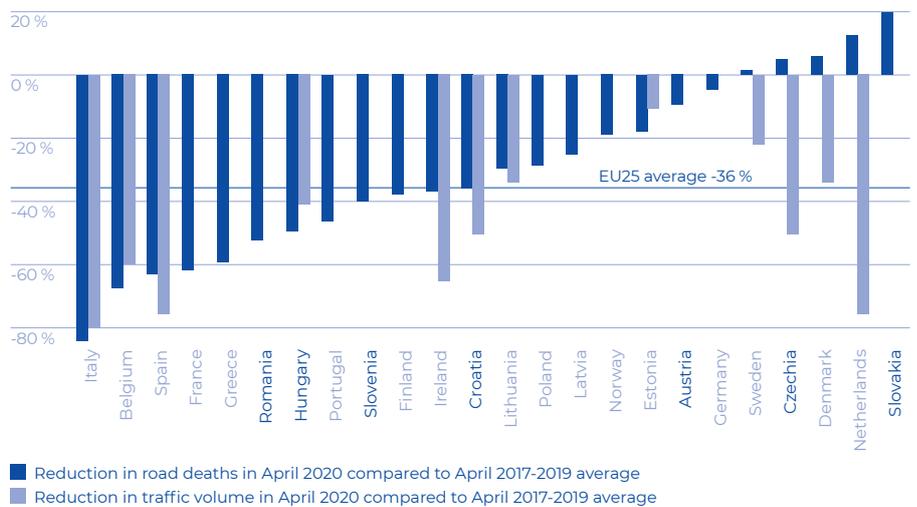




Better Transport Safety COVID-19

The COVID-19 pandemic has had an unprecedented impact on mobility patterns and transport worldwide and therefore on road safety. This critical time requires action to demonstrate by facts the real impact of the pandemic on road safety in the region and lessons to be learnt from it.

COVID-19 Effects on Road Safety and Mobility
Changes in road deaths and traffic volumes



Percentage change in road deaths in April 2020 compared to road deaths in April 2017-2019 (three years average) and corresponding change in traffic volume, Source: ETSC 2020

Better Transport Safety COVID-19

Because Your Road Safety is on our RADAR.

► A reduction in mobility, transport volumes and the number and distance of trips was observable in March and April 2020. The reduction was noted for all transport modes, but for public transport with particularly high reductions of 80 to 90 % compared to pre-pandemic levels.

► The intensity of the reduction in mobility, i.e., number and distance of trips, was related to the strictness of the measures taken by governments to contain the COVID-19 pandemic.

► While overall, a reduction in the number of trips was observable during the first wave of the pandemic, the share of short trips was higher during spring 2020 and also in the summer months compared to 2019.

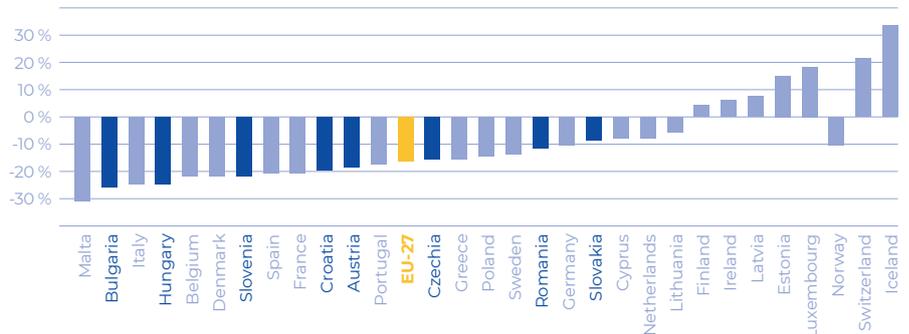
► In May 2020 and during the summer months when containment measures were lifted, mobility and transport volumes increased again. High increases were observable for walking, cycling, and driving. However, public transport still is far behind its level before the pandemic because of working from home or transport mode shifts to individual transport modes like driving, cycling (or walking), resulting also in comparatively more vulnerable road user travel on the urban and suburban system.

► During the second wave of the pandemic in autumn 2020, mobility of all transport modes again decreased, however these reductions were not in the same intensity as during the first wave of the pandemic.

► The higher shares in individual mobility, i.e., driving, cycling, and walking, compared to the public transport share may possibly prevail even after the pandemic has passed, as people who shifted from public transport to cycling or the car during the pandemic may continue to do so.

COVID-19 Effects on Road Fatalities

Percent change of road deaths per million inhabitants 2020 compared to 2019



Source: European Commission 2021

► For the whole year 2020 compared to 2019, a reduction of road fatalities was noted in most EU member States with the largest reductions (25% or more) in Bulgaria, Hungary, and Italy. In contrast, Estonia, Latvia, Ireland, and Finland recorded an increase in fatalities.

► A reduction of the number of road crashes and fatalities was particularly observable in March and April 2020. However, some countries in Europe also experienced small increases in road fatalities, with the latter also being linked to less stricter containment measures.

► The reduction in road fatalities during the first wave of the pandemic in most countries in Europe was not in proportion to the decrease in traffic volume, resulting in a higher fatality rate and a higher fatal collision risk. This also applies to most of the countries in the Danube area.

► The reduction of non-fatal crashes in March and April 2020 was around the same extent as the decrease in traffic volume or even higher. However, the number of crashes quickly rebounded during the summer months in 2020 when containment measures were lifted.

► Overall, in most countries, the reduction in the number of road crashes was higher than the reduction in the number of casualties and road fatalities, with the latter decreasing the least or even increasing.

► During the second wave of the pandemic in Europe in October, November and December 2020, the number of fatalities, road crashes and road victims again decreased compared to the same months 2019.

ABOUT RADAR PROJECT

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Project Partners

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Associated Strategic Partners

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Countries across the Danube area and UK

RADAR project is building a safe future by offering innovative approaches that identify high-risk roads, consider infrastructure safety improvements, and propose the best cost-benefit solutions available for road users.

www.interreg-danube.eu/RADAR

Use @RADARprojectEU to talk to us!



RECOMMENDED BY RADAR PROJECT

Recommendations for state governments/ministries/agencies:

- Review the default speed limit for rural roads and adapt where necessary.
- Implement Safe System with special emphasis on rural roads to ensure they become self-explaining and forgiving to human error.
- Provide police forces and other enforcement entities with adequate resources and legal precautions.
- Consider tougher legal sanctions for excessive speed violations, such as higher and income-dependent fines, prolonged licence withdrawal, and confiscation of vehicles.
- Encourage the use of seatbelts in passenger cars through awareness and enforcement measures.

Recommendations for local governments:

- Put high priority on enforcement and

educational as well as awareness-raising activity to curb inappropriate speeds.

- Consider the implementation of a 30 km/h limit in urban areas and other traffic calming measures.
- Help making the apparently higher usage levels of active mobility (walking, cycling) sustainable by providing them with safe facilities and an adequate share of road space.
- Set the necessary promotive steps to re-establish the modal share of public transport.

Recommendations for road authorities:

- Establish an evidence base to prioritise infrastructure investments based on safety: crash locations, traffic flows, speed levels, road infrastructure design and safety data.
- Make sure that for each road construction, reconstruction or maintenance project, the implementation of Safe System principles is considered.