been involved in the preparation of your Member State's national road safety strategy? YES/NO*

*If YES:*

– *Please give a brief description of your involvement in max.200 words*

*If NOT:*

- *Do you consider that your local or regional authority should be involved in the preparation of your Member State's national road safety strategy? In your opinion, what form should this involvement take and what would be the added value of the participation of local or regional authorities in this process?*

**NO**, the SCT has not been involved in drawing up the national road safety strategy produced by Spain's Directorate-General for Traffic.

In our view, the SCT should be involved in this process and should have access to European discussions on road safety strategies.

The SCT has on a number of occasions led the way in establishing or implementing road safety measures that have subsequently been adopted nationally: these include radar plans, emphasising the need to impose points on drivers' licences, etc.

The SCT's work in conjunction with the DGT currently takes the form of participation in different working groups.

15. *Do you face any cross-border-related issues in connection with road safety? (e.g. cross-border road infrastructure management, traffic offences, cross-border first aid assistance...)*

- a. *In the particular field of cross-border first aid assistance, do you have any experience of cross-border rescue teams for road accidents?(if yes please describe it briefly in max. 150 words)*

Some of the main roads crossing the French/Spanish border run through Catalonia. Some of the cross-border activities carried out by the SCT are:

- Involvement in the Easyway European project to develop cross-border ITS (Intelligent Transportation System).
- Coordination with the French and Andorran authorities to draw up protocols for action in the event of an emergency (traffic accidents, extreme weather conditions, incidents involving freight transport, etc.)

16. *Do you have any examples of best practices on road safety that could be replicated in other regions of the EU? please describe them briefly in max. 300 words)*

- Incorporating the strategy of coordination with local bodies, in the form of drawing up local road safety plans in Catalonia's main cities, has played a key role in reducing the number of accidents in urban areas.
- A sound strategy of testing the observance of basic road safety rules (concerning speed, alcohol

and the use of passive safety devices) has been central to lowering accident rates.

- Carrying out drugs tests when traffic police detect clear symptoms of use in drivers. Since 2005, more than 14 000 tests have been carried out. In 2009 alone, 6 802 tests were carried out, of which 4 432 (65%) were positive. This represents a European benchmark as regards driving under the influence of drugs.

17. *In your opinion, is the target "of halving the overall number of road deaths" by 2020 starting from 2010" an achievable target at EU level? And at your local or regional level? (please explain why in max. 150 words)*

Catalonia is one of the few regions to have reduced the number of deaths in the 2000-2009 period by as much as 53.9%, and this figure is expected to rise to around 60% for the 2000-2010 period.

For the 2011-2013 period, the SCT has set itself the target of reducing the number of deaths and serious injuries by 15%, in line with the European target for 2010-2020.

Because there are always new causes of accidents, the resources for achieving this target must be increased.

As regards the EU as whole, we consider that a distinction should be made between the group of countries that have been able to reach the target of halving accidents in 10 years, because their figures were relatively high, and those that were already achieving good figures and have consequently not shown such a marked decrease. We therefore believe that the 2010-2020 target could once again reveal highly divergent results.

8.4 Contribution Consiglio Regionale Friuli Venezia Giulia  
**COMMITTEE OF THE REGIONS – DIRECTORATE FOR CONSULTATIVE WORKS**  
**COTER Commission and "Networks & Subsidiarity" Unit**



Questionnaire on the Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions

**TOWARDS A EUROPEAN ROAD SAFETY AREA: POLICY ORIENTATIONS ON ROAD SAFETY 2011-2020<sup>6</sup>**

**Submitted by Mr Johan Sauwens (BE/EPP) for consultation  
of the Subsidiarity Monitoring Network**

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<b>Name of the Authority:</b>	
<b>Contact person:</b>	
<b>Contact details (phone, email)</b>	

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## **BACKGROUND**

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In many Member States, rural and secondary roads are managed by regional or provincial authorities. In the case of urban areas, where a significant proportion of accidents take place, most roads are managed by the cities and the municipalities themselves. Local authorities are therefore infrastructure managers and in most cases also responsible for the enforcement of traffic rules through the local police. Furthermore, when it comes to road safety policy, the particular circumstances of each Member State and region must be examined and taken into account. The local and regional level

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<sup>6</sup> COM(2010) 389 final.

should be involved in the planning and implementation of the initiatives envisaged in the Member States and at European level.

In this regard, on 20 July 2010 the European Commission unveiled its new policy orientations on road safety 2011-2020 which follow on from the previous 3rd road safety action programme for 2001-2010. The Commission recognises that, in spite of the positive results obtained during the lifetime of the 3rd road safety action programme, more efforts are needed. According to the Commission, the policy orientations for 2011-2020 aim to provide a general governance framework and a number of objectives that should guide national or local strategies. On a more general note, the communication also indicates that road safety will play an important role in the forthcoming White Paper on transport, as road fatalities have a negative effect on the overall performance of the transport system.

The target established by the new action programme for 2011-2020 is the same as for the previous one: halving the number of road deaths in the EU in the next decade.

The policy orientations on road safety for the next decade are underpinned by three principles:

- striving for the highest road safety standards throughout Europe;
- promoting an integrated approach to road safety;
- shared responsibility in accordance with the principles of subsidiarity and proportionality.

Regarding this last principle, the policy orientations for 2011-2020 underline the need for concrete actions at all levels, by the EU, the Member States, regional and local bodies and civil society. The Commission is encouraging the Member States, in particular, to contribute to the achievement of the common objective of halving the number of road deaths through their national road safety strategies.

This questionnaire aims to gather the views of local and regional authorities on several issues considered to be of particular relevance to them in connection with the above-mentioned Communication.

**Please complete the following questions:**

18. *Could you describe the competences of your local or regional authority in the field of Road Safety? (please describe them briefly in max. 250 words using bullet points if appropriate)*

Friuli Venezia Giulia region's Regional Law No 25 of 25 October 2004 governs “measures to promote road safety and education”. Its aim is to help improve road safety and reduce road accidents, in line with the objectives set out by the EU and in accordance with the directives of the National plan for road safety (PNSS); our regional authority thus:

- ✓ plans and programmes regional road safety measures, on the basis of its Regional road safety plan (PRSS), consisting of “a structured system of guidelines, measures and initiatives aimed at improving road safety in line with the guidelines set at national and EU levels”;
- ✓ organises, analyses and disseminates the data on road accidents, risk factors and their causes by means of the Road safety observatory, which “manages the road accident Regional monitoring centre and draws up the annual road safety and education analysis report on the basis of data collected and drawn up by the aforementioned regional monitoring centre”;
- ✓ promotes and launches initiatives aimed at disseminating road safety culture and education with the help of the Regional road safety advisory board, “the regional administration's advisory board on the state of road safety, and involving stakeholder institutions and social partners”;
- ✓ intervenes financially in road safety, where provided for by the PRSS or otherwise in line with the latter, either through direct action by the region, or by providing funding to a third party (provinces, local authorities or associations thereof, other public bodies and non-profit making associations and institutions involved in the organisation and development of road safety).

a. *Is your local or regional authority responsible for road infrastructure management? (If yes, please specify for which part of the network; e.g. "80% of all roads", "all regional roads") What measures does it apply to ensure safe management of the road infrastructure?(please describe them briefly in max. 250 words using bullets points if appropriate)*

Yes, the regional roads are managed by the company Friuli Venezia Giulia Strade S.p.A, which is entirely owned by the region.

