

The experience of Spain in reducing road deaths in urban areas

“PIN Talk” in Cyprus
How to improve urban road safety
Cyprus, 19 March 2015

Álvaro Gómez Méndez
Deputy Directorate General for Statistics Analysis and Monitoring
Directorate General for Traffic (DGT)



MINISTERIO
DEL INTERIOR



Contents

ABOUT DGT

ROAD SAFETY MANAGEMENT IN SPAIN

URBAN ROAD SAFETY

Evolution

Cooperation with local authorities

Strategies and plans

Case studies

Penalty point system

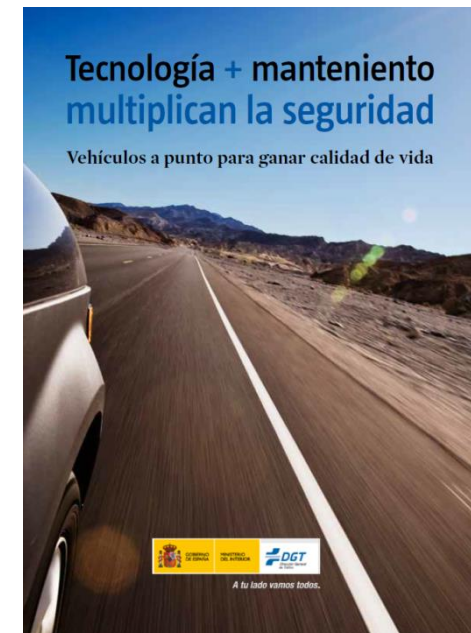
Speed management

LESSONS LEARNED AND CHALLENGES

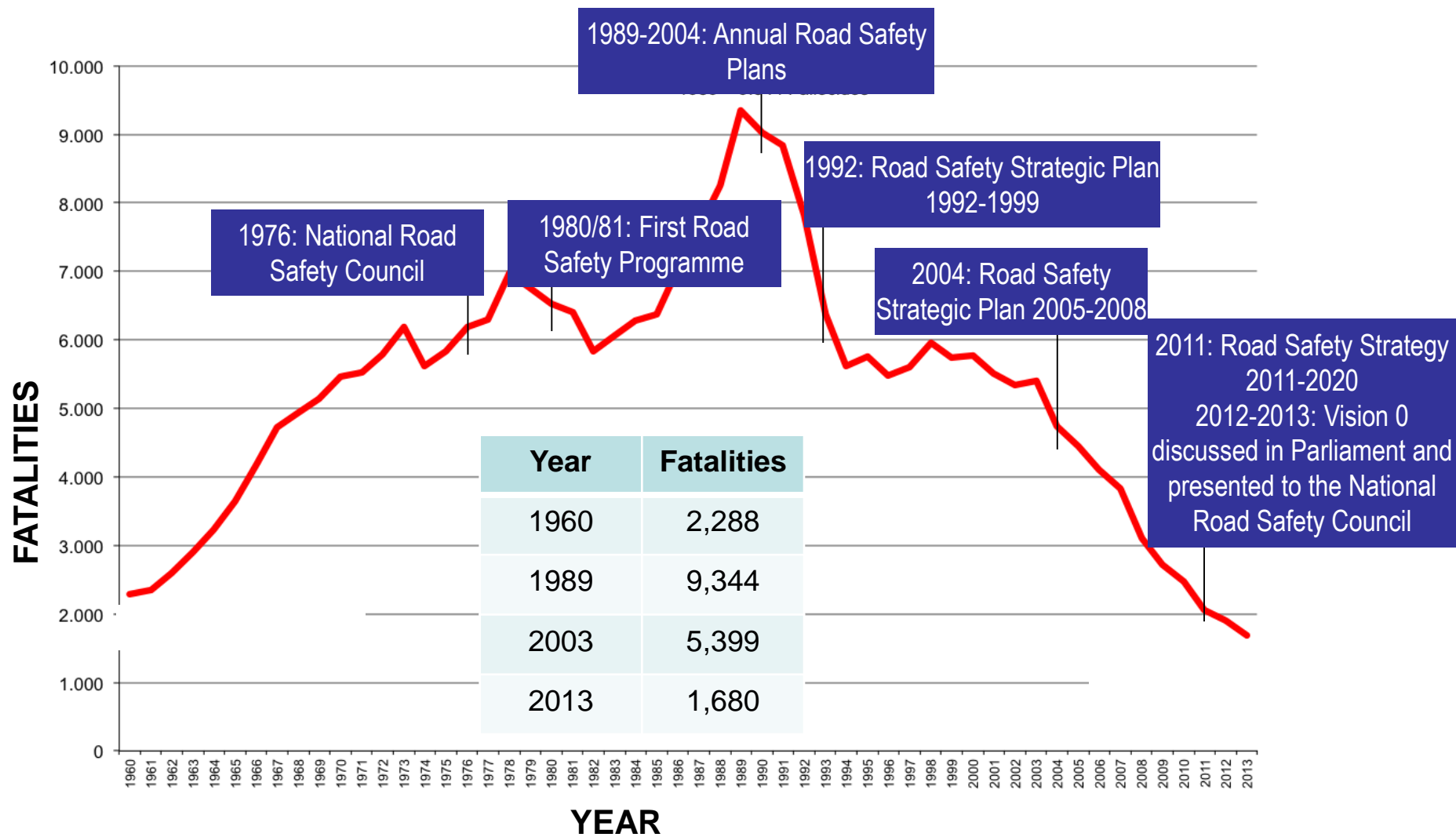
Directorate General for Traffic – Ministry of Interior

