

Spanish Road
Safety Strategy **2011-2020**
EXECUTIVE SUMMARY



SUMMARY

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1

Prologue

A new decade is beginning with its own economic, social and political context, very different to previous periods. This new context requires from the public powers, a proper interpretation and management of multiple factors, which have a strong influence in the citizenship welfare.

The important progresses made in the recent years on issues such as drivers conducts, improvements on the infrastructures and a renovation of the national vehicle fleet and security elements, demands now a new boost for the road safety policy.

The cost of human lives that come from traffic accidents, requires the development of active policies from the European Union, the OECD and the World Bank, based on the principle of the citizens right of freedom of movement on the public roads under the proper and safe conditions with minimum impact over the environment. In this matter, both the citizens and the public agents share responsibility.

In this context, this Road Safety Strategy 2011-2020 document collects and integrates all the measures, developed by the state general administration, which have some impact on the road safety improvement. The Road Safety Strategy 2011-2020 has been developed with a multidisciplinary perspective and a new approach based on key factors and collectives, this strategy promotes and boosts the initiatives of the rest of the public administrations with competence in this matter.

As the result of the proposal from the Spanish Vicepresident and Internal Affairs Minister, D. Alfredo Pérez Rubalcaba, on February 25th, 2011, the Council of Ministers, has agreed upon approving the basic guidelines of the 2011-2020 road safety policy, after its approval from the Road Safety High Council on November 23th, 2010.



2

The road safety context

2

The road safety context

2.1 ROAD SAFETY IN SPAIN

In recent years there has been a change in the conduct of road users, who are now more aware than they were in 2003, of the need to engage in safe conduct as road users. In 2003, 5,399 people died in road traffic accidents and 26,305 people were seriously injured, a magnitude that seemed to be “accepted” as the high price that must be paid in order to be able to travel. Furthermore, the growth forecasts, for both the number of vehicles and the number of drivers do not predict higher figures in the coming years.

Compared to the European Union, Spain had an accident rate of 128 deaths per million population compared to the Union's 103, placing it far from those countries with the best road safety results.

Progress in improving road safety on Spanish roads has led to a reduction of over 53% in the number of deaths since 2000, the date when Spain fell in line with the European road safety strategy and with the objective to reduce such deaths by 50% by 2010.

Spain's improved safety level in the 2003-2009 period, stems from the increased use of safety systems, the use of helmets has increased from 73% to 98.9%, the degree of seat belt use, which has gone up from 70% to 90.6%, and where risk factors are concerned, the average speed has reduced by 2km/h and there is a downward trend in alcoholic drink consumption (the percentage of drivers who died when over the limit of 0.3g/l has fallen from 35% to 29%).

The political and social commitment to improving road safety translated into the launch of the Road Safety Strategic Plan 2005-2008, which represented a step forward in relation to the dynamic of action of the various levels of authority involved. This plan focused upon improving compliance with regulations although it also provided a set of measures which sought to coordinate the actions through various ministries: Health, Education, Public Works, among others.

Following this period, progress in improving road safety is clear, on the one hand, there is the aforementioned change in user conduct, and on the other, the improved infrastructures and the replacement of vehicles and of

the safety systems in them. However, it is important to keep increasing the scope of road safety work and, above all, to continue working to coordinate actions and generate synergies between the different levels of authority (central, regional and local government), as well as between the numerous qualified economic and social agents who continue to carry out significant work in the interests of reducing the road traffic accident rate. In this context, the new Road Safety Strategy 2011-2020 seeks to form a framework for action and be an instrument which promotes, facilitates and coordinates the road safety initiatives of the political, economic and social agents at a national level, the attainment of shared objectives and the achievement of new challenges.

The process of drawing up the strategy was based on: the analysis of data and information contained in official, valid and sustainable sources of information and the participation of the various public and private agents through working groups and international comparison. Furthermore, other strategies have been analysed such as the Infrastructures and Transport Strategic Plan (2005-2020), the Strategic Action Plan for the Transport of Goods and Passengers, the 2008-2012 Action Plan for Spain's Energy Saving and Efficiency Strategy, Spain's Sustainable Mobility Strategy, Spain's Health and Safety at Work Strategy (2007-2012), etc., assessing their interrelations and contributions.

The actions which are to be carried out in the framework of the new strategy are based on the handling of eleven groups and key road safety topics from the perspective of education and training, raising awareness and communication, compliance with regulations, the infrastructure and the vehicle, the urban area, the company and professional transport, victims, as well as two areas of action which apply across the board, which are research and knowledge management, and coordination and participation. The present document is the starting point for the strategy which describes the areas of intervention and the measures or initiatives which are to be implemented in the 2011-2020 period, with a review of objectives and measures scheduled for 2015. However, given the current environment, particularly where budgetary availability is concerned, the details of the projects to be undertaken and the economic budget will be set out in the action plans which are to be drawn up annually, and will be the working tool for achieving the established objectives.

2.2 MOVING TOWARDS A SUSTAINABLE MOBILITY

The concept of sustainable and safe mobility has been brewing at a European level since the 1990s, beneath the conception of the citizens' right to move according to appropriate, safe mobility conditions with the lowest possible environmental impact. Likewise, different international bodies have worked to unite efforts and align policies, such as the World Health Organisation, United Nations, OECD, European Union, etc.

The current section seeks to summarize and explain the dimensions of sustainable and safe mobility based upon the approaches of different organisations such as those mentioned above who have been working in this area.

“The path towards sustainable mobility must be guided by five central themes: ecological mobility, safe mobility, universal mobility, competitive mobility and healthy mobility”

- To reduce air pollution.
- To reduce noise pollution.
- To reduce the consumption of fossil fuels.
- To improve the energy efficiency of motor transport.
- To improve the social efficiency of urban space.

- To guarantee regularity in journey times for all modes of transport, preventing congestion and the socio-economic costs derived from it.
- To improve the quality of journeys on all modes of transport.
- To improve the goods distribution system and its impact on general mobility.

- To reduce the number and seriousness of accidents.
- To reduce the accident rate amongst the risk groups - children, young people, elderly and people with reduced mobility.
- To improve the care given to victims.



- To improve the population's physical and mental well-being.
- To promote walking and cycling.
- To contribute towards well-being and socialisation.

- To guarantee the fair distribution of public space amongst all modes of transport and travel systems.
- To make public agents jointly responsible and promote their participation in the design and management of public space.
- To guarantee the right to universal mobility of those sectors of the population that do not have their own vehicle or driving licence.
- To ensure that public transport costs are acceptable to all social sectors.
- To improve accessibility to all modes of transport for all people with reduced mobility.



3

The strategy conceptual framework: objectives and indicators



3

The strategy conceptual framework: objectives and indicators

3.1 THE KEY FACTORS OF THE INSTITUTIONAL MANAGEMENT OF THE STRATEGY

Political leadership

The political agenda which positions the strategy within the priorities established at both national and European level.

An integrationist strategy

The strategy as a tool for the promotion and dissemination of road safety and coordination of the various public and private agents.

Interdepartmental coordination

The strategy as a mechanism for dynamic and effective ministerial coordination based on the commitment of the agents involved.

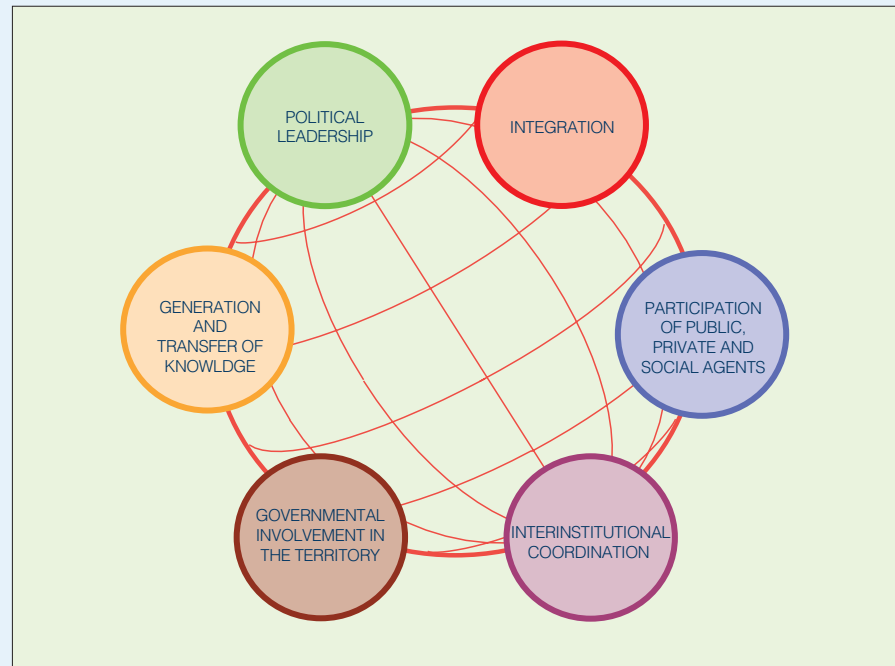
Governmental involvement in the territory

Making the most of the opportunity to reinforce and invigorate the coordination of the different agents related to road safety in Spain: central government (county and local headquarters, subsections, territorial demarcations) and regional and local government in the context of their competences in this area.

Participation of public, private and social agents

A public-private social participation model which enables measures to be agreed and attention to be paid to emerging issues.

DIAGRAMA 1
KEY FACTOR OF THE INSTITUTIONAL MANAGEMENT



Generation and transfer of knowledge

A strategy in which the dissemination and receipt of road safety knowledge amongst the agents which can contribute towards its improvement play an important role.

3.2 THE VISION AND THE VALUES

The strategy is based upon the principles of the Safe System adapted to suit the Spanish reality, with a ten-year vision which is articulated via a plan for the 2011- 2015 period, after which the objectives and actions will be reviewed and updated.

The vision

The citizens have the right to a Safe Mobility System in which everyone, citizens and agents involved, has a responsibility.

This vision, is based upon five values which will define the national actions to be implemented in order to reduce the socio-economic impact of road traffic accidents in the next ten years.

The values

Shared rights and duties	The users and designers of the system are its collaborators and voluntary workers
Sustainable mobility	Healthy for citizens and environmentally-friendly
Safe users	Educated, trained, informed, aware and responsible
Safe roads and environments	Roads designed according to human and technological capabilities
Safe vehicle	Protector of its users

3.3 THE PRIORITIES AND OBJECTIVES TREE

The priorities of the strategy, which are described below, have been defined by way of response to the principal sources of accidents determined in the strategy analysis phase, described in the methodology section.

