Journées francophones de la sécurité routière

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Vision Zero 2030: the Portuguese road safety strategy for this decade

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Why do we need a road safety strategy?

European Union in 2020:

≈ 18.800 deaths (2% of world)

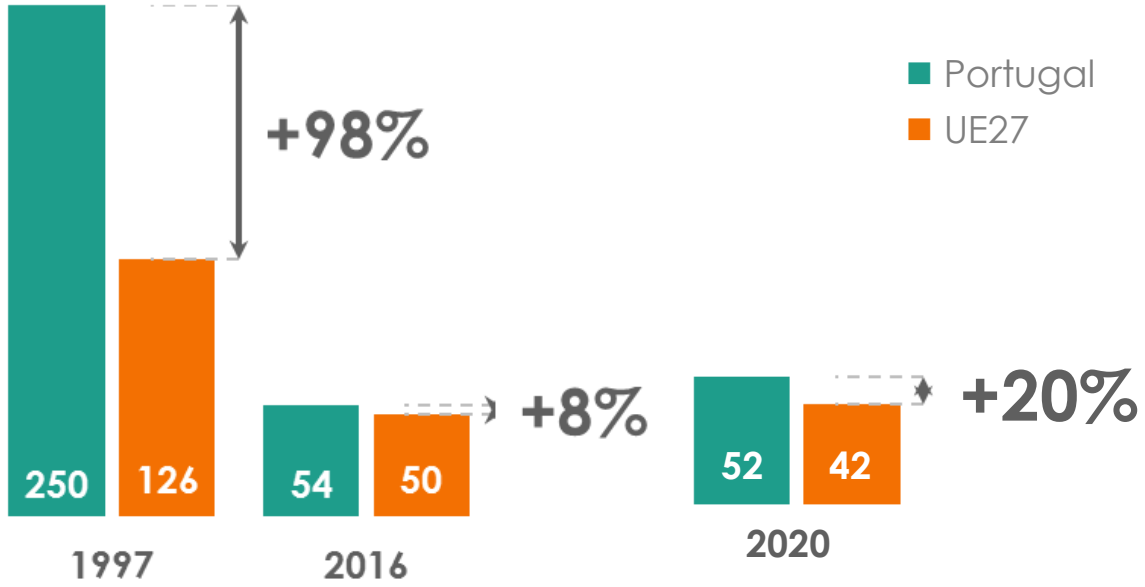
≈ 360 deaths per week

-36% compared to 2010

Eu Target for 2020: -50%
of road fatalities compared to
2010

FAILED

fatalities per million inhabitants



Portugal:

-83% in the last 25 years

-46% compared to 2010

-33% compared to 2010

Source: Europe Comission, ANSR

Why do we need a road safety strategy?

2010-2019 average:

650 fatalities

2.000 serious injuries

3% GDP


ROAD SIGN

The Portuguese road safety strategy 2030

Our vision

A Portugal where no one dies or is seriously injured in the road transportation system

The ethical principle

We do not accept any life loss or any serious injured in the road transportation system

Our target

Zero is the only acceptable number

What does it means?

It means…

- Accepting that **people make mistakes** while using the traffic system
- Accepting that **death is a price too high** to pay for a driving mistake
- Accepting that the road transportation system has to be **designed to avoid road deaths and serious injuries**
- Putting the **life of every human being in the heart** of the road transportation system
- Building a Safe Road Transportation System that is **design for people**

Making Road Safety a Priority

Vision Zero 2030

www.visaozero2030.pt

- UN SDG
- Stockholm Declaration
- Second Decade of Action for Road Safety 2021-2030
- EU's targets

Biennial action plans

Based on the Safe System approach

Safe Road System that is:

- **Self-explaining**
- **Forgiving**
- **Inclusive**

Safe roads and streets: the basis for healthy, sustainable and secure mobility

Our Targets

2030

- **50%** reduction in fatalities recorded in 2019: **313**
- **50%** reduction in serious injuries MAIS3+ recorded in 2019 : **1044**
- Save **2.250 lives**, **7.550 serious injuries** MAIS3+, and **20.000 M€**

2050

- **Zero** fatalities and **Zero** serious injuries

Vision Zero 2030 principles

- The **technical quality** of the strategy and action plans;
- A **high rate of participation** with a wide range of contributions (+500);
- **Involvement of the key players**, the main public and private sector entities as well as civil society;
- The inclusion of **future challenges** and alignment with other public policies;
- **Credibility and feasibility**.

