

Safety Performance Indicators in Sweden



TRAFIKVERKET
SWEDISH TRANSPORT ADMINISTRATION



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- Vision zero, theoretical framework
- Design principles
- Safe system
- Safety Performance Indicators
- Management by objectives
- Strategies for actions



Vision Zero – ethical platform

System designers are responsible for the design of the road transport system and are thereby responsible for the level of safety within the entire system.



If the users fail to comply with these rules, the system designers are required to take the necessary further steps to counteract people being killed or injured.

Road users are responsible for following the rules for using the road transport system set by the system designers.

Vision Zero – Design principles

- Every crash should be survivable
 - People will always make mistakes
 - The consequence of the mistake should be manageable



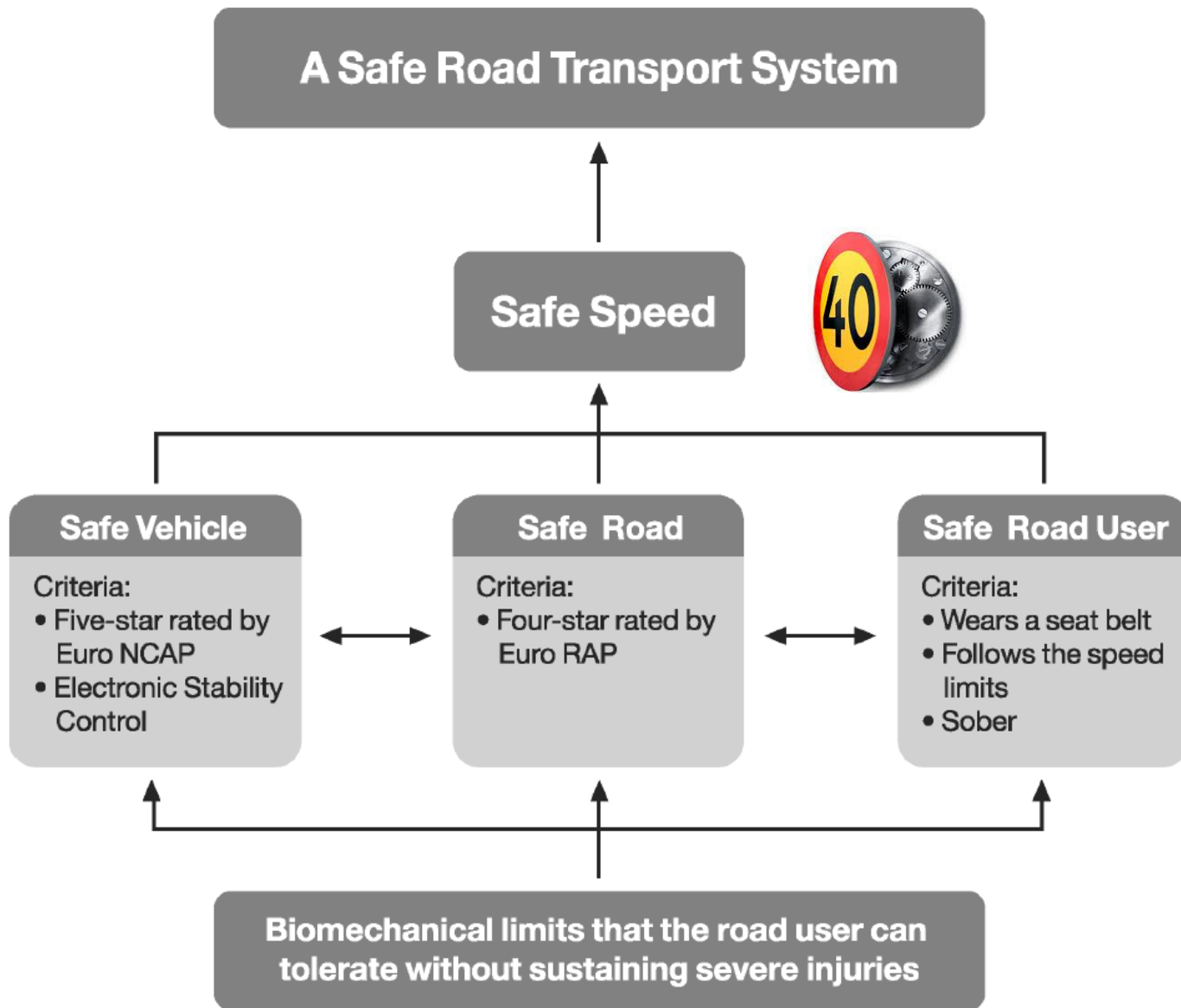
Relative
risk of death: 100



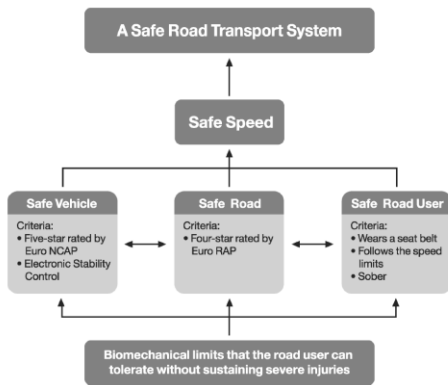
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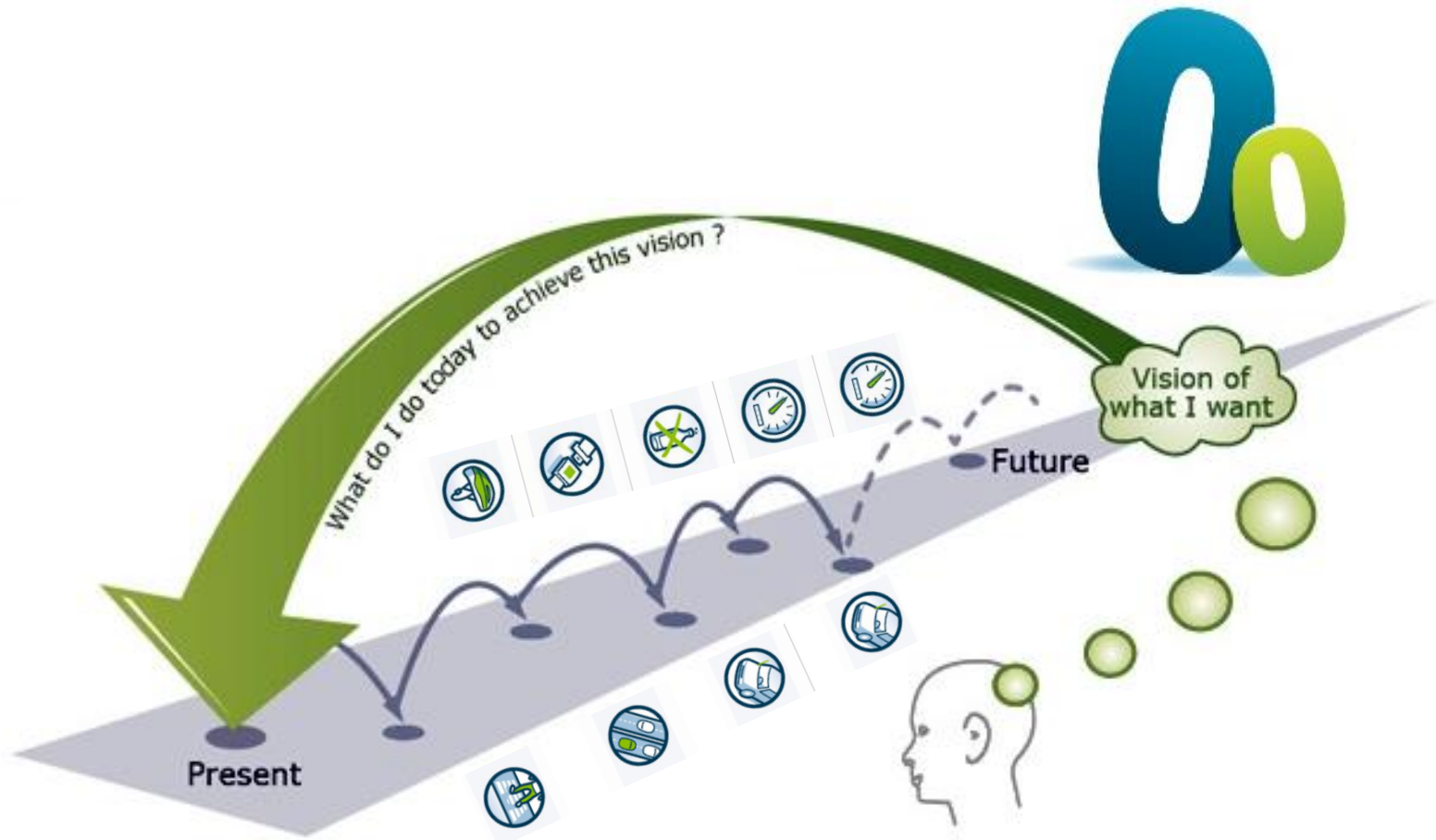
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Safety Performance Indicators