**TABLE 1
PRIORITIES OF THE STRATEGY**



The objectives tree

The six priorities are broken down into operative objectives, defined for the key groups and issues identified as part of the diagnosis of the current situation.

**TABLE 2
THE OBJECTIVES TREE**

PRIORITIES	KEY GROUPS AND ISSUES	OPERATIVE OBJECTIVES
1. To protect the most vulnerable users	Children	<ul style="list-style-type: none"> ▶ To provide safe school environments and journeys ▶ To improve the efficient use of child retention systems ▶ To promote road safety on the school curriculum
	Young people	<ul style="list-style-type: none"> ▶ To improve the capabilities and attitude of young drivers ▶ To carry out active interventions at nightlife venues
	Elder	<ul style="list-style-type: none"> ▶ To the monitoring of older people's driving ability improves ▶ To provide the elder with safe areas for mobility ▶ To improve knowledge about the accident rate amongst the elderly and their mobility
	Pedestrians	<ul style="list-style-type: none"> ▶ To promote walking as a cheap and healthy form of mobility ▶ To provide safe areas for pedestrian mobility ▶ To improve knowledge concerning the accident rate of pedestrians and their mobility
	Cyclists	<ul style="list-style-type: none"> ▶ To promote the use of the bicycle as an efficient mode of transport ▶ To improve the skills and attitudes of cyclists and other users ▶ To provide safe areas for bicycle mobility ▶ To improve cyclists' knowledge
2. To promote safe mobility in urban areas	Urban area*	<ul style="list-style-type: none"> ▶ To provide safe urban public spaces and environments ▶ To promote discipline in the urban environment
3. To improve the safety of motorcyclists	Motorcyclists	<ul style="list-style-type: none"> ▶ To ensure safer conduct from motorcyclists ▶ To increase the safety of the roads for motorcyclists ▶ To increase knowledge concerning the accident rate of motorcyclists and their mobility

LAS PRIORIDADES	LOS COLECTIVOS Y LOS TEMAS CLAVE	LOS OBJETIVOS OPERATIVOS
<p>4. To improve safety levels on single carriageways</p>	<p>Single carriageways</p>	<ul style="list-style-type: none"> ▶ To ensure safer conduct on single carriageways ▶ To improve the safety of single carriageways by designing them especially to prevent vehicles from leaving the road or having head-on collisions
<p>5. To reduce the risks of work related trips</p>	<p>Road safety in companies</p> <p>Professional transport</p>	<ul style="list-style-type: none"> ▶ To achieve the active intervention of companies in accidents on the way to and from work ▶ To improve knowledge concerning accidents on the way to and from work ▶ To ensure safer conduct from professional drivers ▶ To improve the ability and competence of professional drivers
<p>6. To achieve safe user conduct in relation to alcohol and speed</p>	<p>Alcohol and drugs</p> <p>Speed</p>	<ul style="list-style-type: none"> ▶ To develop preventive actions to reduce the consumption of alcohol and drugs when driving ▶ To consolidate the actions for monitoring the regulations ▶ To achieve safer conduct in relation to speed ▶ To promote safe road design in order to reduce dangerous situations due to speed: 30km/h areas, accesses to towns

The indicators

Initially, there is a set of specific, measurable, and scientific indicators for 2020, which are the result of the analysis performed, the measures designed to address the problems identified, and the validation done by the Study and Research Working Group. This set of indicators are the follow-up table of the priorities in which Spain should focus its efforts. These indicators will be reviewed, like the rest of the Strategy in 2015, with the purpose of achieving the objectives set for the European Union.

**TABLE 3
INDICATORS**

INDICATORS	
1	Lower rate of 37 deaths per million inhabitants
2	Reduce the number of serious injuries by 35%
3	Zero children killed without a child retention system
4	25% less drivers between the ages of 18 and 24 killed or seriously injured at the weekend
5	10% less drivers killed above the age of 64
6	30% less deaths due to being run over
7	1,000,000 more cyclists without their death rate going up
8	Zero deaths in cars in urban areas
9	20% less deaths and serious injuries amongst motorcyclists
10	30% less deaths due to having come off a single carriageway
11	30% less deaths in accidents driving for work
12	1% reduction in those testing positive for alcohol in the blood in random preventive tests
13	50% reduction in the percentage of light vehicles which exceed the speed limit by more than 20km/h

INDICATORS	
1	Lower rate of 37 deaths per million inhabitants From the evolution of the previous period and levels of safety achieved by Spain, similar to the group of most developed countries (UK, Netherlands and Sweden), an indicator is determined to achieve a rate of 37 deaths per million inhabitants in 2020 (59 deaths per million population in 2009).
2	Reduce the number of serious injuries by 35% The formulation of this as an indicator seeks to respond to the consequences suffered by those who, without losing their lives, are seriously injured and whose psychological conditions are altered by an accident. The number of serious injuries has been 13.923 in 2009.
3	Zero children killed without a child retention system The correct use of retention systems is key and reduces the risk of injury by between 50% and 80% in the event of an accident. The objective is that in 2020 there should not be a single child killed without using a retention system. In 2009 the number of dead children without restraint system was 17.
4	25% less drivers between the ages of 18 and 24 killed or seriously injured at the weekend The weekend and the night represent a greater risk to young people. In 2009, 45% of the deaths of young people between the ages of 18 and 24 years were recorded on a Saturday and Sunday, whilst for the rest of the population the percentage is 34%. The reduction of 25% means going from 730 in 2009 to 584 in 2020.
5	10% less drivers killed above the age of 64 During the coming decade, the demographic change in which Spain is immersed will translate into a significant increase in the number of drivers above the age of 65 years old, as such, in the framework of the new strategy, actions will be initiated which are aimed at this group in order to reduce their number of deaths to less than 183 (203 in 2009)
6	30% less deaths due to being run over From 2003 to 2009 the number of pedestrians killed in traffic accidents has decreased by 40%, 10% less than the overall figure, which means 14.6% of the total number of deaths in 2003 to 17.3% in 2009. With the estimated reduction, the number of users run over will pass from 459 in 2009 to 321 in 2020.

INDICATORS

7 1,000,000 more cyclists without their death rate going up

It is estimated that the number of cyclists using their bicycles on an everyday basis in Spain will increase notably in the next decade. Where cyclists are concerned, the objective of the new strategy is to maintain the current accident rate, whilst promoting the increase of the number of cyclists.

8 Zero deaths in cars in urban areas

The car is the most commonly used vehicle and the urban area is where most journeys are focused; the objective is achievable with an improvement in the use of the seat belt in the front and back seats, and by driving at 50km/h. The indicator aims to reduce 101 deaths in 2020.

9 20% less deaths and serious injuries amongst motorcyclists

The number of motorcyclists killed in road traffic accidents between 2003 and 2009 increased by 19.3% and went from representing 6.8% of deaths in 2003 to 16.1% in 2009. The indicator set will mean reducing 3,473 (deaths and serious injured) in 2009 to 2,778 in 2020).

10 30% less deaths due to having come off a single carriageway

In 2009, 35.8% of accidents with victims and 59.9% of deaths occurred on single carriageway (36% of these accidents was caused by coming off the road).

11 30% less deaths in accidents driving for work

In 2009, there were 49,335 road traffic accidents driving for work, which represents almost 56% of all traffic accidents. This is why creating a prevention culture, by incorporating road safety in companies is one of the strategy's priorities.

12 1% reduction in those testing positive for alcohol in the blood in random preventive tests

Reducing driving under the influence of alcohol as much as possible is one of the big safety challenges of this decade, and although the progress made in recent years has been notable, there is still more work to be done.

From the results obtained with DRUID project in 2009, the random positive rate has been higher than 0.15 mg / L air is 4.8%.

13 50% reduction in the percentage of light vehicles which exceed the speed limit by more than 20km/h

14% and 18% of the accidents recorded on motorways and dual carriageways involve inappropriate speed. According to Nilsson's "Power Model", a 5% reduction in the average speed represents a 20% decrease in fatal accidents, and a 10% decrease in accidents which produce injuries.

The figures in 2009 show that 12.3% of light vehicles exceeded 20 km /h speed on motorways, 6.9% dual carriageway, 15.8% in single carriageway limit 90km /h and 16,4% in single carriageway limit 100 km / h.





4

The key groups and issues

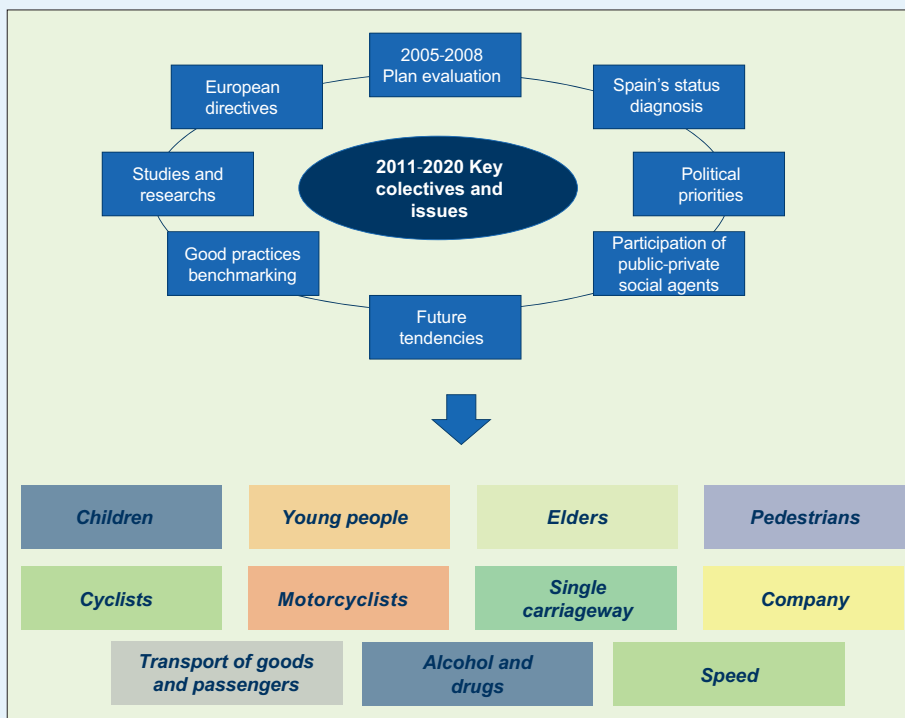
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The key groups and issues

