

## THE PREPARATION OF THE EUROPEAN ROAD SAFETY ACTION PROGRAMME 2011-2020

**CLIENT:** *European Commission, Directorate General for Transport and Energy*

**YEAR:** 2009

### DESCRIPTION OF THE ACTIVITIES:

The study has been realized on behalf of the European Commission within the framework of the preparation of the European Road Safety Action Programme 2011-2020.

The objective of the study was twofold:

1. undertaking an ex-post evaluation of the relevant actions of the current Road Safety Action Programme 2001-2010 (RSAP);
2. carrying out the impact assessment of the new European Road Safety Action Programme (ERSAP), which will cover the period 2011-2020.

The coordinator of the research project was Transport & Mobility Leuven (TML), which was in charge of developing the impact assessment (Part 2 of the study), while TRT was responsible for drawing up the Part 1 of the study concerning the ex-post evaluation of the current RSAP.

#### Objectives of the study

The specific purpose of the ex-post evaluation was to analyse the impact on road safety of the 62 measures contained in the RSAP, which has the main aim of halving the number of European deaths by 2010. Such measures cover three fields of action: road users behaviour, vehicle safety and road infrastructure.

The analysis focused on the state of implementation and the impacts of each RSAP measure, looking at the:

- **effectiveness:** what effects, in road safety-terms, have been obtained by the measures?
- **efficiency:** how economically have the various inputs been converted into outputs and results (cost-effectiveness)? Were the (expected) effects obtained at a reasonable cost?
- **consistency:** is the measure consistent with other measures that have the same or a comparable objective?
- **sustainability:** will the effects achieved last in the medium or long term?

#### Development of the study

The activities of the study were organized as follows:

- analysing the existing literature and data;
- performing a stakeholder consultation involving private European associations and National Authorities active in the field of road safety;
- carrying out the empirical ex-post evaluation of road safety measures both at individual and aggregate level;
- reviewing the impacts on road safety and identifying the main future challenges.



*Target and actual evolution of road fatalities in the EU27*



Since the RSAP measures are very heterogeneous, not only as far as their nature is concerned but also in terms of level of implementation, each measure was analysed according to its specific characteristics, so to assure the best evaluation approach. A comprehensive and exhaustive quantitative ex-post evaluation was not always applicable to each measure, therefore for analysing certain actions a qualitative approach was adopted.

**Results**

The result of the evaluation process is a synthetic classification of the measures into four main classes:

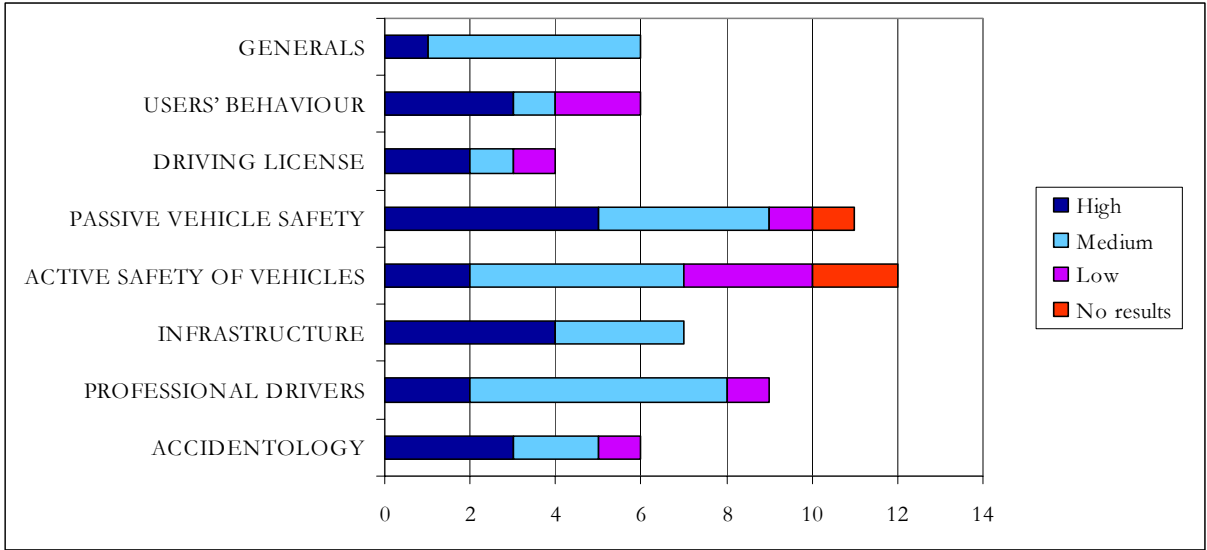
- no result, when the measure has not contributed or has negatively contributed either to the reduction of road fatalities or to the mitigation of the effects of accidents;
- low result, when the measure has only slightly contributed to the reduction of road fatalities or to the mitigation of the effects of accidents;

- medium result, when the measure has well contributed to the reduction of road fatalities or to the mitigation of the effects of accidents;
- high result, when the measure has strongly contributed to the reduction of road fatalities or to the mitigation of the effects of accidents.

Overall, it emerged that the RSAP has had a positive impact on road safety. It is possible to estimate that, since 2001, more than 20,000 lives have been saved, for a total social value of 31.2 billions Euro.

Looking at the data, nonetheless, the 2010 goal seems unlikely to be reached. In fact, even if the fatalities have been steadily declining since 2001, reaching about 38,900 deaths in 2008, the average reduction in the EU27 was only 28%, that is far from the 42% that should have been reached in 2008 to stay in line with the target.

The gap between the actual number of fatalities and the original RSAP objective in 2008 is estimated at 7,200 fatalities, which equals a social loss of about 11 billions Euro.



*Ex-post evaluation of RSAP: results by measure category*