Measures to Improve Urban Road Safety and Protect Vulnerable Road Users

EU Road Safety Exchange Launch Event
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73% of EU citizens think road safety is a serious problem in cities

*eurobarometer*
9,500 people lost their lives on urban roads in the EU in 2017.
70% of those killed on urban roads are vulnerable road users.

- Vehicle occupants: 30%
- Pedestrians: 39%
- PTW riders: 19%
- Cyclists: 12%
ROAD DEATH REDUCTION IN THE EU SINCE 2010 BY ROAD TYPE

EU27: -14%
EU27: -16%
EU27: -24%


Urban roads Rural non-motorway roads Motorways
100,000 people were seriously injured* on urban roads in the EU21 in 2017

*based on national definition
SERIOUS INJURY REDUCTION IN THE EU SINCE 2010 BY ROAD TYPE

Urban roads
Rural non-motorway roads

EU21: -2%
EU21: -7%
SPEEDING LEVELS ON URBAN ROADS IN THE EU RANGE BETWEEN 35% and 75%
INFRASTRUCTURE AND SPEED

- Urban road speed limits should match the road function
- Speed limits should be supported by infrastructure measures to be safe and credible
- At 30 km/h → cyclists and pedestrians can mix with motor vehicles in relative safety
SUSTAINABLE URBAN MOBILITY PLANS

• Road safety should be integrated in Sustainable Urban Mobility Plans!
• Traffic safety – the main barrier to cycling
• Road safety - a critical challenge in shifting road users to sustainable modes of travel
CITIES: ROAD SAFETY CHAMPIONS?

- Going above and beyond national or EU legislation
- Road safety strategies, targets and budget
- Road safety integrated in Sustainable Urban Mobility Plans
- 30 km/h zones supported by appropriate infrastructure
- Safe and convenient infrastructure for walking and cycling
- Traffic reduction and access regulation
- Public procurement of safe vehicles
• Vision Zero
• One speed hump in 1978 - 2500 traffic calming measures today – citizens asking for more!
• Residential areas - 30 km/h speed limit
• 75% of reduction in serious injuries due to traffic calming and separation of VRUs
• €1 invested = €48 in socio-economic benefits
• 650,000 km travelled per day shifted to arterial roads
JAWORZNO IN POLAND

• Improvements in road infrastructure since 2007
• Funds: 26% - EU, 46% - national government, 28% - municipal budget
• 30% of city streets reconstructed in 2018
• Trips with cars decreased by 32%
• 32% of all trips in the town are done on foot or on a bicycle
• Zero deaths in two and a half years
JAWORZNO IN POLAND
HOW CAN NATIONAL GOVERNMENTS HELP CITIES?

• Involve cities in work on national road safety strategies
• Walking and cycling safety strategies
• National funds
• Enable cities – expertise and framework legislation
• Encourage local authorities to adopt 30 km/h zones supported by appropriate infrastructure
• Develop, and encourage cities to implement, safe infrastructure design guidelines
HOW CAN THE EU HELP CITIES?

• Specific EU funds to support priority measures such as 30 km/h zones
• Funds for urban mobility should comply with road safety requirements
• Monitor and promote best practice in road safety within SUMPs
Rue de la Loi, Brussels, 364 days per year

Rue de la Loi, Brussels, 1 day per year

car-free day