The measures applied by the company Friuli Venezia Giulia Strade S.p.A to ensure the safe management of the road infrastructure includes actions to make safe and provide solutions to critical areas (e.g. the construction of roundabouts) which are covered by the regional programming carried out by administrative delegation.

19. Do you have a written road safety strategy at your local or regional level? YES/NO

Yes

If YES:

s) Please describe it briefly in max.350 words: the actors involved, the main actions, the governance structure...

Under Regional Law 25/2004 as amended, our region introduced the regional road safety plan (PRSS): “a structured system of guidelines, measures and initiatives aimed at improving road safety in line with the guidelines fixed at national and EU levels” (Article 2), drawn up in 2006 and approved by the regional council in July 2007, with the aim of halving the number of road accident victims (both fatalities and injuries) over the decade 2004-2013 and the interim objective of a 20% decrease by 2009.

Main areas of action:

- ✓ development of coordinated programming (promotion of action protocols with other authorities and institutions with the aim of cooperating in the critical areas of action);
- ✓ processing of accident statistics (setting up the regional road safety monitoring centre, and the Integrated Monitoring System, and cooperation with law enforcement and city police);
- ✓ pilot projects in cooperation with local authorities (setting up model safe home-school routes in urban areas and increasing young people's road safety awareness through the involvement of schools);
- ✓ road education (launch of pilot measures, including school camps, in cooperation with schools, tailored to each school level, in consultation with the regional health and education boards; defining the minimum content and methodology of the road safety courses for schools via the regional road safety advisory board);
- ✓ communication and awareness campaigns (promotion of initiatives such as the annual road safety day);
- ✓ accidents while commuting (fostering the organisation of pooling systems for journeys to work in a pilot province, in cooperation with the INAIL [national institution for insurance against accidents at work]);
- ✓ weekend accidents (checkpoints across the region, coordinated with prefectures and the police – as already set up in 2005 between the traffic police, the 118 control centre and our (FVG) region's health boards).

Both institutional and non-institutional players are involved; governance is participatory and fundamentally underpinned by the principles of subsidiarity and proportionality.

t) Have you adopted any measure to protect vulnerable groups, such as cyclists or pedestrians, in the context of your road safety strategy? (if yes please describe in max. 200 words)

Yes

The infrastructural and urban mobility management dimension of the regional road safety plan provides for traffic calming measures and the upgrading of streets and squares to enhance road safety in urban areas with the construction of roundabouts and continuous pedestrian

walkways that also intersect the road network reserved for motor vehicles; the establishment of 30km/h zones; the creation of pedestrian areas and more generally, areas where pedestrian traffic has right of way, the establishment of networks of safe cycle paths to support daily mobility, improving the usability of pedestrian and cyclist zones – for younger and older people – and other vulnerable groups, and other measures of a similar nature and purpose.

By means of the contributions provided for under the aforementioned Regional law No 25/2004, many initiatives have been funded carried out by the provinces, local authorities or associations thereof, other public bodies and non-profit making associations and institutions involved in the organisation and development of road safety, including: urban cycle paths and walkways, pedestrian crossings, 30km/h zones, safe home-school routes, and educational school camps (the older children teaching the younger ones).

u) *Does your strategy include education and awareness raising campaigns?(if yes, please describe in max. 150 words)*

Yes, via direct and contributory actions.

- on 17 November 2010 the regional council president signed the European Road Safety Charter, on the initiative of the office for the protection of minors. A brightly coloured workbook was published as a guide for children on road traffic, pointing out the dangers and teaching them caution and the basic rules of the Highway Code by means of simulations and educational games designed to highlight examples of acceptable and unacceptable behaviour by cyclists and pedestrians, with a special focus on the consequences of carelessness.
- teaching of the “SicuraMENTE” road safety education programme: FVG region's three-yearly action programme to launch education and training courses on road safety in schools aimed at teaching children, aged 4 to 18, the culture and principles of safety and the psychology of traffic. Organised by: FVG region, Friuli Venezia Giulia Strade S.p.A., the regional education department and the traffic police, in partnership with the universities of Trieste and Udine.

v) *Does your strategy cover road infrastructure safety management?(if yes, please describe in max. 150 words)*

Yes.

The regional road safety plan provides for the contribution of infrastructural funding for the provinces, local authorities or associations thereof, other public bodies and non-profit making associations and institutions involved in the organisation and development of road safety for the purpose of securing the safety of infrastructure and taking measures in support of vulnerable groups (e.g. the establishment of cycle paths, creating a safe route from home to school, pedestrian crossings and pedestrian walkways and areas).

w) *Does your strategy include specific road safety enforcement measures or initiatives?(if yes, please describe in max. 150 words)*

Yes.

The regional road safety plan takes account of the guidelines of the national road safety plan as regards applying the road safety rules. The regional monitoring centre is the body that receives the data on road accidents in terms of the numbers of injured and fatalities. A national protocol was signed on 1 October 2009 between ISTAT [Italian National Institute of Statistics] and the Regional Statistics Office; these data are no longer sent to ISTAT, but to the Regional Statistics Office.

Another initiative aimed at prevention and awareness-raising is “*Guida sicura il fine settimana*” [safe driving at the weekend]: the region has provided funding to the health units, which back up the patrols of the traffic police and the *Carabinieri*, and carry out their specific health role, during weekend checkpoint and enforcement activities (Article 186 – Driving under the influence of alcohol – and Article 187 of the Highway Code – Driving under the influence of drugs).

x) *Does your strategy include actions or measures in the field of first aid assistance? (if yes please describe them briefly in max. 150 words)*

Yes.

*If NOT:*

m) *In your opinion, and with regard to your own context (regional roads, urban areas...), what issues that are specific to local or regional authorities could feature in a local or regional road safety strategy? Would you see an added value in adopting such a strategy?*

n) *Have you adopted any individual measure in the field of road safety to protect vulnerable groups, such as cyclists or pedestrians? (if yes please describe them briefly in max. 200 words)*

o) *Have you adopted any individual measure or initiative in the field of:*

○ *education and awareness raising campaigns (max. 150 words)*

○ *road infrastructure safety management (max. 150 words)*

○ *road safety enforcement (max. 150 words)*

p) *Have you devised any strategy, protocol or coordinated approach in the field of first aid assistance to road accident victims? (if yes please describe them briefly in max. 150 words)*

20. Has your local or regional authority been involved in the preparation of your Member State's national road safety strategy? YES/NO

Yes.

