

Global Plan for the Decade of Action for Road Safety 2021 - 2030

Transport Safety APPG Meeting
18 May 2021



Number of deaths unacceptably high

1.35

million deaths each year

8th

leading cause of death for
people of all ages

#1

cause of death for children and
young adults aged 5-29 years





UN General Assembly 74/299 on Improving global road safety:

- Proclamation of a Second Decade of Action for Road Safety 2021 – 2030.
- A new target to reduce road deaths and injuries by 50% by 2030.
- A request to the WHO and the UN Regional Commissions to prepare a plan of action.
- A high-level meeting of the UN General Assembly before the end of 2022

The Aim

Achieve at least 50% reduction in deaths and injuries

- Call for all countries to act, highlighting urgency for action and emphasizing that *action is possible* - irrespective of level of development and income
- Inspire and guide countries to develop and implement plans that are adapted to reflect their context (recognizing that while safe systems principles are universal in nature, their application should be tailored to local contexts)

Key Lessons Learned from DoA 2011-2020



Lessons Learned

- Political will at highest level is paramount
- Good governance central to Safe System approach
- Road Safety within the context of SDGs and leveraging inter-dependencies & co-benefits
- Focus on implementation & managing evolving nature of mobility
- Importance of support to LMICs

Options for Action



Continuous cycle of improvement

Generating and using local knowledge to identify opportunities for action/change

Based on stage of evolution of system and through consultations with stakeholders and population

Coordinated within different orders or government and alignment with other sectors, performance indicators, feedback loop, course correction

• ASSESSMENT

• PLAN DEVELOPMENT

• IMPLEMENTATION & MONITORING

The HOW (implementation)



Actions to implement the safe system

- FOUNDATIONAL ELEMENTS

Safe roads, safe vehicles, road user behaviour, post-crash Care

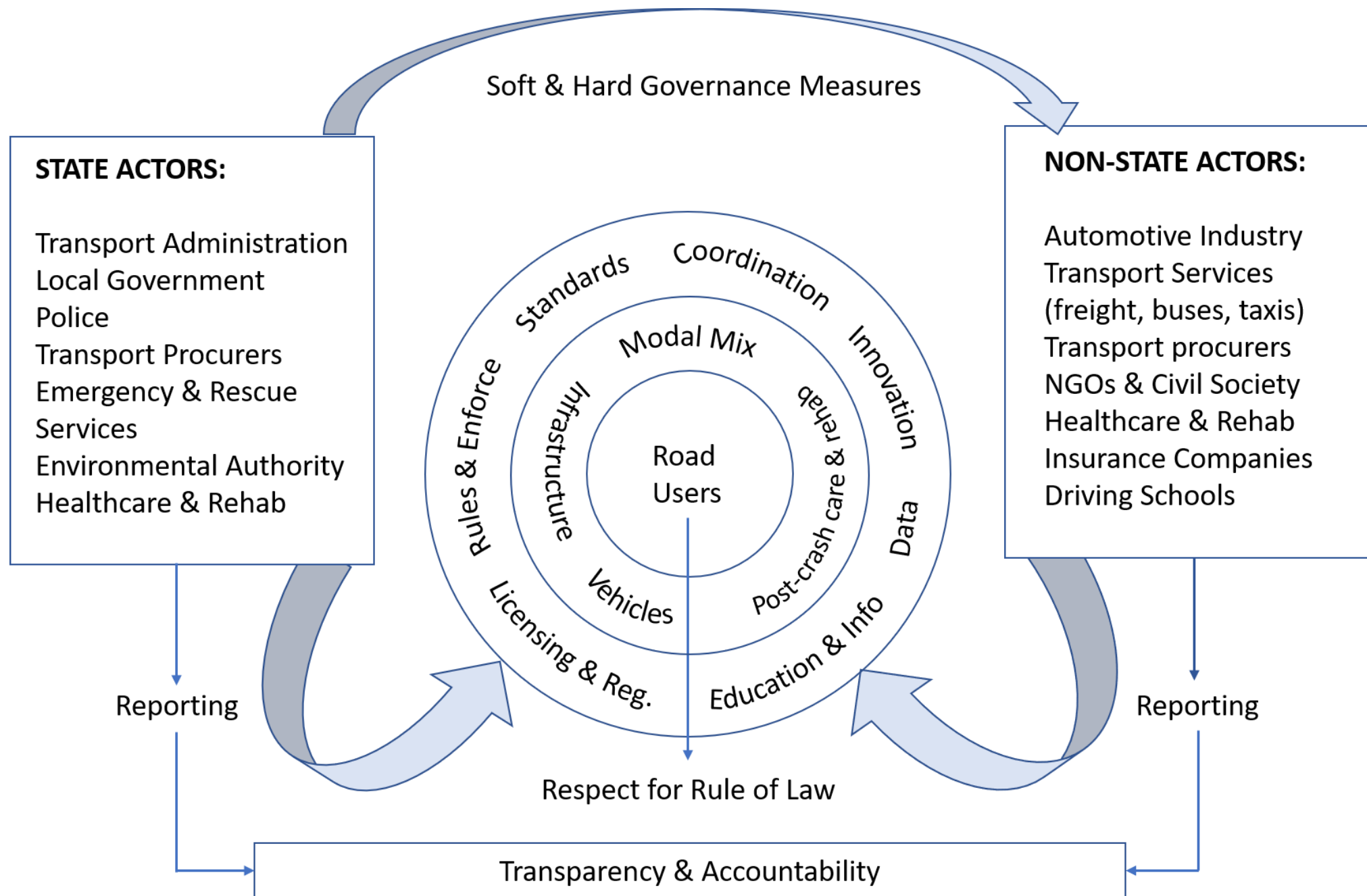
- STRENGTHENING INSTITUTIONAL FRAMEWORK

Strengthening governance and engagement of relevant actors in road safety as a shared responsibility

- ADDRESSING BROADER POLICY CONTEXT

Road Safety within the context of sustainable development, land use, climate change, and links to other non-transport policies,

The WHAT



Special Issues

- Speed as an overarching risk & effective speed management as key outcome of well performing systems
- Considerations for children and gender
- Evolving modal shifts and (over)reliance on personal motor vehicles

6th UN Global Road Safety Week

17-23 May 2021

Streets for Life: #Love 30



Objectives

- garner policy commitments at national/local levels to deliver 30 km/h (20 mph) speed limits/zones in cities
- generate local support for low-speed measures to create safe, healthy, green & liveable cities
- build momentum towards launch of Global Plan for the Decade of Action for Road Safety 2021-2030 & High-Level Meeting of the UN General Assembly in 2022





Please Note
Signs



WITTE

KUNST



UNGA High Level Meeting



UNGA Resolution 74/299

39. Decides to convene a high-level meeting of the General Assembly, no later than the end of 2022, on improving global road safety with a view to addressing gaps and challenges as well as mobilizing political leadership and promoting multisectoral and multi-stakeholder collaboration in this regard, and further decides to define the scope and modalities of such a meeting no later than the seventy-fifth session of the General Assembly;