

Ingredients for success in road safety an international view

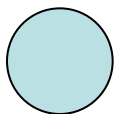
Further improving road safety: perform better on the traditional approach, embark on Safe System and integrate road safety with Sustainable Development Goals

PACTS Road Safety Stakeholder Consultation Workshop, 21 July 2021

Prof. Fred Wegman, Delft University of Technology, The Netherlands

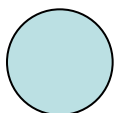
United Nations Resolution (2020): Improving Global Road Safety: main points

- Proclamation of a Second Decade of Action for Road Safety 2021 – 2030
- A new target to reduce road deaths and injuries by 50% by 2030
- Encouragement to Member States to take a holistic view of road safety in the context of the full Sustainable Development Goals agenda
- A Safe System and Vision Zero approach promoting an evidence-based, data-led approach

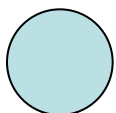
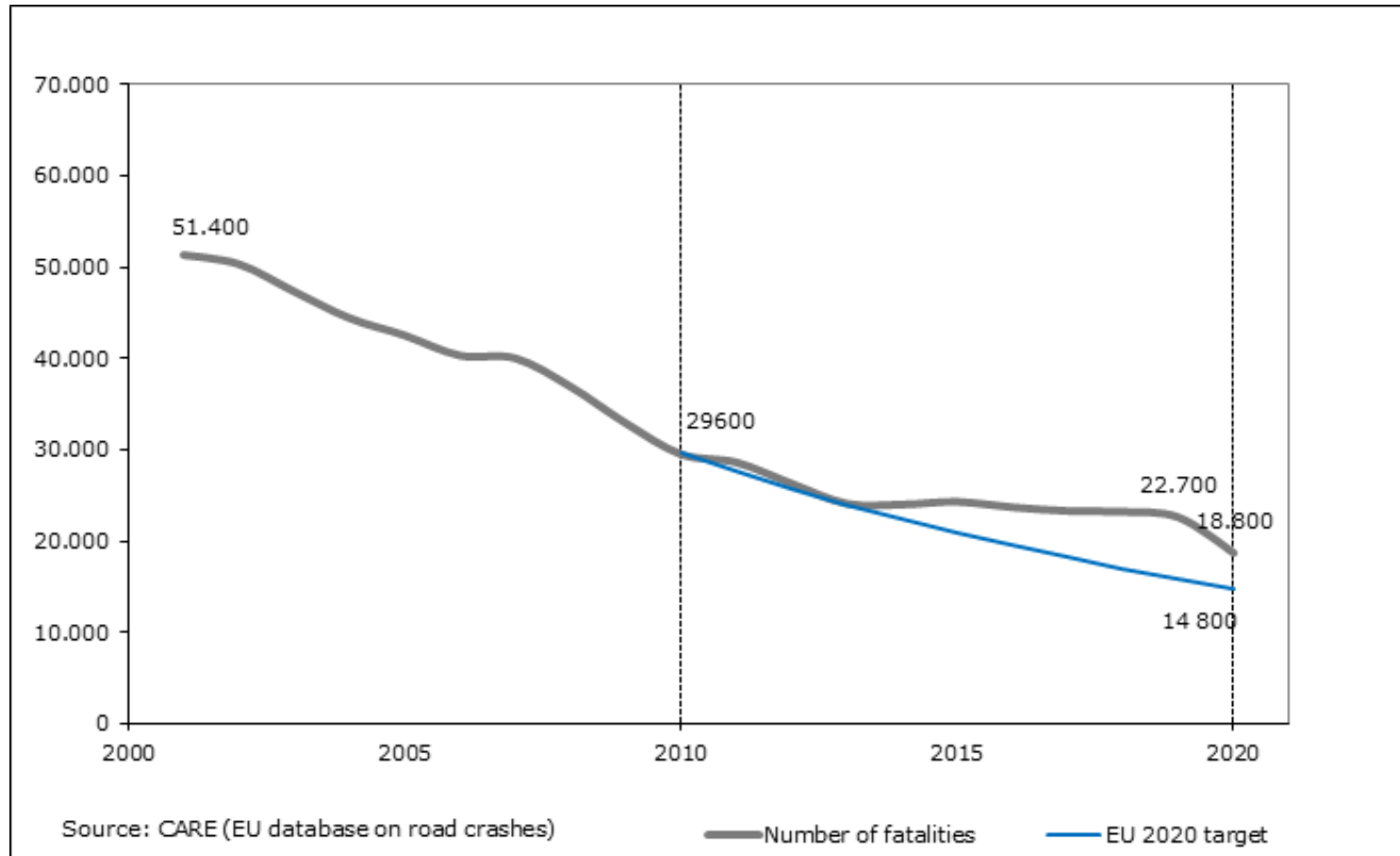


