

*European Analysis: Bulgaria and Road Safety in Comparison*

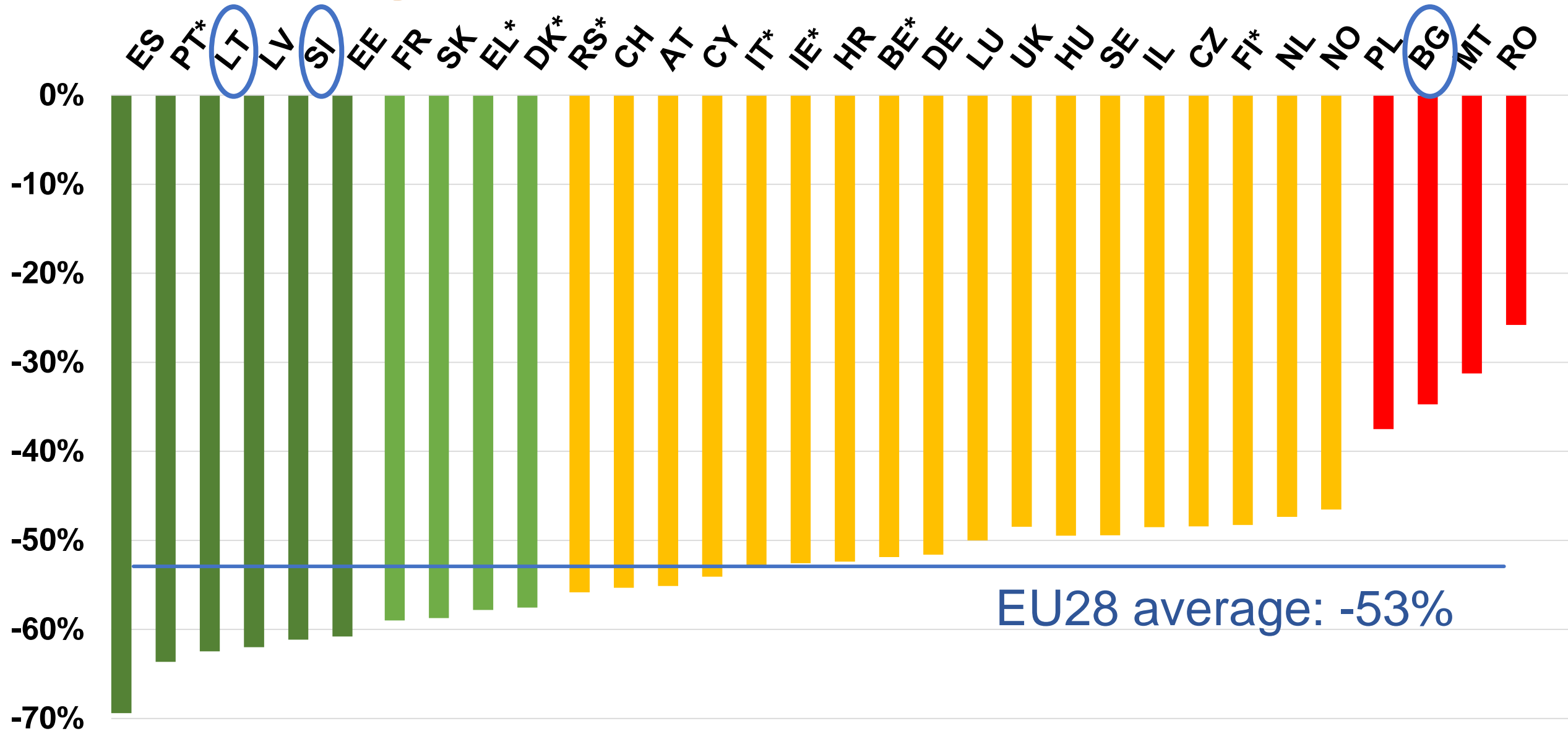
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Sofia