A new approach, based in collectives, will allow us to deal with very specific problems through measures designed ad-hoc

The identification of this set of key collectives and issues is the result of the methodological process described in the following diagram:

DIAGRAMA 2



For each of these areas of work, a specific mission has been defined

Acting Area	Mission
Children	"To reduce dangerous situations for children as road users"
Young People	"To improve training and raise awareness about the driving risks for young drivers"
Elder	"To safely preserve older people's interaction with the environment"
Pedestrians	"To incorporate the pedestrian as an active user with rights and obligations"
Cyclists	"To ensure safe bicycle travel on all roads"
Motorcyclists	"To achieve a sustained decrease in the accident rate of motorcyclists"
Single carriageway	"Roads and environments designed in line with human and technological capabilities"
Company	"To attain a commitment to road safety through organisations' corporate social responsibility"
Transport of goods and passengers	"To reduce the risks on roads for those who face them the most"
Alcohol and drugs	"To continue reducing drivers' consumption of alcohol and drugs"
Speed	"To adjust the speed in order to reduce the risk and the severity of accidents"

1. CHILDREN

Operational objectives:

"Provide safe school environments and journeys"

"Improve the efficient use of child retention systems"

"Promote road safety on the school curriculum"

		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
1.1.1	Draw up and disseminate didactic material based on the promotion of safe values for compulsory training in Road Safety for Primary and Secondary Education.	SVT	RA, M.E, RC	✓	✓	✓
1.1.2	Promote road safety in compulsory education.	M.E	SVT, RC	✓	✓	✓
1.1.3	Train teachers in road safety.	SVT	RA, M.E	✓	✓	✓
1.1.4	Promote the "safe school route".	SVT	RA, IDSE, Town Councils	✓		
2.1.3	Promote the use of seat belts and restraint systems in school transport.	SVT	RA, M.Just, (PPO), RC	✓	✓	
2.1.4	Run information and awareness campaigns on the correct use of child restraint systems.	SVT	RA, M.Just, (PPO)	✓		
2.1.5	Communication plan for the adoption of safe and responsible behaviour" on the way home from school" .	SVT	NORS, RA	✓		

		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
2.2.6	Promote the exchange and rental of child restraint systems.	SVT	RA, M.ERMA., Automotive Sector Companies.	✓	✓	
2.2.7	Promote safe attitudes among users and those responsible (monitors) for school transport.	SVT	RA	✓		
2.2.8	Promote citizen participation in monitoring road safety in school environments.	SVT	RA, M.Just (PPO), Town Councils		✓	
3.2.1	Run enforcement campaigns to enforce the use of seat belts and child restraint systems.	SRNND	CGTG, RA, Town Councils	✓		
3.2.8	Run campaigns to monitor and control school transport.	SRNND	CGTG, RA, Town Councils	✓		
10.2.1	Carry out studies that enable accident rate profiles to be characterized for the priority groups in the Strategy and main risk factors.	NORS		✓	✓	✓

And a set of measures that the children, as a collective, shares with the pedestrians collective and the cyclists collective:

		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
2.1.5	Communication plan for the adoption of safe and responsible behaviour " on the way home from school" .	SVT	NORS, RA	✓		
2.2.6	Promote the exchange and rental of child restraint systems.	SVT	RA, M.ERMA., Automotive Sector Companies.	✓	✓	
2.2.7	Promote safe attitudes among users and those responsible (monitors) for school transport.	SVT	RA	✓		
2.2.8	Promote citizen participation in monitoring road safety in school environments.	SVT	RA, M.Just (PPO), Town Councils		✓	
3.2.1	Run enforcement campaigns to enforce the use of seat belts and child restraint systems.	SRNND	CGTG, RA, Town Councils	✓		
3.2.8	Run campaigns to monitor and control motorist compliance with the regulations, particularly on roads and sections with pseudo-sport driving.	SRNND	CGTG, RA, Town Councils	✓		
10.2.1	Carry out studies that enable accident rate profiles to be characterized for the priority groups in the Strategy and main risk factors.	NORS		✓	✓	✓

¹ ST: short term; MT: medium term; LT: long term

2.- YOUNG PEOPLE

Operational objectives:

"Improve the training and attitude of young drivers"

"Carry out active interventions at nightlife venues"

In this context, the following measures are specially designed for this collective:

		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
1.1.1	Draw up and disseminate didactic material based on the promotion of safe values for compulsory training in Road Safety for Primary and Secondary Education.	SVT	RA, M.E, RC	✓	✓	✓
1.1.2	Promote road safety in compulsory education.	M.E	SVT, RC	✓	✓	✓
1.1.3	Train teachers in road safety.	SVT	RA, M.E	✓	✓	✓
1.2.1	Introduce accompanied driving.	SVT	SDGL,RA	✓		
1.2.2	Homogenise the novice driver concept.	SVT	SDGL		✓	
1.2.3	Promote classroom road safety training at driving schools.	SVT	RA	✓		
1.2.4	Promote road safety contents and efficient driving in the theory part of driving tests.	SVT	NORS	✓		
1.2.5	Incorporate the role of road training teacher in regulated vocational training.	M.E	SVT, RC	✓		
2.1.6	Run information and awareness campaigns on the risks related to driving at night.	SVT	RA, SFTP		✓	✓

And a set of measures that the young people, as a collective, shares with the pedestrians collective:

		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
2.2.2	Consolidate the role of alternative driver and passive drinker.	SVT	NORS, RA, M.HSP	✓		

¹ ST: short term; MT: medium term; LT: long term

3. ELDERS

Operational objectives

“Improve the monitoring of older people’s driving abilities”

“Provide the elder with safe areas for mobility”

“Improve knowledge about the accident rate amongst the elderly and their mobility”

In this context, the following measures are specially designed for this collective:

		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
2.1.7	Run information and awareness campaigns on the risks and conditions aimed at the elderly and their environment.	SVT	RA	✓		

		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
4.1.1	Pay special attention to the elderly in medical examinations for the renewal of driving licenses.	M.HSP	SVT, RA, MEC	✓		
4.2.1	Promote the involvement of health professionals and medical centres on the driving risks and conditions among the elderly.	M.HSP	NORS, SVT, RC	✓		
7.2.1	Draw up technical recommendations on safe urban design for vulnerable groups, particularly for crossing and entering cities.	Owner	NORS, SRNND, Town Councils		✓	
10.1.2	Obtain risk exposure data.	NORS	M.PW (DGR), Town Councils, Owner	✓	✓	
10.2.1	Carry out studies that enable accident rate profiles to be characterized for the priority groups in the Strategy and main risk factors.	NORS		✓	✓	✓

And a set of measures that the elders, as a collective, shares with the key alcohol issue and the drugs key issue:

		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
2.1.9	Promote the visibility of pedestrians on roads.	SVT	RA		✓	
7.2.1	Draw up technical recommendations on safe urban design for vulnerable groups, particularly for crossing and entering cities.	Owner	NORS, SRNND, Town Councils		✓	
7.2.2	Review crossing and entering villages so as to adapt speed to road safety demands.	Owner	SRNND		✓	
7.2.4	Appease traffic through the extension of pedestrian zones, 30 zones and meeting zones.	Town Councils	NORS, SRNND, Owner	✓	✓	
7.3.7	Promote discipline at traffic lights based on the monitoring safety cameras.	Town Councils	SRNND, SFTP	✓	✓	

4. PEDESTRIANS

Operational objectives

“Promote walking as an efficient mode of mobility”

“Provide safe areas for pedestrian mobility”

“Improve knowledge concerning the accident rate of pedestrians and their mobility”

In this context, the following measures are specially designed for this collective:

		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
2.1.8	Run campaigns to promote walking and its advantages.	M.HSP			✓	
2.1.9	Promote the visibility of pedestrians on roads.	SVT	RA		✓	
6.2.13	Pay special attention to the intersections between the Historic Road Network and roads.	Owner	SRNND, M.PW (DGR)	✓		
7.1.11	Promote and improve safety in journeys on foot.	Town Councils	NORS, SRNND, SVT, M.ERMA, M.HSP, SFTP		✓	
7.2.1	Draw up technical recommendations on safe urban design for vulnerable groups, particularly for crossing and entering cities.	Owner	NORS, SRNND, Town Councils		✓	
7.2.2	Review crossing and entering villages so as to adapt speed to road safety demands.	Owner	SRNND		✓	
7.2.4	Appease traffic through the extension of pedestrian zones, 30 zones and meeting zones.	Town Councils	NORS, SRNND, Owner	✓	✓	
7.3.1	Review the General Traffic Regulation to better adapt it to the new needs of urban areas.	SDGL	Town Councils, SFTP	✓		
7.3.7	Promote discipline at traffic lights based on the monitoring safety cameras.	Town Councils	SRNND, SFTP	✓	✓	
10.1.2	Obtain risk exposure data.	NORS	M.PW (DGR), Town Councils, Owner	✓	✓	
10.2.1	Carry out studies that enable accident rate profiles to be characterized for the priority groups in the Strategy and main risk factors.	NORS		✓	✓	✓

5. CYCLISTS

Operational objectives

“Promote cycling as an efficient mode of travel”

“Improve the skills and attitudes of cyclists and other users”

“Provide safe areas for bicycle travel”

“Improve cyclists’ knowledge”

In this context, the following measures are specially designed for this collective:

		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
1.1.5	Run educational programmes for children as users of bicycles.	SVT	RA, RC	✓		

