Rijkswaterstaat
Ministerie van Infrastructuur en Milieu

Updating the national Road Safety Strategy 2008-2020

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Outline

- Introduction
- Developments since 2008
- Political decision
- Process towards updated strategy
- The new plan
- Discussion

Introduction

- History: strategic plans since 1975
- ***National*** plans
- 2020 Targets:
  - 500 fatalities (2008 = 750)
  - 10,600 severely injured (2008 = 17,600)
- Progress evaluation every 4 years
  - Evaluation study by SWOV
  - Policy advice by KiM and DVS

Developments since 2008

- Decrease # of fatalities almost on track
- Increase # of severely injured
  - Elderly road users
  - Cyclists: increase in cycling by the elderly
  - Single accidents: was previously unattended
- Knowledge and research:
  - New definition of severely injured = MAIS2
  - Police reporting reduced: unreliable factor
  - Insight in single accidents through hospital data
- Economic crisis

Political decision

- Economic crisis:
  - Not a good moment for new policies
- Political wind:
  - Keep it simple
- Road Safety Authorities Platform:
  - Strategy 2008 – 2020 remains in force (no new plan)
  - Targeted impulse regarding lagging trends:
    - Cyclists
    - Elderly
    - Young novice drivers
  - Improving road safety: a continuous process

Process towards strategy update

1. Integral reconnaissance of trends, problems and solutions
2. Determining new course and policy clues
3. Materialize policy strategies, activities and research into priority themes
4. Evaluating proposed policies on public support
5. Adopting policies in National Platform

The new 2020 strategy plan

- Continue Strategic Plan 2008-2020
  - Safe infrastructure
  - Safe traffic behaviour
  - Safe vehicles
- Reinforce:
  - Basic Road Characteristics, EuroRap, Investment program
  - Best Practises; Passenger Licence
  - Notorious Offenders; eCall
- Renew
  - Attentions to social and physical context (Subconscious incentives; Health & Safety; Traffic Education; local safety; ICT & Apps; Collective Approach)

The new 2020 strategy plan [2]

- Cyclists:
  - Cycling bottlenecks policy
  - Increase visibility
  - Joining forces (cf. knowledge development, research)
- Elderly:
  - Stay Safely Mobile
  - Mobility Support (Driver Licence; mode advise; training; Zebra Check)
- Young Novice drivers:
  - Drivers licence ‘not for life’
  - Acquiring experience (supervised driving)
  - Novice drivers licence
  - Awareness & Education

Discussion

- Role of knowledge in policy
  - the issue of hidden problems ←→ data availability
- Role of ‘soft’ measures
- How to secure policy strategies when numbers dive below the risk-acceptation threshold?

Thank you!

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