LEAD AGENCY IN ROAD SAFETY

- Chairs (Minister of Interior) the National Road Safety Council, a high level group of consultation.
- Elaborates Road Safety Strategies and Plans (now in force: Road Safety Strategy 2011-2020; Plan of Action 2012-2016).
- Has direct responsibility for: traffic rules inside and outside urban areas; traffic management and enforcement outside urban areas; driving licensing; penalty point system; vehicle registration; coordination of research on road safety; national registers of drivers, vehicles, accidents, sanctions, penalty points.



Major breakthroughs



The vision

0

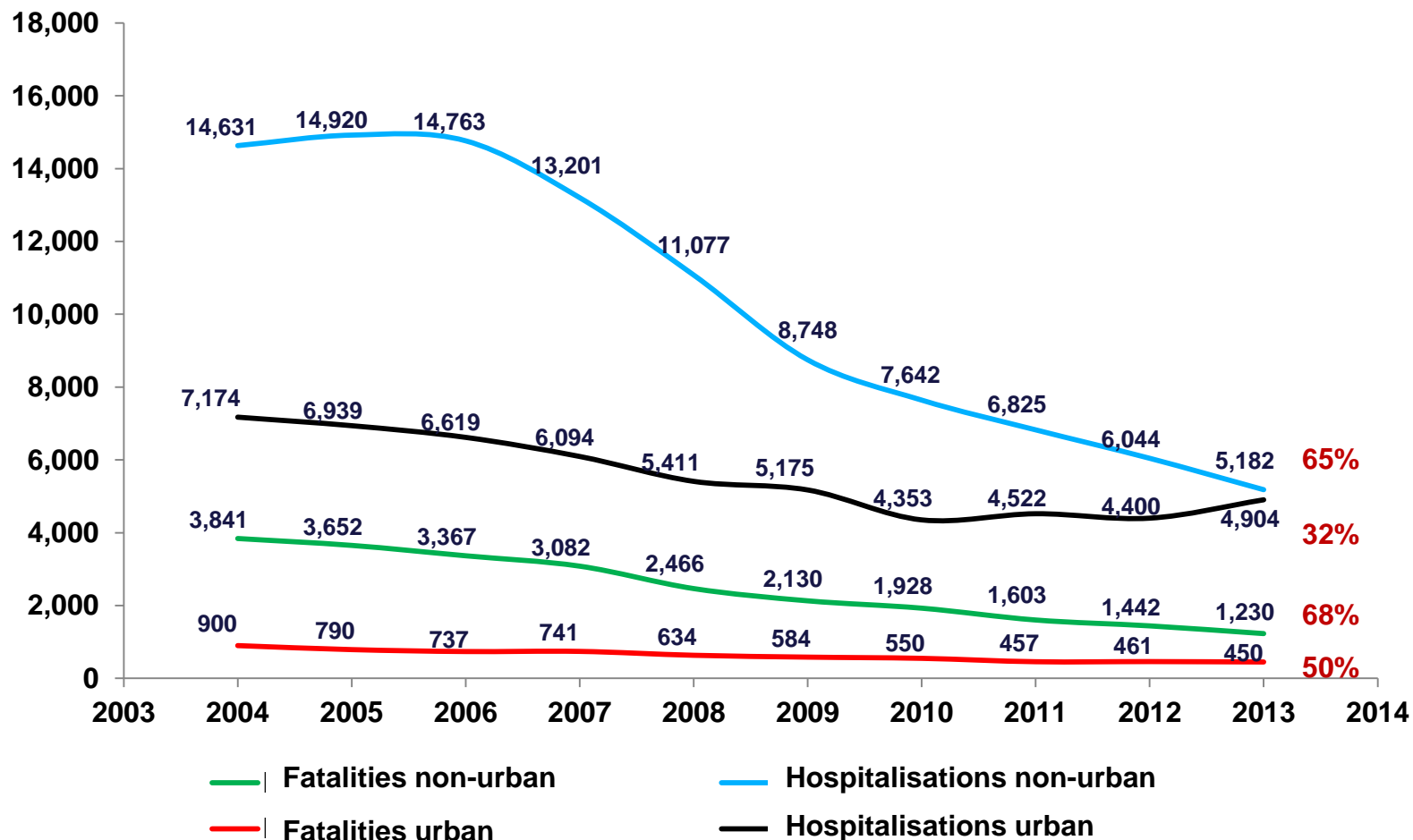
0 Victims

0 Congestion

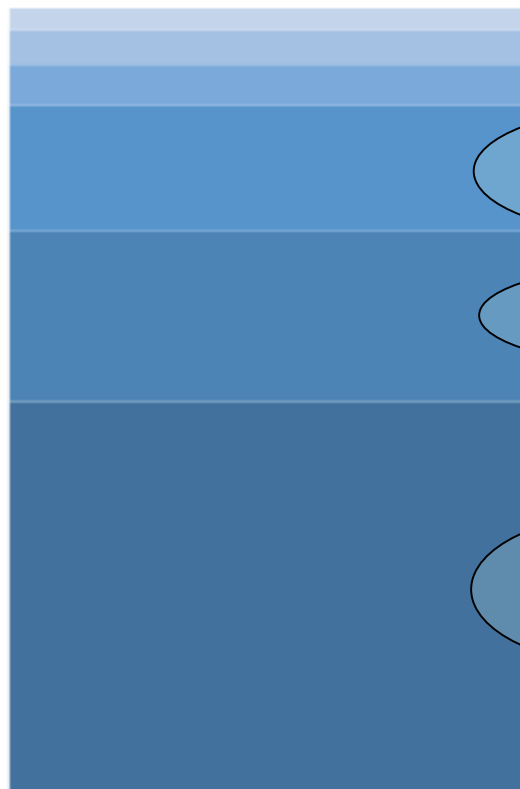
0 Pollution

0 Public debt+Competitiveness

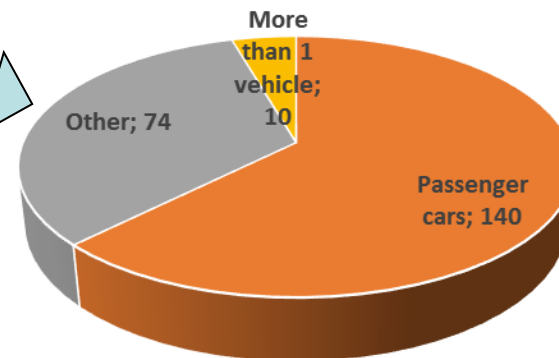
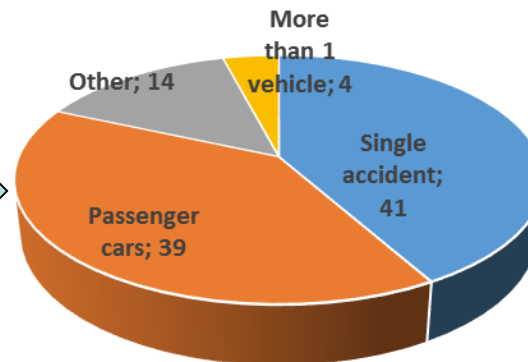
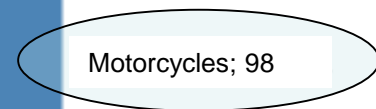
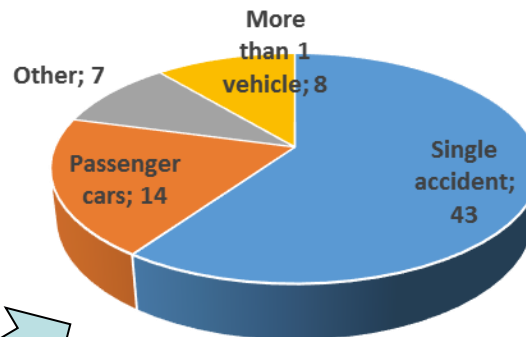
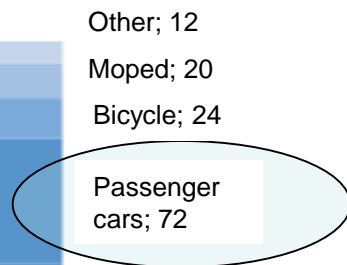
Evolution of fatalities and hospitalisations on urban and non-urban roads. Spain, 2004-2013.



Road traffic fatalities inside urban areas, 2013.



Total=450 fatalities



Vehicle involved in the accident (other than that of the victim).

General framework

Spanish Road Safety Strategy 2011-2020: Priorities



Action Plan on Urban Mobility

- Data systems: improving the level of reporting.
- Alcohol and drugs: improving enforcement.
- Mobility: quantity, modal split, safety.
- Driving license: getting or renewing a license.
- Safety of disabled people.

- Who does what:
 - DGT → general traffic rules, including maximum speed limits, enforcement (only on certain urban roads, when there is not a local police force).
 - Municipality → enforcement (incl. detracting points), traffic management, specific traffic rules.
- How we work together:
 - National Road Safety Council.
 - Bilateral Road Safety Agreement: more than 800 agreements signed (total municipalities=8,117; municipalities > 5,000 population=1,304).
 - Periodic meetings at national and provincial level.
 - National Meeting of Cities (biennial): exchange of good practices.