		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
2.1.10	Run communication campaigns to promote the use of bicycles for local journeys.	Town Councils	SVT, RA, M.HSP	✓		
2.1.11	Promote the use of helmets among cyclists.	SVT	RA	✓		
2.1.12	Promote compliance with the safety distance concerning cyclists.	SVT	RA, M.Just (PPO)	✓		
2.1.16	Promote the use of lights and reflective elements at night among cyclists so as to improve their visibility. "Be Seen" campaign.	SVT	RA	✓		
6.2.11	Signpost cycle routes on certain single carriageways of the secondary network and ensure safety conditions on the hard shoulder.	Owner	SRNND, M.PW (DGR)	✓	✓	
7.1.10	Promote the use of bicycles in urban areas and promote public cycle-ways.	M.ERMA	NORS, SVT, M.HSP, Town Councils, SFTP		✓	
7.2.1	Draw up technical recommendations on safe urban design for vulnerable groups, particularly for crossing and entering cities.	Owner	NORS, SRNND, Town Councils		✓	
7.2.3	Draw up technical recommendations on the safe design for the mobility of cyclists in the urban area and local roads and promote the introduction of segregated cycle-ways.	M.PW (DGR)	NORS, SRNND		✓	
7.3.1	Review the General Traffic Regulation to better adapt it to the new needs of urban areas.	SDGL	Town Councils, SFTP	✓		
10.1.2	Obtain risk exposure data.	NORS	M.PW (DGR), Town Councils, Owner	✓	✓	
10.2.1	Carry out studies that enable accident rate profiles to be characterized for the priority groups in the Strategy and main risk factors.	NORS		✓	✓	✓

6. MOTORCYCLISTS

Operational objectives

"Ensure safer conduct from motorcyclists"

"Increase the safety of the roads for motorcyclists"

"Increase knowledge about the death rate of motorcyclists and their mobility"

In this context, the following measures are specially designed for this collective:

		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
1.3.1	Promote safe driving courses for motorists.	RA	SVT, Other	✓	✓	
2.1.13	Promote the use of safety features for motorists.	SVT	RA, Town Councils, Motorist asoc.		✓	

		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
2.1.14	Run information and awareness campaigns on the risks of travelling by motorcycle.	SVT	RA	✓		
2.1.15	Run information and awareness campaigns on the co-existence of motorcycles and other means of transport.	SVT		✓		
2.2.3	Involve motorists as motivators on the risks of travelling by motorcycle.	SVT	NORS, Motorist asoc.	✓	✓	✓
3.2.7	Run specific campaigns to monitor and control the correct signalling of road works.	SRNND	CGTG, RA	✓		
5.3.6	Promote the gradual incorporation of braking distribution systems in the fleet of motorcycles.	M.ITT	NORS	✓	✓	
6.2.12	Continue with the programme of installation of safety barriers on roads.	Owner	SRNND, M.PW (DGR)	✓		
7.1.8	Promote the specific exchange of best practices to improve safety in urban journeys by motorcycle.	NORS	Town Councils, SFTP	✓		
10.1.2	Obtain risk exposure data.	NORS	M.PW (DGR), Town Councils, Owner	✓	✓	✓
10.2.1	Carry out studies that enable accident rate profiles to be characterized for the priority groups in the Strategy and main risk factors.	NORS		✓	✓	✓

7. SINGLE CARRIAGEWAY

Operational objectives

“Improve the safety of single carriageway by designing them especially to prevent vehicles from leaving the road and having fatal collisions”

“Ensure safer conduct on single carriageway”

In this context, the following measures are specially designed for this collective:

		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
3.2.5	Run enforcement campaigns to enforce traffic laws on areas outside urban areas.	SRNND	CGTG, RA, Owner	✓		
3.2.6	Share the annual calendar of enforcement activities to all police forces.	SRNND	CGTG, RA	✓	✓	
6.1.1	Gradually extend the application of the safety classification of infrastructures (European Directive on Road Structure Safety Management, Risk-maps, Eurorap...) to the Spanish Road Network so that road sections with greater potential for improvement and efficiency in safety investments in infrastructures can be classified.	Owner	NORS, SRNND, M.PW (DGR), Councils	✓	✓	
6.1.2	Extend the application of the criteria included in the Technical Manuals published by the Ministry for Public Works on vehicle safety barriers to Spanish roads so as to reduce the severity of accidents as a result of vehicles going off the road, particularly on single carriageways.	Owner	SRNND, M.PW (DGR)		✓	

		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
6.2.1	Transpose Directive 2008/96/EC on Road Structure Safety Management in the Trans- European Network into Spanish legislation.	M.PW (DGR)	SRNND, M.I (CPE)	✓		
6.2.6	Promote the construction of vehicle parking areas on single carriageways.	Owner	SRNND, M.PW (DGR)	✓		
6.2.8	Promote the construction of vehicle parking areas on single carriageways.	Owner	NORS, SRNND, M.PW (DGR)		✓	✓
6.3.2	Promote the development of technical criteria and the implementation of pilot sections on single carriageways to avoid the risk of frontal collisions.	NORS	SDGL, SRNND, Town Councils, Owner	✓		

8. COMPANY

Operational objectives

“Achieve the active intervention of companies in accidents on the way to and from work”

“Improve knowledge of accidents on the way to and from work”

In this context, the following measures are specially designed for this collective:

		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
1.3.2	Promote safe and efficient driving courses.	SVT	RA, IDSE Other	✓	✓	✓
7.1.6	Promote mobility and road safety plans on industrial estates.	SRNND	NORS, Town Councils, SFTP, Owner		✓	
8.1.1	Incorporate the prevention of traffic accidents into training programmes on occupational risk prevention for workers and entrepreneurs.	M.EI	NORS, SVT	✓		
8.1.2	Draw up the contents of the training guide for the prevention of traffic accidents for workers.	NISHW	NORS, SVT	✓		
8.1.3	Run information and awareness campaigns on commuting risks.	SVT	NORS, NISHW	✓	✓	✓
8.1.4	Promote practical courses in safe driving for workers.	NISHW	NORS, SVT	✓		
8.1.5	Organize regular meetings for the exchange of good practices for road safety in companies.	NISHW	NORS, SVT	✓		
8.1.6	Promote the drawing up of company road safety plans.	NISHW	NORS	✓		
8.2.1	Review and extend fields on the work accident and traffic accident reporting forms so as to improve their interrelation and complementarity.	NISHW	NORS, SRNND, CGTG, Companies	✓	✓	
8.2.2	Draw up an in-depth study into commuting accidents.	NISHW	NORS, SRNND, CGTG,		✓	

		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
8.2.3	Promote research of traffic accidents of workers by those responsible for risk prevention in enterprises within the established legal framework.	NISHW	NORS, Companies	✓	✓	✓
8.2.4	Promote coordination between the Inspectorate for Employment and Civil Safety, the Public Prosecutor's Office and the police in relation with processes and the prevention of work-related traffic accidents.	NORS	M.Just (PPO), NISHW		✓	

9. PROFESSIONAL TRANSPORT OF GOODS AND PASSENGERS

Operational objectives

“Ensure safer conduct from professional drivers”

“Improve the ability and competence of professional drivers”

In this context, the following measures are specially designed for this collective:

		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
6.2.7	Continue promoting the construction of winter roadside parking areas for heavy vehicles for use in adverse weather conditions.	Owner	SRNND, M.PW (DGR)		✓	✓
6.4.8	Develop the integrated management of safe parking areas for heavy vehicle.	SRNND	M.PW (DGR), Owner		✓	
8.3.1	Reach consensus on the definition of van and promote the homogenization and regulation of vans in the EU.	M.ITT	SDGL, M.PW (DGLT)		✓	✓
8.3.2	Reach consensus on the definition of van and promote the homogenization and regulation of vans in the EU.	NORS	M.PW (DGLT)	✓		
8.4.1	Improve information on van accident rates and mobility.	SRNND	CGTG, M.PW (DGLT)	✓		
8.4.2	Run campaigns to monitor and control professional transportation.	SVT	NORS, M.PW (DGLT)	✓		
8.4.3	Promote reflective signalling on heavy vehicles so as to improve their visibility.	M.PW (DGLT)	SVT	✓	✓	✓
8.4.4	Develop, monitor and update the training offer at all professional levels and specialities within the sector, and implement compulsory training plans (initial and on-going).	M.PW (DGLT)	SVT, M.E	✓		

10. ALCOHOL AND DRUGS

Operational objectives

“Develop preventive actions to reduce the consumption of alcohol and drugs when driving”

“Consolidate the actions for monitoring the observance of regulations”

In this context, the following measures are specially designed for this collective:

		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
2.1.2	Conduct information and awareness campaigns about the risks of alcohol and toxic drugs on driving, and promoting these campaigns at European level.	SVT	RA	✓		
2.2.1	Promote the involvement of society in initiatives related to the risks of alcoholic drinks and driving.	SVT	NORS, RA, Town Councils	✓		
2.2.2	Consolidate the role of alternative driver and passive drinker.	SVT	NORS, RA, M.HSP	✓		
3.1.1	Regulate the use of saliva tests in drug controls.	SDGL	M.Just (PPO)	✓		
3.1.2	Establish action protocols for the detection of the presence of hash and cocaine in driving.	SDGL	SRNND	✓		
3.1.3	Define the concept of repeated offenders and their monitoring from the penalty points license register.	SDGL	NORS, M.HSP, M.Just (PPO), NDP	✓	✓	
3.2.3	Run enforcement campaigns targeting drink and drug driving.	SRNND	CGTG, RA, Town Councils	✓	✓	
3.3.2	Improve police experience and training and hence increase the effectiveness of alcoholic drinks and drug controls.	SRNND	SVT, CGTG, RA		✓	
3.3.3	Study the possibility of introducing alcolock for certain groups.	NORS	SDGL, CGTG, M.PW (DGLT), M.HSP, M.Just (PPO)	✓		
4.1.2	Create a rehabilitation programme for repeated offenders in alcoholic drinks and drug sanctions.	M.HSP	SDGL, SVT, M.Just (PPO), RC	✓		
4.2.2	Raise awareness of health professionals so that they have greater involvement in preventing the effects caused by alcoholic drinks and drugs while driving.	M.HSP	SVT, RA, RC	✓		

11. SPEED

Operational objectives

“Achieve safer conduct where speed is concerned”

“Promote safe road design in order to reduce dangerous situations due to speed: 30km/h areas, accesses to towns”

In this context, the following measures are specially designed for this collective:

		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
2.1.1	Run information and awareness campaigns on speed as a risk factor.	SVT	RA	✓		
3.2.2	Run enforcement campaigns tackling speeding as a risk factor.	SRNND	CGTG, RA, Town Councils	✓		
3.3.4	Review and update the Fixed and Mobile Radar Plan in accordance with national and international experience acquired.	SRNND	M.PW (DGR), Owner	✓		
3.3.5	Gradually introduce section control in accordance with road safety criteria.	SRNND	CGTG, M.PW (DGR), Owner	✓		
5.3.5	Promote the installation and use of speed limiters in vehicles.	SVT	NORS, M.ITT		✓	
6.2.9	Review speed limit signalling criteria on single carriageways. Divisions into sections of homogenous characteristics will be necessary in order to facilitate signalling and its enforcement.	Owner	NORS, SRNND, M.PW (DGR)		✓	✓
6.2.10	Draw up the instruction on safety distance signalling and proceed to its selective implementation.	M.PW (DGR)	SRNND, Owner	✓		
7.2.2	Review crossing and entering villages so as to adapt speed to road safety demands.	Owner	SRNND		✓	
7.2.4	Appease traffic through the extension of pedestrian zones, 30 zones and meeting zones.	Town Councils	NORS, SRNND, Owner	✓	✓	
10.2.3	Study speed as a risk factor and its impact in our country.	SRNND	M.PW (DGR)	✓		





5

The 11 Areas of Action



5

The 11 Areas of Action

In order to achieve these objectives, and in order to address the issues identified, the actions have been organised based on the classic areas, with the addition of two new ones: Health and road safety aimed at improving the drivers aptitudes, and urban area which contains the actions for lowering the accident rate in this area.