*If YES:*

– Please give a brief description of your involvement in max.200 words

We participated by issuing an opinion, including observations, in the context of the Joint State-regions-local authorities conference on the national road safety plan.

*If NOT:*

– Do you consider that your local or regional authority should be involved in the preparation of your Member State's national road safety strategy? In your opinion, what form should this involvement take and what would be the added value of the participation of local or regional authorities in this process?

21. Do you face any cross-border-related issues in connection with road safety? (e.g. cross-border road infrastructure management, traffic offences, cross-border first aid assistance ...)

a. In the particular field of cross-border first aid assistance, do you have any experience of cross-border rescue teams for road accidents?(if yes please describe it briefly in max. 150 words)

No.

22. Do you have any examples of best practices on road safety that could be replicated in other regions of the EU? ( please describe them briefly in max. 300 words)

Yes, here are some examples:

- creating model safe routes from home to school in urban areas
- enhancing and bolstering the public transport system for commuting to work and travelling from the city to discotheques,
- the Pedibus project (funded under the 3rd programme of the national road safety plan to ensure safe routes (marked out on the footpath), in the vicinity of schools, which allows children to travel the distance between the pick-up/drop-off area and the school, with adult supervision. The regional monitoring centre.

23. *In your opinion, is the target "of halving the overall number of road deaths" by 2020 starting from 2010" an achievable target at EU level? And at your local or regional level? (please explain why in max. 150 words)*

The target is presumably achievable at EU level, on the basis of the European Commission's new strategic guidelines (2011-2020), published as a follow-up to the third Road safety action programme 2001-2010.

At regional level the target is achievable by means of:

- ✓ close involvement of the institutions;
- ✓ social awareness through effective publicity campaigns;
- ✓ involvement of all levels of the education system;
- ✓ an effective control system, using speed cameras, police patrols; use of the Safety Tutor system;
- ✓ penalty-points driving licences;
- ✓ severe penalties under the Highway Code (driving licence revoked/suspended for causing fatalities; suspension of driving licence for causing accidents; imprisonment for driving in an altered state; zero alcohol for young drivers; major deduction of points for exceeding the speed limit; deduction of points for not letting pass the police or an ambulance).
- ✓ incentives to local authorities for urban planning that pursues the aim of sustainable mobility.

8.5 Contribution Local Government Association

**COMMITTEE OF THE REGIONS – DIRECTORATE FOR CONSULTATIVE WORKS**  
**COTER Commission and "Networks & Subsidiarity" Unit**



Questionnaire on the Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions

**TOWARDS A EUROPEAN ROAD SAFETY AREA: POLICY ORIENTATIONS ON ROAD SAFETY 2011-2020<sup>7</sup>**

**Submitted by Mr Johan Sauwens (BE/EPP) for consultation  
of the Subsidiarity Monitoring Network**

Please complete and submit by **10 December 2010**. You can upload the completed questionnaires directly on the Subsidiarity Monitoring Network webpage (<http://subsidiarity.cor.europa.eu> – remember to log in). Alternatively, you can send them by email to [subsidiarity@cor.europa.eu](mailto:subsidiarity@cor.europa.eu).

<b>Name of the Authority:</b>	Local Government Association (United Kingdom) Officer-level response
<b>Contact person:</b>	Peter Broad
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## **BACKGROUND**

In many Member States, rural and secondary roads are managed by regional or provincial authorities. In the case of urban areas, where a significant proportion of accidents take place, most roads are managed by the cities and the municipalities themselves. Local authorities are therefore infrastructure managers and in most cases also responsible for the enforcement of traffic rules through the local police. Furthermore, when it comes to road safety policy, the particular circumstances of each Member State and region must be examined and taken into account. The local and regional level

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<sup>7</sup> COM (2010) 389 final

should be involved in the planning and implementation of the initiatives envisaged in the Member States and at European level.

In this regard, on 20 July 2010 the European Commission unveiled its new policy orientations on road safety 2011-2020 which follow on from the previous 3rd road safety action programme for 2001-2010. The Commission recognises that, in spite of the positive results obtained during the lifetime of the 3rd road safety action programme, more efforts are needed. According to the Commission, the policy orientations for 2011-2020 aim to provide a general governance framework and a number of objectives that should guide national or local strategies. On a more general note, the communication also indicates that road safety will play an important role in the forthcoming White Paper on transport, as road fatalities have a negative effect on the overall performance of the transport system.

The target established by the new action programme for 2011-2020 is the same as for the previous one: halving the number of road deaths in the EU in the next decade.

The policy orientations on road safety for the next decade are underpinned by three principles:

- striving for the highest road safety standards throughout Europe
- promoting an integrated approach to road safety
- shared responsibility in accordance with the principles of subsidiarity and proportionality.

Regarding this last principle, the policy orientations for 2011-2020 underline the need for concrete actions at all levels, by the EU, the Member States, regional and local bodies and civil society. The Commission is encouraging the Member States, in particular, to contribute to the achievement of the common objective of halving the number of road deaths through their national road safety strategies.

This questionnaire aims to gather the views of local and regional authorities on several issues considered to be of particular relevance to them in connection with the above-mentioned Communication.

**Please complete the following questions:**

24. *Could you describe the competences of your local or regional authority in the field of Road Safety? (please describe them briefly in max. 250 words using bullet points if appropriate)*

a. *Is your local or regional authority responsible for road infrastructure management? (If yes, please specify for which part of the network; e.g. "80% of all roads", "all regional roads") What measures does it apply to ensure safe management of the road infrastructure?(please describe them briefly in max. 250 words using bullet points if appropriate)*

The LGA represents 422 member authorities covering every part of England and Wales. This response is on behalf of the officers of the LGA and has not been politically approved by the LGA membership.

In England and Wales, legislation, funding and governance structures dictate that local government is the lead actor in the delivery of road safety activity, and as such was instrumental in reducing the number of casualties on our roads over the last decade.

Legal obligations for road safety are placed on councils under the Road Traffic Act 1988 and the Traffic Management Act of 2004, and Local Government and Public Involvement in Health Act 2007. Under these laws, local authorities must:

- Prepare and carry out a programme of measures designed to promote road safety and make contributions towards the cost of measures for promoting road safety taken by other authorities or bodies.
- Carry out studies into accidents arising out of the use of vehicles on roads within their jurisdiction.
- In the light of those studies, take such measures as appear to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of roads; practical training for road users; construction, improvement, maintenance or repair of roads for which they are responsible; any other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads.
- In constructing new roads, take such measures as appear appropriate to reduce the possibilities of accidents on the new roads.
- Alongside the relevant health authorities, prepare and publish an assessment of relevant health needs (which includes measurement of Road Traffic Accidents where relevant).

a) In England and Wales, responsibility for road management is split between local authorities and central bodies:

- The strategic road network (motorways and key A roads), which, in the UK, cover 4% of roads and 20% of traffic, is managed by central government. In England this is done via the Highways Agency; In Wales, the government directly is responsible for

the strategic network.