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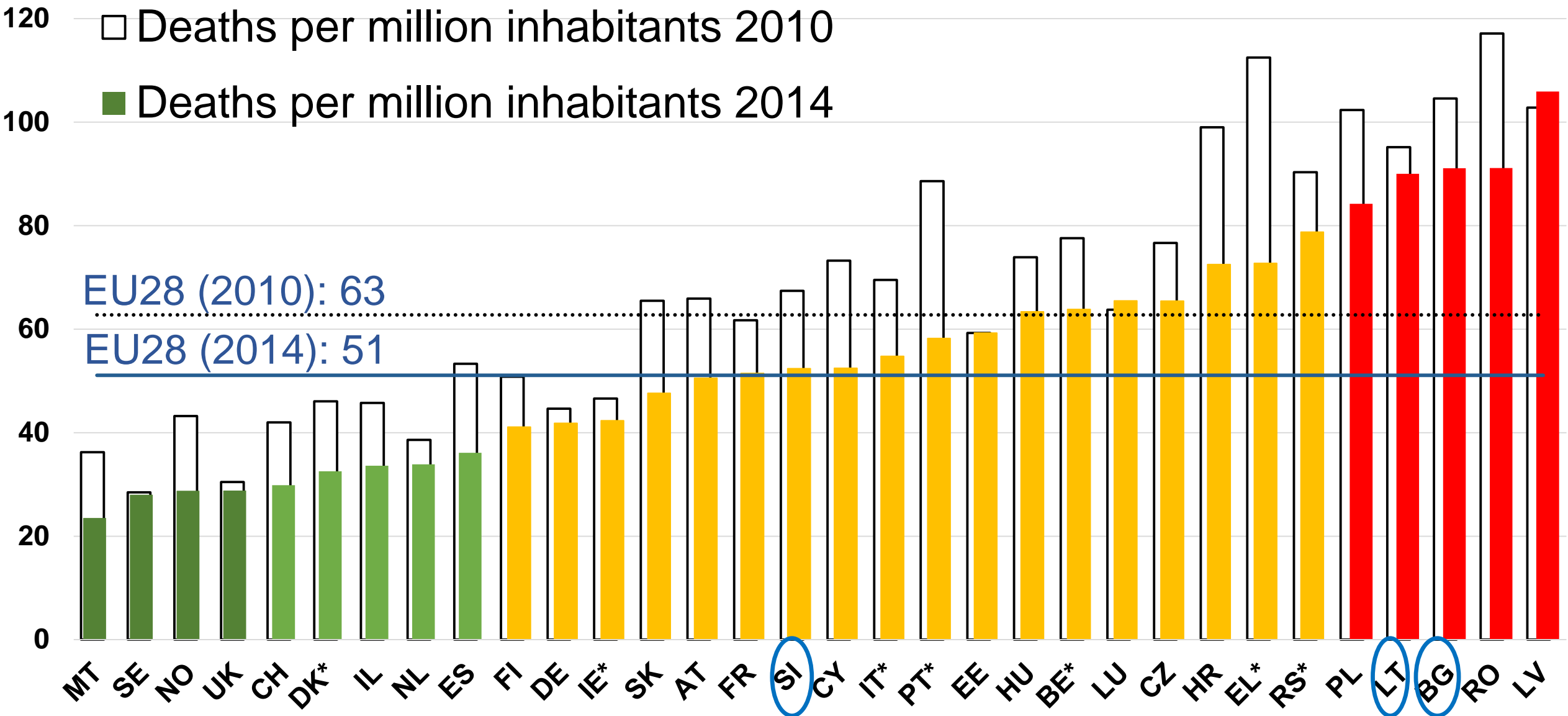


European Transport Safety Council

# % change in road deaths 2001-2014



# Road deaths per mln. inhabitants



# Lithuania – explaining progress



- ✓ **Target setting:** vision zero; target for reductions of deaths
- ✓ **Financing:** budget for Road Safety Program
- ✓ **Enforcement:**
  - stricter penalties
  - administrative arrest for dangerous traffic code violations (repeated drink driving, driving without a licence)
  - extension of traffic safety cameras
- ✓ **Infrastructure:**
  - Extension on infrastructure Safety Management Directive on other than TEN-T roads
  - upgrading roads and construction of bypass roads (EU funds)
  - reduction of high risk sites
- ✓ **Novice drivers:**
  - 0.0 BAC
  - driver licence suspension for 30km/h excessive speeding

# THE THREE MAIN KILLERS ON ROADS

## ☠ Speeding

More than **1,300** road deaths could be prevented each year if average speeds dropped by 'only' **1km/h** on all roads across the EU.