Road safety in the UK: a view from an interested outsider

- UK is considered as one of the top performers and one of the leaders in road safety in the world
- UK made enormous progress (1970-2020): 80% reduction in road deaths
- Progress has been achieved through directing improved policies to all system components
- However, road deaths have plateaued in UK and the reduction in deaths has been less than many other countries over the last decade

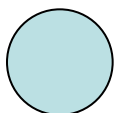


EU: downward trend in road fatalities until 2013, then stable; 2020 Covid!



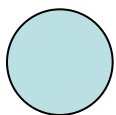
Three levels of road safety problems (Kare Rumar, 1999)

- First level (analysis of crash and injury statistics)
 - Fatalities because of drinking and driving, distraction etc.
 - High risks of vulnerable road users
 - ..
- Second level (deeper analysis of first level problems)
 - Insufficient safety quality of roads
 - Traffic enforcement is not adequate
 - ..
- Third level (underlying processes and conditions)
 - Awareness of seriousness of road safety problems is too low among decision-makers
 - Lack of funding for road safety interventions (second level)
 - ..

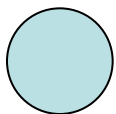


For NL: Strong indications that lack of progress in road safety is related to

- Lower political priority in transport and infra policies
- More focus on congestion reduction, investments in public transport, and ... higher speed limits on motorways
- Higher priorities for environmental issues, climate change
- Budget reductions in Government
- Other priorities in the police force
- Decentralisation of power with lower budgets for municipalities, and focus on health, social, equality, education, income issues
- Limited interests in the private sector

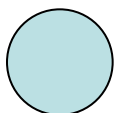


And, road safety has poor answers yet to new challenges



Flooding in Belgium, Germany and the Netherlands in July 2021

- Many deaths in Belgium and Germany, zero in the Netherlands
- Of course the geography is different, but also major investments in water management in NL



Room for the river: A matter of priority setting

- Floodings (1993 and 1995)
- Unacceptable and too costly risks
- To reduce flooding risks (factor 5)
- Alongside all major Dutch rivers
- Political decisions in 2000
- Investments 2006-2019/2027
- € 3,8 billion



Global Road Safety: from Experts-report to UN-Resolution

- Academic Expert Group (AEG): Beyond 2020: the next steps
- Stockholm Declaration Third Global Ministerial Conference on Road Safety: Achieving Global Goals 2030 Stockholm, 19–20 February 2020
- United Nations General Assembly Resolution (1/9/2020): Improving Global Road Safety



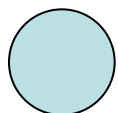
BEYOND 2020: THE NEXT STEPS

Recommendations of
the Academic Expert Group
for the 3rd Global Ministerial
Conference on Road Safety



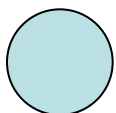
3RD GLOBAL
MINISTERIAL CONFERENCE
ON ROAD SAFETY

ACHIEVING
GLOBAL GOALS 2030
STOCKHOLM
19-20 FEB 2020



AEG recommendations: consider them as an invitation

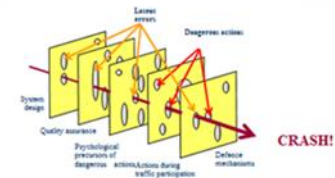
- Many countries in the world are updating their road safety strategies and action plans, based on the UN resolution, the Stockholm declaration and the nine AEG recommendations
- UN Resolutions are not legally binding, but requires careful consideration, esp. by co-sponsors, e.g. United Kingdom



