

- EU ROAD SAFETY RESULTS CONFERENCE

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Safe System approach
State Agency Road Safety
BULGARIA



National Strategy on Road Safety

2021-2030: safe universal mobility



Mobility, which:

- integrates vital knowledge and skills to protect human lives and health in interaction with the road system;
- is not conducive to environmental risk situations;
- compensates human errors, reduces their severity, and mitigates their consequences;
- does not burden the environment while preserving it for future generations;
- guarantees the right to free movement for every member of society;
- ensures access to the workplace, home, and public services;
- makes the mobile population culturally and socially dynamic;
- incentivizes economic development and increases welfare;
- engages responsibility and pools the resources of society.

The vision implies a new and holistic approach to understanding and interpreting the subject of road safety in Bulgaria. It includes 6 thematic strands of impact and 25 ambitious strategic objectives.



From design to implementation: **starting point**

For the period 2021-2030, in order to achieve this vision, Bulgaria is facing many challenges, associated with the relevant low level of road safety as a starting point:

- Different risk factors have not been addressed in a systematic and focused manner
- Road infrastructure, built decades ago, is in need of improvement. Especially local roads and streets - nearly 59% of them are in need of repair, reconstruction or road safety upgrade
- Institutions are not used to mainstreaming road safety in their relevant policies. The efforts are mostly focused on performing basic/routine duties, without a thorough need and risk analysis from the point of view of road safety
- Insufficient financial and administrative capacity, specifically in local authorities
- The focus has so far been on car occupants, without much focus on the safety of cyclists and pedestrians. Insufficient understanding and measures associated with the risks to vulnerable road users
- National and municipal road administrations face serious challenges balancing between planning of capital investments and systematic allocation of resources for road maintenance



From design to implementation: main challenges

Financial:

The new strategic road safety framework is not associated with specific financial provisions. Action plan measures are to be budgeted within the available funding of the institutions, while it is clear the goals are more ambitious. No history in risk-oriented funding.

Legal:

Need to improve legislation to integrate and mainstream the safe system approach.

Institutional:

The systematic and coherent approach to road safety still needs to be internalized by sectoral ministries, regional governments and municipalities. To achieve the strategic goals, all institutions, but also civil society actors, business and academia, need to realize their vital role.

Organizational:

Responsible institutions lack adequate expertise and capacity to plan and implement road safety measures based on situational analysis and proper prioritization. While SARS have developed a detailed system for regular and annual planning and reporting of road safety measures, central, regional and local administrations are yet to fully understand, accept and comply with it.



From design to implementation: **main challenges**

Need to find **new ways** to ensure safe environment, being more innovative in investment planning and finding **cost effective** ways to upgrade road networks.

This includes:

- Integrate road safety in all phases of spatial planning and infrastructure design with focus on vulnerable road users and alternative transportation / intermodality
- Regular road safety inspections
- Full inventory of existing assets and road elements
- Data maintenance
- Need and risk analysis
- Prioritization of road safety measures within regular investment programs
- Planning of measures that will have a maximum effect on road safety



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Safe system approach:
towards Vision Zero

**SARS priorities to
address identified
challenges:**

- 1) Active implementation of the Road Safety National Strategy 2021-2030** - methodological guidelines, mobilizing non-state actors support, raising public awareness.
- 2) Organizational support for mainstreaming road safety policy** - training to improve administrative capacity and raise institutional awareness of the importance of road safety.
- 3) Financial provision of road safety policy:** support for provision of result-oriented and resource efficient measures in the budgets of institutions, as well as creating a mechanism for program-based financing to achieve the objectives of the Strategy, with emphasis on investment based on need analysis, risk assessment and prioritization.



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Commission support needed:

- Ensure more ambitious and explicit road safety focus in **legislation and guidelines**
- Ensure more focus on road safety in **planning of ESIF and other financial instruments**
- Mainstream road safety in other relevant policy fields and send clear messages from **Directorates-General** to relevant sectoral national authorities
- Promote road safety policy work of the **High Level Group on Road Safety** outside the road safety community
- Provide methodological support for conducting a **network-wide road safety assessment**
- Implement the upcoming update of the **Urban Mobility Package** to provide more specific, explicit and ambitious focus on road safety not only in guiding policy but also setting specific requirements as to improving aspects of mobility in the cities