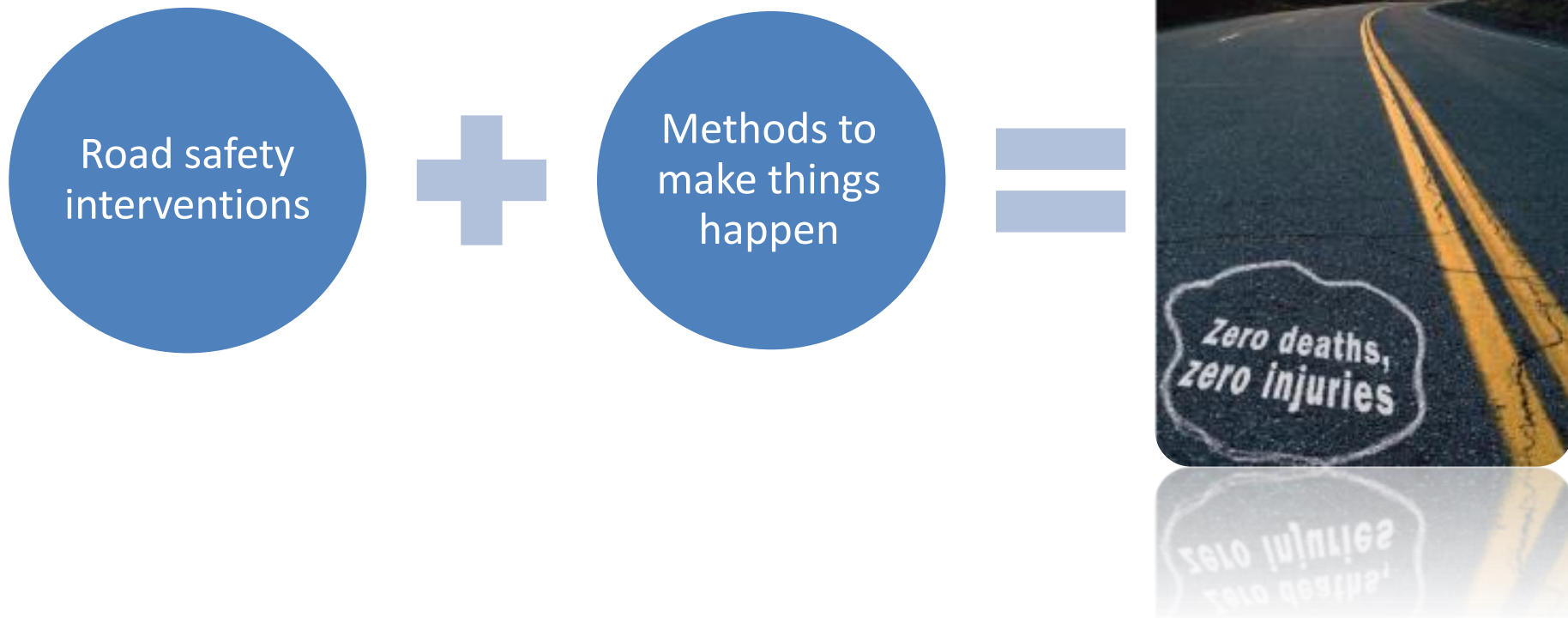


Indicator	Starting point	2014	Target for 2020	Trend
Number of road traffic fatalities	440	270	220	In line with the required trend
Number of seriously injured	5 400	4 900	4 000	Not in line with the required trend
Share of traffic volume within speed limits, national road network	43 %	46 %	80 %	Not in line with the required trend
Share of traffic volume within speed limits, municipal road network	64 %	63 %	80 %	Not in line with the required trend
Share of traffic volume with sober drivers	99,71 %	99,78 %	99,90 %	Not in line with the required trend
Share of front seat passenger car occupants wearing a seat belt	96 %	97 %	99 %	In line with the required trend
Share of cyclists wearing a helmet	27 %	37 %	70 %	Not in line with the required trend
Share of moped riders using a helmet correctly	96 %	96 %	99 %	Not in line with the required trend
Share of new passenger cars with the highest Euro NCAP score	20 %	57 %	80 %	In line with the required trend
Share of safe motorcycles (ABS)	9 %	39 %	70 %	In line with the required trend
Share of traffic volume on roads with speed limit above 80 km/h and median barriers	50 %	73 %	75 %	In line with the required trend
Share of safe pedestrian, cycle and moped crossings on main municipal road networks	19 %	25 %	Not defined	Cannot be assessed
Share of municipalities with good-quality maintenance of pedestrian and cycle paths	15 %	No measurement in 2014	70 %	Starting year for the measurement in 2013, no measurement in 2014 - cannot be assessed

