



Internet consultation relating to the preparation of a EUROPEAN ROAD SAFETY ACTION PROGRAMME 2011-2020

Useful links - Background documents

Please fill in this electronic form by 20 November 2009 at the latest.

Please note: The session time is limited to 1 hour 30 minutes which means that you should submit your reply within this time. If you exceed this timeframe, your replies will unfortunately be lost.

1. GENERAL INFORMATION

Title (optional)

<input type="radio"/> Mr	<input type="radio"/> Mrs	<input type="radio"/> Miss
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First name (optional)

Family name (optional)

Email address (optional)

I speak on behalf of: (compulsory)

<input type="radio"/> myself (as citizen)	<input type="radio"/> an organisation or a public authority
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 Organisation (optional)

Organisation type - select one (compulsory)

<input type="radio"/> Private individual	<input type="radio"/> National government	<input type="radio"/> Regional government
<input type="radio"/> Local government	<input type="radio"/> Private company	<input type="radio"/> Associations/non-governmental organisations
<input type="radio"/> Academic institution	<input type="radio"/> Other	

Main field of activity - select one (compulsory)

<input type="radio"/> National road safety organisation	<input type="radio"/> European/international road safety organisation	<input type="radio"/> Private company
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National/European/international association

Motoring/car user organisation

Powered two wheeler user organisation

Cyclist organisation

Pedestrian organisation

Research or educational organisation

Other

Sector of activity - select one (compulsory)

Infrastructure

Transport planning

Road safety

Public transport

Police

Justice

Research

Health

Freight

Vehicles

Environment

Education

Finance

Insurance

Fuels

External Relations

Other

Region - select one (compulsory)

European Union countries

Europe outside EU

Other

Most frequently used mode of transportation - select one (compulsory)

Car

Motorcycle

Moped

Public transport

Walking

Cycling

Taxi

Light commercial vehicle

Heavy commercial vehicle

Other

Holder of a motor vehicle driving licence - more than one option possible (compulsory)

Car

Bus

Truck

Motorcycle or moped

Other

I do not hold a vehicle driving licence

Personal perception of the situation on the roads in your country

Safer

Less safe

Don't know

Do you think that, in general, traffic in your country has become safer or less safe than 10 years ago for/on ? (compulsory)

Car drivers (optional)

Car occupants (optional)

Motorcyclists (optional)

Moped riders (optional)

Cyclists (optional)

Pedestrians (optional)

Motorways (optional)

Rural roads (optional)

Urban roads (optional)

Why? (optional)

2. THE SCOPE OF THE NEXT EUROPEAN ROAD SAFETY ACTION PROGRAMME

Citizens and businesses expect safe, sustainable mobility across the European Union. Improvements in road safety are an essential element in public policy to produce improvement in the health and well-being of citizens and reductions in the high socio-economic costs of road traffic injuries.

What are the main problems and issues at stake in road safety?

Road safety performance and societal costs involved - max 2 options (compulsory)

- Numbers of death and serious injury
- Level of societal impact of death and long-term injury
- Level of socio-economic cost of road crash injury for society

Comment (optional)

Road safety problems linked with category of road users - max 2 options (compulsory)

- Young novice drivers
- Powered two-wheeler users
- Pedestrians
- Cyclists
- Car users
- Elderly road users
- Children

Comment (optional)

The impact of societal changes - max 2 options (compulsory)

- Ageing of society
- Change of transport mode

Lifestyle change

Comment (optional)

Which, in your view, are the most important countermeasures amongst infrastructure, road user (training, education, rehabilitation, enforcement) vehicle safety measures?

Infrastructure - more than one option possible (compulsory)

- Road classification - appropriate match between function, speed limit, design, layout
- Safety impact assessment of land use planning and road infrastructure
- Implementation of safety audit and safety inspection
- Facilities for pedestrians and cyclists
- Facilities for powered two wheelers
- Design of roadsides and roadside furniture
- Speed management in rural areas
- Speed management in urban areas

Comment (optional)

Road user measures: licensing, testing, training, information - more than one option possible (compulsory)

- Safety quality of driver licensing and testing standards
- Safety quality of powered two-wheeler licensing and testing standards
- Safety quality of driver training
- Safety quality of rider training
- Rehabilitation courses for repeat offenders
- Social marketing/ campaigns/ safety education to encourage compliance with rules on safe behaviour

Comment (optional)

Road user measures enforcement - more than one option possible (compulsory)

- Combined publicity and police enforcement of important safety rules
- Automated enforcement
- Deterrence of drinking and driving/riding
- Enforcement of use of occupant restraints

Enforcement of crash helmets by powered two-wheeler users

Enforcement of speed limits

Administration of penalties e.g. penalty points system

Administration of penalties across EU internal borders (in case of traffic offences committed by non residents)

Justice sector problems which impede efficient enforcement

Comment (optional)

Vehicle safety - more than one option possible (compulsory)

Need for improved safety quality of vehicle standards and equipment for cars (incl. electric cars)

Need for improved safety quality of vehicle standards and equipment for light commercial vehicles (incl. electric vehicles)

Need for improved safety quality of vehicle standards and equipment for heavy commercial vehicles (incl. electric vehicles)