- Local highway authorities (county councils, metropolitan boroughs and unitary authorities) are responsible for the management of the remaining 96% of the UK's roads. They are funded by an annual settlement from central government.

Local highway authorities are required by law to ensure that their roads are designed, constructed and maintained that they are safe and fit for purpose. To achieve this, a wide range of engineering measures are used by local authorities, from low-cost signage to elaborate traffic management schemes. Specific measures employed include, but are not limited to: traffic-calming measures (speed humps, speed cushions, chicanes, road-narrowing, mini-roundabouts), low-speed zones, junction design, pedestrian crossings, cycling facilities, bus lanes, signs and markings.

25. *Do you have a written road safety strategy at your local or regional level? YES/NO*

*If YES:*

- y) *Please describe it briefly in max.350 words: the actors involved, the main actions, the governance structure...*
- z) *Have you adopted any measure to protect vulnerable groups, such as cyclists or pedestrians, in the context of your road safety strategy? (if yes please describe in max. 200 words)*
- aa) *Does your strategy include education and awareness raising campaigns?(if yes, please describe in max. 150 words)*
- bb) *Does your strategy cover road infrastructure safety management?(if yes, please describe in max. 150 words)*
- cc) *Does your strategy include specific road safety enforcement measures or initiatives?(if yes, please describe in max. 150 words)*
- dd) *Does your strategy include actions or measures in the field of first aid assistance? (if yes please describe them briefly in max. 150 words)*

*If NOT:*

- q) *In your opinion, and with regard to your own context (regional roads, urban areas...), what issues that are specific to local or regional authorities could feature in a local or regional road safety strategy? Would you see an added value in adopting such a strategy?*
- r) *Have you adopted any individual measure in the field of road safety to protect vulnerable groups, such as cyclists or pedestrians? (if yes please describe them briefly in max. 200 words)*
- s) *Have you adopted any individual measure or initiative in the field of:*
  - o *education and awareness raising campaigns (max. 150 words)*
  - o *road infrastructure safety management (max. 150 words)*
  - o *road safety enforcement (max. 150 words)*
- t) *Have you devised any strategy, protocol or coordinated approach in the field of first aid assistance to road accident victims? (if yes please describe them briefly in max. 150 words)*

Yes. All English and Welsh local authorities at the appropriate level (county councils, metropolitan boroughs and unitary authorities) produce a Local Transport Plan (LTP), covering a five-year period. These outline the local transport strategy, which includes road safety measures and priorities.

According to government guidance<sup>8</sup> a good LTP will:

- include a road safety strategy reflecting the needs of all road users, and be set in the context of strategies for safer communities, regeneration, danger reduction, and accessibility;
- reflect national targets for casualty reduction, but tailored to local circumstances;
- identify the most important local road safety issues, and solutions that may make use of revenue as well as capital expenditure;
- consider particular issues of disadvantage and child casualties; and
- contain evidence of successful working with other agencies e.g. police, education, Highways Agency

The 2000-2010 National Road Safety Strategy also encourages all local authorities at the appropriate level to adopt their own local targets and publish action plans and the government also provides more specific advice for local authorities on how to formulate a local road safety strategy<sup>9</sup>.

Much of this may be subject to change under the current government.

a) An effective road safety strategy is one endorsed by the range of agencies involved in casualty reduction, in addition to local highway authorities and their elected members. Local authorities work in close partnership with other relevant agencies including the police, fire and rescue services, the Highway Agency, and health bodies to produce and implement road safety strategies.

A Local Strategic Partnership (LSP) brings together at a local level the different parts of the public sector as well as the private, business, community and voluntary sectors so that different initiatives and services support each other and work together. It provides a single overarching local coordination framework within which other partnerships can operate. It is a key mechanism to engage partners in the delivery of road safety strategies, especially if road casualty reduction is amongst the issues with statutory improvement targets in the partnership's local area agreement.

Key components of road safety strategies include:

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<sup>8</sup> Full guidance on Local Transport Plans: Second edition, Department for Transport, 2006

<sup>9</sup> Advice about Local Road Safety Strategies, Department for Transport, 2009, <http://www.dft.gov.uk/pgr/roadsafety/lguidance/localroadsafetystrategies.pdf>

- Local casualty reduction objectives supported by ambitious and evidence-based targets and trajectories
- Combined use of education, engineering and enforcement, with professionals of different backgrounds signed up to strategy, and strategy communicated to frontline staff
- Key challenges (e.g. specific road user groups) targeted by specific education, engineering and enforcement programmes
- A clear plan including costs and planned outputs
- Monitoring of outcomes and evaluation of effectiveness

b) Yes. As mentioned above, vulnerable group should be addressed by LTPs, based on specific local conditions. Groups addressed in LTPs include pedestrian and cyclists, particularly in deprived communities, children and young people, and motorcyclists. Measures include education, training and publicity measures, and engineering measures (such as bike lanes).

c) Yes. Strategies include education, publicity and training measures aimed at a wide-range of target groups, based on specific local conditions. These measures are often targeted at specific vulnerable groups, and measures aimed at tackling poor behaviour among a few.

d) Yes. Engineering measures, along with education and enforcement, are addressed by local road safety strategies.

e) Yes. Enforcement measures and initiatives, such as speed cameras, are a feature of road safety strategies, and are developed in partnership with relevant authorities, particularly the police.

f) No. First aid assistance is not addressed by guidance for road safety strategies and is not typically covered by the strategies.

*26. Has your local or regional authority been involved in the preparation of your Member State's national road safety strategy? YES/NO*

*If YES:*

- *Please give a brief description of your involvement in max.200 words*

*If NOT:*

- *Do you consider that your local or regional authority should be involved in the preparation of your Member State's national road safety strategy? In your opinion, what form should this involvement take and what would be the added value of the participation of local or regional authorities in this process?*

Local authorities were involved in the development of the existing National Road Safety

Strategy 'Tomorrow's Roads - Safer for Everyone' (2000-10), via their organisations at national level. This occurred both in preparation of the strategy and in formal consultation once a draft had been published.

In 2009 a consultation document entitled 'Safer Way: Consultation on Making Britain's Roads the Safest in the World' was published. This sought to gather views on the targets and measures for Great Britain's post-2010 road safety strategy and each local authority was given the chance to contribute.

The proposed strategy this was intended to lead to is no longer the policy of the current government. In its absence, the Department of Transport Business Plan includes a commitment to publish (by April 2011) a 'Strategic framework for road safety', exactly what this will comprise and how local authorities will be involved is not yet clear.