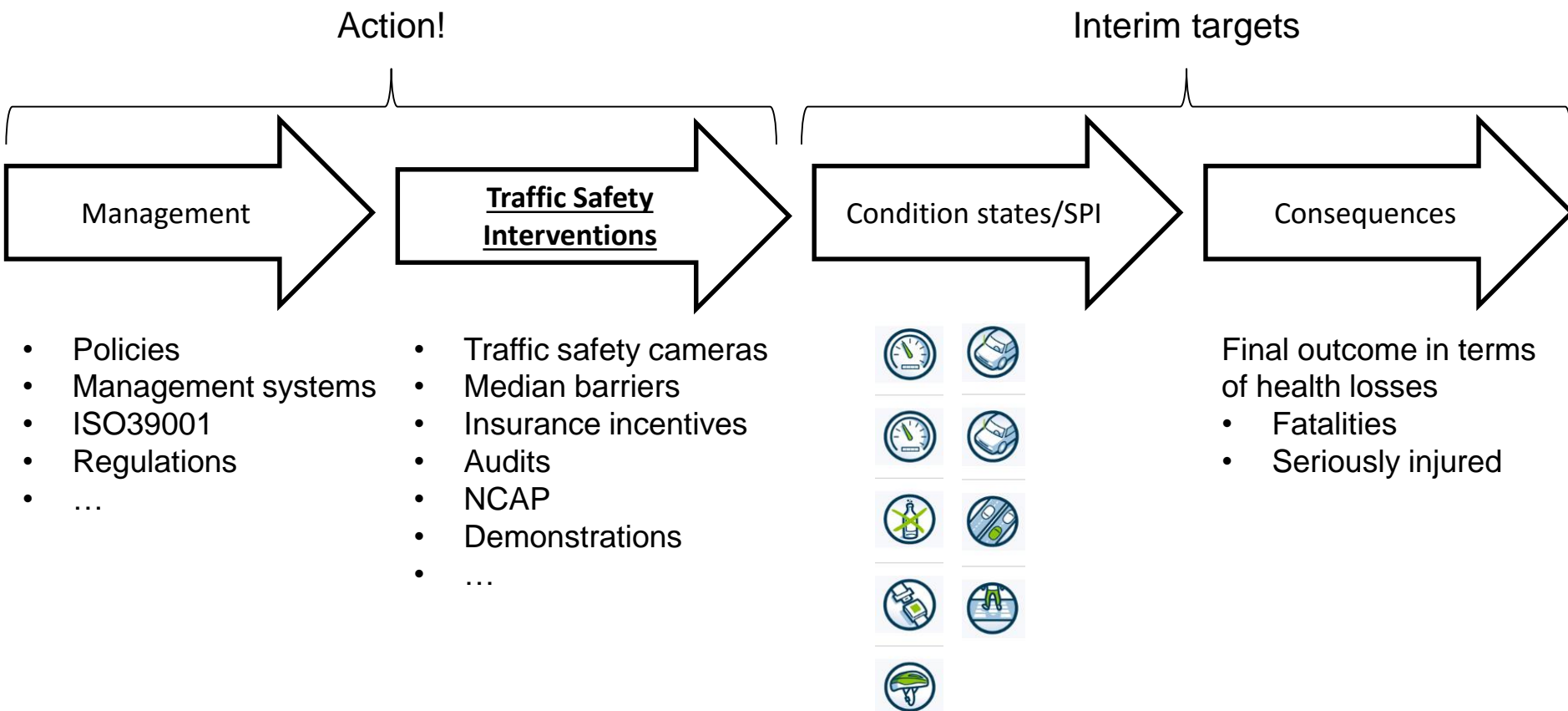


259 fatalities

Vision Zero - driving forces for change



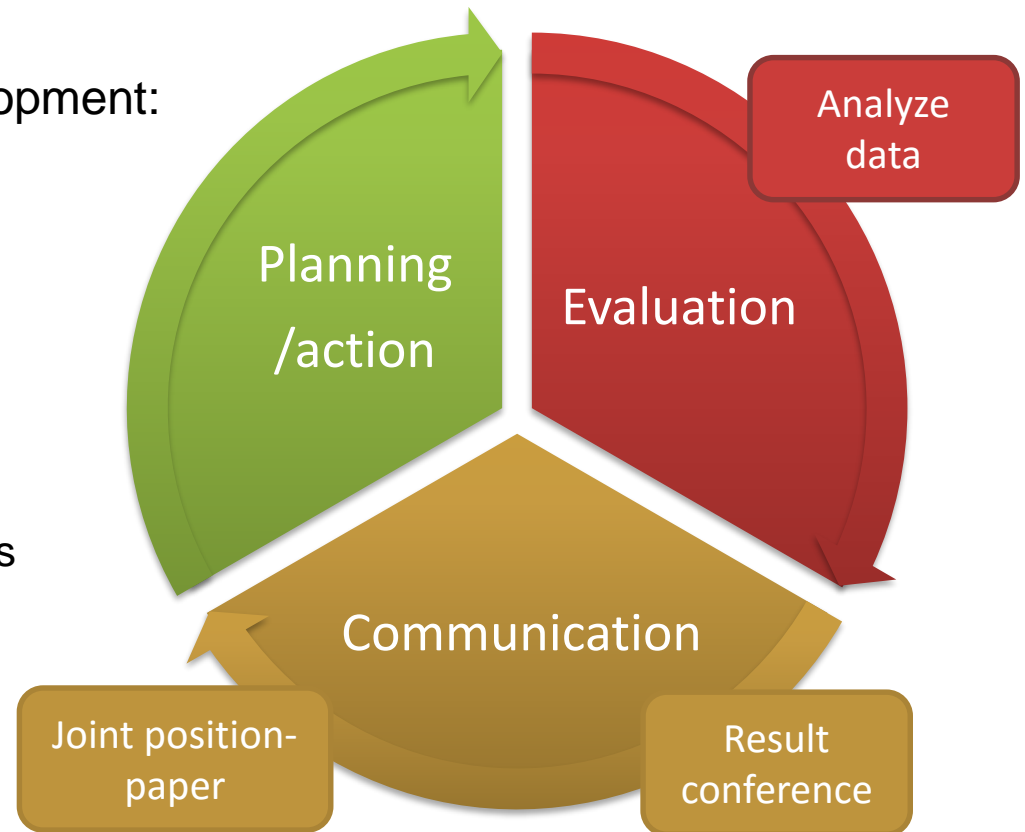
Methods to make things happen



Management by objectives

Expert groups for strategy development:

- Safe speeds
- Sober traffic
- VRUs (pedestrians and bicyclists)
- VRUs (PTW and ATV)
- Safe cars
- Safe rural streets and urban roads



