



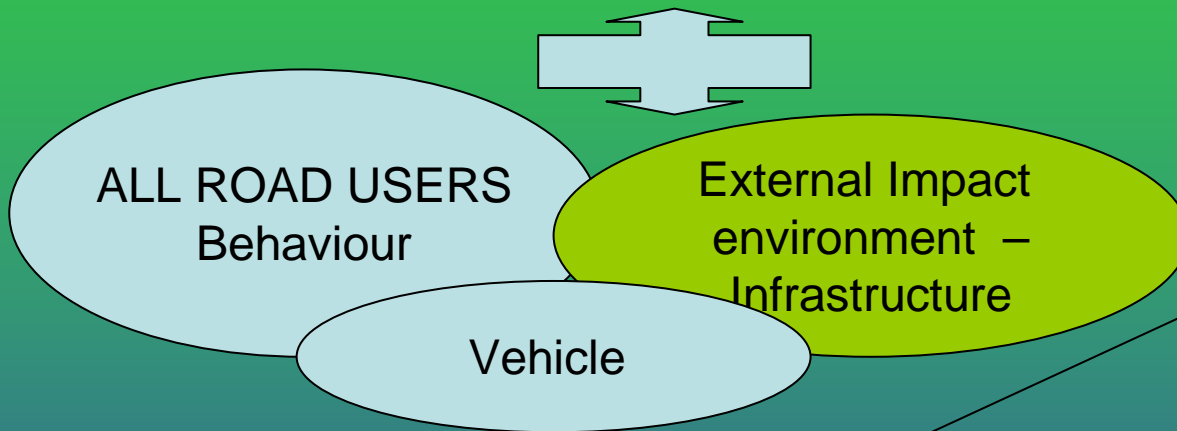
Road Safety : Infrastructure as a key factor -ITALY



UNECE_WP1_ Round table 23 Sept 2009



- How to assess road safety ?



Policies and
actions on 3
factors



The operative Framework - Infrastructure

- The Road Safety National Plan plan (RSNP), adopted in the year 2002 has been progressively implemented and financed at national and local level.
- RSNP sets the actions to be taken, at legislative and financial level, indicates the actors (central and local administrations, stakeholders) plans infrastructure interventions, identify targets and indicators.

Road Safety in numbers

- In 2007, according to the ISTAT (National Institute of Statistics), there have been 230.871 accidents, 5.131 fatalities, 325.850 injured, 13.000 of them declared permanently disabled (ISS- National Health Institute assessment).

The global overall cost has been estimated to be 30mld/euros,
2.5 % of the national GDP

ISTAT	2006	2007	%
Accidents	238.124	230.871	-3,0
Fatalities	5.669	5.131	-9,5
Injured	332.955	325.850	-2.1

Data casualties 2007

Source: ISTAT (National Institute for Statistics)

Infrastructure	Accidents	Casualties	Injured
Urban Roads	176.897	2.269	238.712
Motorways	13.635	526	23.135
Other Roads	40.339	2.336	64.003

Road Infrastructure Inadequacy

- The road network is not adequate to the present traffic flows and characteristics.
- During the last 30 years we have passed from an average of 50 vehicles/km to 110 vehicles/km.
- Italy has the highest vehicle/inhabitants ratio in the EU (846/1000).
- Although the number of motor vehicles has increased from 22 millions to 52 millions the road network has not changed substantially.
- Moreover, the quality and the maintenance degree of the existing network (with exception of motorways) needs to be improved as well as the road signs which are not always well maintained and well positioned along the roads.

Actions on Infrastructure



- Optimise the use of the existing Road Network , through technology so to deal with heavy traffic areas, cross bordering corridors and to identify the situations bearing risks
- A network of about 6.000 km roads presenting the highest level of road accidents has been identified; Economic resources will be invested on these selected roads, on the basis of road safety priorities.
- Focus on available resources, international partnerships, and joint twinning projects to enhance road safety in a wide impact area.
- Improve safety standards, efficiency, quality of life, respect of environment for the new infrastructural projects. Directive 2008/96/EC on road infrastructure safety management is a clear example at EU level on how to improve road infrastructure safety.
- The consideration of other means of transport (rail/air/shipping) to ease road traffic where heavily congested is one of the mainstay of the national plan for transport , could indeed mark the difference also in terms of road safety and accidents reductions .