*27. Do you face any cross-border-related issues in connection with road safety? (e.g. cross-border road infrastructure management, traffic offences, cross-border first aid assistance...)*

*a. In the particular field of cross-border first aid assistance, do you have any experience of cross-border rescue teams for road accidents?(if yes please describe it briefly in max. 150 words)*

Cross-border enforcement of traffic offences is a key road safety issue for local authorities in England and Wales, particularly those that receive the highest proportions of international traffic. In recent years, an increase in intra-EU mobility, in part caused by the accession of the twelve new member states, has led to significant increase in foreign registered vehicles (FRVs) on UK roads. There is evidence indicating that these vehicles cause a higher than average number of road accidents.<sup>10</sup>

This can be attributed to a number of factors, including a lack of knowledge of the road conditions and varying standards of vehicle and driver licensing. Lack of cross-border enforcement of traffic offences is also an important issue. Drivers of FRVs are far less-likely to be prosecuted than their UK-registered counterparts, meaning there is less deterrent against committing offences. Local authorities would welcome agreement on the proposed EU directive on cross-border enforcement of traffic offences. While this directive will facilitate the cross-border collection of financial penalties, member states should also be encouraged to recognise other penalties through ratification of the Convention on Driving Disqualifications.

Some minor traffic violations, most commonly parking, are enforced directly by local

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<sup>10</sup> Information on cross-border driving offences in the UK can be found on the website of the Sparks Network: <http://www.sparksproject.org/> and the report 'European Drivers: Crossing Borders Safely', Association of British Insurers, 2007

authorities. In some areas, most extensively in London, violations in this category include offences with a road safety impact, for instance ignoring bus lanes, right-turn bans, one-way streets and box-junctions. In London, 95 per cent of penalty fines issued to FRVs are never paid. While the value of fines lost to local authorities is significant, the cost to road safety is much greater and we should work to ensure EU rules on cross-border enforcement extend to these areas.

*28. Do you have any examples of best practices on road safety that could be replicated in other regions of the EU? ( please describe them briefly in max. 300 words)*

Local authorities, as the chief actor in road safety delivery in England and Wales, has significantly contributed to the meeting of the 2001-2010 national targets and have developed many examples of best practice that could be replicated in other EU countries.

The Road Safety Knowledge Centre is an extensive online database of UK best practice: <http://www.roadsafetyknowledgecentre.org.uk/>. The database covers best practice in each of the three 'Es' of road safety: enforcement, engineering and education and covers a range of themes including: speeding, drink and drug driving, driving for work, young drivers, older drivers, motorcyclists, cyclists and pedestrians.

*29. In your opinion, is the target "of halving the overall number of road deaths" by 2020 starting from 2010" an achievable target at EU level? And at your local or regional level? (please explain why in max. 150 words)*

As the Commission's strategy itself notes, the 2020 target represents a significant increase in ambition from the unmet target of the previous action plan. Many road accident casualties are preventable but reducing them requires political will and the allocation of appropriate resources. This applies to all levels of government: local, national and EU. Some aspects of casualty reduction, for example, improvements in vehicle design, are a matter of European competence, while others are a national or local competence, as outlined in question 1.

Local government, which is the key road safety actor in England and Wales and was instrumental in the success of the 2001-2010 UK national targets, now faces some of the most severe of the recent public sector spending cuts. While new ways of working can deliver some cost savings, at certain levels of resources the ability of local authorities to reduce casualty levels will inevitably be limited. In order for the targets to be met, local authorities need the resources and flexibility to appropriately address their specific road safety challenges.

8.6 Contribution Comunidad Autónoma Murcia

**COMMITTEE OF THE REGIONS – DIRECTORATE FOR CONSULTATIVE WORKS**  
**COTER Commission and "Networks & Subsidiarity" Unit**



Questionnaire on the Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions

**TOWARDS A EUROPEAN ROAD SAFETY AREA: POLICY ORIENTATIONS ON ROAD SAFETY 2011-2020<sup>11</sup>**

**Submitted by Mr Johan Sauwens (BE/EPP) for consultation  
of the Subsidiarity Monitoring Network**

Please complete and submit by **10 December 2010**. You can upload the completed questionnaires directly on the Subsidiarity Monitoring Network webpage (<http://subsidiarity.cor.europa.eu> – remember to log in). Alternatively, you can send them by email to [subsidiarity@cor.europa.eu](mailto:subsidiarity@cor.europa.eu).

<b>Name of the Authority:</b>	Autonomous Community of Murcia
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## **BACKGROUND**

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In many Member States, rural and secondary roads are managed by regional or provincial authorities. In the case of urban areas, where a significant proportion of accidents take place, most roads are managed by the cities and the municipalities themselves. Local authorities are therefore infrastructure managers and in most cases also responsible for the enforcement of traffic rules through the local police. Furthermore, when it comes to road safety policy, the particular circumstances of each Member State and region must be examined and taken into account. The local and regional level

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<sup>11</sup> COM(2010) 389 final.

should be involved in the planning and implementation of the initiatives envisaged in the Member States and at European level.

In this regard, on 20 July 2010 the European Commission unveiled its new policy orientations on road safety 2011-2020 which follow on from the previous 3rd road safety action programme for 2001-2010. The Commission recognises that, in spite of the positive results obtained during the lifetime of the 3rd road safety action programme, more efforts are needed. According to the Commission, the policy orientations for 2011-2020 aim to provide a general governance framework and a number of objectives that should guide national or local strategies. On a more general note, the communication also indicates that road safety will play an important role in the forthcoming White Paper on transport, as road fatalities have a negative effect on the overall performance of the transport system.

The target established by the new action programme for 2011-2020 is the same as for the previous one: halving the number of road deaths in the EU in the next decade.

The policy orientations on road safety for the next decade are underpinned by three principles:

- striving for the highest road safety standards throughout Europe
- promoting an integrated approach to road safety
- shared responsibility in accordance with the principles of subsidiarity and proportionality.

Regarding this last principle, the policy orientations for 2011-2020 underline the need for concrete actions at all levels, by the EU, the Member States, regional and local bodies and civil society. The Commission is encouraging the Member States, in particular, to contribute to the achievement of the common objective of halving the number of road deaths through their national road safety strategies.

This questionnaire aims to gather the views of local and regional authorities on several issues considered to be of particular relevance to them in connection with the above-mentioned Communication.

**Please complete the following questions:**

30. *Could you describe the competences of your local or regional authority in the field of Road Safety? (please describe them briefly in max. 250 words using bullet points if appropriate)*

- a. *Is your local or regional authority responsible for road infrastructure management? (If yes, please specify for which part of the network; e.g. "80% of all roads", "all regional roads") What measures does it apply to ensure safe management of the road infrastructure?(please describe them briefly in max. 250 words using bullets points if appropriate)*

The Autonomous Community of Murcia holds responsibility for around 85% of the road network within its borders, with the road network being understood to mean roads traditionally viewed as roads or routes, but not including country lanes that fall under municipal control, and minor roads managed by other public and private bodies such as the Hydrographic Confederation, irrigator communities, forest tracks, roads within ports, etc.