Bilateral Road Safety Agreement



offers



Acces to the National Driver Register



Access to the National Vehicle Register



Management tools (mainly IT)



Information on road accidents and national safety campaigns



offers



Communicating road accidents and victims



Communicating penalty points



Participating in safety campaigns (incl. enforcement)



Assistance in developing and implementing a Local Road Safety Plan



Developing, implementing and monitoring a Local Road Safety Plan



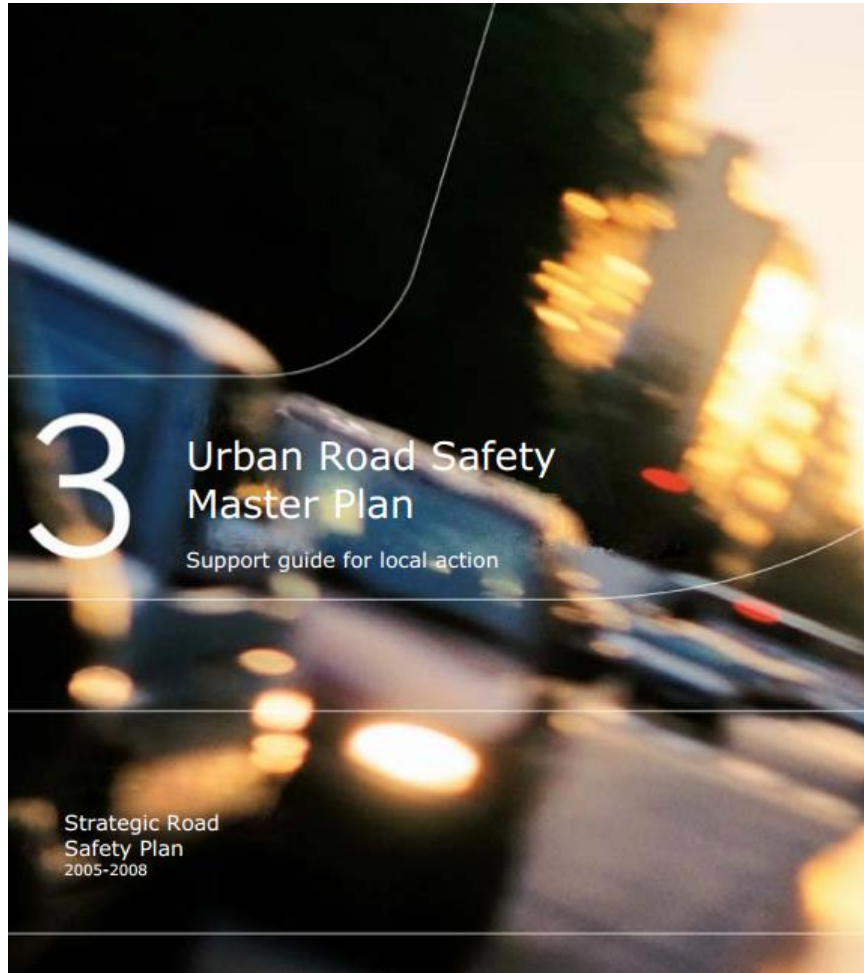
Temporary cession of vehicles and equipment for enforcement (e.g. radar, breathalyzer)