Thoughts of the AEG on the evolution of the global road safety work



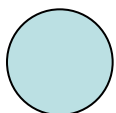
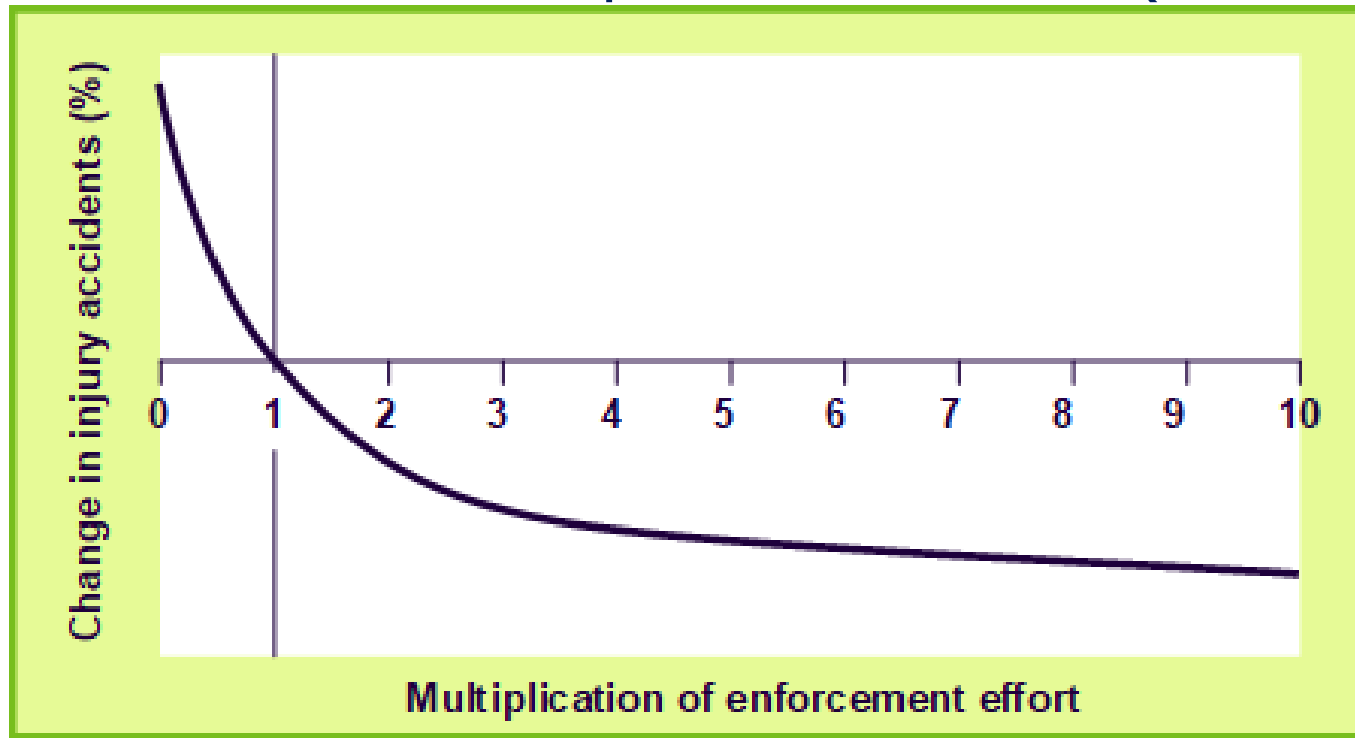
SUSTAINABLE DEVELOPMENT GOALS



| Pillar 1 | Pillar 2 | Pillar 3 | Pillar 4 | Pillar 5 |
|------------------------|--------------------------|----------------|------------------|---------------------|
| Road safety management | Safer roads and mobility | Safer vehicles | Safer road users | Post-crash response |

