



Photo: Paul Voorham

## Outlook for 2020

# The Road Safety Strategic Plan assessed

SWOV has recently made prognoses about the numbers of casualties that are to be expected in 2020 and tested them against the targets that have been set in the Road Safety Strategic Plan for 2020. The results have been published in four recent reports. The most important conclusion is that in 2020 there will be more fatalities and serious road injuries than have been set in the targets if no additional measures are taken.

### Strategic Plan

In 2008, the Road Safety Strategic Plan 2008-2020 (the Dutch 'SPV') was laid down by the then Ministry of Transport and received support in Parliament. This plan is assessed every four years for topicality and adapted if necessary. As an aid in this four-yearly assessment SWOV has recently made prognoses about the numbers of fatalities and serious road injuries that are to be expected in 2020. While making the prognoses SWOV checked whether the starting points for the SPV were still applicable and how the implementation of intended SPV measures is being carried out.

On the basis of the SWOV studies and in consultation with other governments, the Ministry of Infrastructure and the Environment has decided to take action. Adaptations are being made to the SPV. Mid 2012 the adaptations of the strategy must be completed.

### Points of departure

The targets that presently have been set in the SPV for 2020 are a maximum of 500 road fatalities and a maximum of 10.600 serious road injuries. To see whether these targets could still be achieved, the 'forecasting model', which was developed by SWOV, was used to make prognoses for different subgroups. Then an estimate of the total numbers of casualties in 2020 was made by adding the different subgroups. The expected numbers of fatalities and serious road injuries were calculated for the least favourable and for the most favourable mobility scenario, and for a scenario with and for a scenario without cuts on infrastructural measures.

### Not likely

The prognosis for road fatalities was higher than the target in three of the four combinations of scenarios that were considered. Only in

the case of mobility growing in accordance with the most favourable mobility scenario and if no cutbacks are made on infrastructural safety measures, the target for the maximum number of road fatalities might be met. The prognoses for serious road injuries are much higher than the target for each of the four considered combinations of scenarios. Therefore, the target for serious road injuries is not likely to be met.

### Groups of casualties

The prognoses for the different groups of casualties have been compared to get an idea of the problems that are to be expected in the near future. In general, for all groups the development concerning serious road injuries (with the exception of casualties among car occupants) appears to be less favourable than the development concerning road fatalities. Furthermore, some specific groups seem to show a relatively unfavourable development concerning the numbers of casualties:

- The elderly; the relatively unfavourable prognoses about the numbers of road fatalities and serious road injuries are (partly) related with an increase of the

number of elderly, and not so much with an increase in risk.

- Casualties in crashes in which no motor vehicles are involved, single-vehicle bicycle crashes in particular: the number of serious road injuries as well as the risk of being seriously injured shows a rising trend for this group.

### Future and past

The prognoses that SWOV has drawn up, make use of the developments in the past. No account has been taken of new developments that are important for road safety but that have not yet been included in mobility and population prognoses. It is therefore advisable to make a systematic exploration of the new developments that are relevant for road safety.

In addition to considering new developments,

it is important to follow the progress that is made with the implementation of the SPV and the Action Programme at a regular basis. Therefore, an inventory of crashes, behaviours (e.g. speeds driven), mobility, and implemented measures should be made periodically. It is also important to evaluate the effectiveness of the measures that have been implemented when the next assessment of the SPV is made. This requires actual policy plans, data and specific evaluation studies. SWOV recommends making a start with this.

The entire study consists of three phases: phase 1 (prognoses), phase 2 (advice regarding measures) and phase 3 (new prognoses including measures). The reports that have now been published conclude the first phase.

The SWOV outlook carried out by SWOV has been put down in four reports. These reports are in Dutch and contain an English summary. The extended summary has only been published in Dutch.

#### Extended summary

Road Safety Outlook 2020. P. Wesemann & W. Weijermars. R-2011-12. SWOV, Leidschendam.

Reference prognosis for the Road Safety Outlook 2020. Y. van Norden & F. Bijleveld. R-2011-16. SWOV, Leidschendam.

Road safety effects in 2020 of new measures in relation with behavioural influence. Ch. Goldenbeld, P. Wesemann & C. Schoon. R-2011-17. SWOV, Leidschendam.

Road safety effects in 2020 of measures in relation with the safety of passenger cars. C. Schoon, M. Reurings & C. Huijskens. R-2011-18. SWOV, Leidschendam.