Using the equipment and communicating the results

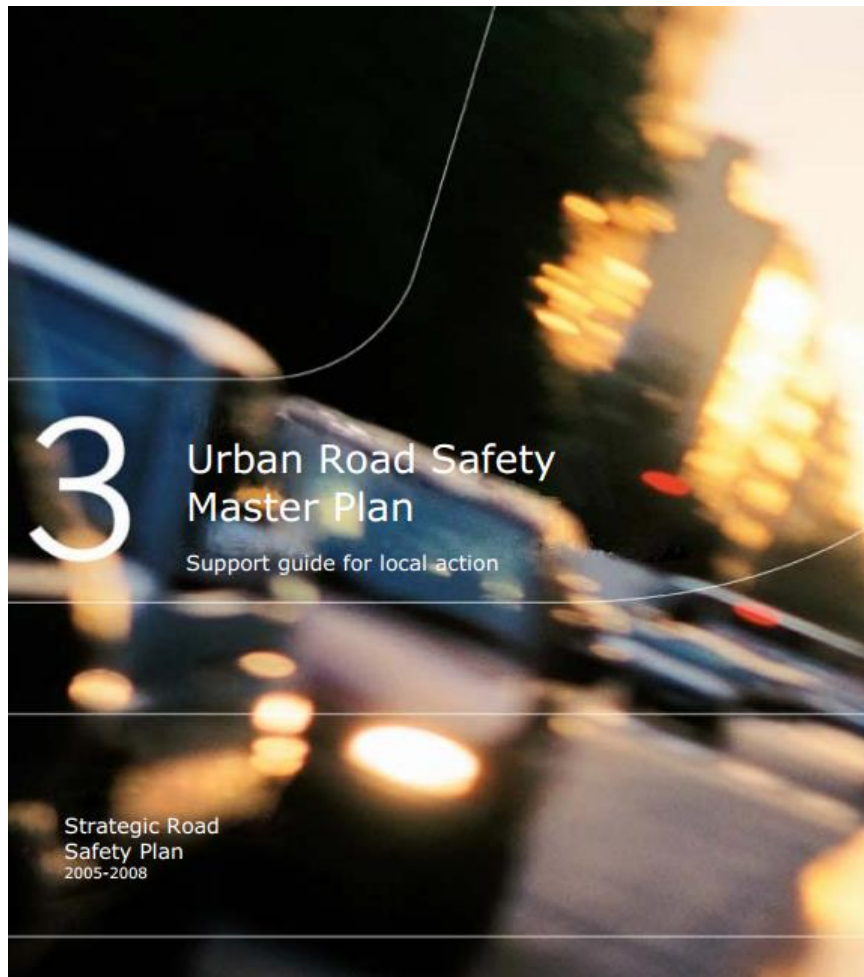
The Urban Road Safety Master Plan

Developed in the framework of the Strategic Road Safety Plan 2005-2008, it provides local authorities with a comprehensive methodology for developing, implementing and evaluating Local Road Safety Plans.













- New model of coexistence and use of the public space.
- New hierarchy of priority: at the top, non-motorized and public transport.
- New hierarchy of roadways: city streets (speed limit 10-30 kph) and connecting roads (speed limit 30-50 kph).
- Alignment with National and European Plans.
- Key factors for success: clear leadership, collaboration and cooperation between institutions and civil society.

The Urban Road Safety Master Plan



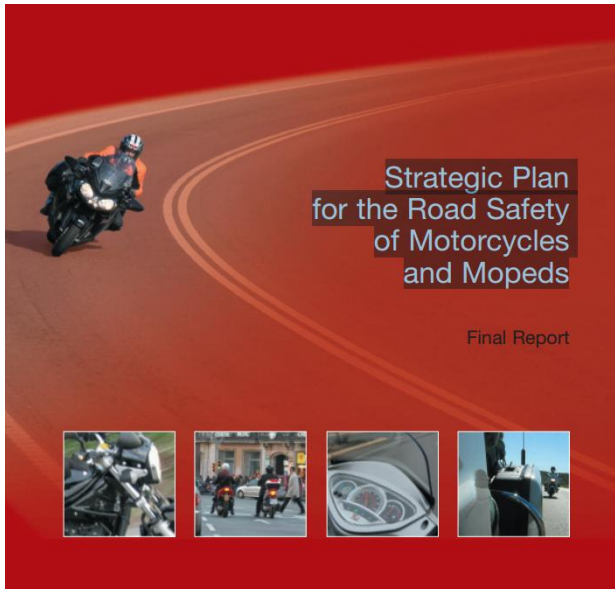
- It defines a decalogue of areas of action and objectives.

Area of action		Area of action	
1	 The design of public spaces and signposting.	6	 The health and social care provided for victims of road traffic accidents.
2	 Traffic and the coexistence of the different means of urban transport.	7	 The study of mobility and urban road traffic accidents.
3	 Road traffic accidents involving two-wheeled motor vehicles.	8	 Training and information on urban road safety.
4	 Mobility of the most vulnerable user groups.	9	 The coordination and collaboration between administrations.
5	 Surveillance and control of traffic violations and their causes.	10	 Social participation in urban road safety.

- It describes a four-stage methodology: diagnostic, formulation of proposals, development of the action plan, evaluation of the action plan.
- It defines a number of sheets for data collection.

Strategic Plan for the Road Safety of Motorcycles and Mopeds

2008-2011



Field of action 1: Preparing motor bikers for safe driving, through:

- Modifying access tests.
- Progressiveness in the access.
- Road safety training.

Field of action 2: Minimizing high accident rate scenarios, through:

- Traffic Management.
- Adapting infrastructures.
- Equipment and characteristics of the vehicles.

Field of action 3: Fighting risky driving (RD), through:

- Raising awareness.
- Preventive action on driver segments according to RD.
- Detecting and sanctioning RD.

Field of action 4: Adopting mitigating measures, through:

- Infrastructure.
- Assistance.
- Motor biker equipment.

Case Study: Madrid

- **Road Safety Plan 2012-2020.**

Framework: Urban Mobility Plan 2013-2018.