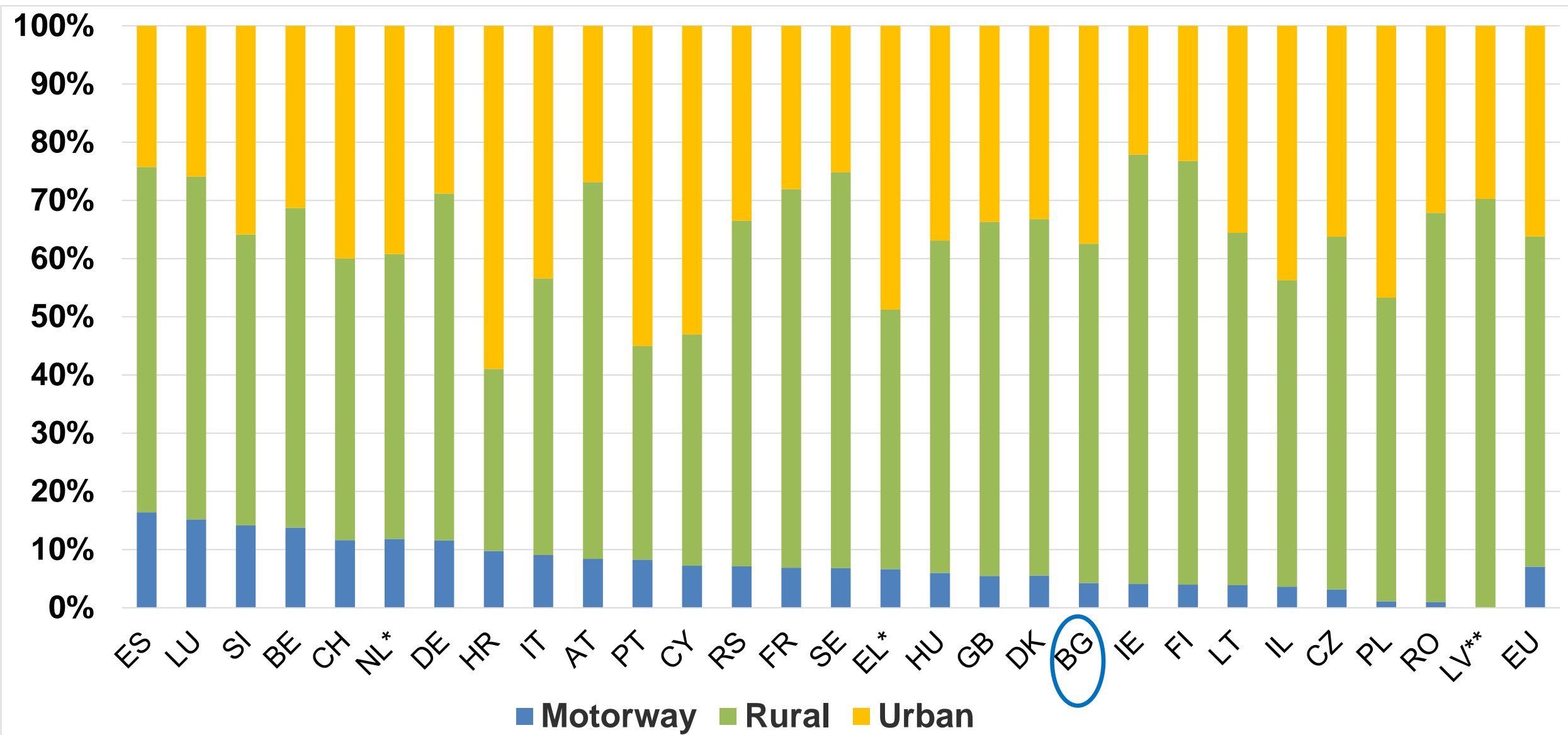
## ☠ Drink driving

At least **5,600** deaths could have been prevented if all drivers involved in accidents and reported to be driving over the limit had been sober.

## ☠ Non use of **seat belts**

Around **8,600** car occupants survived serious crashes in 2012 because they wore a seat belt.

# Collisions by road type (2011-2013)



# Road safety management

- **Phase 1: basics of road safety management.** Vision, targets, road safety action plan, political leadership
- **Phase 2: from strategy to action!** Organisation, funding, data, research, best practice exchange, training, scientific choice of measures
- **Phase 3: implementation and updates.** Legislation, enforcement, infrastructure safety, emergency response, performance targets, monitoring and evaluation

# Slovenia - explaining progress



- ✓ **Organisation:** Slovenian Traffic Safety Agency (established in 2010)
- ✓ **Target setting:** vision zero; deaths and SI reduction targets
- ✓ **Financing:** budget for National Road Safety Program
- ✓ **Infrastructure:**
  - road safety assessments and inspections on all roads
  - vignette system
  - reduction of high risk sites
  - traffic calming measures on municipal roads
- ✓ **Enforcement:**
  - stricter penalties for traffic offenders for speeding and driving under influence of alcohol
  - preventive and rehabilitation programs for repeat traffic offenders, penalty point system
- ✓ **Novice drivers:** 0.0 BAC
- ✓ **Evaluation on implementation of National Road Safety Program**



# Recommendations I

- ✓ Implement best practices in **high-risk site management**
- ✓ Apply the concepts of “**self-explaining roads**” and “**forgiving roadsides**”
- ✓ Separate traffic in opposite directions by a **median barrier** and install **side barriers**
- ✓ Build **safe overtaking areas** for two lane roads
- ✓ Match road and vehicle design standards to **safe speed limits**
- ✓ Introduce **30km/h zones** in residential areas and areas used by many pedestrians and cyclists

# Recommendations II

- ✓ Prepare enforcement plans with yearly targets for enforcement and compliance
- ✓ Aim for a 100% use of seat belts in front and rear seats
- ✓ Apply best practices in the enforcement of speed limits, including experience in using safety cameras and time-over distance cameras
- ✓ Develop stationary camera equipment in places where speeding causes a high level of collisions
- ✓ Collect and Monitor: to set targets and evaluate progress!

# Useful References

- [Safety Net Road Safety Performance Indicators Manual 2007](#)
- [ETSC's 2006 Review: \*A Methodological Approach to National Road Safety Policies\*](#)
- [ETSC PIN Annual Reports on Road Safety](#)

Thank you for your attention!

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