



## **PARALLEL SESSION: MITIGATING CLIMATE CHANGE THROUGH ROAD SAFETY**

### **Session Conclusions**

*Date: 27 February 2020*

*Authors: Lucie Berger*

#### **1. KEYWORDS**

Road safety, climate change, greenhouse gas emissions, CO<sub>2</sub>, climate change mitigation and adaptation, sustainable transport, public transport, e-mobility

#### **2. TITLE OF THE SESSION**

Mitigating climate change through road safety

#### **3. TOPIC OF THE SESSION**

[Presentation of the issues that were presented, why they are important]

All global challenges have to be tackled together due to their linkages but also to avoid possible negative impact on each other; this is also the reason why the Sustainable Development Goals (SDGs) have been introduced under the Agenda 2030. While doing that, governments have to first reflect on the way they want their societies to develop; with the increasing digitalisation and automatisations, they will have to rethink the cities design as well as further urban sprawl, the land use, and impact of the new lifestyle on our the population health.

The climate change already affects road safety considerably. A number of road safety-related policies, including promoting of walking and cycling, but also reduced speed, have direct positive impact on climate change mitigation. Active mobility has additional benefits for population health.

#### **4. SHORT SUMMARY OF SESSION**

The discussion showed a strong link between road safety and climate change (both mitigation of and adaptation to changing climate) whereby a number of policies related to safer roads (such as speed) result also in reducing the respective CO2 emissions. Both, road safety and climate change are also directly linked to health, as city planning incentivising (safe) walking and cycling improves the population wellbeing. As such, it will be important to reconsider the design of cities, which should be designed around mobility rather than around cars.

The private sector can also play an important role by prioritising these two issues, i.e. reducing their environmental footprint while making their drivers as well as other road users safer; this is also increasingly important as a growing number of consumers opt for conscious choices.

Finally, linkages to other important challenges were demonstrated; for example, with the constant innovation of transport and the growing automatisisation, the population might decrease their movement which might increase the occurrence of chronic diseases.

#### **5. OVERALL MESSAGES**

With the increasing urban sprawl, land use (and its impact on the environment) needs to be taken into account. Cities have often been designed around cars while in future, more consideration should be given to other aspects, such as mobility including alternative modes of transport and promoting of walking and cycling, land use and its impact on environment, or health.

Climate change affects directly conditions on roads, most visibly through extreme weather events. This results in roads being cut-off and road users stranded, or in increased risk driving.

#### **6. OVERALL RECOMMENDATIONS**

The decision-makers have to reflect on what kind of society they want to have in future; a society where children can walk safely to school, where we have a sufficiently active life, and where digitalisation is facilitating but not providing an additional burden? If so, the planning of cities and urban sprawl will have to change, and urbanisation and land use will have to put safe and accessible mobility as its core value.

All global issues, all SDGs should be then considered together as they are interconnected and a focus on one should not negatively affect another. This underlines the need for cross-cutting cooperation on sustainable transport systems, further urbanisation and city planning.

#### **7. IMPORTANT FINDINGS (EX. TECHNICAL OR OTHERS)**

[This can include key findings that have been confirmed and can be shared, as well as emerging issues that have been identified and will require more analysis.]

The success stories from voluntary policies (including from the private sector) show that tackling climate change and road safety together can be beneficial. Conscious choices by consumers resulting from awareness raising campaign.

Some participants voiced their difficulties to find research that makes a clear link between speed and emissions; while this issue has been included in the Stockholm Declaration, it would be useful to have more research that proves that reduced speed equals reduced CO2 emissions.

## **8. SPECIFIC RECOMMENDATIONS FOR DIFFERENT STAKEHOLDERS INCLUDING GOVERNMENTS AND THE PRIVATE SECTOR**

[This can include recommendations for future studies or future collaborations.]

Governments should link the individual SDGs to the National Determined Contributions (NDCs) under the UN Framework Conventions on Climate Change (UNFCCC). Namely public transportation must be included in the NDCs, which are being periodically updated with a growing ambition.

## **9. PREPARATION OF THE SESSION**

[Mention here the persons and organisations that were involved in the preparation of the session]

## **10. SESSION PROGRAM**

[Include actual the program of the session as it actually took place]

### **Moderator**

Robertus de Jong  
Head, Air Quality and Mobility Unit | UN Environment Programme

### **Introduction**

Billie Giles-Corti  
Director of Urban Futures Enabling Capability Platform | RMIT University |Australia

### **Panel participants**

Elin Gustafsson  
Member of Parliament | Committee for Transport and Communication | Swedish Parliament

Ndeye Awa Sarr  
President | LASER International

Elisabeth Munck af Rosenschöld  
Sustainability Manager, Transport and Logistics Services | IKEA

Pere Calvet Tordera  
President | International Association of Public Transport

Plan and timing:

Approx. Time	Topic/Presentation title	Speaker (title, role/position, organisation)