

INTERNATIONAL BULLETIN

Nr. 3

03-05-2019



MORE THAN HALF OF DRIVERS DEHUMANIZE CYCLISTS, FUELING ROAD RAGE

Attitudes between people who drive cars and people who ride bicycles varies, but can often prove negative, particularly among drivers who may become frustrated when forced to drive slowly in order to accommodate someone on a bike. A new study out of Australia sheds light on these attitudes, finding that more than half of drivers are prone to dehumanizing cyclists.

[More information](#)



ROAD USERS MUST DO MORE TO CO-EXIST 'SAFELY AND PEACEFULLY'

Two thirds of drivers consider cyclists to be inconsiderate road users, according to a new survey carried out by the AA Charitable Trust.

In the survey, published to mark five years since the launch of the [AA's 'Think Bikes' campaign](#), older drivers (over 65 years) were most likely to describe cyclists as inconsiderate (69%) – while young drivers (18-24 years) were the least likely (57%). The survey also suggests that more drivers are surprised by a cyclist or motorcyclist 'appearing from nowhere' than was the case five years ago.

[More information](#)



CHILD CAR SEAT CONCERNS IN FINLAND

A campaign carried out by Finnish authorities over recent weeks highlighted many cases in which small children were buckled in with seat belts when they should have been travelling in car seats. Police also found many toddlers travelling in a forward-facing direction. It is widely recognised that rear-facing seats support the head and neck the best in a crash situation. The Road Safety Council recommends children travel in rear-facing seats for as long as seat weight restrictions allow.

[More information](#)



ROAD DEATHS SPIKE IN FRANCE

In **France**, the 'Gilets Jaunes' (yellow vests) protestors have been blamed for a spike in road deaths – despite a Government decision to lower the speed limit on the country's B-roads. France's road safety department attributed a 17% rise in fatal road collisions last month to the destruction of speed cameras by the protestors – many of whom went on a 'radar wrecking spree' after the Government cut the speed limit on secondary roads from 90kph to 80kph.

[More information](#)



DIPLOMATS WILL NO LONGER GET AWAY WITH TRAFFIC OFFENCES

Following a ruling in 2014, diplomats were immune from receiving fines – on the basis of the Vienna Convention. However, following a 'significant increase' in the number of traffic violations committed by diplomats, the Dutch Government is implementing a new system to address the situation.

[More information](#)



FUTURE OF MOBILITY: URBAN STRATEGY

A new Strategy for urban mobility has been launched by the Department for Transport of British Government. A summary of this strategy and relevant bullet points are remarked below:

Multiple changes in transport technology are happening at once. These are transforming urban transport and creating new opportunities as well as risks. At the same time, significant demographic, economic, and behavioural trends are changing how and why we travel: these, these technology- and demand-led changes are driving new business models that could have transformative effects:

Data and connectivity are transforming journeys.

- To plan multi-stage journeys with confidence and on the go.
- Vehicles capable of communicating with each other and with infrastructure to optimise fleet and network management. There are at least 3 million vehicles with internet connectivity on UK roads, with 50% of new vehicles expected to be connected by 2020-24.
- Increasing levels of data are also fuelling advances in machine learning, a branch of artificial intelligence allowing systems to learn and improve by identifying patterns in data, without being explicitly programmed. Machine learning includes:

- enabling self-driving vehicles,
- identifying congested areas and
- accurately predicting bus times.

The population is ageing and travel choices show clear generational differences. The UK's population structure is expected to change considerably in the coming decades. The 65+ population is projected to grow by around 50% in both urban and rural areas between 2016 and 2039. In comparison, the younger population (aged under 65 years) is only projected to grow by 8% in urban areas, with virtually no increase in the younger population in rural areas.

Shared mobility is becoming more prevalent

- Public transport remains a fundamental form of shared mobility, but new models based on shared use of vehicles are proliferating, enabled by digital platforms and in line with a shift towards a sharing economy in other sectors. Many different models are emerging in the passenger travel market:
 - Sharing journeys: Passengers travel same vehicle/same time, increasing vehicle occupancy and reducing number of vehicles on the road: ride-sharing, dynamic demand responsive transport...
 - Sharing access: Users have shared access to vehicles (cars, bikes and e-scooters) for independent journeys. The vehicles may be owned by individuals and lent out on a peer-to-peer basis via an intermediary platform, or form part of a fleet owned and maintained by companies or transport authorities. Fractional ownership is also an example of sharing access.
- In the freight sector, new models on sharing: to increase efficiency and reduce empty miles.
- Vast investments are being made globally in new mobility technologies and business models, for cleaner and more convenient travel. Transformative changes in how people and goods move have begun. If successfully channelled, these changes could bring enormous benefits.

Some principles of the Government's approach to facilitate innovation in urban mobility for freight, passengers and services:

1. New modes of transport and new mobility services must be safe and secure by design.
2. The benefits of innovation in mobility available to all parts and segments of UK society.
3. Walking, cycling and active travel must remain the best options for short urban journeys.
4. Mass transit must remain fundamental to an efficient transport system.
5. New mobility services must lead the transition to zero emissions.
6. Mobility innovation must help to reduce congestion: more efficient use of limited road space: through sharing rides, increasing occupancy or consolidating freight.
7. The marketplace for mobility: to stimulate innovation and give the best deal to consumers.
8. New mobility services must be designed to operate as part of an integrated transport system combining public, private and multiple modes for transport users.

9. Data from new mobility services must be shared where appropriate to improve choice and the operation of the transport system.

Future work will explore the specific challenges and opportunities for rural transport with a Future of Mobility: Rural Strategy. Using their towns and cities as testbeds for innovation, to improve upon products and services that can be adapted across the country and across the world.