The structure of the strategy is described below, marked by three levels; areas of action, areas of intervention and actions. A mission has been set for each area which will guide the results of the actions on that subject.

AREA OF ACTION	MISION OF THE AREA OF ACTION
Education and training Areas of intervention: <ul style="list-style-type: none"> • In the educational environment • In access to driving • In updating knowledge 	“Promote civic, responsible and safe behaviour amongst road users”
Communication Areas of intervention: <ul style="list-style-type: none"> • Information and awareness campaigns • Involvement of civil society 	“Inform and involve society in its responsibility to improve road safety”
Regulations and enforcement Areas of intervention: <ul style="list-style-type: none"> • Regulatory reform • Enforcement • Law enforcement tools 	“Consolidate the change in road users’ behaviour by supervising observance of the regulations”
Health and road safety Areas of intervention: <ul style="list-style-type: none"> • Driver skills • Involvement of health professionals 	“Ensure driving skills in order to prevent traffic accidents”

AREA OF ACTION	MISION OF THE AREA OF ACTION
Vehicle safety Areas of intervention: <ul style="list-style-type: none"> • Vehicle technical information • Towards a more sustainable vehicle • Towards a safer vehicle 	“Vehicles equipped with more and improved safety elements”
Infrastructure and ITS Areas of intervention: <ul style="list-style-type: none"> • Information concerning the safety of infrastructures • Exploitation and preservation of infrastructures • Safe infrastructure design • Intelligent Transport Systems (ITS) and traffic management 	“Safer roads that help drivers”
Urban area Areas of intervention: <ul style="list-style-type: none"> • Towards sustainable and safe urban mobility • Urban design based on road safety • Discipline in urban areas 	“Ensure safe mobility of the most vulnerable users”
Driving for work and professional transport Areas of intervention: <ul style="list-style-type: none"> • Incorporate a road safety culture in companies • Improve information on work-related traffic accidents • Vans • Goods and passenger transportation 	“Reduce risks in work-related journeys”
Victims Areas of intervention: <ul style="list-style-type: none"> • Assistance at the scene of the accident • After the accident • Victims associations 	“Support those affected by traffic accidents”
Research and knowledge management Areas of intervention: <ul style="list-style-type: none"> • Road safety statistics and indicators • Research related to road safety 	“More and better information to ensure the efficient treatment of road safety issues”
Coordination and participation Areas of intervention: <ul style="list-style-type: none"> • The participation of civil society • Intergovernmental coordination • International action 	“Create synergies by promoting the joint action of the different agents”

1. EDUCATION AND TRAINING

“Promote civic, responsible and safe behaviour amongst road users”

Education and training are the tools which make it possible to modify road user conduct in the medium-long term so that they voluntarily develop safe conduct, following the traffic regulations and proceeding with caution on their trips. The groups identified in the new strategy that are the focus of the education and training area are children, young people, newly qualified drivers, cyclists and motorcyclists.



1.1 Sphere of Intervention “In the educational environment”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
1.1.1	Draw up and disseminate didactic material based on the promotion of safe values for compulsory training in Road Safety for Primary and Secondary Education.	SVT	RA, M.E, RC	✓	✓	✓
1.1.2	Promote road safety in compulsory education.	M.E	SVT, RC	✓	✓	✓
1.1.3	Train teachers in road safety.	SVT	RA, M.E	✓	✓	✓
1.1.4	Promote the “safe school route”.	SVT	RA, IDSE, Town Councils	✓		
1.1.5	Run educational programmes for children as users of bicycles.	SVT	RA, RC	✓		

1.2 Sphere of Intervention “In access to driving”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
1.2.1	Introduce accompanied driving.	SVT	SDGL, RA	✓		
1.2.2	Homogenise the novice driver concept	SVT	SDGL		✓	
1.2.3	Promote classroom road safety training at driving schools.	SVT	RA	✓		
1.2.4	Promote road safety contents and efficient driving in the theory part of driving tests.	SVT	NORS	✓		
1.2.5	Incorporate the role of road training teacher in regulated vocational training.	M.E	SVT, RC	✓		

1.3 Sphere of Intervention “In updating knowledge”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
1.3.1	Promote safe driving courses for motorists.	RA	SVT, Other	✓	✓	
1.3.2	Promote safe and efficient driving courses.	SVT	RA, IDSE, Other	✓	✓	✓
1.3.3	Improve training for reckless drivers.	SVT	RA	✓	✓	✓

2. COMMUNICATION

“Inform and involve society in its responsibility to improve road safety”

A society that is aware of the need to increase safety when travelling and which sanctions unsafe conduct contributes towards ensuring that road users voluntarily develop responsible conduct. The groups and key topics which are to be worked upon in the new strategy, within the area of communication, are children, young people, elder, cyclists, motorists, alcohol and drugs, and speed.



2.1 Sphere of Intervention "Information and awareness campaigns"		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
2.1.1	Run information and awareness campaigns on speed as a risk factor.	SVT		✓		
2.1.2	Conduct information and awareness campaigns about the risks of alcohol and toxic drugs on driving, and promoting these campaigns at European level.	SVT	RA	✓		
2.1.3	Promote the use of seat belts and restraint systems in school transport.	SVT	RA, M.Just (PPO), RC	✓	✓	
2.1.4	Run information and awareness campaigns on the correct use of child restraint systems.	SVT	RA, M.Just (PPO)	✓		
2.1.5	Communication plan for the adoption of safe and responsible behaviour " on the way home from school" .	SVT	NORS, RA	✓		
2.1.6	Run information and awareness campaigns on the risks related to driving at night.	SVT	RA, SFTP		✓	✓
2.1.7	Run information and awareness campaigns on the risks and conditions aimed at the elderly and their environment.	SVT	RA	✓		
2.1.8	Run campaigns to promote walking and its advantages.	M.HSP			✓	
2.1.9	Promote the visibility of pedestrians on roads.	SVT	RA		✓	
2.1.10	Run communication campaigns to promote the use of bicycles for local journeys.	Town Councils	SVT, RA, M.HSP	✓		
2.1.11	Promote the use of helmets among cyclists.	SVT	RA	✓		
2.1.12	Promote compliance with the safety distance concerning cyclists.	SVT	RA, M.Just (PPO)	✓		
2.1.13	Promote the use of safety features for motorists.	SVT	RA, Town Councils, Motorist asoc.		✓	
2.1.14	Run information and awareness campaigns on the risks of travelling by motorcycle.	SVT	RA	✓		
2.1.15	Run information and awareness campaigns on the coexistence of motorcycles and other means of transport.	SVT		✓		
2.1.16	Promote the use of lights and reflective elements at night among cyclists so as to improve their visibility. "Be Seen" campaign.	SVT	RA	✓		

2.2 Sphere of Intervention “Involvement of civil society”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
2.2.1	Promote the involvement of society in initiatives related to the risks of alcoholic drinks and driving.	SVT	NORS, RA, Town Councils	✓		
2.2.2	Consolidate the role of alternative driver and passive drinker.	SVT	NORS, RA, M.HSP	✓		
2.2.3	Involve motorists as motivators on the risks of travelling by motorcycle.	SVT	NORS, Motorist asoc.	✓	✓	✓
2.2.4	Carry out special actions for specific risks in the region.	RA	NORS, Town Councils, SFTP, Owner, RC	✓	✓	✓
2.2.5	Increase the presence of the DGT in social networks.	M.I (DGT)		✓		
2.2.6	Promote the exchange and rental of child restraint systems.	SVT	RA, M.ERMA., Automotive Sector Companies.	✓	✓	
2.2.7	Promote safe attitudes among users and those responsible (monitors) for school transport.	SVT	RA	✓		
2.2.8	Promote citizen participation in monitoring road safety in school environments.	SVT	RA, M.Just (PPO), Town Councils		✓	

3. REGULATIONS AND ENFORCEMENT

“Consolidate the change in road users’ behaviour by supervising observance of the regulations”

The supervision and control of compliance with the regulations is, along with information and awareness, one of the most effective tools available for managing to increase road safety. The groups and key topics that are to be tackled by the new strategy in the area of regulations and enforcement are children, young people, cyclists, motorcyclists, single carriageways, alcohol and drugs, and speed.