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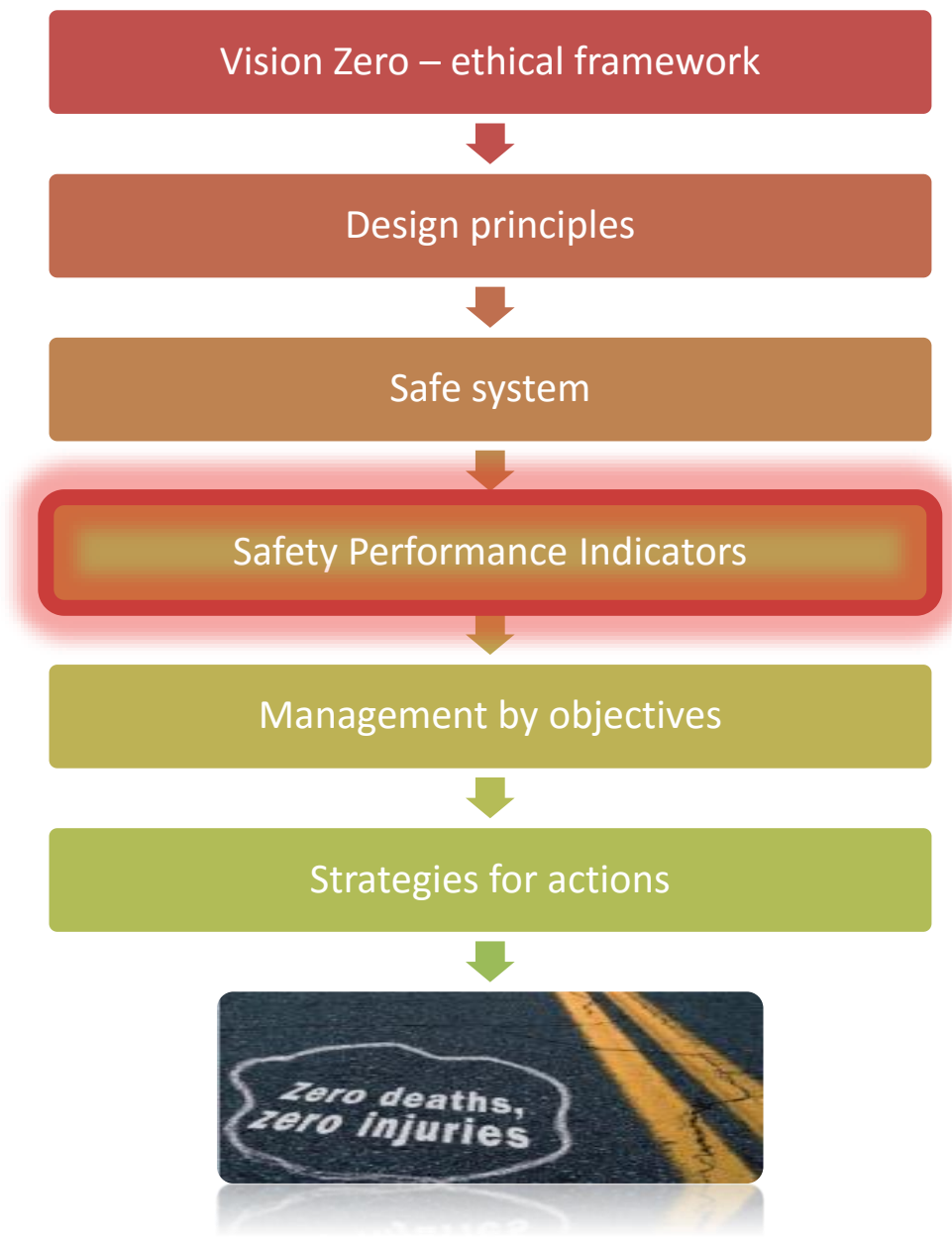
**Increased safety for
motorcycle and moped riders**
Joint strategy version 2.0 for the years 2012-2020



Safer cycling
- a common strategy for the period 2014-2020, Version 1.0



Summary





Thank you for your attention!

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