In the field of road safety, the Autonomous Community of Murcia is responsible for aspects affecting road safety in the following areas:

- The road network infrastructure.
- Road safety education and training in schools and colleges.
- Emergency healthcare assistance.
- Vehicle checks and inspections.
- Checks and inspections of road transport
- Forensic statistics.

31. *Do you have a written road safety strategy at your local or regional level? YES/NO*

*If YES:*

ee) *Please describe it briefly in max.350 words: the actors involved, the main actions, the governance structure...*

ff) *Have you adopted any measure to protect vulnerable groups, such as cyclists or pedestrians, in the context of your road safety strategy? (if yes please describe in max. 200 words)*

gg) *Does your strategy include education and awareness raising campaigns?(if yes, please describe in max. 150 words)*

hh) *Does your strategy cover road infrastructure safety management?(if yes, please describe in max. 150 words)*

ii) *Does your strategy include specific road safety enforcement measures or initiatives?(if yes, please describe in max. 150 words)*

jj) *Does your strategy include actions or measures in the field of first aid assistance? (if yes please describe them briefly in max. 150 words)*

*If NOT:*

- u) *In your opinion, and with regard to your own context (regional roads, urban areas...), what issues that are specific to local or regional authorities could feature in a local or regional road safety strategy? Would you see an added value in adopting such a strategy?*
- v) *Have you adopted any individual measure in the field of road safety to protect vulnerable groups, such as cyclists or pedestrians? (if yes please describe them briefly in max. 200 words)*
- w) *Have you adopted any individual measure or initiative in the field of:*
  - o *education and awareness raising campaigns (max. 150 words)*
  - o *road infrastructure safety management (max. 150 words)*
  - o *road safety enforcement (max. 150 words)*
- x) *Have you devised any strategy, protocol or coordinated approach in the field of first aid assistance to road accident victims? (if yes please describe them briefly in max. 150 words)*

a) the written road safety plan takes the form of the National Road Safety Plan, coordinated by the Directorate General for Traffic at Spain's Ministry of Internal Affairs, which includes targets to be met in each of the areas referred to above falling within the remit of the Autonomous Community.

The regional bodies involved are:

- The Department of Public Works
- The President's Advisory Council (Civil protection).
- The Department of Health.
- The Department of Education.
- The Department of Industry.
- The Department of Justice.

Each year, two meetings are held, attended by, in addition to the bodies referred to above other stakeholders involved in the plan, under the auspices of the national government and local authorities, such as:

- The Civil Guard for Traffic.
- The National Roads Agency.
- Local police and organisations.
- The provincial traffic authority.

The purpose of these meetings is to set each year's targets entailing practical measures in line with the global strategies set under the national plan and to review the follow-up given to the targets that have been set, with all of these measures applying only to the Autonomous Community.

b) As regards cyclists and on inter-city roads, routes used by cyclists have been signposted and a cycling master plan is currently being drawn up. Cycle paths have been built alongside motorways and major roads. For pedestrians, work is being done on crossings to make them more appropriate to the urban setting and by building and installing traffic-calming devices.

c) Education and awareness-raising campaigns are carried out by the Spanish national government.

d) Managing the safety of road infrastructure is carried out by the Murcia Autonomous Community's Directorate General for Roads, through its Road Use and Safety Department and a specific spending programme for road safety measures, which include the following, on a permanent basis:

- the study and analysis of accident rates on the regional road network
- the twice-yearly analysis and localisation of Accident Blackspots (ABs) and preventive action
- the design of projects and the implementation of work to eradicate ABs
- the design of projects and the implementation of preventive measures in the field of road safety
- specific low-cost road safety measures such as: lighting at pedestrian crossings, installation of traffic lights, redesigning crossroads, traffic-calming devices, special pavements, driver-protection barriers, improved signage and road marking, better passive protection equipment, removing roadside obstacles, etc.
- emergency corrective measures in places where fatal accidents have taken place.

e) The specific initiatives to ensure compliance with road safety regulations are overseen by the national government on inter-city roads and by the local authorities in urban areas.

f) In the area of first aid, the civil protection services coordinate the roadside assistance provided by the different services needed (ambulances, fire crews, etc.) through the 112 emergency telephone number.

The aim of the emergency healthcare services' strategies and action is to reach accident sites with the best possible material and human resources and as rapidly as possible and to provide ongoing education and training for their staff.

*32. Has your local or regional authority been involved in the preparation of your Member State's national road safety strategy? YES/NO*

*If YES:*

- *Please give a brief description of your involvement in max.200 words*

*If NOT:*

- *Do you consider that your local or regional authority should be involved in the preparation of your Member State's national road safety strategy? In your opinion, what form should this involvement take and what would be the added value of the participation of local or regional authorities in this process?*

The National Road Safety Plan includes the strategies, objectives and action plans of all authorities, at the national, regional, provincial and local levels.

The Autonomous Community of Murcia therefore participates actively through its bodies responsible for the areas covered by the national road safety strategy, such as measures on road infrastructure, education, healthcare, transport, etc, as described in the answer to question 1.

*33. Do you face any cross-border-related issues in connection with road safety? (e.g. cross-border road infrastructure management, traffic offences, cross-border first aid assistance ...)*

*a. In the particular field of cross-border first aid assistance, do you have any experience of cross-border rescue teams for road accidents?(if yes please describe it briefly in max. 150 words)*

The Autonomous Community of Murcia does not face any cross-border-related issues in connection with road safety.

*34. Do you have any examples of best practices on road safety that could be replicated in other regions of the EU? ( please describe them briefly in max. 300 words)*

The most effective road safety practices that can be adopted in other EU regions are those aimed at coordinating all of the sectors involved, (infrastructure, education, training, healthcare, inspections, levying of fines, legislation, justice, vehicles, transport) by creating a State or, if appropriate, regional agency that draws together the work of the different authorities concerned and the commitment of all of them to allocate adequate human and financial resources to develop their respective plans, strategies and objectives.

*35. In your opinion, is the target "of halving the overall number of road deaths" by 2020 starting from 2010" an achievable target at EU level? And at your local or regional level? (please explain why in max. 150 words)*

The target "of halving the overall number of road deaths" is achievable, at both the EU and regional levels, provided that the necessary human and financial resources are put in place, with a view to:

- improving road infrastructure as a whole and implementing specific road safety measures, such as eliminating accident blackspots, preventive measures, better road equipment and signage, improved pedestrian crossings, lighting on roads, improving individual problem sites, action to protect vulnerable road users, etc.

- holding road safety hearings for existing roads and for those at the planning stage.

- Specific studies on accident rates.

- road safety education and training programmes in schools, colleges and universities.

- greater human and technical resources to monitor and check traffic and drivers.