Infrastructure and technology



- Infrastructure and technology are the strategic solution to tackle the enforcement problems and to upgrade in the short and medium term roads network :
- Enforcement through speed systematic controls (Tutor and Autovelox) – this is an efficient and cost effective mean to reduce fatalities.
- Along the motorways stretches (In 2009 covering up to 2500 km, with 237 portals), the speed systematic control TUTOR has been proved to be an efficient tool to halve the casualties and detect the infringement .
- Since the introduction, (2005), there has been a sharp reduction of casualties 51%, car crashes with critical injuries -27%,Accidents -19%

Il nuovo sistema di controllo

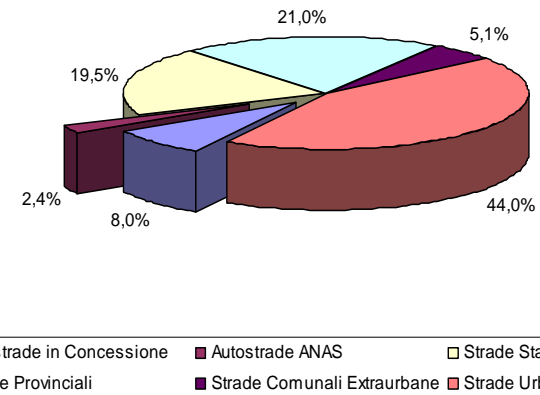
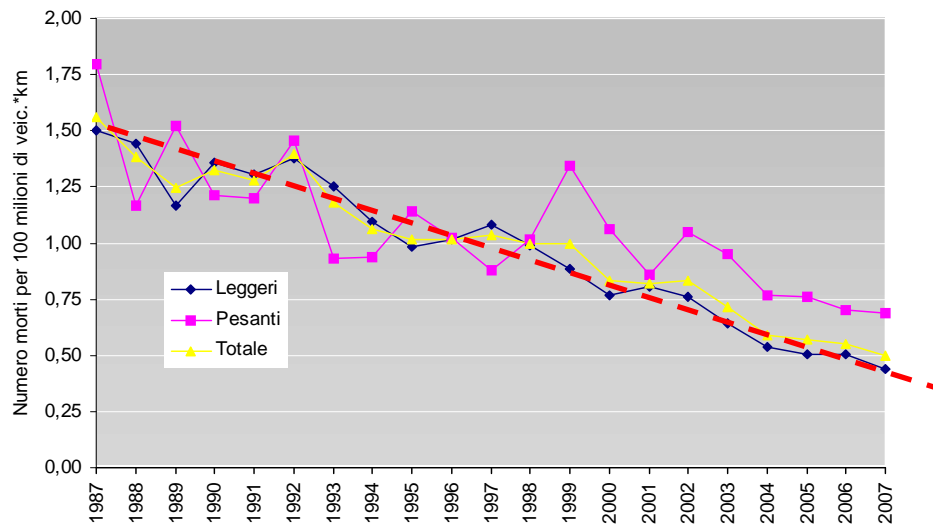
Il 23 dicembre entrano in funzione in quattro tratti autostradali altrettanti impianti per misurare la media della velocità mantenuta in un raggio di 10-25 chilometri. Il sistema di controllo si chiama Sivo



Infrastructure, traffic, and human behaviour : the big challenge

Casualties 2007 < Casualties 1970
Traffic 2007 = +460% Traffic 1970

- ✓ *Relentless attention to the safety standards improvement*
- ✓ *Clear Downward trend of casualties*



Elaborazione su dati Source: statistic of fatalities on Italian Motorways (AISCAT)

AISCAT



Absolute values and trends appear quite different if we compare motorways and urban areas: why? can we tackle the complexity of safety in urban areas? Which are the weighty factors?

THANK YOU

