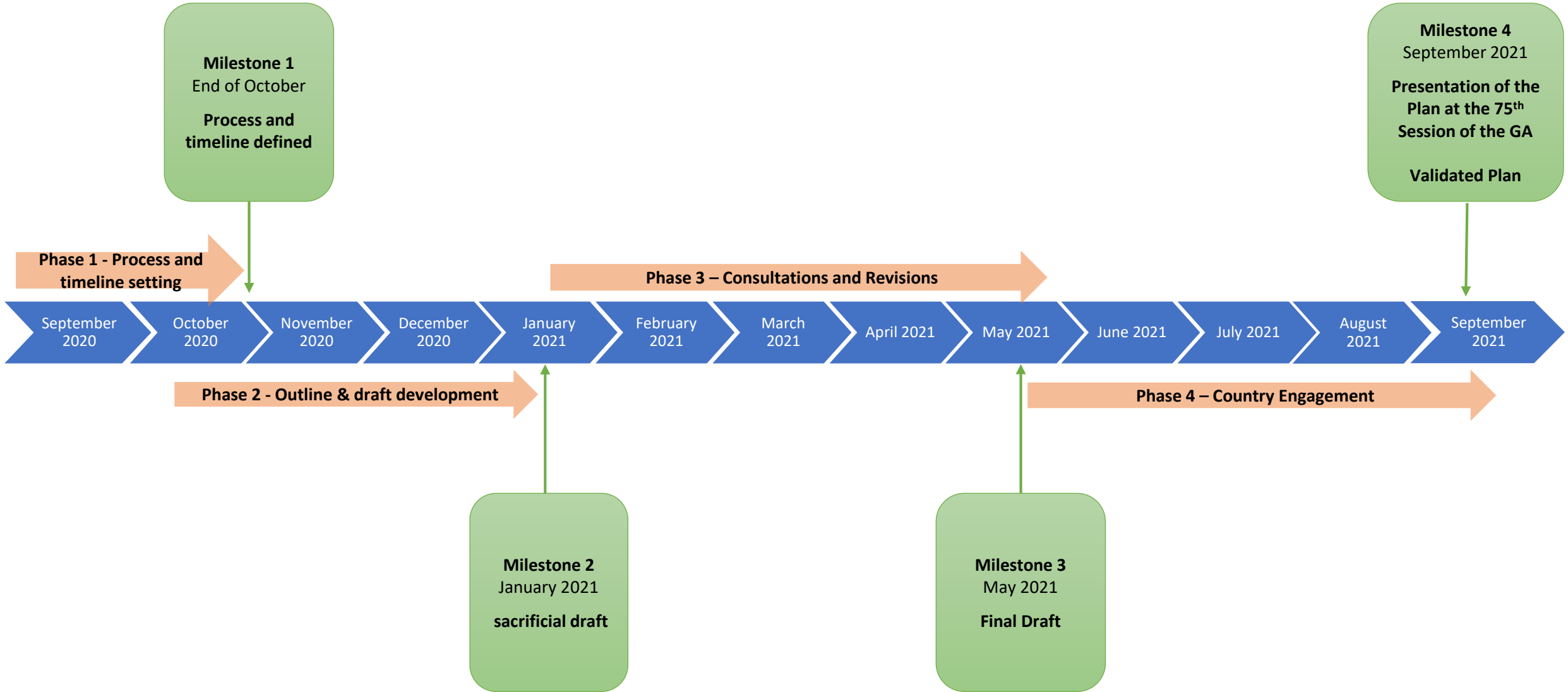


Global Plan of Action for DoA II

WHO & UN Regional Economic Commissions

February 2021



The Aim

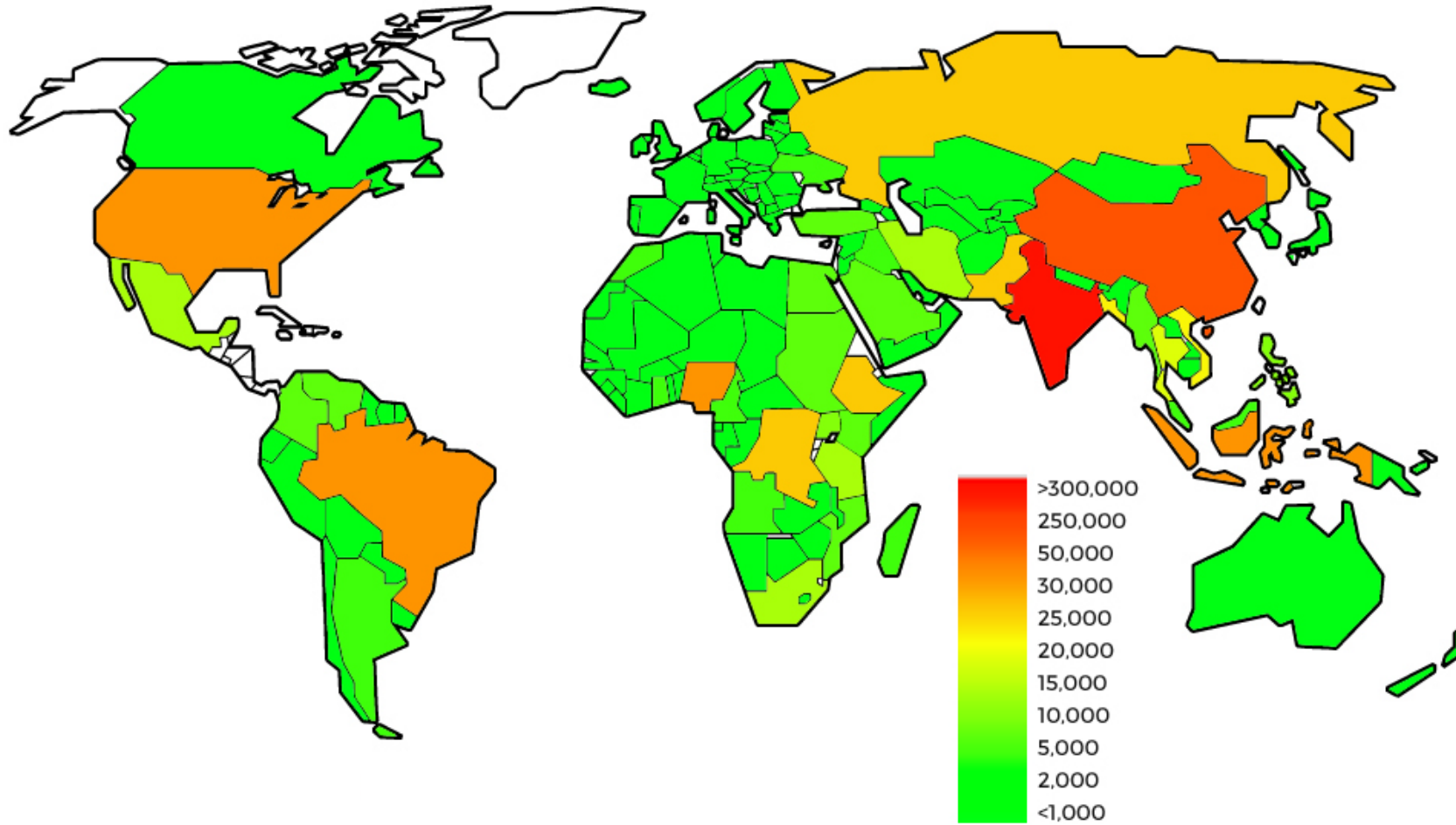
- Call for all countries to act, highlighting urgency for action and emphasizing that action IS possible - irrespective of level of development and income
- Inspire and guide countries to develop and implement plans that are adapted to reflect their context (recognizing that while safe systems principles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

Some considerations

- Safe system designs should not only forgive human error but also be equitable and responsive to the needs of the users/population.
- Recognize and place greater emphasis on the role that local and city authorities play in road safety improvements such as urban street design, speed limits, transport planning, etc.
- Mobility and transport are constantly evolving and improving safety is not a one-time event but an on-going process

Is the 50% target achievable?