Need for improved safety quality of vehicle standards and equipment for buses (incl. electric buses)

Need for improved safety quality of vehicle standards and equipment for powered two wheelers

Need for improved safety quality of vehicle standards and equipment for pedal cyclists

Need for improved safety quality of vehicle standards and equipment for crash helmets

Preventing injuries through better occupant protection e.g. seat belts, airbags and vehicle design and better protection of vulnerable road users

Preventing crashes through better brakes, lighting, intelligent systems

Poor compliance regimes - vehicle inspection

Problems associated with new technological equipment

Other

Comment (optional)

Road safety is a shared responsibility at EU, national, regional and local levels with national authorities usually taking the lead. National action typically involves the development and implementation of multi-sectoral strategies and action programmes which address key problems and are focussed on achieving results. Programmes are coordinated across national government and with regional and local authorities, business and civil society.

What do you see as the key problems or issues for institutional management of road safety? Give a number from 1 to 5 (1 is most important) for the 3 categories below

Institutional leadership and coordination

	1	2	3	4	5
Lack of high-level review of safety management performance (optional)					
Lack of political willingness to prioritise road safety (optional)					
Lack of definition of road safety objectives (optional)					
No lead office/department/agency for road safety (optional)					
Insufficient integration and coordination of activity (optional)					

Comment (optional)

Legislation, funding and resource allocation, promotion

	1	2	3	4	5
Insufficient harmonisation of road safety rules and standards (optional)					
Inefficient funding mechanisms (optional)					
Limited resources dedicated to road safety (optional)					
Limited resources dedicated to road safety functions in the main governmental sectors with responsibilities (optional)					
Insufficient promotion and communication on road safety (optional)					

Comment (optional)

Monitoring and evaluation, knowledge transfer, research

Lack of harmonised definition of serious injury (optional)

Problems with crash injury classification (serious, light injuries) (optional)

Lack of health sector monitoring to establish under-reporting on injuries (optional)

Lack of data on distance travelled (vehicle kms) (optional)

Lack of periodic, independent review of road safety performance (optional)

Comment (optional)

3. THE ROLE OF THE EU

Besides considering road safety as an integral element of European transport policy, the EU also contributes to improving road safety by integrating road safety concerns into other EU policies, and by removing obstacles to effective road safety policies that might exist at the EU level.

Is the integration of road safety into other areas of EU policy effective? (compulsory)

Yes

Partial

No

If not, in which sectors of policy should this integration be improved? - more than one option possible (optional)

Environment policy

Energy policy

Health policy

Research policy

State aid, financing, loans

Social policy

Taxation policy

Internal market policy

Information and communications technology policy

Education policy

Other

Comment (optional)

Do existing European policies/legislation create obstacles to prevent effective road safety policies at national, regional and local levels? (compulsory)

Yes

No



What should be done to improve the situation? (compulsory)

The EU carries out a range of activity to improve road safety in support of activity carried out nationally, regionally and locally.

What should be the priority areas for action in the next programme 2011-2020, Give a number (from 1 to 5) for the 5 most important actions (1 is most important)

	1	2	3	4	5
Proposing a European road safety objective to 2020 (optional)					
Funding effective road safety activities (optional)					
Supporting road safety research (optional)					
Legislation and recommendations where the EU has competence (optional)					
Launching public awareness campaigns (optional)					
Providing information and benchmarking tools for decision makers (optional)					
Developing harmonised specifications for road and vehicle safety (optional)					
Cross-border enforcement of traffic offences (optional)					
Applying road safety standards to all roads (optional)					
Facilitating networking, exchange visits and 'twinning' between countries to strengthen institutional management capacity (optional)					
Other (optional)					

Comment (optional)

New technologies, innovative and intelligent transport solutions can improve safety, increase efficiency, protect the environment and offer new customer-oriented services to citizens.

Is there a need for EU action to increase the market acceptance of new technologies, innovative and intelligent transport solutions? (compulsory)

Yes

No

 **Possible fields of EU action on new safety technologies. Give a number (from 1 to 5) for the 5 most important actions (1 is most important)**

	1	2	3	4	5
Establishing the safety effects of new technologies prior to widespread application (optional)					
Actively promoting or requiring where appropriate proven safety-related technologies like: (optional)					
- alcolocks, initially in commercial and public transport vehicles (optional)					
- intelligent speed adaptation / speed adjust / speed alert / speed limiters (optional)					
- intersection signal control (optional)					
- dynamic traffic management (optional)					
- local danger warning (optional)					
- advanced braking and handling systems in all motor vehicles (like ESC/ESP) (optional)					
- lane-keeping device systems (optional)					
- collision avoidance systems (optional)					

- other driver assistance (please specify in no more than 6 words in the next 'Comment' field) (optional)

- eCall (112 the European emergency number) (optional)

- event data recorder (black box) (optional)

- seat belt reminders (optional)

- ISOFIX child restraint system in all cars (optional)

- pedestrian protected car fronts (optional)

- energy-absorbing front underrun protection in heavy commercial vehicles (optional)

Supporting the mapping of speed limits across the EU (optional)

Other (optional)

Comment (optional)

SUBMIT