International Transport Forum

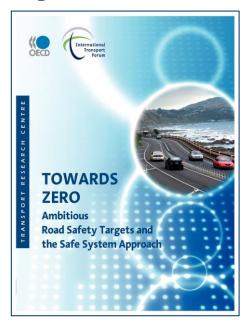# Vision Zero: Where do we stand now ?
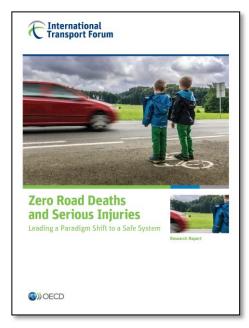
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International Conference "From Vision Zero to Goal Zero"
Madrid, 10 December 2018

OECD

The International Transport Forum and the Safe System

What is a Safe System ?

- A vision: no one should be killed or seriously injured

- A set of principles (may differ by countries)
    - Human makes mistake and is vulnerable
    - Human body's limited resistance to crash forces
    - Shared responsibility
    - Complementarity of measures

- A set of tools (adapted to each country)
    - Safe speed
    - Safe road users
    - Safe infrastructure
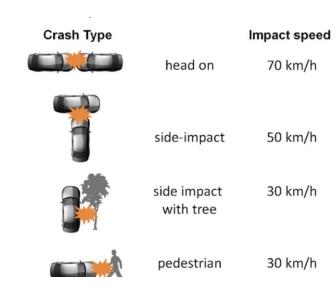   - Safe vehicles
    - Safe post-crash care

A paradigm shift is needed

	Traditional road safety policy	Safe System
What is the problem?	Prevent all crashes	Prevent fatal and serious injury crashes
What is the appropriate goal?	Reduce the number of fatalities and serious injuries	Zero fatalities and serious injuries
What are the major planning approaches?	Reactive to incidents Incremental approach to reduce the problem	Proactively target and treat risk Systematic approach to build a safe road system
What causes the problem?	Non-compliant road users	Inconsistent guidance to users (e.g. varying quality of infrastructure, operating speeds).
Who is ultimately responsible?	Individual road users	Shared responsibility by individuals with system designers
How does the system work?	Isolated interventions	Combination of elements to produce a summary effect greater than the sum of the individual treatments

Safe System: What it means in practice

- **Safe speed**: based on human tolerance of crash forces
- **Safe Infrastructure**: is adapted to capabilities and limitations of road users and guide them in their driving choices ("self explaining" and "forgiving" roads)
- **Safe Vehicles** : are equipped to simplify driving task, offer protection and prevent crashes
- **Safe road users** are educated and informed and driving behaviour is regularly checked

Crash Type	Impact speed
head on	70 km/h
side-impact	50 km/h
side impact with tree	30 km/h
pedestrian	30 km/h

Status of implementation

- Countries have formally adopted a Safe System, backed up by a Safe System action Plan

- Countries apply Safe System principles, but it has not been formally approved (fear of "zero")

- Countries include the label "Safe System or Vision Zero" in their strategies, but it does not translate into action

- Countries are still very far from Safe System policies, and road safety is low on the political agenda

Status of implementation

Country	Formal adoption of the Safe System or Vision Zero
The Netherlands	Sustainable Safety, adopted by Parliament in 1991; 3rd Edition 2018-30
Sweden	Vision Zero, adopted by Parliament in 1997
Norway	Vision Zero adopted by administration in 1999 and by Parliament in 2001
Australia	Safe System adopted by Federal and State Ministers in the 2000s
New Zealand	Safe System adopted by government in 2010
Slovenia	Adopted by Parliament in 2003 and again in 2013
Luxembourg	Vision Zero adopted by government in 2015
Lithuania	Vision Zero, started in 2018
European Union	Safe System adopted in 2018. Detailed plan under development

The list above is not exhaustive.
Many other countries apply Safe System principles, without a formal endorsement, for ex: Spain, France, Austria, Denmark, etc

Some emblematic measures

- Sweden:
  - 2+1 roads with median barriers
  - Roundabouts
  - Review of speed limits (20, 30, 40, 50, 60 km/h etc..). "Credible speed limits
  - Systematic evaluation and monitoring
- Netherlands
  - Categorisation of the road network (each road = one function)
  - Large scale implementation of 30 km/h speed limit in urban areas
  - Large scale implementation of 60 km/h speed limit on access roads in rural areas
  - Roundabouts
  - Increased police enforcement
- Norway
  - 2+1 roads with median barriers
  - Market penetration of safer cars
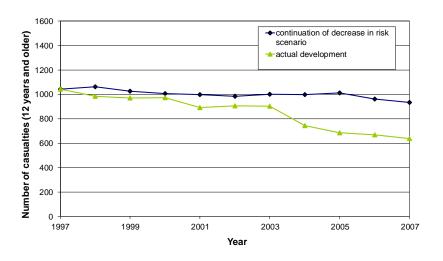 - 13 priority areas in the new programme
- Australia
  - Safe system assessment framework to help identifying for each crash scenarios the most effective treatment

Is Safe System effective?
Evaluation of Sustainable Safety in the NL

- Decrease in risk was stronger than period before

- All measures together prevented 300-400 fatalities in 2007

- Benefit-cost ratio: 3.6 - 3.7

Source: Weijermars and Wegman (2011)

Common success factors

- Political consensus and leadership
  - Formal adoption of the Safe System helps keeping road safety high on the agenda and secure funding
- Safe system translated into an comprehensive action plan involving all stakeholders: collaborative approach
- Data driven: Regular evaluation, monitoring and reporting
  - Interim and ambitious targets on number of deaths <u>and</u> seriously injured, based on detailed evaluation
  - Targets key performance indicators (speed, seatbelts…)

Some challenges

- Decentralization of policy making. Need to convince local authorities and build capacity at local level
    - However there are also good initiatives at local level
- Finding the necessary funding, when many competition priorities on the political agenda
- Creating political and societal support for measures that might be unpopular (lower speeds, cyclists helmets)

Safe System at city level: Goteborg, Copenhagen, London, New York
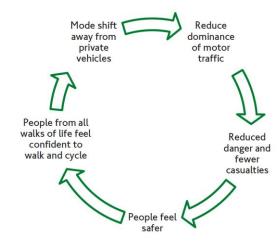
London adopted Vision Zero in 2018

Elimination of road deaths by 2041

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Vision Zero is at the core of the Healthy Streets Approach

Vision Zero is part of our Healthy Streets approach to encourage active travel and public transport use

I am determined to make London's streets safer....For too long these tragic road incidents have been accepted as inevitable events. This would be unthinkable on other transport modes.

Sadiq Khan, Mayor of London

EVERY JOURNEY MATTERS

In conclusion

- A paradigm shift to a Safe System is possible

- A Safe System approach can lead to significant reductions in the number of deaths and serious injuries

- Strong and sustained leadership is essential to :
  - Create a sense of urgency for change
  - Convince and involve all stakeholders

Muchas gracias

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