Vision Zero 2030 methodology

- Apply **Top down approach**
- Set **Final Targets** but also **Intermediate Targets:** Safety Performance Indicators (SPI)- Management by objectives
- Use **Data driven** and **Evidence based safety management framework**
- Define **Baseline Scenario and its forecast for 2030** - the "*as is*" scenario
- Define **Baseline year** – follow the EU official position: **2019**
- Separate **institutional level measures** from **operational level measures**
- **Predict the aggregated effect of the interventions on the targets** and compare with the forecast of the baseline scenario – Effect of the Road Safety Plan

Vision Zero 2030
enabling conditions

- A stronger governmental and institutional leadership
- A new level of commitment and cooperation
- Build a culture where safety is a key element of all decisions
- Financial and Human resources
- knowledge transfer program for disseminating the Safe System principles
- Create the conditions to a data-driven and evidence-based RSM
- Set interim targets: Safety Performance Indicators (SPIs)
- Good quality and disaggregated road safety data (crashes and exposure)
- Evaluate and Monitor results promoting transparency and accountability

Vision Zero 2030
Main conclusions of the diagnostic

Type of Road

- 40% National Roads (19% crossing villages)
- 35% Urban Roads
- 9% Motorways
- 9% Other roads
- 7% Trunk roads

Type of Crash

- 39% Collisions
- 39% SVC ↗
- 22% Hit pedestrians

Speed KPI

- Urban Roads: 74%
- Rural Roads: 41%
- Motorways 50%

Type of Road User

- 45% Car
- 22% PTW ↗
- 22% Pedestrians ↘
- 4% Cyclists
- 2% HGV&Buses

Alchool

- 20% road fatalities the driver had BAC > legal limit
- 20% pedestrians death fatalities the driver had BAC > legal limit
- KPI - 99,2%

Data Fatalities average 2 010-2019

Vision Zero 2030
13 key areas of interventions

Geographical area	Safe System Components				
	Safe Roads	Safe Speeds	Safe vehicles	Safe road use	Post-crash care
Rural Roads	Car occupants Motorcyclists Speeding	Car occupants Motorcyclists Speeding	Car occupants Motorcyclists Speeding	Car occupants Motorcyclists Speeding	
Urban Roads + roads through villages	Pedestrians PTW Bicyclists Speeding	Pedestrians PTW Bicyclists Speeding	Pedestrians PTW Bicyclists Speeding	Pedestrians PTW Bicyclists Speeding	
All			Alchool Drugs Distraction Fatigue	Alchool Drugs Distraction Fatigue	

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Potential effects of an intervention

Reduced version of equation by Siegrist (2010):

Actual Potential Intervention=AxBxC

A – Number of casualties targeted by the intervention

B – % of casualties related to the target crash that can be influenced by the intended intervention

C – Effectiveness of the intervention measured by the % casualties that will be spared if the intervention is fully applied

It is further proposed to use the method of common residuals to take account interventions targeted at the same group of crashes

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Example of one intervention

Target: Urban Areas

Scope of intervention: Speed Management

Components of the intervention:

Com 1: 30 km/h zone with infrastructure interventions:"**self-explaining**" roads/ streets.

Com 2: Speeding campaign for protecting VRU

Method: Define the length of urban roads (37.527), the % that is elected for the intervention (64%), and the correspondent number of fatalities (272)

Planning: Pillot 3 or 5 zones as demonstration projects to asses the impact and then ramping-up country-wide application

Partcipipants: ANSR, Municipalities, Community

Resourses: 350k/zone

Estimated efect: about 44 fatalities/year (0,64x272x0,25)in 24.000 km (49 with Com)

Source: (Elvik *et al.*, 2009)

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- Can we implement it?
- Can we create the conditions for decreasing the number of road deaths and serious injuries?
- Can we get to zero?
- Can we save lives and even obtain financial and economic gains despite the high investment required?
- Is it possible?
- Can we do it?
- Can we afford it?

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