3.1 Sphere of Intervention “Regulatory reform”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
3.1.1	Regulate the use of saliva tests in drug controls.	SDGL	M.Just (PPO)	✓		
3.1.2	Establish action protocols for the detection of the presence of hash and cocaine in driving.	SDGL	SRNND	✓		
3.1.3	Define the concept of repeated offenders and their monitoring from the penalty points license register.	SDGL	NORS, M.HSP, M.Just (PPO), NDP	✓	✓	
3.1.4	Vehicle confiscation.	M.Just (PPO)	M.Just	✓		

3.2 Sphere of Intervention “Enforcement”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
3.2.1	Run enforcement campaigns to enforce the use of seat belts and child restraint systems.	SRNND	CGTG, RA, Town Councils	✓		
3.2.2	Run enforcement campaigns tackling speeding as a risk factor.	SRNND	CGTG, RA, Town Councils	✓		
3.2.3	Run enforcement campaigns targeting drink and drug driving.	SRNND	CGTG, RA, Town Councils	✓	✓	
3.2.4	Draw up a comprehensive plan for the monitoring and control of drivers without a license.	SRNND	CGTG, RA, M.Just (PPO)	✓	✓	
3.2.5	Run enforcement campaigns to enforce traffic laws on areas outside urban areas.	SRNND	CGTG, RA, Owner	✓		
3.2.6	Share the annual calendar of enforcement activities to all police forces.	SRNND	CGTG, RA	✓	✓	
3.2.7	Run specific campaigns to monitor and control the correct signalling of roadworks.	SRNND	CGTG, RA	✓		
3.2.8	Run campaigns to monitor and control motorist compliance with the regulations, particularly on roads and sections with pseudo-sport driving.	SRNND	CGTG, RA, Town Councils	✓		
3.2.9	Run campaigns to monitor and control school transport.	SRNND	CGTG, RA	✓	✓	✓

3.3 Sphere of Intervention “Law enforcement tools”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
3.3.1	Promote the use of the new technologies in law enforcement.	M.I (DGT)		✓	✓	✓
3.3.2	Improve police experience and training and hence increase the effectiveness of alcoholic drinks and drug controls.	SRNND	SVT, CGTG, RA		✓	
3.3.3	Study the possibility of introducing alcolock for certain groups.	NORS	SDGL, CGTG, M.PW (DGLT), M.HSP, M.Just (PPO)	✓		
3.3.4	Review and update the Fixed and Mobile Radar Plan in accordance with national and international experience acquired.	SRNND	M.PW (DGR), Owner	✓		

3.3 Sphere of Intervention “Law enforcement tools”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
3.3.5	Gradually introduce section control in accordance with road safety criteria.	SRNND	CGTG, M.PW (DGR), Owner	✓		
3.3.6	Promote the collaboration of the justice authorities and the police in the application of the penal code.	SDGL	CGTG, M.Just, M.Just (PPO), Town Councils	✓	✓	✓
3.3.7	Extend the range of alternatives to imprisonment for road safety offences.	SVT	M.Just, M.Just (PPO)	✓		

4. HEALTH AND ROAD SAFETY

“Ensure driving skills in order to prevent traffic accidents”

Identifying dangerous situations which are related to aptitudes for driving. The groups and key topics that are to be tackled by the new strategy in the area of health and road safety are principally the elderly, alcohol and drugs and others.



Driving: see directions for use

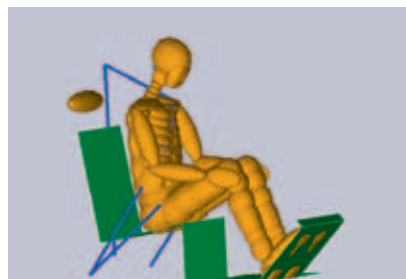
4.1 Sphere of Intervention “Driver skills”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
4.1.1	Pay special attention to the elderly in medical examinations for the renewal of driving licenses.	M.HSP	SVT, RA, MEC	✓		
4.1.2	Create a rehabilitation programme for repeated offenders in alcoholic drinks and drug sanctions.	M.HSP	SDGL, SVT, M.Just (PPO), RC	✓		
4.1.3	Increase inspections in Centres of Recognition to improve the quality of medical and psychological examinations.	RA	SDGL, SVT, M.Just (PPO), RC	✓	✓	✓
4.1.4	Improve communication related to drivers with illnesses that prevent them from driving.	M.HSP	SDGL, SVT, M.Just (PPO), RC		✓	✓

4.2 Sphere of Intervention “Involvement of health professionals”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
4.2.1	Promote the involvement of health professionals and medical centres on the driving risks and conditions among the elderly.	M.HSP	NORS, SVT, RC	✓		
4.2.2	Raise awareness of health professionals so that they have greater involvement in preventing the effects caused by alcoholic drinks and drugs while driving.	M.HSP	SVT, RA, RC	✓		
4.2.3	Provide health advice to patients and relatives.	M.HSP	NORS, RC	✓	✓	
4.2.4	Spread the significance of the pictogram included in the packaging of drugs with regard to the impairment of driving ability.	M.HSP	NORS, RC	✓		
4.2.5	Improve the reporting of serious injuries by linking police and hospital data bases.	NORS	SDGL, M.HSP, RC	✓	✓	
4.2.6	Make available to health professionals tools to identify health problems related to driving.	M.HSP	NORS, RC	✓		

5. VEHICLE SAFETY

“Vehicles equipped with more and improved safety elements”

The best knowledge of the current vehicles on the road and their safety conditions, promoting the incorporation of new active and passive safety systems, that should be installed safely, and taking care of the maintenance will make a considerable contribution towards reducing the number of accidents and their severity. The groups and key topics that are to be tackled by the new strategy in the area of vehicle safety are motorcyclists.



5.1 Sphere of Intervention “Vehicle technical information”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
5.1.1	Increase data in the National Vehicle Register so as to have more and better information.	SDGL	NORS, RC	✓		
5.1.2	Draw up the Evolution Barometer of Safety Conditions of the Vehicle Fleet and environmental emissions.	M.ITT	NORS, M.ERMA	✓	✓	✓
5.1.3	Provide citizens with vehicle records.	SDGL	M.ITT	✓		
5.1.4	Improve the MOT Register.	SDGL	M.ITT, RC	✓	✓	

5.2 Sphere of Intervention “Towards a more sustainable vehicle”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
5.2.1	Promote the clean and efficient vehicle. Other NORS, IDSE	Other	NORS, IDSE, M.ERMA, M.EF, Town Councils, RC	✓	✓	✓
5.2.2	Promote sustainable and safe fleets in the Public Authorities.	M.ERMA	NORS, M.ITT, M.EF	✓	✓	✓

5.3 Sphere of Intervention “Towards a safer vehicle”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
5.3.1	Promote demand for the incorporation of active and passive safety features in vehicles.	NORS	SVT, M.ITT		✓	✓
5.3.2	Promote the renewal of the vehicle fleet in accordance with road safety criteria.	M.ITT	NORS, M.EF		✓	✓
5.3.3	Develop vehicle-vehicle and vehicle-infrastructure interaction systems.	SRNND	M.PW (DGR)		✓	✓
5.3.4	Run campaigns to raise awareness of the importance of preventative vehicle maintenance from the point of view of road safety.	SVT	RA, Motor Vehicle Manufacturers	✓	✓	✓
5.3.5	Promote the installation and use of speed limiters in vehicles.	SVT	NORS, M.ITT	✓	✓	
5.3.6	Promote the gradual incorporation of braking distribution systems in the fleet of motorcycles.	M.ITT	NORS	✓	✓	

6. INFRASTRUCTURE AND INTELLIGENT TRANSPORT SYSTEMS (ITS)

“Safer roads that help drivers”

The condition and design of the roads in both the planning and launch phases, as well as their correct exploitation constitutes a key factor of road safety. As such, having well-designed and maintained roads will enable the reduction of the probability of having an accident and reduce the severity of those which occur. The incorporation of new technologies on the road and their interaction with the vehicle make it possible to avoid or correct human error as a cause of accidents and to reduce the associated accidents. The groups and key topics that are to be tackled by the new strategy in the area of Infrastructure are mainly elderly, pedestrians, cyclists, motorcyclists, single carriageways and speed.



6.1 Sphere of Intervention “Information on safety of infrastructures”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
6.1.1	Gradually extend the application of the safety classification of infrastructures (European Directive on Road Structure Safety Management , Risk-maps, Eurorap...) to the Spanish Road Network so that road sections with greater potential for improvement and efficiency in safety investments in infrastructures can be classified.	Owner	NORS, SRNND, M.PW (DGR), Councils	✓	✓	
6.1.2	Extend the application of the criteria included in the Technical Manuals published by the Ministry for Public Works on vehicle safety barriers to Spanish roads so as to reduce the severity of accidents as a result of vehicles going off the road, particularly on single carriageways.	Owner	SRNND, M.PW (DGR)		✓	
6.1.3	Draw up the Safety Barometer for infrastructures.	SRNND	NORS, M.PW (DGR)		✓	✓

6.2 Sphere of Intervention “Exploitation and preservation of infrastructures”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
6.2.1	Transpose Directive 2008/96/EC on Road Structure Safety Management in the Trans-European Network into Spanish legislation.	M.PW (DGR)	SRNND, M.I (CPE)	✓		
6.2.2	Develop training and accreditation of road safety audit specialists in infrastructure.	M.PW (DGR)	SRNND, SVT		✓	✓
6.2.3	Urge owners of infrastructures to spend the equivalent of 2% of the net worth of their network on maintenance and preservation.	Owner	SRNND, M.PW (DGR)		✓	✓
6.2.4	Study and treat the most conflictive sections in the road network.	Owner	NORS, SRNND, M.PW (DGR)	✓	✓	✓
6.2.5	Consolidate road safety inspections in infrastructures.	Owner	SRNND, M.PW (DGR)	✓	✓	✓
6.2.6	Promote the construction of vehicle parking areas on single carriageways.	Owner	SRNND, M.PW (DGR)		✓	✓
6.2.7	Continue promoting the construction of winter roadside parking areas for heavy vehicles for use in adverse weather conditions.	Owner	SRNND, M.PW (DGR)		✓	✓
6.2.8	Promote the development of technical criteria and the implementation of pilot sections on single carriageways to avoid the risk of frontal collisions.	Owner	NORS, SRNND, M.PW (DGR)	✓		
6.2.9	Review speed limit signalling criteria on single carriageways. Divisions into sections of homogenous characteristics will be necessary in order to facilitate signalling and its enforcement.	Owner	NORS, SRNND, M.PW (DGR)		✓	✓
6.2.10	Draw up the instruction on safety distance signalling and proceed to its selective implementation.	M.PW (DGR)	SRNND, Owner	✓		
6.2.11	Signpost cycle routes on certain single carriageways of the secondary network and ensure safety conditions on the hard shoulder.	Owner	SRNND, M.PW (DGR)	✓	✓	
6.2.12	Continue with the programme of installation of safety barriers on roads.	Owner	SRNND, M.PW (DGR)	✓		
6.2.13	Pay special attention to the intersections between the Historic Road Network and roads.	Owner	SRNND, M.PW (DGR)	✓		