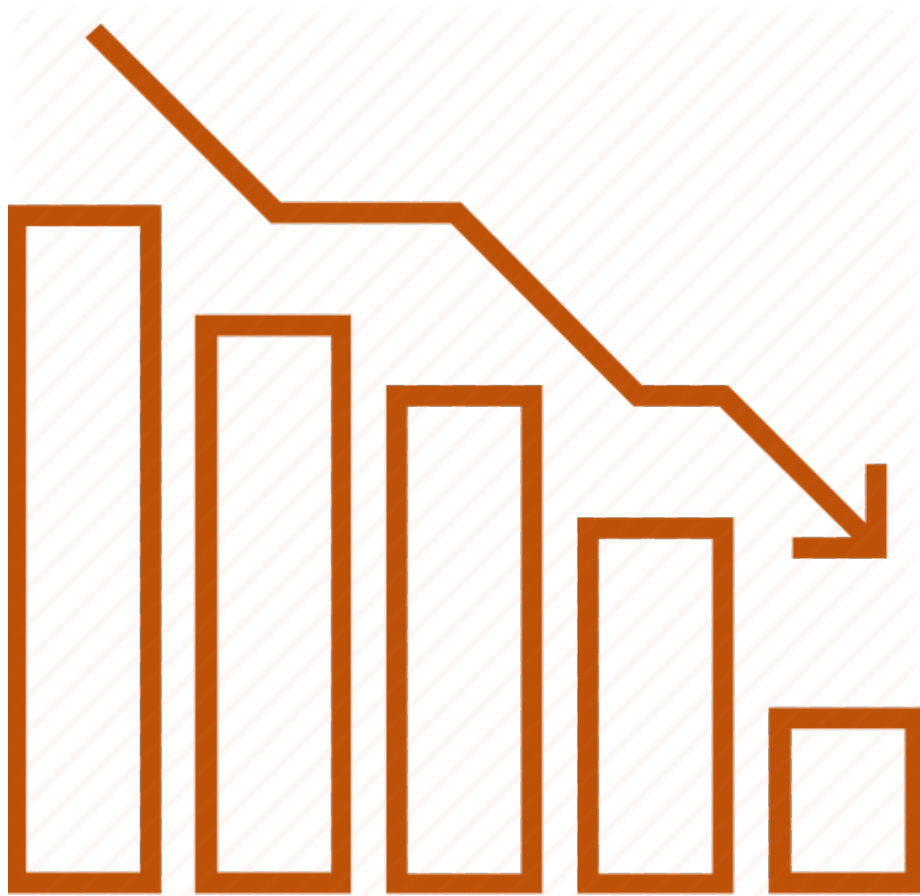
Achieving the 50% target IS possible



Achieving the 50% target is possible



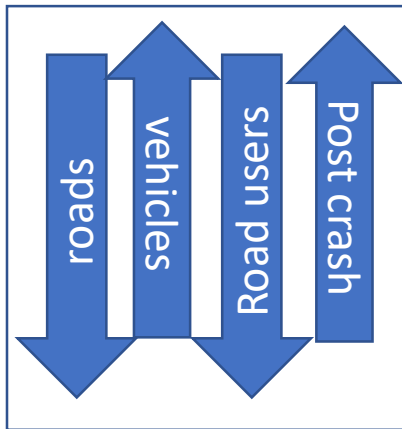
Achieving the 50% target is possible



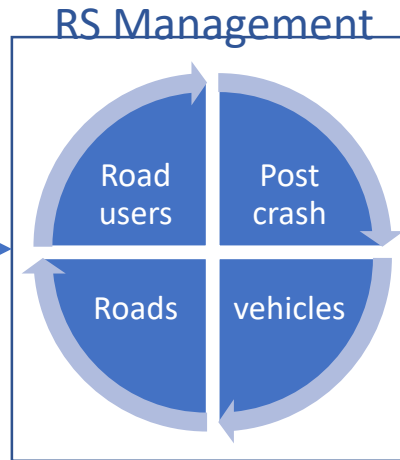
- Demonstrates the feasibility of achieving the target over 10 years
