

Survey on national road safety strategies towards 2030

IRTAD Webinar

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Véronique Feypell

Content

- National road safety strategies for 2030
- Targets on deaths and serious injuries
- Targets on Safety Performance Indicators
- Dedicated funding for the strategies



Responses received from 29 countries

Australia

Austria

Belgium

Bosnia and Herzegovina

Canada

Chile

Colombia

Czech Republic

Denmark

Finland

France

Germany

Greece

Hungary

Ireland

Italy

Japan

Mexico

Moldova

Morocco

Netherlands

New Zealand

Poland

Portugal

South Africa

Sweden

Switzerland

United Kingdom

United States



Status of strategies towards 2030

New strategy towards 2030 Published <i>11 countries</i>	Austria, Belgium (2025), Chile, Czech Republic, Denmark , Germany, Ireland , Japan (2025), New Zealand, Poland, United States
New strategy towards 2030 Under development (to be released in 2022) <i>10 countries</i>	Australia, Bosnia &Herzegovina, Colombia, Finland, Greece, Italy, Moldova, Portugal, Sweden, UK
Ongoing strategy <i>6 countries</i>	Canada, Hungary, Morocco, Netherlands, South Africa, Switzerland
No national strategy per se <i>2 countries</i>	France, Mexico

Adoption of Safe System / Vision Zero

Specific mention of the Safe System (Vision Zero) <i>22 countries</i>	Australia, Austria, Bosnia-Herzegovina, Belgium, Canada, Chile, Colombia, Czech Republic, Finland, Germany, Greece, Hungary, Ireland, Italy, Morocco, Netherlands, New Zealand, Poland, Portugal, South Africa, Sweden, United States
No reference to Safe System (Vision Zero) <i>4 countries</i>	Denmark, France, Japan, Switzerland,
<i>No decision yet</i> <i>3 countries</i>	Mexico, United Kingdom, Moldova



Targets on killed and serious injuries for 2030

Targets 2030	Countries (baseline)
-50% reduction in road deaths <i>16 countries</i>	Australia (2018-20), Austria (2017-19), Belgium (2019), Bosnia and H, Czech Rep (2017-19), Finland (2020), France (2019), Greece (2019), Hungary (2020), Ireland (2017-2019), Italy (2019), Morocco (target for 2026, baseline 2015), Poland (2019), Portugal (2017-19), South Africa (2010), Sweden (2017-19)
-other % reduction in road deaths <i>4 countries</i>	Chile (2011-19): -30%; Germany (2021): -40%, Japan: -30% (2020); New Zealand (2018) :-40%
Zero road deaths in 2050	Belgium, New Zealand
-50% seriously injured	Austria (2017-19), Belgium (MAIS3+, 2019), Bosnia and H , Czech Rep (2017-19), Finland (2020), France (2019), Greece (2019), Hungary (2020), Ireland (2017-2019), Italy (2019), Poland (2019), Portugal (2017-19)
-other % seriously injured	Australia (2018-20): -30%; Germany : significant reduction ; New Zealand (2018): -40%; Sweden (2017-19): -25%
No quantitative targets	Canada United States. No target for 2030. Interim targets for 2022 and 2023
Other	Colombia: 2 scenarios considered (-33% or -17% in road deaths) Denmark: no more than 90 road deaths (50% reduction); no more than 900 seriously injured, no more than 10 000 slightly injured Switzerland : no more than 100 fatalities (about 50% reduction) and 2500 seriously injured

Some specific targets

Australia	<ul style="list-style-type: none">Zero deaths for<ul style="list-style-type: none">ChildrenCentral business districts,National highways and high-speed roads covering 80% of travel across the network
Austria	<ul style="list-style-type: none">Vision Zero for children
Chile	<ul style="list-style-type: none">Reduce the share of VRU in road deaths from 49% to 35% of all road deathsReduce the road mortality rate of young people from 2.2 to 1.5 road deaths per 100 000 inhabitantsReduce the road mortality rate of the 60+ from 1.9 to 1.3
Greece	<ul style="list-style-type: none">No deaths on motorways-66% in motorcyclists killedZero fatalities in 49 cities of 50 000 – 100 000 inhabitantsBeing ranked 13th among EU countries regarding deaths/100000 population
Sweden	<ul style="list-style-type: none">-50% in suicide on the road-25% for seriously injured pedestrian falling

Several countries mentioned they have / will set specific targets for children, vulnerable road users, and road deaths due to drink driving

Targets on Safety Performance Indicators

- Most countries will monitor SPIs (e.g. as defined by the European Commission).
- Many countries are still working on the definitions / baseline
- Some have set numerical targets
 - Belgium: -50% reduction by 2030 for all behavioral SPIs
 - Austria and Chile : detailed targets
 - NZ: a wide range of indicators on infrastructure and enforcement



Behavioral SPIs Targets – Austria

- Speeds:
 - Urban area 30 km/h \geq 60 % (2019: 27 %)
 - Urban area 50 km/h \geq 75 % (2019: 61 %)
 - Rural road 100 km/h \geq 90 % (2019: 85 %)
 - Motorway 130 km/h \geq 85 % (2019: 80 %)
- Seat belt and child restraints
 - Children \geq 99 % (2019: 99 %, but high misuse rates)
 - Front seats (without children) \geq 99 % (2019: 97 %)
 - Rear seats (without children) \geq 95 % (2019: 93 %)
- Helmet wearing rates
 - Moped 100 % (2019: 99.2 %)
 - Motorcycle 100 % (2019: 100 %)
 - Motorcycle protective clothing 95 % in rural areas (2019: 78 %)
 - Bicycle > 50 % (2019: 31 %; large spread across types of use: 20-90 %!)
- Alcohol
 - Never driven after consumption of alcohol \geq 99 % (2018: 98 %)
- Distraction/mobile phone use
 - No use of mobile phone while driving \geq 98 % (2019: 96 %; 2 % phoning without hands-free system, 2 % mobile phone typing).

Infrastructure SPIs - Example of New Zealand

- Kilometres of the network treated with new median barriers
- Kilometres of the network treated with new Supporting Safe System interventions (including side barriers, rumble strips and wide centrelines)
- Number of high-risk intersections treated to operate within Safe System limits
- Percentage of VKT on roads with speed limit above 80km/h that have a median barrier
- Percentage of VKT on rural network that have a 3-star equivalent rating or better
- Percentage of high-risk intersections treated to operate within Safe System limits
- Kilometres of highest risk roads addressed through speed management
- Percentage of rural schools with 60km/h speed limits or lower
- Percentage of urban schools with 30–40km/h speed limits



Enforcement indicators in New Zealand

- Mobile speed camera deployment activity (hours)
- Mobile speed camera deployment activity (hours)
- Number of sworn staff dedicated to road policing
- Number of breath tests conducted
- Number of Offender Management Plans in place for high-risk drivers



Next Steps

- Some countries still missing
- Finalisation of the whole document for distribution to IRTAD members