- Target: reduction of 50% in fatalities over 2010-2020; 30% in casualties per population; 30% in pedestrian fatalities; conducting alcohol tests in 4% of drivers.
- Areas (referred to the Haddon matrix):



PHASE	FACTORS		
	HUMAN FACTORS	VEHICLE FACTORS	ENVIRONMENTAL FACTORS
Pre-crash	Education and training	Enforcement	Information and communication
	Enforcement		Mobility and infrastructure management
Crash	Education and training		Mobility and infrastructure management
	Enforcement		
Post-crash	Post-accident care		Post-accident care
			Information and communication
			Research and studies

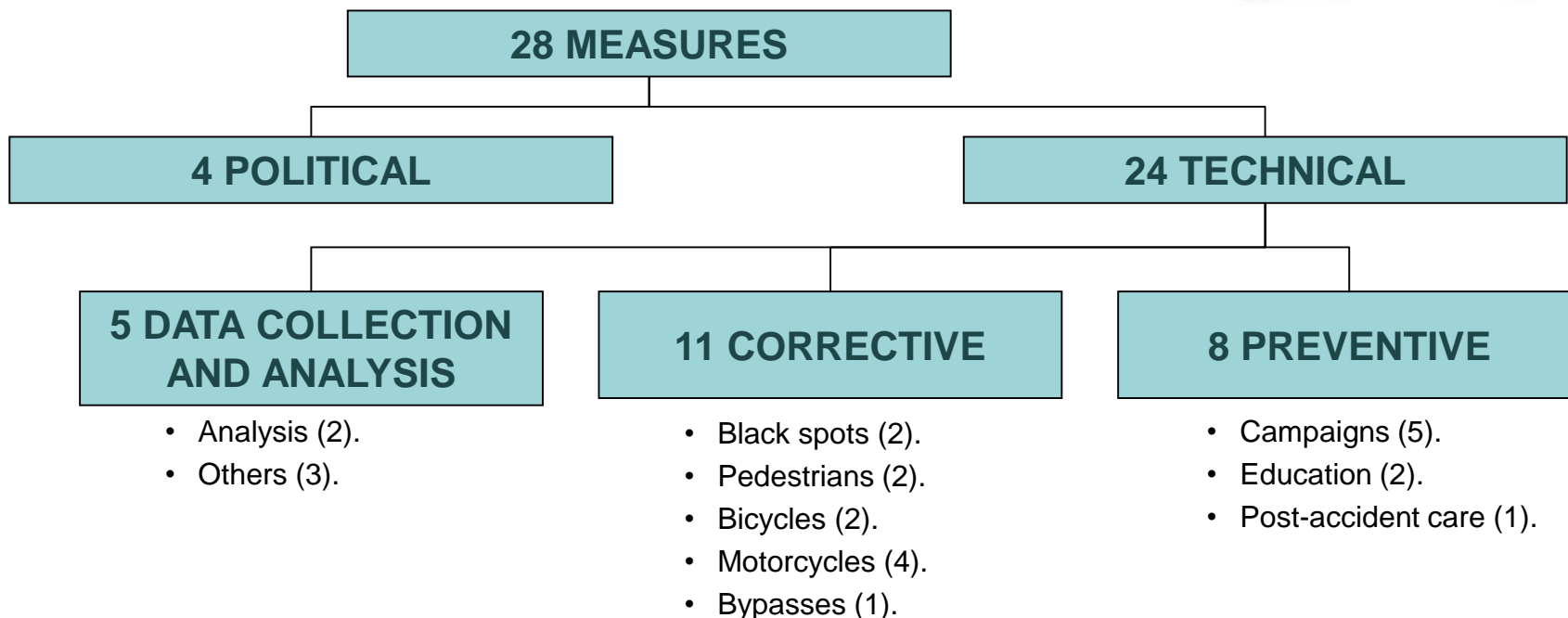
Case Study: Barcelona

- **Local Road Safety Plan 2013-2018.**

Framework: Urban Mobility Plan 2013-2018.

- Target: reduction of 30% in fatalities over 2012-2018; 20% in hospitalised casualties.
- Focus:
 - Pedestrians: one third of fatal and serious accidents.
 - Bicycles: group with the largest increase in casualties.
 - Motorcycles: group with the largest risk per unit of mobility; about 40% of fatal and serious accidents.

Pla local de seguretat viària de Barcelona
2013-2018



- Entry into force: 1st july 2006.
- A new philosophy:
 - focus on re-education, not punishment: key role of courses.
 - number of points as a proxy of social trust.
 - only serious and very serious offences.
- A global credit for each driver, regardless of the number or types of licenses.
- Baseline credit: 12 points, except novice drivers and drivers holding back their licenses after losing all points and doing a re-education and awareness course.
- As a general rule, no more than 8 points can be detracted on a single day.

OFFENCE	POINTS
Speed	2-6
Alcohol/Drugs	4-6
Mobile phone	3
Helmet, seat belt, CRS	3
Traffic lights	4
Other	3-6



Serious or very serious offence



Report



Responsible authority



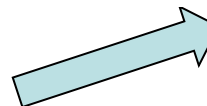
- ✓ Outside urban areas: DGT, Regional governments (Catalonia, Vasque Country).
- ✓ Inside urban areas: municipalities.



