



**World Health
Organization**

REGIONAL OFFICE FOR **Europe**



3rd Global Ministerial Conference on Road Safety

Achieving Global Goals 2030

Stockholm, Sweden, 19-20 February 2020

**Statement of the WHO European Healthy Cities
Network and the WHO Regions for Health
Network on Safe Mobility and Transport for
Urban Populations**

WORLD HEALTH ORGANIZATION REGIONAL OFFICE FOR EUROPE

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Statement of the WHO European Healthy Cities Network and WHO Regions for Health Network agreed at a meeting on urban road safety, satellite to the 3rd Global Ministerial Conference on Road Safety – Achieving Global Goals 2030

1. We, the cities and national networks of the WHO European Healthy Cities Network, and the regions of the WHO Regions for Health Network, fully support the Stockholm Declaration on Road Safety and recognize the vital role that cities play in creating safe urban environments and in remaining at the forefront of global, regional and local agendas affecting well-being for future generations.
2. We recognize that 75% of the 900 million people living in the WHO European Region live in cities, municipalities and urban centres.
3. We note that 70% of the people dying from road crashes on urban roads in the European Union are pedestrians, cyclists and motorcyclists, the most vulnerable road users.
4. We believe that safety is required for us to be healthy on our roads and in our communities, schools and homes.
5. We recognize that injuries and deaths from road crashes are not “accidents”. Scaling up our efforts to save lives requires that our language reflect the fact that injuries and deaths from road crashes can be prevented.
6. We therefore define road safety as a public health issue but also a key challenge for and determinant of sustainable mobility, transport, justice and social and economic development.
7. We believe that road safety can unlock the human potential of our urban streets, making them a resource for active mobility, further promoting public health and well-being.
8. We believe that through their urban planning, cities and municipalities should ensure that how they plan for motorized transport does not compromise the safety and active mobility of their residents.
9. We understand that focusing both political and technical attention on road safety is critical now, as is taking action to address the underlying social, cultural, economic and environmental factors that influence the road safety of urban populations.

10. We stress, as the levels of government closest to people and communities, that we are key actors in supporting the implementation of global and regional frameworks, and we are obligated to accelerate progress to improve road safety through participatory approaches throughout our policy and strategy planning.
11. We believe that achieving road safety requires engaging our populations in the decisions that affect them and that our close relationships with local communities put us at the forefront of implementation.
12. We recognize that progress in road safety varies highly within and between countries, regions and cities and that, by striving for progress in road safety locally, we will contribute to broader national and international efforts to create a safer WHO European Region and, by extension through collaboration and sharing experiences, a safer world.
13. We emphasize the leading roles of municipalities, cities and regions as advocates for public health, ensuring that the focus on evidence-informed and data-driven action withstands fluctuating social, cultural and political changes.
14. We recognize that the complexity behind the causes of injuries and deaths from road crashes requires a multidisciplinary and intersectoral response and makes victim blaming especially cruel to grieving loved ones and an ineffective and unacceptable approach.
15. We note that WHO and other road safety organizations recommend adopting the Safe System Approach to road safety. A safe system recognizes that the human body is highly vulnerable to injury and that people make mistakes but that complementary interventions to create safer roads, safer vehicles, safer speeds and safer behaviour by road users can work together to compensate for the mistakes and prevent inevitable crashes from resulting in injuries or death.
16. We reiterate that the recommended safe system approach to road safety is not under the jurisdiction of a single entity but that successful road safety outcomes require coordinated, collaborative and multilevel governance, political will, leadership and action.
17. We reiterate, that although global and regional frameworks and agendas provide the policy context and framing for improving road safety, we can work at the regional, municipal and city levels to ensure that no individuals are left behind regardless of their sex, race, religious beliefs, migration status, ethnicity, sexual orientation, age, political orientation, disability or socioeconomic circumstances.
18. We stress the importance of ensuring that road safety be considered throughout the policy process in cities and regions, from planning through implementation; otherwise actions in one

area can worsen road safety or increase challenges to it in other areas. This is especially pertinent in such areas as urban roads and infrastructure, open green space, public transport, active transport and modal shift in transport.

19. We commit to leading by example in implementing evidence-informed and data-driven strategies, including those for example recommended by WHO's Save LIVES technical package, by POLIS and EURO CITIES in their New Paradigm for Safe City Streets and by the World Resources Institute.
20. We recognize that reducing speed in urban areas, both by enforced limits and by infrastructure design, is the most rapid and effective way to reduce deaths and injuries from road crashes.
21. We acknowledge that making urban streets safe requires significant investment, much more than can be sourced from city budgets. We need financial and technical support from our national governments.
22. We are fully aware that monitoring is key to accelerating progress towards improving road safety in the European Region. We commit to strengthening our local observatory and monitoring capacity, to showing progress towards and identifying challenges to achieving Sustainable Development Goal target 3.6 and to sharing information with all relevant stakeholders to ensure that findings are acted on.
23. We know that building safe, sustainable and resilient communities needs to be at the heart of strategies for accelerating progress towards public health and prosperity for all. We also know that action is required at the regional and city levels to achieve safe and resilient communities. We commit to being key partners in this process.
24. We commit to using and building on existing partnerships at the regional and city levels to accelerate progress towards improving road safety and commit to using the WHO European Healthy Cities Network and the Regions for Health Network as platforms for networking and partnering with relevant actors across society and multilevel government, ensuring an intersectoral approach to promoting public health diplomacy and policy coherence.
25. We commit to building capacity across all sectors of local government to equip them with the skills, tools and knowledge to develop policy that provides the framework for national, regional and local action to prevent deaths and injuries from road crashes and to develop appropriate indicators that measure progress.

26. We recognize and commit to achieving road safety in our local communities. We also call on our national governments, WHO, United Nations partners and the global community to simultaneously take urgent action on this global problem.

27. We, the WHO European Healthy Cities Network and the WHO Regions for Health Network, adopt this Declaration. We commit to taking forward this agenda in the spirit of the 3rd Global Ministerial Conference on Road Safety, held on 19–20 February 2020 in Stockholm, Sweden, and for it to serve as an impetus for enhancing and sustaining further engagement, collaboration and action on road safety in all our regions, cities and countries.

Now is the time to act. We cannot afford to fail.