Active modes: SUMPS, safety and sustainability

Safe Cities across Europe: Integrating Road Safety in the SUMP Planning Cycle

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European Transport Safety Council

• A science based approach to road safety
• Secretariat in Brussels
• 60 member organisations from across Europe
• More than 200 experts contributing to ETSC’s work
• The European Commission, Member Organisations, Member States and corporate sponsors are funding our work
25,300 people died in road traffic in the EU in 2017

135,000 seriously injured in road traffic in the EU in 2017 according to MAIS3+ definition
# EU Road Safety Statistics 2017

<table>
<thead>
<tr>
<th>Road Type</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>Motorway</td>
<td>8%</td>
</tr>
<tr>
<td>Urban areas</td>
<td>37%</td>
</tr>
<tr>
<td>Rural roads</td>
<td>55%</td>
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</tbody>
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- **Road Fatalities in the EU by Type of Roads (2017)**

Source: European Commission (April 2018) - Road Safety in the European Union – Trends, statistics and main challenges
Urban Road Safety Statistics

73% of polled citizens considers road safety to be a serious problem in cities (Eurobarometer 2013)

2015 Road Deaths in Urban Areas

- Drivers: 29%
- Car: 26%
- Pedestrian: 39%
- PTW: 20%
- Cyclist: 12%
- Vulnerable Road Users: 71%
Need for an integrated approach

- European road safety strategies and plans
- National road safety strategies and plans
- Regional / local road safety plans
- Sustainable urban mobility plans (SUMPs)

- European sustainable mobility strategies and plans
- National sustainable mobility strategies and plans
Integrate road safety in the planning cycle of SUMP

**Milestone:** Have a SUMP with road safety measures included. Have clear responsibilities of who has accountability for taking up measures.

**Milestone:** Elaborate on the creation of a common vision and specific targets for road safety. List prioritized measures to get there in a SMART way.

**Milestone:** Measure the impact in relation with the road safety target. Revise targets and make targets more ambitious if needed.

**Milestone:** Identify the main road safety problems and the key stakeholders to tackle them. These form the opportunities for improvement.
Urban Mobility: Conflicting Demands

- Road safety
- Health
- Accessibility
- Economic viability
- Social equity

- Quality of life
- Air and noise pollution
- Energy consumption
- Urban landscape

Encourage Walking and Cycling
Safety & Walking and Cycling

• Less dangerous than cars
• ‘Safety in numbers’

• Should be accompanied by measures to reduce the risk of walking and cycling

Perceived safety: 59% in London gave road safety as main reason why they don’t cycle
Modal Hierarchy

- Hierarchy based on safety, vulnerability and sustainability
30km/h zones

Benefits:
• Fatality risk 5x lower than at 50km/h
• London: 42% reduction in KSI
• Kids safety: 50% reduction in KSI
• Reduces feelings of danger
30km/h zones

• Adopt 30km/h zones in residential areas and other areas used by many pedestrian and cyclists
• Combine with traffic calming measures
• Enforcement
Infrastructure design

• Provide shorter and safer routes for active modes
• Create conditions for mixed traffic if speed, volume and mass do not pose a significant risk to VRUs
• Arrange for separated traffic otherwise
Mobility Package III

• Revision of the General and Pedestrian Safety Regulations
  • Advanced Emergency Braking Systems with VRU detection
  • Intelligent Speed Assistance (ISA)
  • VRU detection for trucks and buses
  • Passive safety improvements

• Revision of the Infrastructure Safety Management Directive
Key messages

• VRU safety in urban areas needs to be improved!

• Integrate road safety in the SUMP planning cycle

• Prioritise the safety of cyclists and pedestrians when developing SUMPs (Modal Hierarchy)

• Adopt 30km/h zones in residential areas and areas used by many pedestrians and cyclists
Thank you!

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