- Calls upon all countries to act
- Allows plans/actions to be responsive to modal shifts, technological innovation and other unforeseen changes/disruptions

What and How?

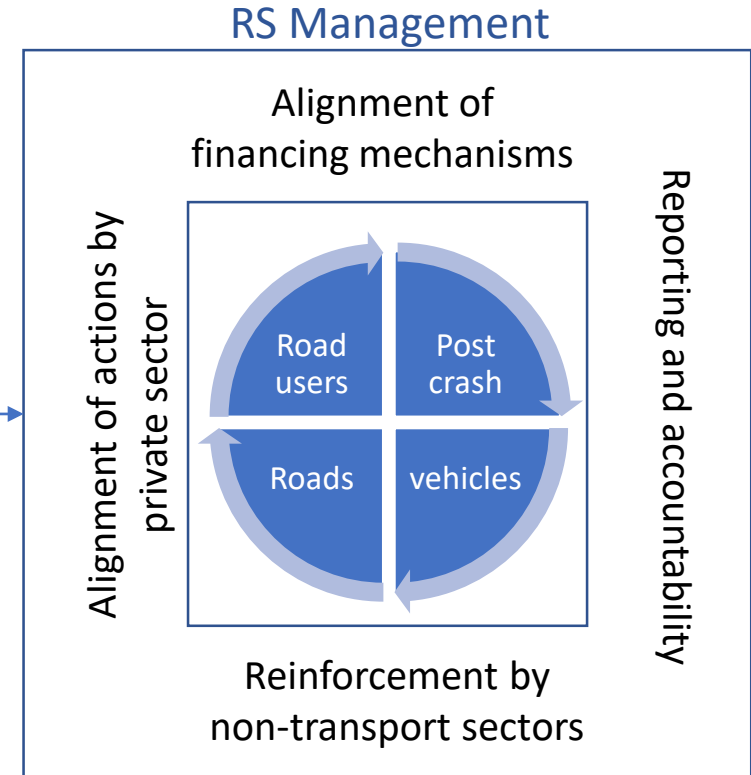
A mix of interventions not necessarily linked or coherent