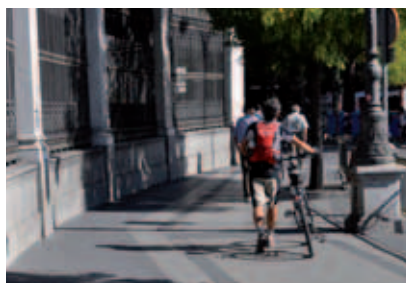
6.3 Sphere of Intervention “Safe infrastructure design”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
6.3.1	Incorporate the assessment of impact on road safety in the planning of infrastructure and road safety audit in the early stages of design and construction of new roads or substantially modifying existing ones as advocated by the European Directive on Safety Management road infrastructure.	M.PW (DGR)	SRNND, Owner		✓	
6.3.2	Review the criteria for the organization of roads and their determining factors.	NORS	SDGL, SRNND, Town Councils, Owner		✓	✓

6.4. Sphere of Intervention “Intelligent Transport Systems (ITS) and traffic management”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
6.4.1	Transpose the European ITS Directive.	SRNND	NORS, M.PW (DGR)	✓		
6.4.2	Draw up the ITS Plan for Spain.	SRNND	M.PW (DGR)	✓		
6.4.3	Incorporate environmental criteria into traffic management.	SRNND	M.PW (DGR), Town Councils, Owner	✓		
6.4.4	Adapt traffic information to new European criteria.	SRNND	M.PW (DGR)	✓		
6.4.5	Promote collective transport and car sharing.	Town Councils	SRNND, M.PW (DGR), M.ERMA, Owner		✓	
6.4.6	Promote the universal incorporation of traffic information in navigators.	M.ITT	SRNND		✓	
6.4.7	Draw up the Master Plan for mobility management at large-scale events.	SRNND	CGTG, M.PW (DGR), M.HSP, M.I (CPE), Town Councils, Owner		✓	
6.4.8	Develop the integrated management of safe parking areas for heavy vehicle.	SRNND	M.PW (DGR), Owner		✓	

7. URBAN AREA

“Ensure safe mobility of the most vulnerable users”

The urban area is marked by the coexistence of the most vulnerable groups, pedestrians and cyclists, with motor vehicles. The adaptation of the design and of the applicable regulations are the two big challenges, along with the control of discipline in order to improve road safety in the urban area.



7.1 Sphere of Intervention “Towards sustainable and safe urban mobility”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
7.1.1	Disseminate the Green Paper on Urban Mobility and the European Urban Mobility Action Programme.	M.ERMA	NORS, Town Councils, SFTP	✓		
7.1.2	Promote the sustainable and safe urban mobility culture.	M.ERMA	NORS, Town Councils, SFTP	✓		
7.1.3	Promote the Safe Urban Mobility Observatory.	NORS	Town Councils, SFTP	✓		
7.1.4	Promote urban road safety plans.	NORS	RA, Town Councils, SFTP	✓	✓	✓
7.1.5	Incorporate road safety into sustainable urban mobility plans.	NORS	SDGL, M.PW (DGR), IDSE, M.ERMA, Town Councils, SFTP	✓		
7.1.6	Promote mobility and road safety plans on industrial estates.	SRNND	NORS, Town Councils, SFTP, Owner		✓	
7.1.7	Promote meetings between cities for the exchange of urban road safety best practices.	NORS	Town Councils, SFTP	✓	✓	✓
7.1.8	Promote the specific exchange of best practices to improve safety in urban journeys by motorcycle.	NORS	Town Councils, SFTP	✓		
7.1.9	Improve accident information in urban areas.	NORS	Town Councils, SFTP	✓		
7.1.10	Promote the use of bicycles in urban areas and promote public cycle-ways.	M.ERMA	NORS, SVT, M.HSP, Town Councils, SFTP		✓	
7.1.11	Promote and improve safety in journeys on foot.	Town Councils	NORS, SRNND, SVT, M.ERMA, M.HSP, SFTP		✓	

7.2 Sphere of Intervention “Urban design based on road safety”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
7.2.1	Draw up technical recommendations on safe urban design for vulnerable groups, particularly for crossing and entering cities.	Owner	NORS, SRNND, Town Councils		✓	
7.2.2	Review crossing and entering villages so as to adapt speed to road safety demands.	Owner	SRNND		✓	
7.2.3	Draw up technical recommendations on the safe design for the mobility of cyclists in the urban area and local roads and promote the introduction of segregated cycle-ways.	M.PW (DGR)	NORS, SRNND		✓	
7.2.4	Appease traffic through the extension of pedestrian zones, 30 zones and meeting zones.	Town Councils	NORS, SRNND, Owner	✓	✓	

7.3 Sphere of Intervention “Discipline in urban areas”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
7.3.1	Review the General Traffic Regulation to better adapt it to the new needs of urban areas.	SDGL	Town Councils, SFTP	✓		
7.3.2	Collaborate with the SFTP in the development of a new Bylaw and jointly promote its adoption.	SDGL	NORS, Town Councils, SFTP	✓		
7.3.3	Collaborate with the SFTP in the development of protocols to standardize the performance of local police in surveillance and control activities.	SRNND	Town Councils, SFTP		✓	
7.3.4	Provide Town Councils with the tools to improve the effectiveness of their actions on non-resident offenders.	SDGL	Town Councils, SFTP		✓	
7.3.5	Incorporate cities into nationwide campaigns to monitor and control discipline.	SRNND	CGTG, Town Councils, SFTP	✓	✓	✓
7.3.6	Extend the use of seat belts in cities.	Town Councils	SRNND, SVT, SFTP	✓		
7.3.7	Promote discipline at traffic lights based on the monitoring safety cameras.	Town Councils	SRNND, SFTP	✓	✓	
7.3.8	Promote the exchange of good practices between local police networks.	Town Councils	NORS, SRNND, CGTG, SFTP		✓	

8. DRIVING FOR WORK AND PROFESSIONAL TRANSPORT

“Reduce risks in work-related journeys”

Work related traffic accidents cover three different problems: commercial transport accidents, accidents during the working day and driving for work accidents (when going to or from work), for which the level of responsibility of companies varies in each case according to current regulations.



		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
8.1 Sphere of Intervention “Incorporate a road safety culture in companies”						
8.1.1	Incorporate the prevention of traffic accidents into training programmes on occupational risk prevention for workers and entrepreneurs.	M.EI	NORS, SVT	✓		
8.1.2	Draw up the contents of the training guide for the prevention of traffic accidents for workers.	NISHW	NORS, SVT	✓		
8.1.3	Run information and awareness campaigns on commuting risks.	SVT	NORS, NISHW	✓	✓	✓
8.1.4	Promote practical courses in safe driving for workers.	NISHW	NORS, SVT	✓		
8.1.5	Organize regular meetings for the exchange of good practices for road safety in companies.	NISHW	NORS, SVT	✓		
8.1.6	Promote the drawing up of company road safety plans.	NISHW	NORS	✓		

		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
8.2 Sphere of Intervention “Improve information on work-related traffic accidents”						
8.2.1	Review and extend fields on the work accident and traffic accident reporting forms so as to improve their interrelation and complementarity.	NISHW	NORS, SRNND, CGTG, Companies	✓	✓	
8.2.2	Draw up an in-depth study into commuting accidents.	NISHW	NORS, SRNND, CGTG,		✓	
8.2.3	Promote research of traffic accidents of workers by those responsible for risk prevention in enterprises within the established legal framework.	NISHW	NORS, Companies	✓		
8.2.4	Promote coordination between the Inspectorate for Employment and Civil Safety, the Public Prosecutor’s Office and the police in relation with processes and the prevention of work-related traffic accidents.	NORS	M.Just (PPO), NISHW	✓		

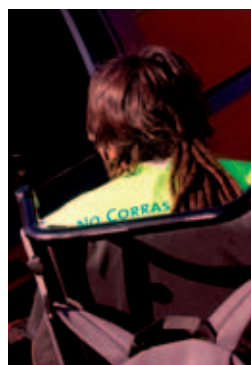
		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
8.3 Sphere of Intervention “Vans”						
8.3.1	Reach consensus on the definition of van and promote the homogenization and regulation of vans in the EU.	M.ITT	SDGL, M.PW (DGLT)		✓	✓
8.3.2	Improve information on van accident rates and mobility.	NORS	M.PW (DGLT)	✓		

8.4 Sphere of Intervention “Goods and passenger transportation”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
8.4.1	Run campaigns to monitor and control professional transportation.	SRNND	CGTG, M.PW (DGLT)	✓		
8.4.2	Promote reflective signalling on heavy vehicles so as to improve their visibility.	SVT	NORS, M.PW (DGLT)	✓		
8.4.3	Develop, monitor and update the training offer at all professional levels and specialities within the sector, and implement compulsory training plans (initial and on-going).	M.PW (DGLT)	SVT	✓	✓	✓
8.4.4	Include in the future certificate/license “Expert/advanced driver of road transport vehicles” the contents of the Certificate of Professional Aptitude (CAP).	M.PW (DGLT)	SVT, M.E	✓		

9. VICTIMS

“Support those affected by traffic accidents”

Road traffic accidents result in a high number of victims every year, the lives of whom can be seriously affected by the consequences. This requires the protection and support of the people affected, both direct victims and relatives.



9.1 Sphere of Intervention “Assistance at the scene of the accident”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
9.1.1	Improve response times in traffic accidents.	M.HSP	NORS, M.I (CPE), RC		✓	✓
9.1.2	Organize meetings on emergency assistance in traffic accidents for the exchange of good practices.	M.I (CPE)	NORS, SRNND, CGTG, M.PW (DGLT), M.HSP, Town Councils, RC	✓	✓	✓
9.1.3	Implement the e-call system to report emergencies.	M.IIT	SRNND, M.PW (DGR), M.I (CPE), RC	✓		

9.2 Sphere of Intervention "After the accident"		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
9.2.1	Sphere of Intervention "After the accident".	NORS	SRNND, CGTG, M.HSP, M.Just, Town Councils, NISHW, National Forensic Institute	✓		
9.2.2	Calculate the socio-economic cost of accidents.	NORS		✓		
9.2.3	Draw up the new scale of compensation.	M.EF	NORS, M.Just (PPO)	✓		
9.2.4	Integrate victims of traffic accidents and provide legal and psychological assistance at the Victims' Offices.	M.Just (PPO)	NORS, M.Just (PPO)	✓		
9.2.5	Develop the function of the Public Prosecutor's Office as a guarantee of victims' rights.	M.Just (PPO)	SDGL	✓	✓	✓

9.3 Sphere of Intervention "Victims associations"		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
9.3.1	Promote the celebration of the Worldwide Day of Traffic Accident Victims.	M.I (DGT)	Association of victims	✓	✓	✓
9.3.2	Promoter and cooperate with associations of victims in their road safety preventive programmes.	M.I (DGT)	Town Councils, Association of victims	✓	✓	✓
9.3.3	Promote the presence of associations of victims in social networks to transmit positive messages regarding road safety.	M.I (DGT)	Social organisations		✓	

10. RESEARCH AND KNOWLEDGE MANAGEMENT

"More and better information to ensure the efficient treatment of road safety issues"

More accurate knowledge of the cause of accidents and the effectiveness of measures taken, amongst other things, will make the actions more effective in this area. The groups and key topics that are to be tackled by the new strategy in the area of research and knowledge management are elders, pedestrians, cyclists and motorcyclists.



