URBAN MOBILITY DAYS

Recommendations Urban Road Safety for Active Travel

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Active Travel

- A specific focus in the Vulnerable Road Users (VRU)
- Cyclists and pedestrians

Crucial focus in our mobility policy

- A sustainable mobility system needs to be a safe mobility system for all users!

What we can and should we do on local, regional, national and EU level

- Based on the work of the CIVITAS SATELLITE Advisory group ‘on Road Safety and Active Travel’
- Uncomplete overview but to contribute to convince technicians, citizens and policy makers to put safety on the foreground in any decision and action
The challenges

Current status
• decrease of road deaths are slowing down
• even more for cyclists …

the transport modes that cause the least risk to other people, i.e. walking and cycling, carry the highest risks for those that use them

Even more challenges to come
• Aging society, more mobile elderly
• Gig economy, risky working conditions
• MAAS/ Automated vehicles: losing driving skills (as a result of partial automation) ?
• ADAS: positive support
• E-bikes: higher speed differences
• Scooters etc. unpredictable behavior, unclear rules
Concept of a strong safety approach

Vision Zero and Safe System approach

• deaths and serious injuries are unacceptable within a road network > Vision zero: no deaths and serious injuries as the final goal with clear intermediate targets

• Shared responsibility of those who design, build, manage and use roads and vehicles to prevent collisions resulting in serious injury or death.

• accepts that people make mistakes and aims to ensure that such mistakes do not lead to a collision or injury (if a collision is unavoidable).
Strong safety management: Urban Road Safety and Active Travel first in SUMP's

- Involve also **stakeholders** as health organisations, Active Travel organisations etc.

- Collect and **understand safety data** e.g.
  - where we have which type of **collisions**,
  - who are the target groups for any action and
  - what type of specific measures should be put in place.

- Include “**Vision Zero**” and the **Safe System Approach** in the key SUMP vision.

- Set **clear intermediate targets** to reduce road deaths and seriously injured.

- Identify **effective and complementary measures** in the domains of **Engineering & infrastructure**, **Education & awareness**, **Enforcement & legislation**

- Create and maintain a **wide public support and a political ownership**

- **Monitor the evolution** in deaths and seriously injuries and review strategies.
Strong safety management: data, targets and indicators

Relevant and consistent data crucial

- On local level: minimum set of data needed to develop a good safety approach: where, what to do, who to approach?
  - + Efforts to reduce the underreporting of Active Modes
- On research level: detailed data on collisions: understanding why and what really helps
- On regional, national, EU level: steering the policy, including traffic rules, regulations, investments
- Innovative data solutions e.g. on shared modes

Indicators

- not only focus on collisions and deaths – seriously injured but also on factors that influence Road Safety

Targets

- ‘safer’, ‘less road deaths’, ‘safer junctions’ >>> (mid-term) quantifiable targets are desirable as they are much stronger to drive the safety strategy
Integrated set of safety measure packages

• **Engineering & infrastructure**
  – **Safe choices in the building of the multi-modal network:** consistency – continuity – increased level of requirements for walkers and cyclists
  – **Improving unsafe situations: points and network segments**

• **Education & awareness:** the way we use the system

• **Enforcement & legislation:**
  – EU **uniformization** urgent
  – Gig economy and working environment safety
  – Safeguarding of active mode spaces e.g. curb activity

• Change stakeholders and private enterprises active in the city. > **procurement procedures**

• **Good design guidelines**
  – Applied in a consistent way on all levels
  – Learning from other cities
Step 7 Identify measure packages

- **Integrated set of measures:**
  - Engineering & infrastructure
    - Safe choices in the building of the multi-modal network: consistency - continuity
    - Improving unsafe situations: points and network segments
      - Education & awareness: the way the users are using it
      - Enforcement & legislation
  - Change stakeholders and private enterprises active in the city. > **procurement procedures**
  - Good design guidelines - Learning from other cities
  - **All others measures in the SUMP** should be planned, designed and implemented in a safe way with a specific focus on the position of the Active Modes
Thank you

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