



Interreg



Danube Transnational Programme RADAR

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**Your Road Safety is on our
RADAR.**

D 2.2.2 Model article

MODEL ARTICLE ON THEMATIC AREA 1: General Road Sections and Maintenance Upgrading Using Safer Roads Investment Plans (SRIP)



RADAR – Risk Assessment on Danube Area Roads



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Executive Summary

The long-term European goal for 2050 is zero road deaths. The intermediate European target for both deaths and serious injuries is set to be redefined for 2030 as 50 % of the 2020 outcome. Legislation to strengthen vehicle and infrastructure safety is proposed. The role of network wide safety assessment and the need to assure reliable operation of vehicle technologies such as lane-keeping and intelligent speed assistance is identified.

This document is based on Thematic Area 1 – **general suitability of the road sections for safety and maintenance upgrading using safer roads investment plans**. This work is about **understanding, sharing and making proposals** on how to **improve national road authorities' procedures and organisation**. This document aims to steer road authorities and help them:

- arrange their road safety governance and decide to reduce casualties,
- assess the safety of their roads and make priorities for casualty reduction,
- have policy leadership and plans.

1. Introduction

The long-term European goal for 2050 is zero road deaths. The intermediate European target for both deaths and serious injuries is set to be redefined for 2030 as 50 % of the 2020 outturn. Legislation to strengthen vehicle and infrastructure safety is proposed. The role of network wide safety assessment and the need to assure reliable operation of vehicle technologies such as lane-keeping and intelligent speed assistance is identified.

1.1. Problems, needs and issues

The EU Commission has addressed the slow reduction of the fatality rate on the roads of the EU, which is well below the rate needed to achieve the 2020 target. Directive 2008/96/EC on road infrastructure safety management is to be strengthened as part of a drive to remedy this. The Commission's impact assessment on the proposal for amending the Directive states infrastructure improvement is a priority.

Road safety actors in the EU have reacted to the slowdown with renewed commitment to the cause, as expressed by EU transport ministers in the Valletta Declaration on road safety of March 2017. In the Declaration, ministers confirmed that road safety *“requires concrete and joint action by the institutions of the European Union, the Member States, regional and local authorities, industry and civil society”*. They undertook to *“continue and reinforce measures necessary to halve the number of road deaths in the EU by 2020 from the 2010 baseline”* and to set a target of halving the number of serious injuries in the EU by 2030 from the 2020 baseline. They committed, among other things, to improving *“the safety of road users by developing safer infrastructure, bearing in mind the possibility of extending the application of infrastructure safety management principles beyond the Trans-European Transport Network (TEN-T) roads”*.

The European Commission's Explanatory Memorandum on amending Directive 2008/96/EC on road infrastructure safety management intends that a revised Directive should include the specific objective of *“improving the follow-up on the findings of road infrastructure management procedures”* by *“introducing a network-wide road assessment, a systematic and proactive risk mapping procedure to assess the ‘in-built’, or inherent, safety of roads across the EU”*.

1.2. 1.35 million road traffic deaths in the world, every year

A new report by the World Health Organization (WHO) indicates road traffic deaths continue to rise, with an annual 1.35 million fatalities worldwide. The WHO Global status report on road safety 2018 highlights that road traffic injuries are now the leading killer of children and young people aged 5-24 years in the World.

The WHO Global status report on road safety 2018 documents that despite an increase in the overall number of deaths, the rates of death relative to the size of the World population have stabilized in recent years. This suggests that existing road safety efforts in some middle and high-income countries have mitigated the situation.

In the settings where progress has been made, it is largely attributed to better legislation around key risks such as speeding, drinking and driving, and failing to use seat-belts, motorcycle helmets and child restraint systems, safer infrastructure like sidewalks and dedicated lanes for cyclists and motorcyclists, improved vehicle standards such as those that mandate electronic stability control and advanced braking, and enhanced post-crash care.

1.3. 3-star or better standard roads by 2030

The status report also includes the Global Voluntary Performance Target for Road Safety Risk Factors that have been agreed by UN Member States to help governments measure and manage road safety. Target 3 is aimed at ensuring the safety of all new roads by meeting a 3-star or better standard for all road users by 2030.

The report highlights the importance of improving the safety performance for all road user groups and captures progress in the institutional management of road safety, legislation and road user behaviour, safe roads, safe vehicles and post-crash care. Results are available at a global level and a country level to help guide priorities for action. The good news is that 48 countries have reduced road deaths, but sadly 104 countries saw an increase in the number of road deaths between 2013 and 2016.

1.4. About model article on TA1

This document is based on Thematic Area 1 – **general suitability of the road sections for safety and maintenance upgrading using safer roads investment plans**. This work is about **understanding, sharing and making proposals** on how to **improve national road authorities' procedures and organisation**. This document aims to steer road authorities and help them:

- arrange their road safety governance and decide to reduce casualties,
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In addition to that, this document aims to raise the:

- question on what capacity they have to implement change,
- question on what arrangements there are for road safety investment,
- question on how improvements are implemented and what oversight there is of that,
- question on how the success of that work is measured, monitored and communicated.

Keywords: safer roads investment plan, road safety investment, road authorities

2. More information

If you wish to publish an article in professional press or an article in national and/or local journal as well as magazines and need more information on this specific topic, find below the content suggestions along with instruction on how to write and disseminate such professional article.

Please note that the suggestions below are not a mere recommendation but are content-related reference with information on this thematic article. To write an article, you are obliged to first check what has been published and disseminated, secondly to consult with communications manager of the project and when the article is published, inform the project leader as well as communications manager to ensure the report of such great work.

- Article on first **Road Safety Expert Group (RSEG) meeting on TA1** in Ljubljana, Slovenia – access [HERE](#)
- Short summary on RSEG meeting – access [HERE](#)
- RADAR project RSEG Report on **Implementation Of Safer Roads Investment Plans: Road Sections Safety** – General Suitability Of The Road Sections for Safety and Maintenance Upgrading Using Safer Roads Investment Plans – access [HERE](#)
- Communication Strategy plan for more information on how to write articles for professional press and articles in national/local journal and magazines – access [HERE](#)

For any additional information on this topic or request for publishing the article, please contact **Nina Petrič** at nina.petric@amzs.si.