Notification/ (Appealing)/Penalty



Penalty points



PPS NATIONAL REGISTER AND DATABASE

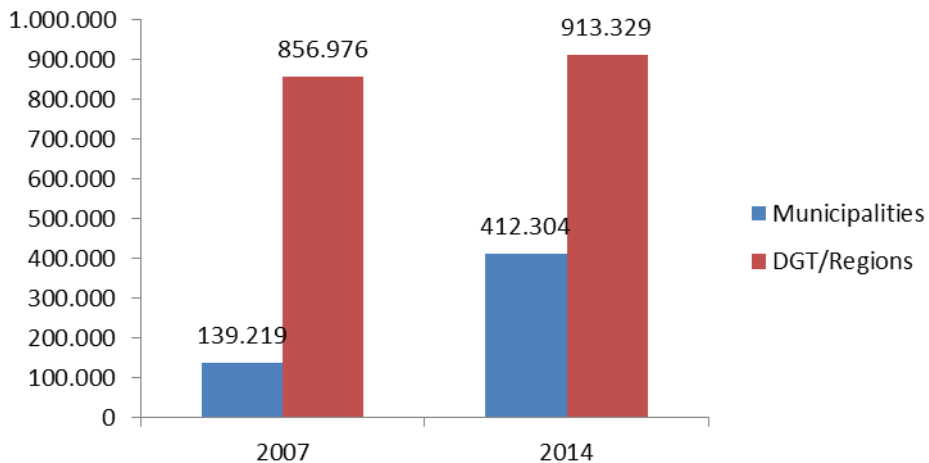


<http://www.dgt.es>

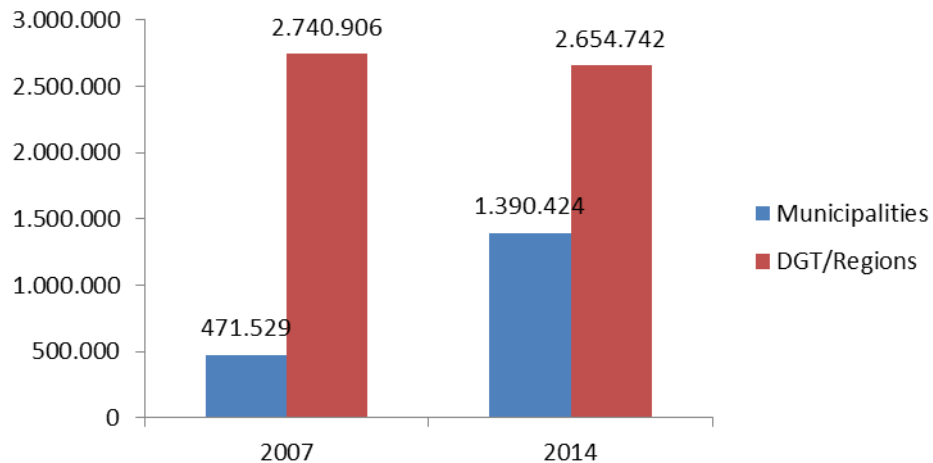


PPS in figures

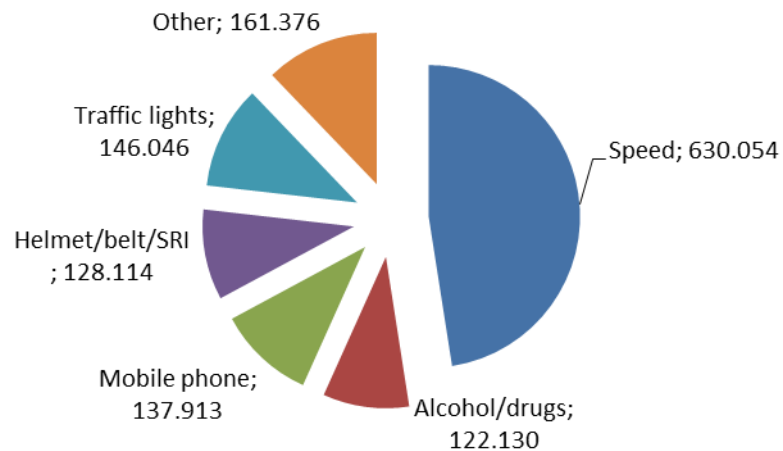
Penalties



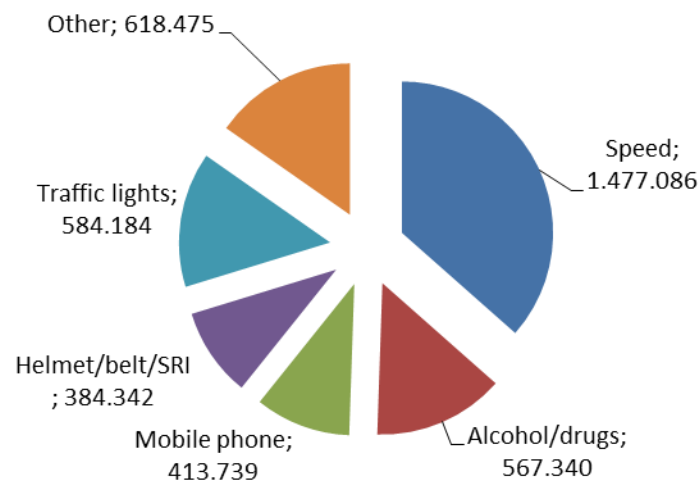
Points



Penalties (2014)



