

CiViTAS
Cleaner and better transport in cities

MIMOSA

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D11.2 - First Policy Statement

“Safety and Security”

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1. Background Information

The policy workpackage of CIVITAS MIMOSA, WP11 Policy and Society, has established a Policy Group to steer discussion on several relevant issues, such as political, legal, institutional economic, societal, mobility aspects bearing impacts on sustainable urban mobility.

The Policy Group is also to interact with the 'Policy Advisory Committee' of the CIVITAS Initiative, the CIVITAS Forum, the other CIVITAS PLUS projects ARCHIMEDES, ELAN, MODERN, REINSSANCE, POINTER, VANGUARD, and the external policy world in general.

The Policy Group is coordinated by ISIS, leader of WP11, and is composed by five pro-active and high-level political representatives of the demonstration cities - Mayors or Councillors - plus their aids (the Local Policy Managers). Together, they closely follow and address the policy outcomes of CIVITAS MIMOSA and the CIVITAS Initiative at large, analysing successes and failures, urgencies and opportunities.

A key feature of the Policy Group is the commitment of its members and their availability to regularly meet and discuss issues that invariably recur back at home, trying to learn mutually and consolidate a common vision to be translated into publishable policy statements.

The Policy Group usually gathers at CIVITAS Fora and during thematic workshops organised by CIVITAS MIMOSA. The first one was held in Gdansk, Poland, on the 5th of June 2009. It addressed the issue of **Safety and Security**, with specific reference to weak users such as *pedestrians* and *cyclists*.

The Policy Group supplied its contribution during a round table, moderated by Pascal van den Noort of CIVITAS MIMOSA (Velo Mondial) that opened the workshop. Participants included:

- City of Bologna - **Maurizio Zamboni**: Councillor for Mobility and Transport;
- City of Funchal - **Bruno Pereira**: Vice Mayor and Councillor for Transport, Mobility, Traffic and Public Works;
- City of Gdansk - **Maciej Lisicky**: Vice Mayor (in charge of Public Transport and Infrastructure);
- City of Tallinn - **Andres Harjo**: Local Policy Manager;
- City of Utrecht - **Frank Samsen**: Local Policy Manager.

A rather lively debate hit the topics of:

- Raising road safety awareness in drivers and road users;
- Improving safety and security at bus stop locations;
- Vandalism and its impact on public safety perception;
- Creating safer mobility conditions for vulnerable road users, and particularly cyclists;
- Improving road safety around primary schools.

The gist of the discussion served as the basis for the elaboration of the first CIVITAS MIMOSA Political Statement, which is defined overleaf.

This statement is endorsed and undersigned by the current members of the Policy Group (see end of document), which change overtime to take into account the political mandate of each local electoral round.



2. Safety and Security Statement

1. The **urban structure** of a city plays a fundamental role in transport safety and security: narrow streets and confined spaces are in many ways desirable, but at the same time they inevitably determine conflicts amongst transport modes, posing potential dangers in particular to the "weak" users, as pedestrians and cyclists. In this sense, land use and mobility planning must be strictly intertwined. Unfortunately, this assertion often remains on paper.



2. Local public authorities do not always have the necessary competence when it comes to private cars' safety. Although they do encourage and promote the purchase of safe and less polluting cars, they rarely adopt measures apt to "truly" guarantee safe circulation. Rules are important, but without consistent and capillary **enforcement** (for example through the introduction of automatic access and speed control systems) they prove to be highly ineffective. Educational campaigns, particularly geared to future generations (the drivers of tomorrow) are important as well, but enforcement is absolutely necessary. And technology plays a fundamental role in guaranteeing continuing enforcement.



3. Across Europe, **vandalism** and **social safety** are increasingly becoming a major source of concern. The use of camera-based surveillance systems also in buses and other public transport vehicles is crucial, despite the eminent problems of privacy protection.



4. The increasing use of cycling has to be accompanied by improvements in the safety of cyclists, in particular at crossroads, among cyclists and with pedestrians. In this sense, the organisation of **awareness** and **educational campaigns** (e.g. for the use of helmets, the reduction of drivers' speed and the respect of signs) is an important tool.



5. **Infrastructure and road signs** improvement is also important (e.g. by upgrading safety at bus stops with new shelters, more visible road signs around schools).



6. A further **harmonisation of rules** at the *European level* is necessary and **strongly** advocated for. A concrete example is the field of speed control and access restriction, where manufacturers of navigation systems should be obliged to introduce the recognition of restrictions, speed zones, school areas, etc.



Signatures

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ZASTĘPCA PREZYDENTA
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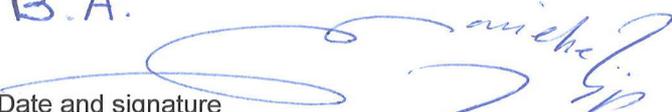
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