Invest in maintenance of traditional, effective interventions

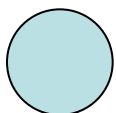
- Eleven studies on speed enforcement (Rune Elvik, 2001)



| | | | | |
|---------------------------------------|---|----------------------------|---------------------------------|------------------------------------|
| Pillar 1 Road safety management | Pillar 2 Safer roads and mobility | Pillar 3 Safer vehicles | Pillar 4 Safer road users | Pillar 5 Post-crash response |
|---------------------------------------|---|----------------------------|---------------------------------|------------------------------------|

Explore effective, and perhaps controversial road safety interventions

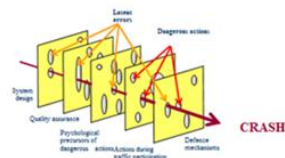
- Reduction of speed limits on French rural roads from 90 km/h to 80 km/h
- 30 km/h speed limit in Dutch urban areas
- Zero tolerance on speeding (technology, private sector)



Safe System approach

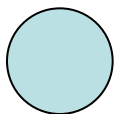
- **People are the measure of all things**
 - Human capacities and limitations are the guiding factors (physically and psychologically)
- **An integrated/holistic approach**
 - Integrates man, vehicle and road into a Safe System
 - Covers the whole network, all vehicles, all road users
 - Aligns with other policy areas ('other SDGs'): infrastructure, town planning, health, environment, etc.
 - Shared responsibility between the designers and operators of the 'system' and users of the 'system'

System Failures and Unsafe Actions



Sustainable Development Goals (SDGs) and road safety

- As an independent endeavor and positioned as a special interest, road safety is often subordinate to other social needs (road safety in its own 'silo')
- Inclusion of road safety targets in Agenda 2030 (SDGs) reflects recognition that deaths and serious injuries are among the most serious threats of our people
- 17 SDGs are 'integrated and indivisible'
- Agenda 2030 compels public and private organizations to commit toward achievement of SDGs, and to advance road safety



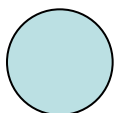
**SUSTAINABLE
DEVELOPMENT**

GOALS

TU Delft

Two prerequisites for change

- Expanded engagement of public and private sectors
 - Expand the reach of our tools well beyond the traditional scope of transportation, public safety and public health
 - Engage non-traditional public and private stakeholders in road safety activities across their entire value chain
 - Strong leadership and strong delivery mechanisms
- Capacity building
 - A lack of capacity among road safety professionals is a major barrier for progress
 - Capacity building should be given top priority (not only to make them better practitioners, but also more effective)



Set of nine AEG-recommendations



SUSTAINABLE PRACTICES AND REPORTING:

including road safety interventions across sectors as part of SDG contributions.

PROCUREMENT:

utilizing the buying power of public and private organizations across their value chains.

MODAL SHIFT:

moving from personal motor vehicles toward safer and more active forms of mobility.

CHILD AND YOUTH HEALTH:

encouraging active mobility by building safer roads and walkways.

INFRASTRUCTURE:

realizing the value of Safe System design as quickly as possible.

SAFE VEHICLES ACROSS THE GLOBE:

adopting a minimum set of safety standards for motor vehicles.

ZERO SPEEDING:

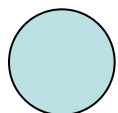
protecting road users from crash forces beyond the limits of human injury tolerance.

30 KM/H:

mandating a 30 km/h speed limit in urban areas to prevent serious injuries and deaths to vulnerable road users when human errors occur.

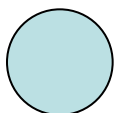
TECHNOLOGY:

bringing the benefits of safer vehicles and infrastructure to low- and middle-income countries.



To conclude

- Academic Expert Group proposes a vision for the evolution of road safety for the coming decade
 - 50% reduction in fatalities and injuries
 - Expanded application of the 'five pillars'
 - Adopting Safe System principles
 - Integration of road safety among the SDGs
- The vision also stresses the need for further and stronger engagement of the public and private sectors and civil society + capacity-building among road safety professionals



Thank you very much for your attention

For the AEG-report + video's

Go to: <https://www.roadsafetysweden.com>

For more information

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