Interventions linked and managed within an institutional framework



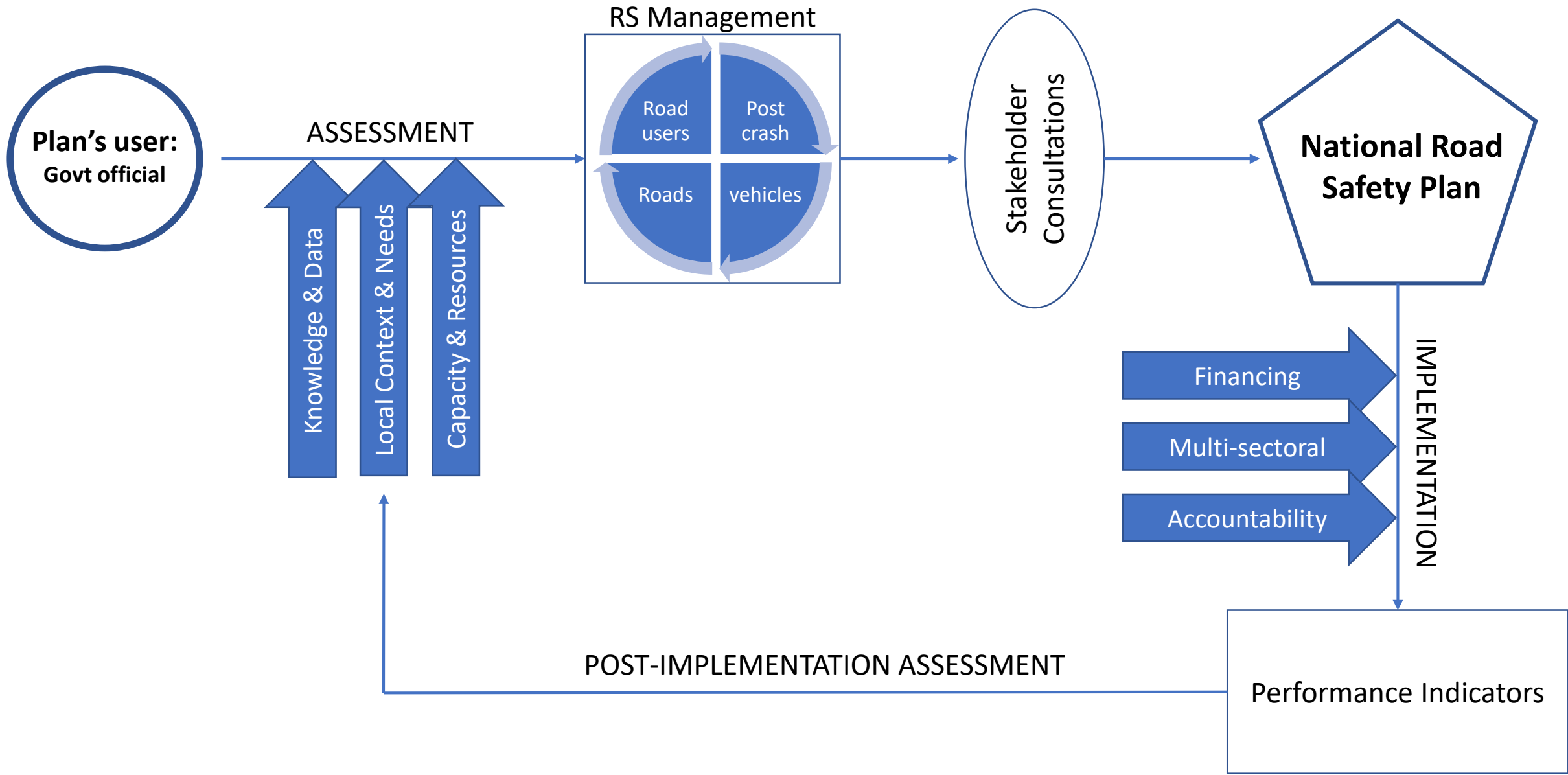
Institutional framework supported by broader policies as well as mechanisms for financing and accountability



Emerging Systems



Mature System



Options for Action

Options for Action

Continuous Cycle of Improvement

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



- ASSESSMENT

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



- PLAN DEVELOPMENT

Coordinated within different orders or government and alignment with other sectors, TBD...



- IMPLEMENTATION

Performance indicators, feedback loop, course correction, TBD...



- POST-IMPLEMENTATION ASSESSMENT

The HOW (implementation)

Options for Action

Safe Systems Expanded Framework

- FOUNDATIONAL ELEMENTS



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

- STRENGTHENING INSTITUTIONAL FRAMEWORK



Road safety management & governance, accountability, data, land use, urban design, transport planning; TBD...

- ADDRESSING BROADER POLICY CONTEXT



Financing/funding, links to non-transport policies, sustainability, private sector engagement, linkages to regional plans and targets, TBD...

The WHAT

Special Issues

- Speed as an overarching risk & effective speed management as key outcome of well performing systems
- Linkages to health systems strengthening
- Evolving modal shifts and (over)reliance on personal motor vehicles