		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
10.1	Sphere of Intervention “Road safety statistics and indicators”					
10.1.1	Progress in the awareness of the safety level through observation studies to obtain road safety indicators.	NORS	Owner	✓	✓	✓
10.1.2	Obtain risk exposure data.	NORS	M.PW (DGR), Town Councils, Owner	✓	✓	
10.1.3	Obtain cost-benefit indicators for the evaluation of measures.	NORS		✓	✓	✓
10.1.4	Evaluate measures, policies and risk prediction analysis.	NORS		✓	✓	✓
10.1.5	Set up Regional Road Safety Observatories.	RA	NORS	✓		
10.1.6	Road Safety Statistical Plan.	NORS		✓	✓	✓

		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
10.2	Sphere of Intervention “Research related to road safety”					
10.2.1	Carry out studies that enable accident rate profiles to be characterized for the priority groups in the Strategy and main risk factors.	NORS		✓	✓	✓
10.2.2	Selectively develop in-depth analysis and systemize the findings.	SRNND	NORS, CGTG		✓	✓
10.2.3	Study speed as a risk factor and its impact in our country.	SRNND	M.PW (DGR)	✓		
10.2.4	Study the problem of “black spots” in the accident rate for different groups.	NORS	Town Councils	✓	✓	✓
10.2.5	Exchange knowledge on accident rates and road safety among the different social agents.	NORS		✓	✓	✓

11. COORDINATION AND PARTICIPATION

“Create synergies by promoting the joint action of the different agents”

The big challenge of reducing the number of deaths and serious injuries in the near future makes it necessary to involve all of the governments with jurisdiction, from both the autonomous regions and local government, and to have a dynamic and effective coordination mechanism based on the commitment of the agents involved. The management of those involved/agents is one of the key factors characterising the new strategy, making it a good practice as a public-private, social and territorial participation model.



11.1 Sphere of Intervention “The involvement of civil society”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
11.1.1	Develop the Higher Council’s Road Safety Regulation.	SDGL	NORS	✓		
11.1.2	Promote and systemize the participation of social agents through Working Groups in the field of Road Safety.	NORS	SDGL, SRNND, SVT, Other	✓	✓	✓

11.2 Sphere of Intervention “Inter-governmental coordination”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
11.2.1	Create the Sector Road Safety Commission of the Ministry of Interior as a coordinating body between the central and regional government	M.I (DGT)	NORS, RC	✓	✓	✓
11.2.2	Promote coordination with the SFTP and road safety committees.	M.I (DGT)	NORS, Town Councils, SFTP	✓	✓	✓

11.3 Sphere of Intervention “International action”		Agents Involved		Timeframes		
		Owner	Participant	ST	MT	LT
11.3.1	Increase Spanish involvement in international networks working on data and indicators, policies, victims, infrastructures, ITS, etc..	NORS	SDGL, SVT	✓	✓	✓
11.3.2	Promote Spanish involvement in the construction of the Ibero-American Road Safety Space.	M.I (DGT)		✓	✓	✓





6

The Support for the Strategy

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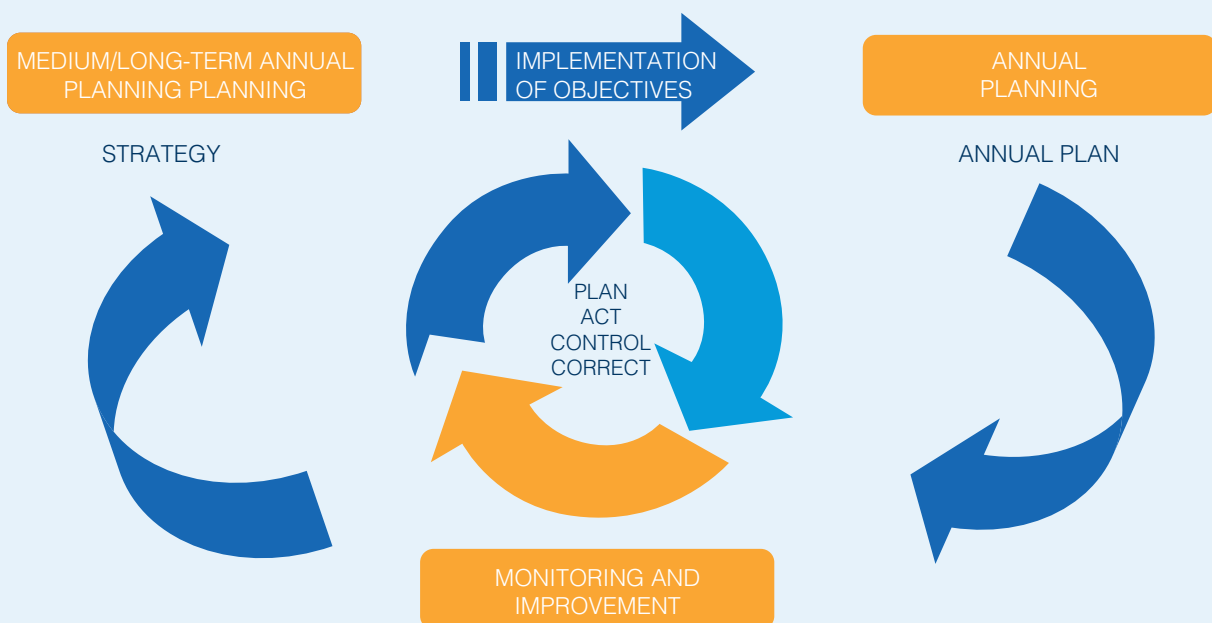
The Support for the Strategy

Beyond the actual design of the strategy and, to the extent that it is striving to be an operative management tool, it is important to define the management tools and support, and establish a monitoring, review and control system which enables its promotion and implementation.

The principal tools for supporting the strategy are:

- Coordination
- Monitoring
- Communication

DIAGRAM 3



COORDINATION

It is considered fundamental to promote and drive the participation of the public-private agents, not only in the strategy design phase, but also in its execution and launch.

The agents who are involved are:

Steering Committee

The Strategy Steering Committee will be composed of the Director General of the Traffic Department, the Director Generals of the other ministries involved: Home Office; Ministry for Public Works, Ministry of Health, Social Policy and Equality; Ministry of Justice; Ministry of Employment and Immigration; Ministry of the Environment and Rural and Marine Affairs; Treasury; Ministry of Education, and the heads of each of the Traffic Department sections involved. Likewise, a Technical Team that will guarantee the overall progress of all areas of strategy implementation and the monitoring and half-yearly evaluation of the activities and projects will form part of this Steering Committee.

Strategy manager: Spanish Road Safety Observatory

Recording and analysing all of the variables related to road safety is essential for making decisions and for taking the right direction with the different measures and actions to be adopted.

The Spanish Road Safety Observatory constitutes a reference centre for obtaining data and indicators concerning the evolution of the road accident rate in Spain and comparing it with other countries in the European Union.

Sector Road Safety Commission

The Sector Road Safety Commission of the Ministry of Interior will be created, which is formed as a coordinating body on road safety and will be chaired by the General Traffic Director and will integrate a representative with a corresponding range of the autonomous communities and directors general State administration having jurisdiction in the matter concerned.

In the Sector Commission working groups may be established, integrated with technical experts from the respective authorities or persons whose special qualifications are designated for that purpose.

High Council for Road Safety

Set up as a permanent forum of analysis and debate, the Road Safety Council is made up of: central, regional and local government and professional, financial and social bodies and organisations related to road safety and mobility.

MONITORING

The monitoring model is a dynamic and continual process which should guarantee the feedback and adoption of corrective actions, related to the development and execution of the strategy.

This model is supported by the following process and procedures:

- The activity indicators system.
- The annual Action Plan.
- The annual Report of Activities.
- A revision of the Strategy on the year 2015.

COMMUNICATION

The communication plan of the Road Safety Strategy 2011-2020 pursues the following objectives:

- To achieve the strategic objectives, which aligned with the best international practices and shared by all of the agents involved, constitute the road map for road safety policy for the coming years.
- To enrich the knowledge of the environment and the reality of the action plans on behalf of the groups affected and involved.
- To facilitate the elimination of possible resistance from the various agents whose action contributes towards the implementation and achievement of the strategy and promote the attainment of synergies on knowing the objectives that they are pursuing and sharing.

In order to achieve this objectives, the Strategy proposes the deployment of a line of internal communication, and, at the same time, an external line of communication will be developed at both a national and international level.

Internal communication plan

The internal communication of the strategy is aimed at Traffic Department staff, a distinction being made between the staff involved and the remaining personnel:

- The staff involved shall be informed of the launch, annual plans, follow-up reports and annual reports by means of a news summary.
- The remaining personnel can find out about the strategy through press releases which will be displayed on the intranet.

External communication plan

The external communication plan will have two target groups, the media, and citizens and social agents:

- The media will be informed of the launch, annual plans, follow-up reports and annual reports by means of press releases.
- Citizens and social agents will be informed of the strategy launch by means of an information campaign. The information concerning annual plans, follow-up reports and annual reports will reach them through press releases which will be published on the strategy web page.





Spanish Road
Safety Estrategy **2011-2020**
EXECUTIVE SUMMARY



MINISTERIO
DEL INTERIOR



Josefa Valcárcel, 28 - 28027 Madrid

www.dgt.es