[More information](#)



DEFAULT 20MPH LIMITS IN SCOTLAND: 'THE TIME TO ACT IS NOW'

The Scottish Government is being urged by a coalition of active travel charities to 'seize the opportunity' and support a Bill to make 20mph the default speed limit in urban areas.

The Restricted Roads (20mph speed limit) Scotland Bill was [first introduced in September 2018 by Mark Ruskell](#), a Scottish Green Party MSP, who says making 20mph 'the norm' in urban areas would reduce injuries and deaths and cut air pollution.

The Bill is currently being scrutinized by the Scottish Parliament's rural economy and connectivity committee ahead of its stage one debate later this year.

[More information](#)



ETSC COMMENTS ON PUBLICATION OF 2018 EU ROAD DEATH FIGURES

The European Commission has published the 2018 figures for road deaths and serious injuries in the European Union.

[More information](#)



ROAD SAFETY: DATA SHOW IMPROVEMENTS IN 2018 BUT FURTHER CONCRETE AND SWIFT ACTIONS ARE NEEDED

Fewer people died on European roads last year but more efforts are needed to make a big leap forward, according to new, preliminary figures on road fatalities for 2018 published today by the European Commission.

In 2018, there were around 25 100 fatalities in road accidents in the EU 28. This is a decrease of 21% compared to 2010, and 1% compared to 2017. With an average of 49 road deaths per one million inhabitants, this confirms that European roads are by far the safest in the world. But it also shows we are off track to reach our target of halving the number of road deaths by 2020. This underlines the need for swift action by Member States and the entire road safety

community to deliver on the EU's strategic road safety action plan, published in May 2018 as part of the Juncker Commission's 'Europe on the Move' package, which set out specific actions envisaged under the current Commission mandate.

[More information](#)



EUROPEAN COMMISSION – NEW RULES FOR CLEAN, CONNECTED AND AUTOMATED MOBILITY, 2019

The European Commission adopted recently new rules stepping up the **deployment of Cooperative Intelligent Transport Systems (C-ITS) on Europe's roads.**

[More information](#)



LISBON, LINDAU AND GREATER MANCHESTER WIN EUROPEAN SUSTAINABLE MOBILITY AWARDS

Today the European Commission announced the winners of the EUROPEAN **MOBILITY WEEK** Awards 2018, and the 7th Award for Sustainable Urban Mobility Planning (SUMP) at a ceremony in Brussels (Belgium).

[More information](#)

ROAD SAFETY IN THE MEDIA

Volvo to install cameras in new cars to reduce road deaths

The Swedish carmaker says the cameras will detect early signs of intoxication. Volvo will introduce cameras in its new cars to watch out for **drink** driving in a bid to reduce the number of deaths on the road. New Volvo cars will limit their speed or park automatically if drivers' eyes are closed or stray from the road for long periods of time.

[More information](#)

Asian Observatory Launched

Following the successful establishment and operation of the **Ibero American Road Safety Observatory (OISEVI)** since 2012 several countries and international organizations have suggested that a similar initiative would be very beneficial in other regions.

[More information](#)

MMDA, Sesame Street partner for a three-year educational campaign for kids

Children in Metro Manila may now learn about road safety, waste management, and public safety in a fun manner with Sesame Street characters.

[More information](#)

Vietnam commits to United Nations road crash prevention goals at Round the World Roundtable

Leading up to the 3rd United Nations Ministerial Meeting scheduled in Sweden in February 2020, Vietnam has been selected to launch a 5-continent initiative organized by the Global Alliance of NGOs for Road Safety. The initiative supports the UN Voluntary Global Performance Targets for Road Safety. At the event, a symbolic baton was handed over to UN Special Envoy Jean Todt by the Government of Vietnam to signify their commitment.

[More information](#)

DGT IN FIRST PERSON

On 1-3 April 2019, the 28th IRTAD (International Safety Data and Analysis Group) Meeting was held at the OECD headquarters in Paris, France.

- Several working groups met, with Spain being represented by Ms. Sheila Ferrer, from the ONSV in the sub group on Review of the IRTAD database. Ms Ferrer presented an estimate on traffic volumes (vehicles-kilometre) recorded in Spain in 2017 using an analysis of the data provided by the Vehicle Technical Inspection stations and their comparison with the traffic volumes estimated by the Ministry of Development.
- 2017 data on accident rate corresponding to the IRTAD Member states were also presented, highlighting the following:
 - 14 countries reached their lowest fatality record that year
 - The 18-24 age group is the only group showing decreases in fatality rates since 2010 in all countries
 - The number of killed motorcycle users increased in 16 countries

- France presented the analysis of the effectiveness of the measure lowering the speed limit from 90 to 80km/h (conventional roads)
- Spain (Ms. Sheila Ferrer) shared the results of a short survey targeted to the IRTAD group (16 countries responded to it); the topics were:
 - the existence of speed limits lower than 50 km/h in built-up areas and whether such regulation is at national or local level
 - reporting road traffic accidents in which personal mobility vehicles had been involved in 2018

...AND THIS IS NOT A NEW TRAFFIC SIGN, NEITHER A DRAGON AGAINST THE BREXIT, OR IS IT?



A giant wooden dragon has prompted a police warning to drivers not to slow down to look at it after an accident and numerous near-misses.

The seven-metre (25ft) carving, called Y Ddraig Derw - the oak dragon - looks down on the A5, near Tregarth, Gwynedd.

Sculptor Simon O'Rourke, who made the dragon, also urged motorists to pay attention to the road.

[Read more](#)