8.7 Contribution Gobierno Vasco

Questionnaire on the Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions

**TOWARDS A EUROPEAN ROAD SAFETY AREA: POLICY ORIENTATIONS ON ROAD SAFETY 2011-2020<sup>12</sup>**

<b>Name of the Authority:</b>	GOBIERNO VASCO DEPARTAMENTO DE INTERIOR DIRECCIÓN DE TRÁFICO
<b>Contact person:</b>	Ander Hormaetxe
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36. *Could you describe the competences of your local or regional authority in the field of Road Safety? (please describe them briefly in max. 250 words using bullet points if appropriate)*

- a. Is your local or regional authority responsible for road infrastructure management? (If yes, please specify for which part of the network; e.g. "80% of all roads", "all regional roads") What measures does it apply to ensure safe management of the road infrastructure?(please describe them briefly in max. 250 words using bullets points if appropriate)*

In its capacity as the regional administrative authority, the Comunidad Autónoma des Pais Vasco (Autonomous Community of the Basque Country - CAPV) has certain competences concerning road traffic under the terms of the Spanish Constitution of 1978 and article 17 of the Statute of Autonomy for the Basque Country, approved by Organic Law 3/1979 of 18 December, under whose remit and by virtue of RD 3256/1982 of 15 October authorisation was granted to transfer implementation of state legislation on road traffic and vehicles from the State to the CAPV, including the following competences: the power to impose penalties and decide on how to resolve disciplinary action, to implement it and, as appropriate, levy the amount of the fines; the power to allow vintage vehicles on the roads within the territorial limits of the Autonomous Community; granting authorisation for private driving schools to set up and operate within the territory of the Autonomous Community; the issuing, suspension, monitoring and withdrawal of authorisations to hold the position of Director of or teacher for private driving schools regulated by the current driving school regulations; planning information campaigns on road safety education and training within the territory of the Community; drawing up the instructions to be followed by the municipal police services in implementing and interpreting traffic rules within the territory of the Community; drawing up supervisory measures or necessary restrictions for vehicles using the public highways in accordance with the legislation in

<sup>12</sup>

COM(2010) 389 final.

force; authorising sports trials whose itineraries are wholly within the territory of the Autonomous Community, as well as providing supervisory and protection arrangements for the same.

a.- Management of the road infrastructure relating to the CAPV inter-urban roads in terms of managing the construction, improvement and maintenance of the road network is not the responsibility of the Basque Government, but of the provincial administrative authorities. The Basque Government is responsible for managing the traffic on 100% of the interurban roads in public use located entirely within the territory of the CAPV.

37. *Do you have a written road safety strategy at your local or regional level? YES/NO*

*If YES:*

kk) *Please describe it briefly in max.350 words: the actors involved, the main actions, the governance structure...*

ll) *Have you adopted any measure to protect vulnerable groups, such as cyclists or pedestrians, in the context of your road safety strategy? (if yes please describe in max. 200 words)*

mm) *Does your strategy include education and awareness raising campaigns?(if yes, please describe in max. 150 words)*

nn) *Does your strategy cover road infrastructure safety management?(if yes, please describe in max. 150 words)*

oo) *Does your strategy include specific road safety enforcement measures or initiatives?(if yes, please describe in max. 150 words)*

pp) *Does your strategy include actions or measures in the field of first aid assistance? (if yes please describe them briefly in max. 150 words)*

2.- Yes

a.- The 2010-2014 Strategic Road Safety Plan is currently in force. Its central aim is to maximise road safety and promote more sustainable and safe mobility by facilitating and encouraging the integration and coordination of all the actors involved. Included in these are the Basque Country General Administration in the form of the Traffic Directorate, the Dirección Ertaintza (Basque Police) and the rest of the Administrations with responsibilities for traffic : The provincial governments as the managers of the road infrastructure and the municipal authorities as the bodies with responsibilities for traffic on municipal public highways and other government departments with responsibilities for traffic and road safety (Industry, Health, Transport ...); together with all those outside the authorities who, in one way or another, can take part in the various initiatives included in the plan : victims' associations, cycling clubs and federations, etc. The outlines of the Plan are established by the Board which coordinates, advises and monitors management of the Plan. Its implementation is entrusted to various working groups responsible for a number of initiatives within their area of work. These are coordinated by a Management Body which ensures that these initiatives are implemented. The outcome and degree to which the Plan is implemented is finally assessed by the Comisión de Seguridad Vial de Euskadi (Basque Road Safety Commission). The Plan's three main objectives are:

reducing the number of road accident victims, reducing the number of accidents for risk groups and encouraging sustainable and safe mobility in the Basque Country. The main lines of action are : 1) the active participation of the institutions and social actors involved in road safety; 2) the systematic management of the relevant information; 3) collection, processing and analysis of the information in accordance with the European criteria on the main causes of road safety problems; 4) conduct regarding traffic accidents and how they are dealt with, improving the protocols and processes regarding conduct and handling; 5) implementing coordinated traffic management plans with other administrations and providing information to persons using the public highways; 6) supervision and control of risk groups and behaviours, improving the effectiveness of coordinated periodic safety campaigns and monitoring of risk groups and behaviours; 7) education, training and awareness raising, carrying out education and training initiatives for various groups and awareness raising campaigns for groups with specific risks.

b.- When the previous Plan for 2007-2010 was drawn up, it was noted that there had been a major increase in the accident rate for people run over by vehicles. Publicity campaigns were accordingly drawn up specifically to help prevent people from being run over, a ten-point guide for urban pedestrians was promoted, safe urban mobility plans were implemented, road safety educational material was distributed and special campaigns were run encouraging vigilance and accident management in conjunction with the local police forces of a number of Basque towns : Bilbao, Getxo, Gasteiz, etc. and in fact, the number of pedestrians run over on urban and interurban roads declined over the course of the Plan in terms of both serious injuries and deaths. As regards the "awareness raising" aspect, work will be focused in the 2010-2014 Plan on : encouraging individuals to take part in the safe urban mobility campaigns (schools, senior citizens' centres). Educational material has been produced to spread the values of education for safe mobility in non-formal education contexts, on topics such as protecting younger pedestrians; courses have been given on training trainers in safe mobility education; educational materials have also been produced on safe mobility as a means of preventing accidents; campaigns to raise awareness in various groups on the consequences that traffic accidents have for victims; (school) competitions will be organised for generating ideas on improving road safety; citizen forums will be set up; campaigns, meetings, conferences will be organised to encourage education being included as a focus for safe mobility by the various social actors in the Basque Country; actions and campaigns will be directed at correcting the causes of poor safety; all channels for users to contribute through the Internet (suggestion boxes, blogs, social networks, ...) will be encouraged.

