The Israeli National Road Safety plan for 2022 - 2027

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In Israel, over 300 people are killed each year in traffic accidents.

The fatality rate per billion kilometers traveled is about 6 (avg.).
In the last two decades, there has been a consistent increase in all traffic indicators in Israel. The decline in fatalities that began in the first decade of the Millennium was halted in the second decade.
Over the last decade Israel has recorded the slowest reduction in road deaths compared to European countries (2011 - 2021)

Relative change in road deaths between 2011 and 2021
Source: ETSC, 2022

EU27 average: -31%
Groups at risk in Israel: a closer look into the data

- **Pedestrians aged 75+** are at **9 times** higher risk of death or serious injury than younger pedestrians.
- **Motorcyclists** are involved in serious accidents **15 times** more than Passenger Vehicles.
- **Buses** are involved in serious accidents **4 times** more than Passenger Vehicles.
- **Young drivers** are involved in serious accidents **1.7 times** more than older drivers.
- **Road users in the Arab population** are at **twice** the risk of death compared to road users in the Jewish population.
- In recent years, there has been **a sharp increase** in causalities among electric scooter riders.
Reducing the casualty rate by 50%; Less than 3 Fatalities per billion vehicle-km

Israel will be among the 5 leading countries in road safety

Reducing the economic damage to below 10 billion NIS per year – saving at least 6 billion per year

The Objectives of the five -year Plan

The reduction potential in Fatalities per billion Kilometers traveled – Israel vs. leading countries in road safety

Source: ETSC, 2021
Key principles of the five-year plan

- Holistic plan built upon Safe System approach.

- Prioritizing proven interventions with wide range impact in the short-term.

- “Shared responsibility” - Collaboration with and involvement of governmental and non-gov organizations in planning and execution.

- The plan defines traditional performance indictors (i.e.: reduction in causalities and suffering) alongside economic justification.

- Multi-annual action plan in traffic spaces: clusters of local authorities, urban space, non-urban roads.

- Measured, supervised and evaluated by NRSA (KSPI’s are defined for each domain).

- In line with the Minister of Transportation and road safety vision for sustainable public transport, cycling and walkability.
Seven intervention domains

1. Legislation & Enforcement
   - Establishing steering committee, interventions aimed to increase children and youth safety, increasing young drivers' safety, Promotion of safe infrastructures, focused enforcement, and more...

2. “Safer City” Urban roads
   - Safer speeds (30 km/h), Safer street crossing, Safer roads to schools, Safety management, Safe riding (E scooters), and more.

3. Young drivers
   - Developing new teaching methods, Hazard perception training, Promoting effective Enforcement strategies, Introduction of passive rider assistance systems, and more...

4. Motorcycles
   - Improving traffic safety officers’ system, driver training and medical fitness to drive, increasing enforcement, Digital Tachograph, and more...

5. Non-Urban roads
   - Prioritizing treatments in high-risk sections, reducing collision risk at two-way roads, improving Shoulders safety, and more...

6. Heavy vehicles
   - Improving post-licensing supervised driving process, Hazard perception training, Family safety climate, and more...

7. Road users in Arab population
   - Improving collaboration practices with the Police, promoting enforcement plans for urban and non-urban roads, enforcement within clusters, creating disqualified drivers Database, and more...

Israel National Road Safety Authority
Levels of implementation of the plan

- Gradual implementation in clusters of local authorities (regional level)
- Urban space ("Safer City")
- Transverse plan
- Ongoing activities
A ‘Local Authority Cluster’ is a new form of inter municipal corporation, established to encourage regional development and promote cooperation on various issues between its member local authorities.

**Why clusters?**

- **Optimal coordination**
- **Compatibility with cluster profile**
- **Increased range of effect**
- **Integrated activities in Arab and Jewish localities**
- **Measurability, Monitoring**
- **Pooled resources**
Thank you for your attention