Points (2014)



Responsibilities:

- Speed limits:
 - General: DGT.
 - Specific: DGT, regional governments, road authorities (outside urban areas), municipalities (inside urban areas).
- Penalties:
 - DGT.
- Speed enforcement:
 - Outside urban areas: DGT, regional governments.
 - Inside urban areas: municipalities.
- Awareness /enforcement campaigns:
 - DGT: calendar, design, dissemination, enforcement .
 - Municipalities: dissemination, enforcement (those that adhere to national campaigns).



Speed enforcement — Municipalities

- No comprehensive data on the number and results of speed checks.
- Information on speed related penalty points, based on data communicated by municipalities to the PPS National Register and Database, managed by DGT.

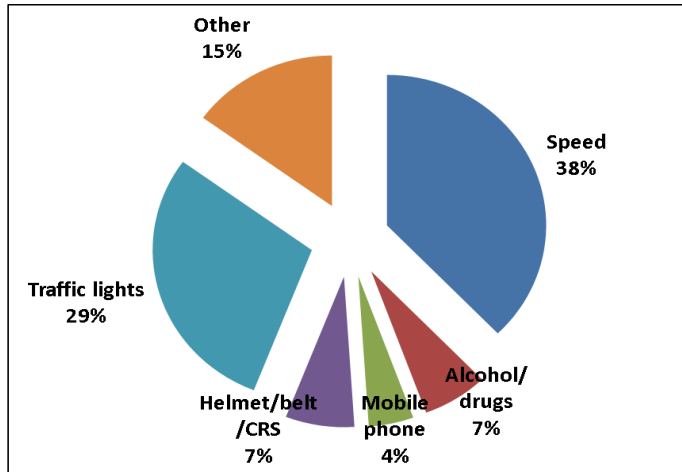
Fines and penalty points, according for different speed offences (*)

Speed limit (kph)		20	30	40	50	Fine (€)	Penalty points
Type of offence	Serious	21 40	31 50	41 60	51 70	100	–
		41 50	51 60	61 70	71 80	300	2
		51 60	61 70	71 80	81 90	400	4
		61 70	71 80	81 90	91 100	500	6
	Very serious	71	81	91	101	600	6

(*) Exceeding the speed limit by more than 60kph carries criminal charges.

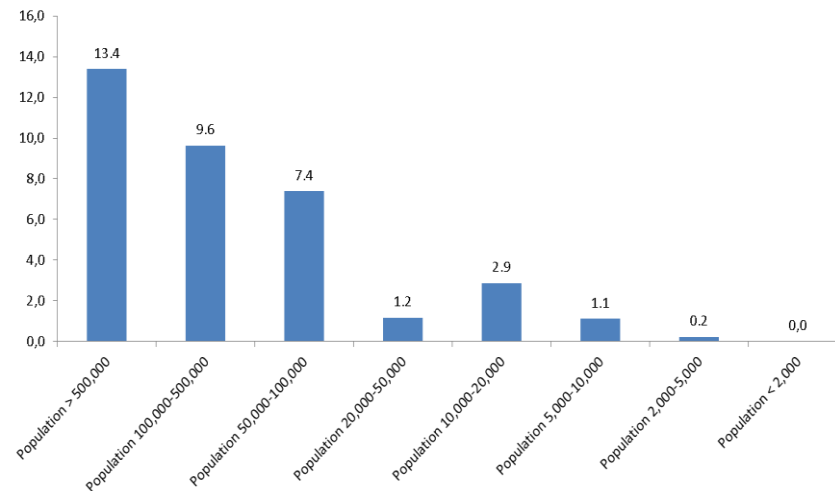
Speed enforcement — Municipalities

- Distribution of penalties detracting points, as communicated by municipalities (2013).



SIZE	% SPEED RELATED PENALTIES
Population > 500,000	44%
Population 100,000-500,000	40%
Population 50,000-100,000	38%
Population 20,000-50,000	15%
Population 10,000-20,000	32%
Population 5,000-10,000	23%
Population 2,000-5,000	19%
Population < 2,000	17%

- Distribution of penalties detracting points, as communicated by municipalities (2013).



- Road safety management: from annual road safety plans to multiannual road safety strategies.
- Common set of principles: vulnerable road users, rationalisation of motorised trips, coexistence and use of local space.
- Cooperation with local authorities at different levels: from National Road Safety Council to bilateral meetings and agreements with municipalities.
- Usual needs in cities: designing and implementing strategies, IT (reporting accidents, penalties...), equipment for enforcement, lack of human resources, data analysis.
- PPS and enforcement effectiveness depending on intensity: optimum level of enforcement according to local characteristics.

THANK YOU!



MINISTERIO
DEL INTERIOR