c.- As already stated, one of the main focuses of the current 2010-2014 Strategic Plan is the area referred to as "Education, Training, Awareness raising", and this covers a range of initiatives to be carried out over the years and broken down into tasks which will be given content in terms of the results of the studies that enable us to identify the various risk groups. These initiatives will include: drawing up safe mobility programmes and teaching materials for use in classrooms in the various stages of non-university education; counselling and training for professionals in educational centres in the Basque Country which include a focus on safe mobility in the Plan for their centre; offering courses for training trainers in education on safe mobility; creating materials promoting the values of safe mobility education in non-formal education contexts: free time and families; mounting

campaigns for raising the awareness of various groups of people on the consequences that traffic accidents have for victims and the people close to them; focusing campaigns on risk groups; carrying out campaigns in favour of safe and sustainable mobility. Point b.- has already detailed some of the main initiatives carried out in this area. Furthermore, the training initiative "Te puede pasar" (It can happen to you) was carried out this year in secondary education centres, together with the "Road Show" training initiative aimed at young people.

d.- The CAPV has responsibilities for managing road infrastructure safety which means traffic safety management; in this respect, as has already been mentioned, two of the three main objectives are focused on reducing the number of road accident victims and reducing the number of accidents for risk groups, and this essentially requires managing traffic safety, which cuts across all the main approaches of the Plan and, in the case of traffic management and information systems particularly, this is being achieved by implementing traffic management systems that are coordinated with other administrations and providing information for the people using the public road network, for which it is proposed to launch traffic management plans. An agreement has been reached with the Autonomous Authorities to identify accident black-spot sections and smart road sign systems are being introduced, whilst the links with other road and traffic management centres are being stepped up. The approach focusing on Surveillance and Control of risk groups and behaviours has made it possible to focus traffic management on risk factors, surveillance and management campaigns have been planned to this effect, officers from the Traffic units have undergone specialised courses and a Centre for Automatic Traffic fines has been set up to process radar-generated speeding fines more effectively.

e.- In the "Awareness raising" part of the approach, as part of the initiatives grouped under "Communication and campaigns in the PESV (2010-2014)" there are plans to carry out campaigns to make various groups of people aware of the consequences that road traffic accidents have for victims and those close to them. These awareness raising campaigns are based on previous studies that show that road safety violations are the most commonplace and cause most accidents. It has been noted that the rules most frequently violated relate to speeding, driving under the influence of alcohol or drugs and inattention (talking on mobiles and others). The Plan expressly provides for awareness raising campaigns in these areas and reminding road users of aspects of driving to which they should pay greater attention. Campaigns will then focus on risk groups.

f.- Regarding this aspect, the CAPV 2010-2014 Road Safety Strategic Plan includes the "Warning and first aid" approach which focuses mainly on: developing the operational processes into an integrated protocol for dealing with accidents; working with victims' associations to process and hear their requests; distributing the recommendations on how to deal with accidents to the public; and training more specialised traffic unit officers. As part of these measures, the 2010 Action Plan produced a performance protocol on "Recommendations and rules for action in dealing with traffic accidents", which includes a protocol for how individuals should proceed in the event of a road traffic accident showing them what to do in terms of protecting themselves, alerting the relevant emergency services and providing first aid to the injured (what to do and what not to do), concluding with proposals for disseminating these guidelines which will be developed in the next financial year, once the protocol

has been drawn up.

38. *Has your local or regional authority been involved in the preparation of your Member State's national road safety strategy? YES/NO*

*If YES:*

*– Please give a brief description of your involvement in max.200 words*

*If NOT:*

*– Do you consider that your local or regional authority should be involved in the preparation of your Member State's national road safety strategy? In your opinion, what form should this involvement take and what would be the added value of the participation of local or regional authorities in this process?*

39. *Do you face any cross-border-related issues in connection with road safety? (e.g. cross-border road infrastructure management, traffic offences, cross-border first aid assistance ...)*

*a. In the particular field of cross-border first aid assistance, do you have any experience of cross-border rescue teams for road accidents?(if yes please describe it briefly in max. 150 words)*

4. At present, it is inevitable and also necessary that we share assessment procedures and solutions with operators of neighbouring road networks. The questions affecting neighbouring regions include aspects such as the joint cross-border management of road infrastructures in terms of dealing with practical and joint problems such as traffic congestion at certain dates and times, during peaks of incoming and outgoing volumes of traffic which has required the management of additional traffic lanes in conjunction with the governing bodies of the neighbouring region. The Plan also calls for reaching understandings and signing agreements with neighbouring Autonomous Communities for providing the roads with smart recording systems to obtain and exchange data on traffic and accident rates.

40. *Do you have any examples of best practices on road safety that could be replicated in other regions of the EU? ( please describe them briefly in max. 300 words)*

5.- The Basque Government's 2010-2014 Strategic Road Safety Plan was born of a desire to up-date previous Plans and to adapt more closely to safety needs, thereby amending the previous methodology to adopt a new organisational structure and a new way of working. The previous answers have already provided an outline of the Plan: its aims, the main approaches and the management structure and organisation of the participants. The main aims would be to reduce accident rates and encourage safe

and sustainable mobility, whilst encouraging as many external stakeholders as possible to take part in those activities for which their involvement is needed. It is difficult at this point, when the Plan is just getting off the ground, to identify specific policies that could be replicated in other regions of the EU. Perhaps the most replicable aspect so far, without the Plan being implemented, is precisely the idea of raising the awareness of road users, who need to understand that they must change their perception of risk, that they must accept cutting down on unnecessary journeys in private cars and be aware that the accident rate is intrinsically linked to the number and type of journeys that we make; we need to move about in a way that does as little damage as possible to the environment and to people, including ourselves. This roughly sums up the gist of the Plan and one of the basic points that we should highlight and which could probably be extended to other regions of the EU, is the need to cooperate with local authorities to coordinate these policies and to extend them to urban concentrations (particularly the large ones), where the concept of sustainable mobility we have just outlined has greater relevance as regards the high concentrations of traffic in the cities, which seriously affect the quality of life of their inhabitants and create a danger for the safety of drivers, cyclists and pedestrians on the roads.

*41. In your opinion, is the target "of halving the overall number of road deaths" by 2020 starting from 2010" an achievable target at EU level? And at your local or regional level? (please explain why in max. 150 words)*

6.- The target goal of the 2007-2010 Strategic Road Safety Plan was to reduce the number of deaths in traffic accidents by 50% in 2010 compared with the figures for 2001. The indicator used is that of those dying within 30 days per one million inhabitants, which is the standard international indicator that makes it possible to make comparisons with other geographical areas. This target was achieved and improved on, with a fall from 111.4 deaths in 2001 to 40.7 in 2009. At the same time, the indicator for pedestrians dying in road traffic accidents per million inhabitants in the CAPV fell from 16.8 in 2003 to 7.5 in 2009, which more than met the proposed target. As regards the 2010-2014 period, the aim will be to continue in the same direction, even though we know this will be very difficult, but with the view that even one death is too many, and so the aim will be to promote the "zero option", or no victims at all, in an attempt to reduce mortality, based on the conviction that this is possible, as was demonstrated with the previous Plan.